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# 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.

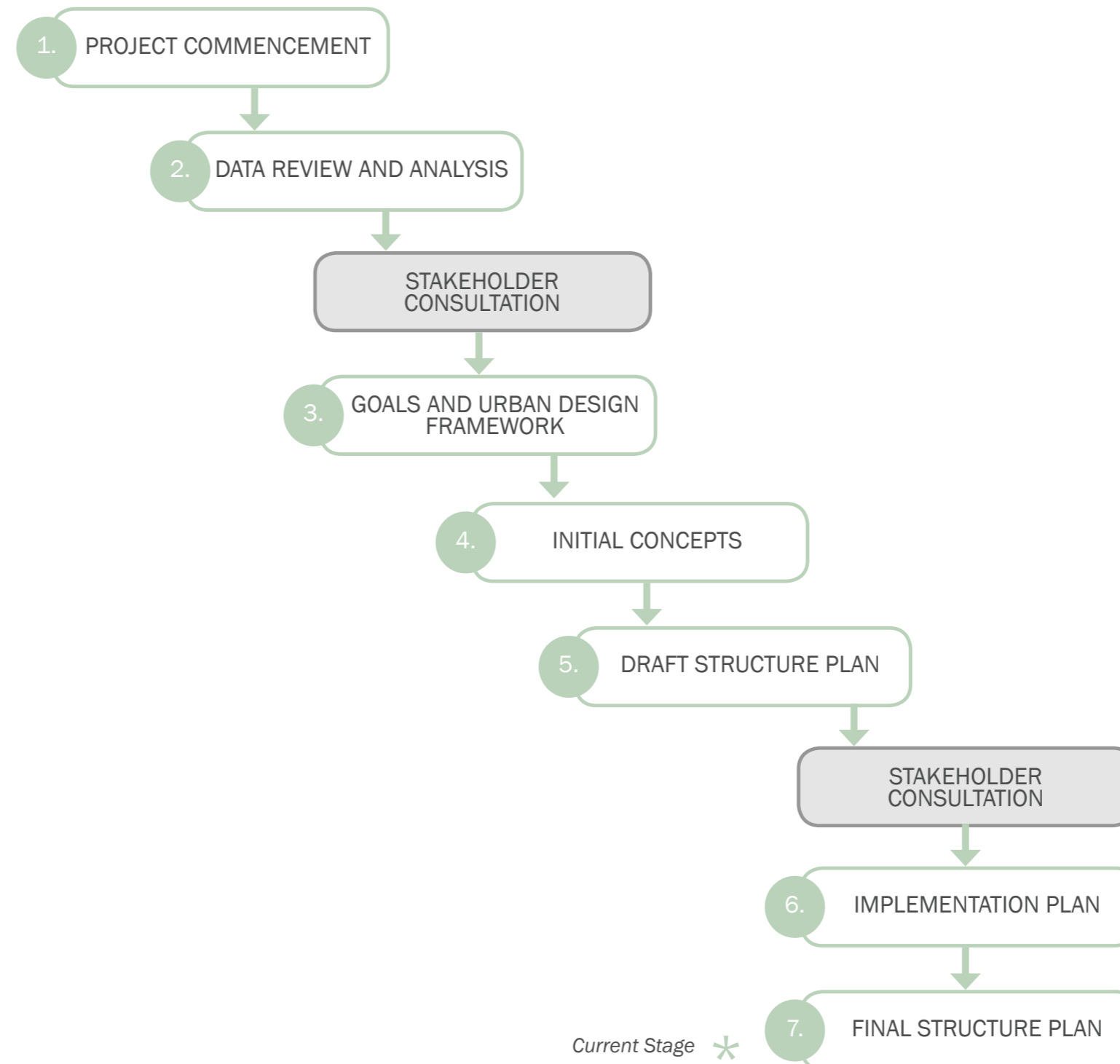
**SECTION 12: Acknowledgements**

**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



Figure 3: Regional Context Map

### 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.

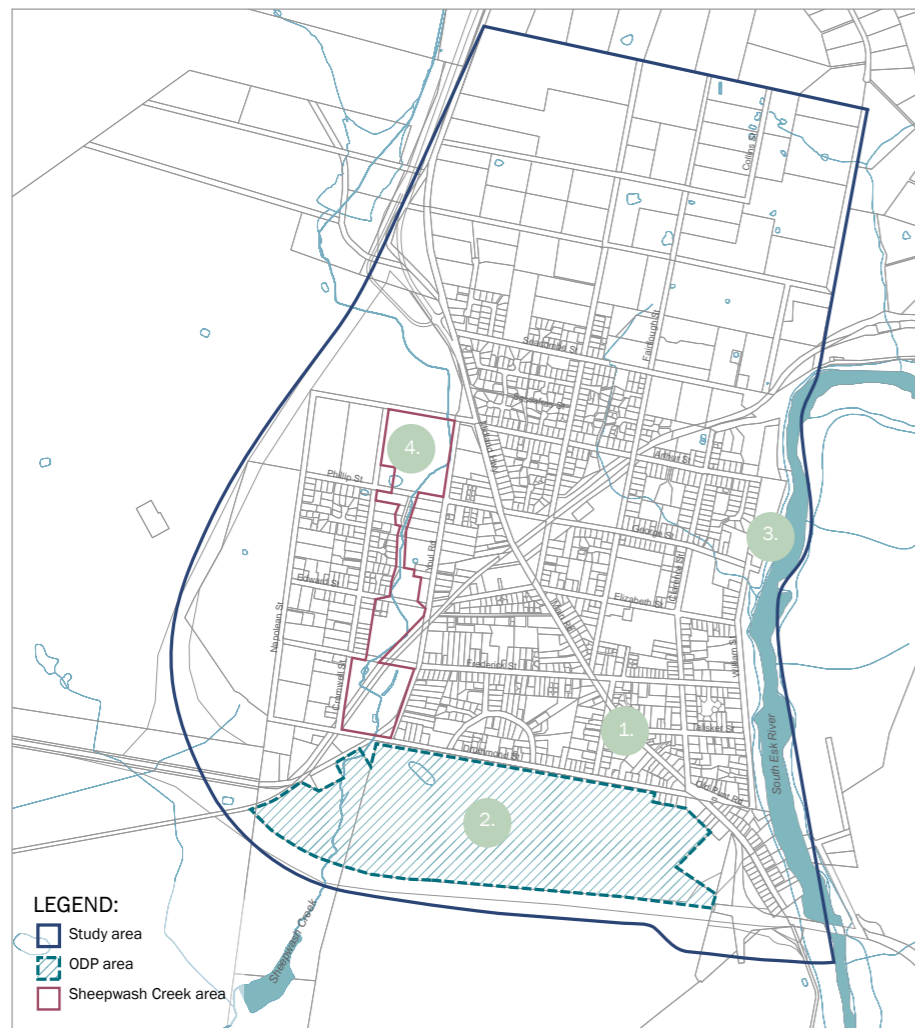
At present, Perth has an estimated resident population of 2,800 and has been gaining an increased share of the population in the Northern Midlands local government area. This trend is forecast to continue in the future given Perth’s strategic position and fewer development constraints, as compared with 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 4: Study Area context



### 1. RETAIL CENTRE



### 2. SOUTH PERTH AREA



### 3. SOUTH ESK RIVER AREA



### 4. SHEEPWASH CREEK AREA



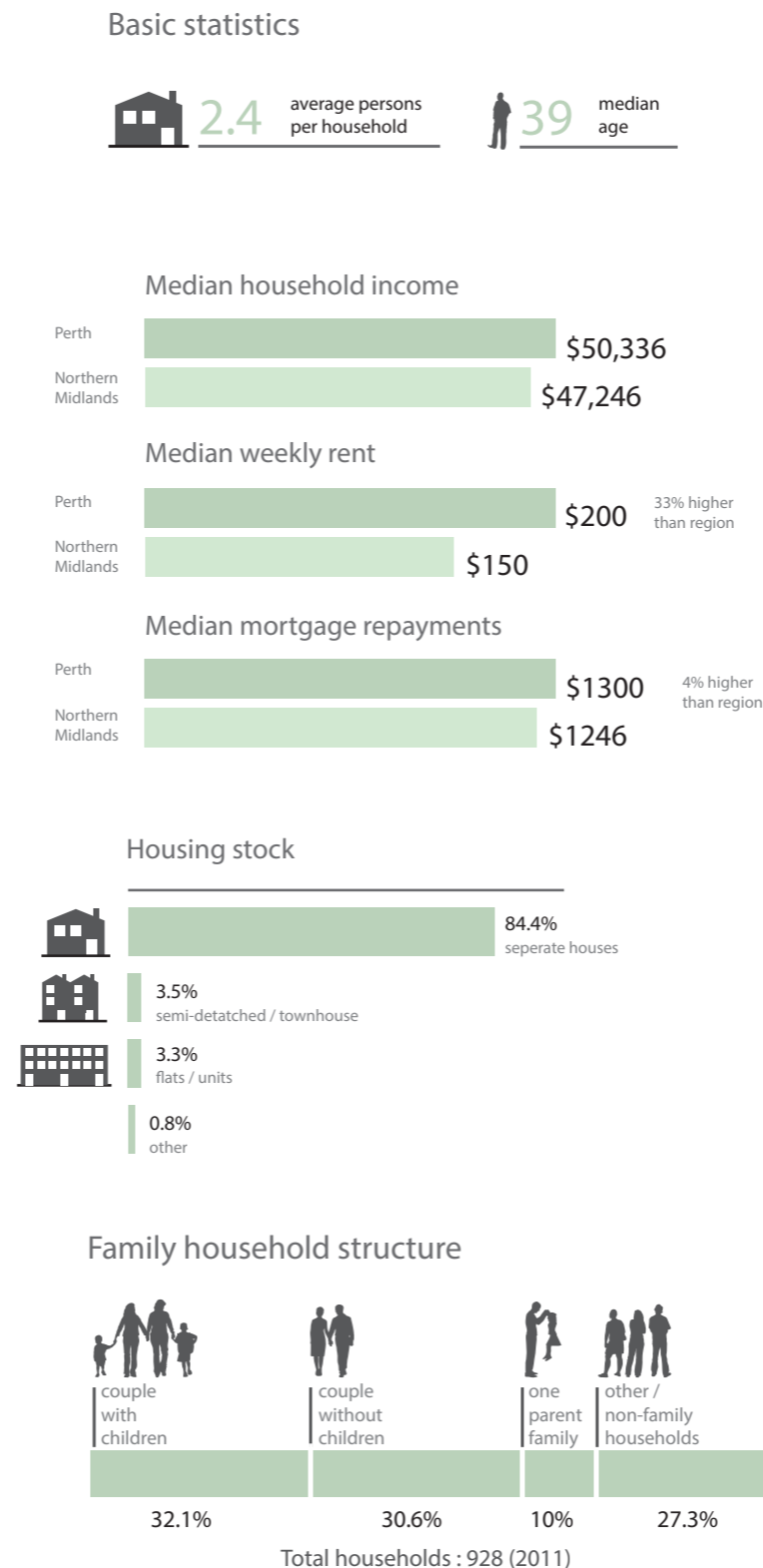
## 2 CONTEXT

### 2.2.1 POPULATION AND DWELLING CHARACTERISTICS

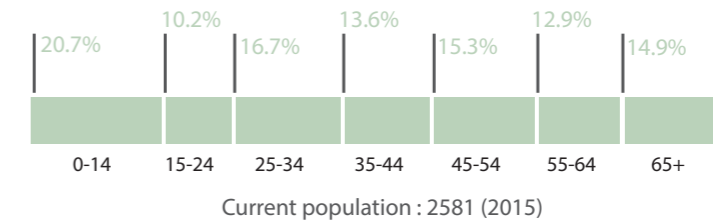
The Perth township and surrounding area has been steadily growing over the past decade. The population and dwelling characteristics for Perth is summarised below and represented in Figure 5 to the right.

- 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 for 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



### Age Profile

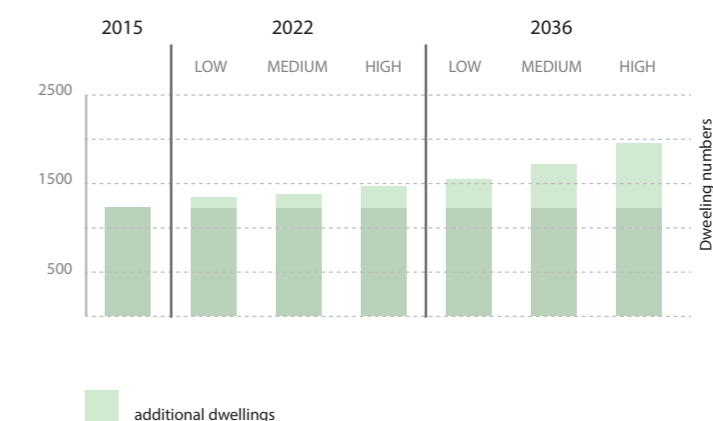


### Projected Growth

#### Projected Growth - Perth (Population)



#### Projected Growth - Perth (Dwellings)



## 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:

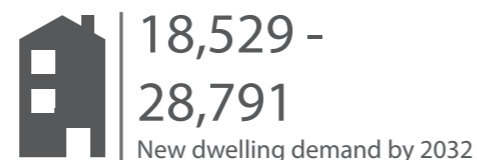
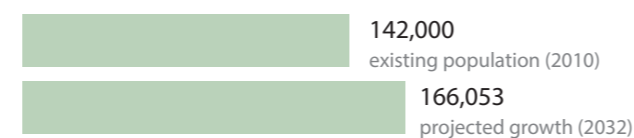
- Decreasing household size which will stimulate the demand for new, smaller dwellings at a range that may offset any downturn due to slow population growth.
- Emerging demand for smaller lots and greater housing diversity (i.e. more semi-detached houses). This would create a competitive advantage in 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 Birralee 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
<b>Traffic Management</b>	<ul style="list-style-type: none"> <li>• Implement highway bypass</li> <li>• Improve safety and amenity for pedestrians along Main Road</li> <li>• Re-consider speed limits for Main Road</li> <li>• Create a safe Devon Hills highway exit / emergency access</li> </ul>
<b>Land Use</b>	<ul style="list-style-type: none"> <li>• Resolve land use conflicts</li> </ul>
<b>Open Space and Recreation</b>	<ul style="list-style-type: none"> <li>• Improving access and facilities at the river edge</li> <li>• Develop a parks and recreation strategy</li> </ul>
<b>Planning and Development Control</b>	<ul style="list-style-type: none"> <li>• Address industrial/residential zoning conflicts in west Perth</li> <li>• Employ greater controls to value heritage</li> </ul>



**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.

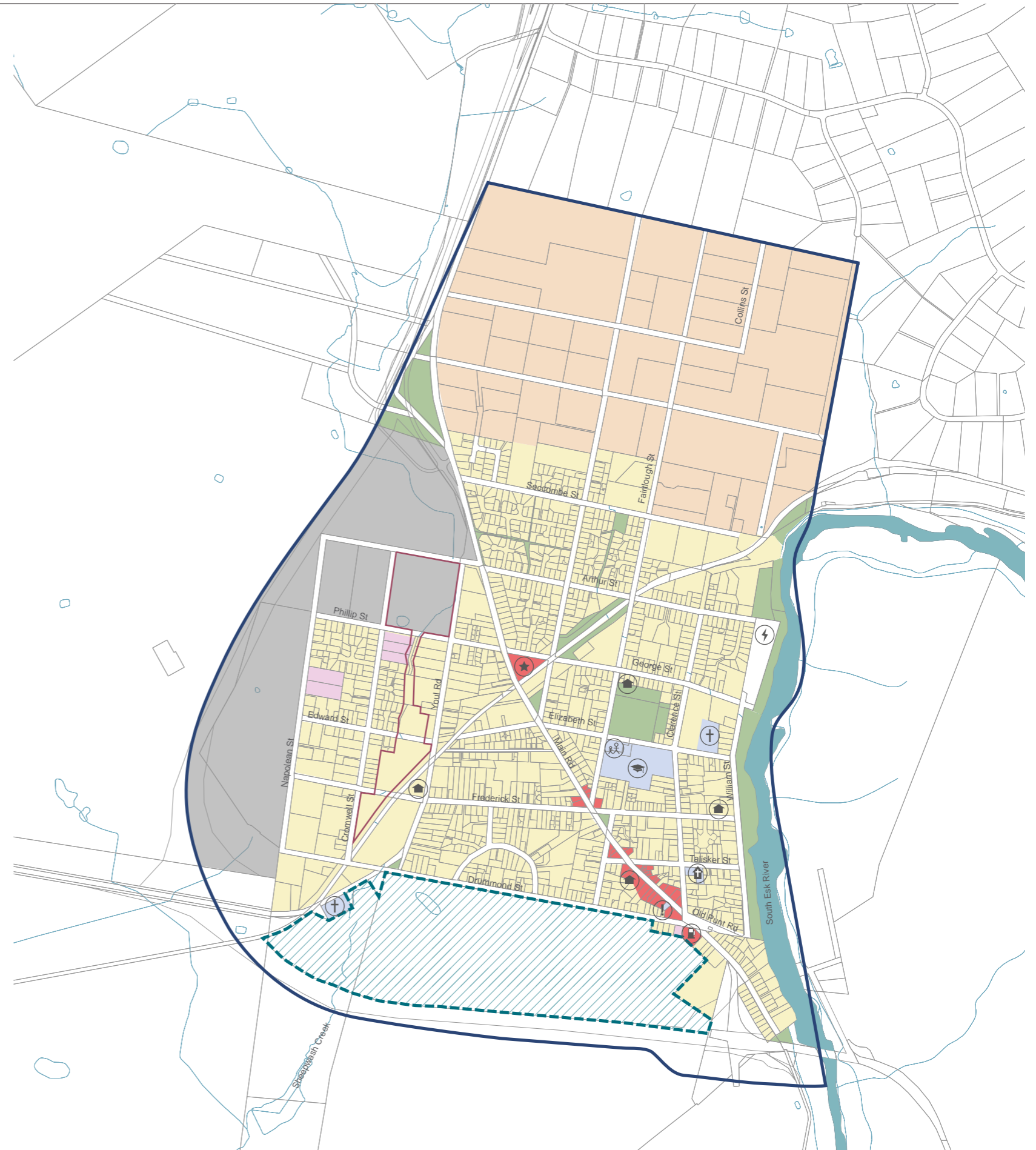
Higher density residential development is located around the town centre, with land on the periphery featuring lower density development. Land zoned as 'General Residential' around the town centre affords more convenient access to the town's services. Overall the town is comprised of a relatively low 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
- i Tourist information
- 🛢 Service station
- ⛪ Church
- ✝ Cemetary
- 🏠 Accomodation
- 👶 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.

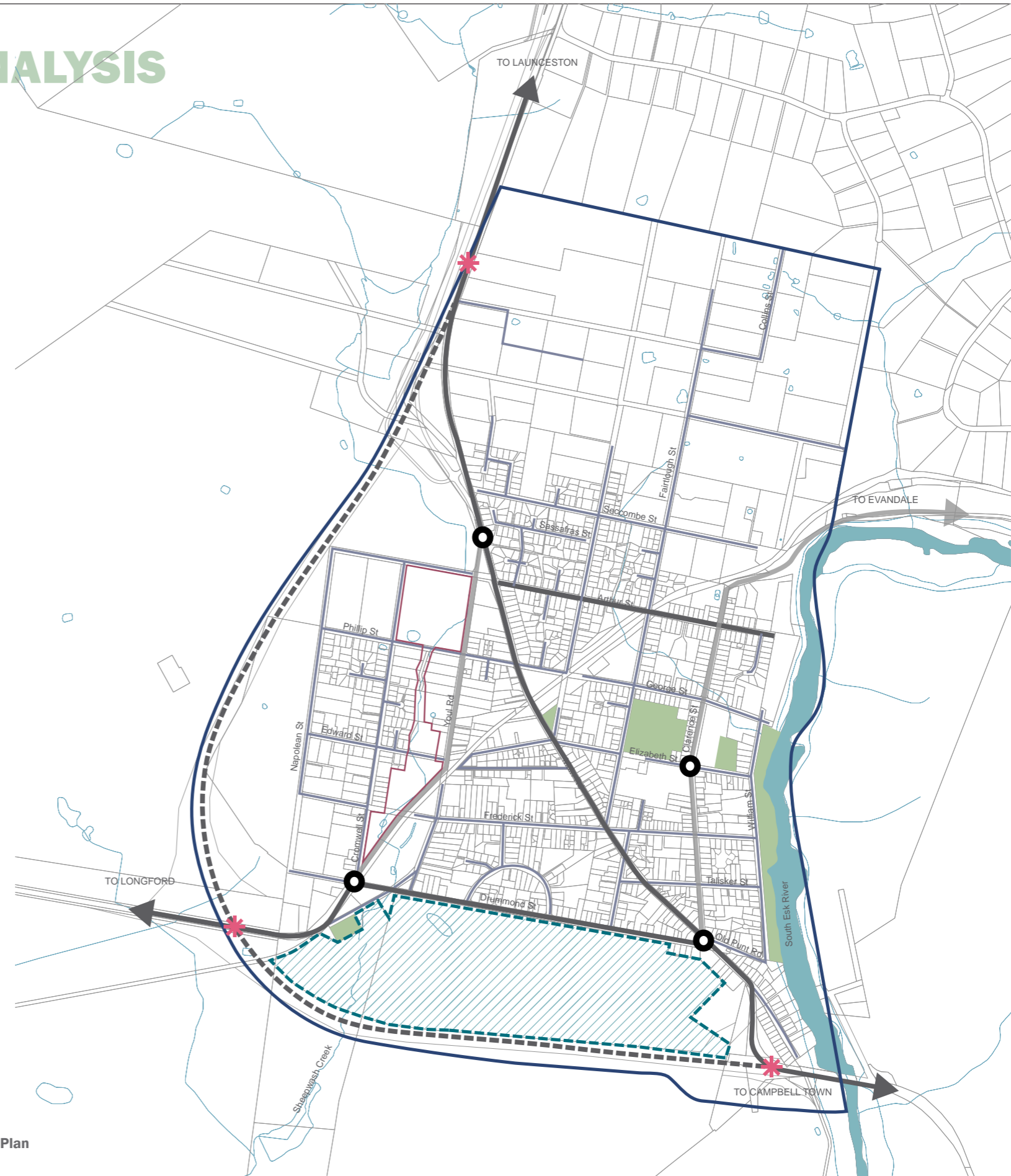
Throughout Perth there is limited off-street car parking due to low demand and the availability of on-street car parking. However, two off-street car parks are currently provided off Main Road. One car park is located behind the IGA and another is located at the Perth Hotel and Motel. Both of these car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

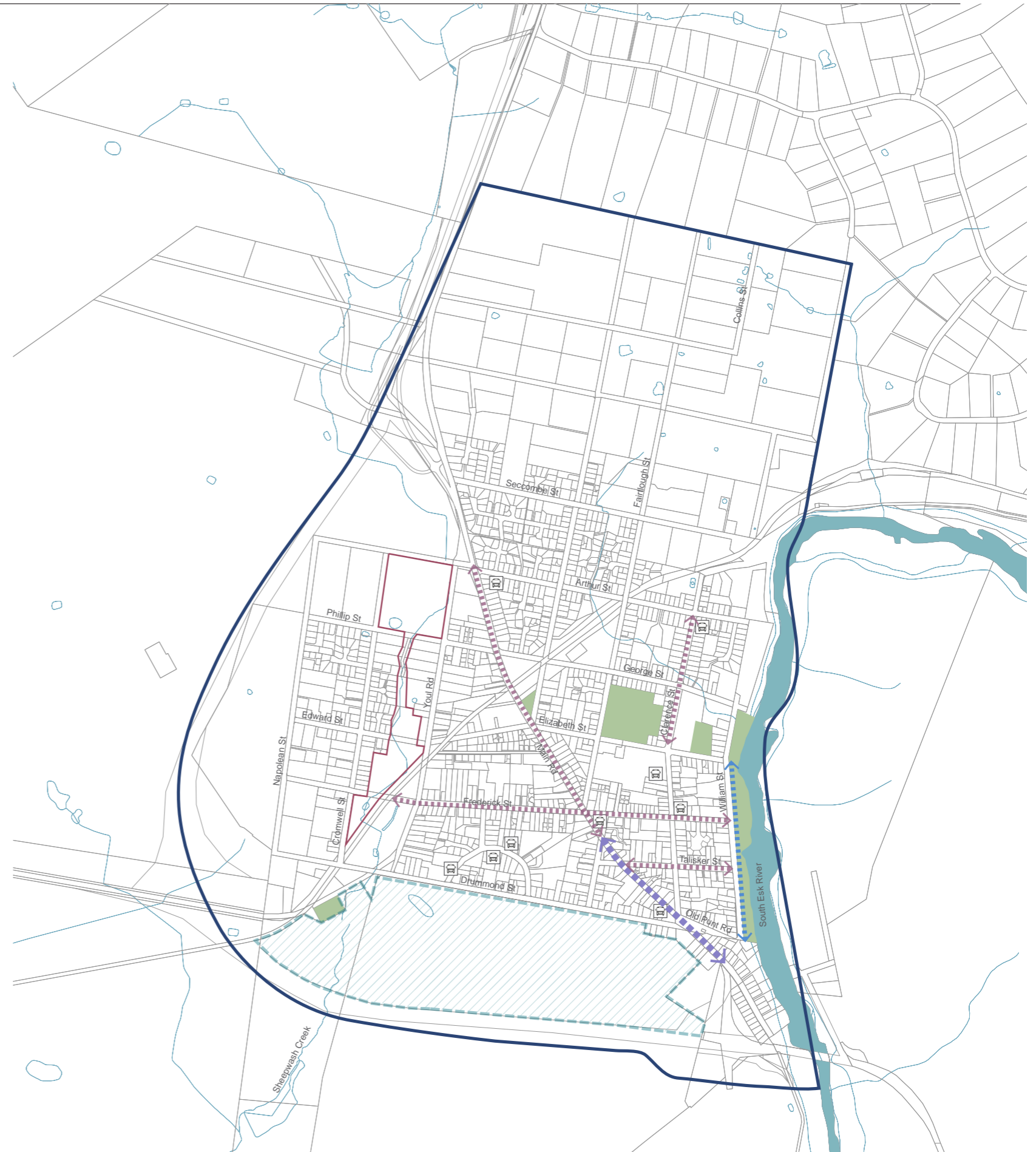
On-street footpaths are also featured along some of the primary road spines, including Main Road, Frederick Street, Clarence Street and Talisker Street. Footpaths are typically a standard width of 1.5 metres. As such, the potential to accommodate cyclist movements, is limited.

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.

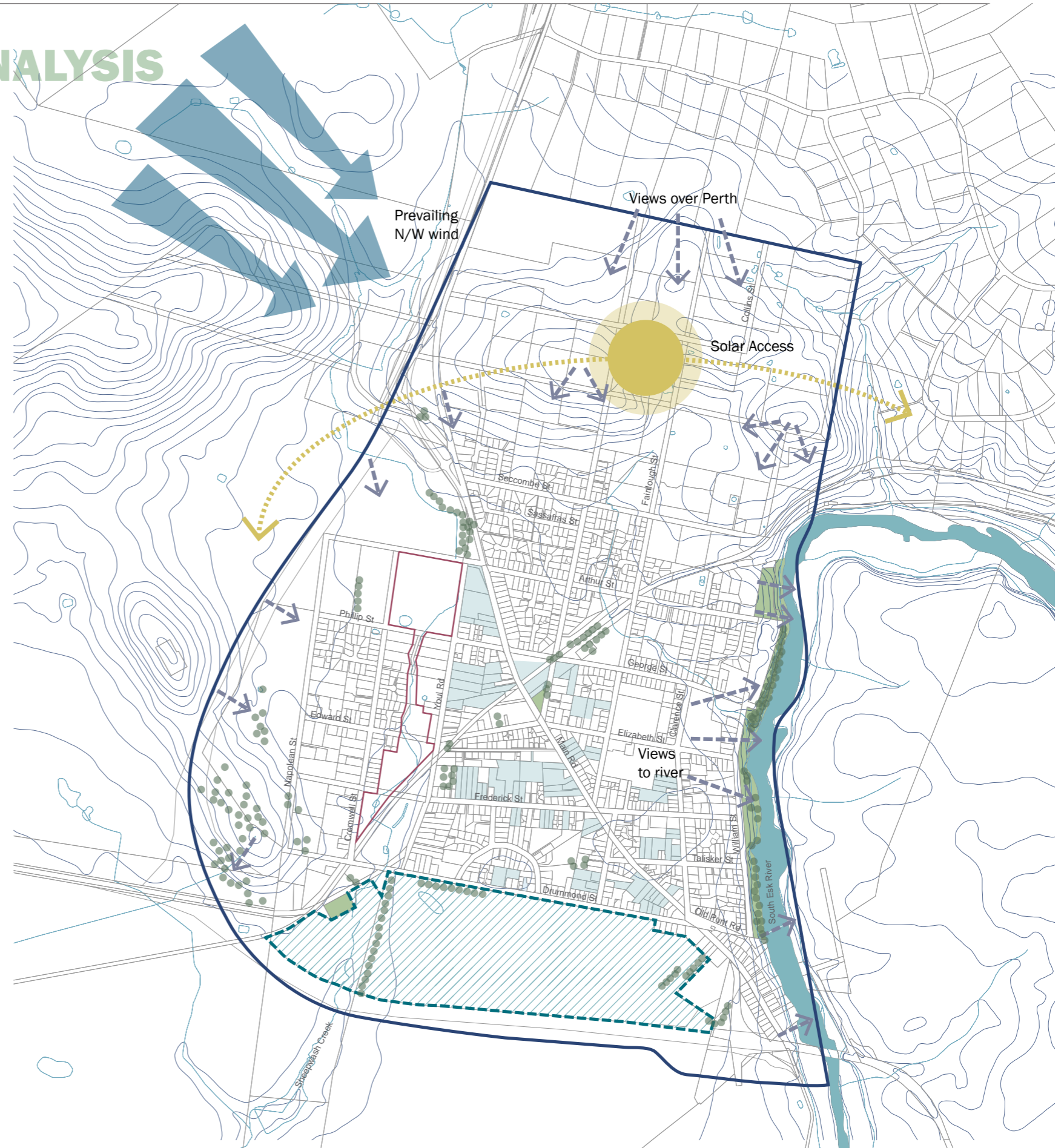
At present, Perth lacks a connected open space network. The nature of open space in the area is quite fragmented. Sheepwash Creek runs north south through the south western portion of the study area and represents an opportunity to create a key linear open space asset for the town.

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:

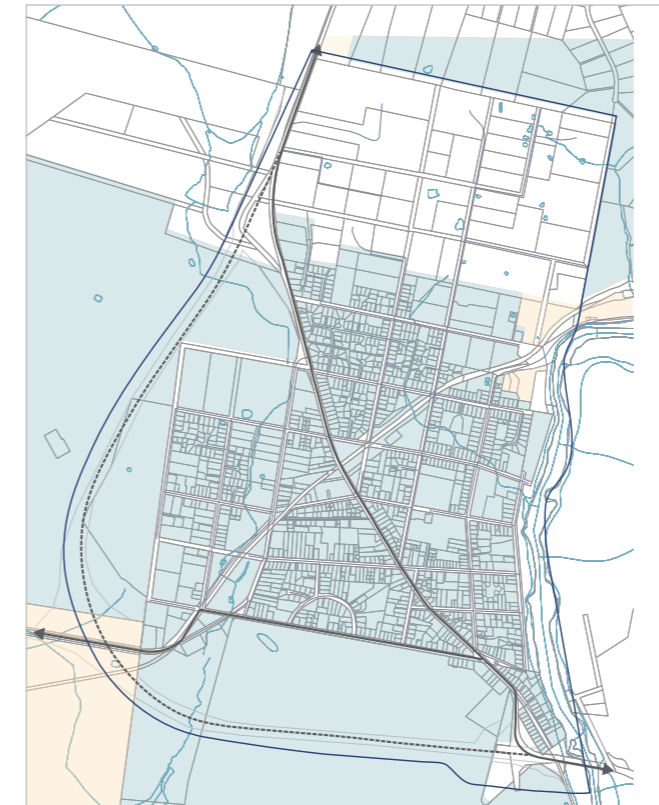
- South Perth Development Area, south of Drummond Street;
- Land west of Napoleon Street and north of the Drummond Street intersection; and
- Land north of Phillip Street (subject to the nature and intensity of development).

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.

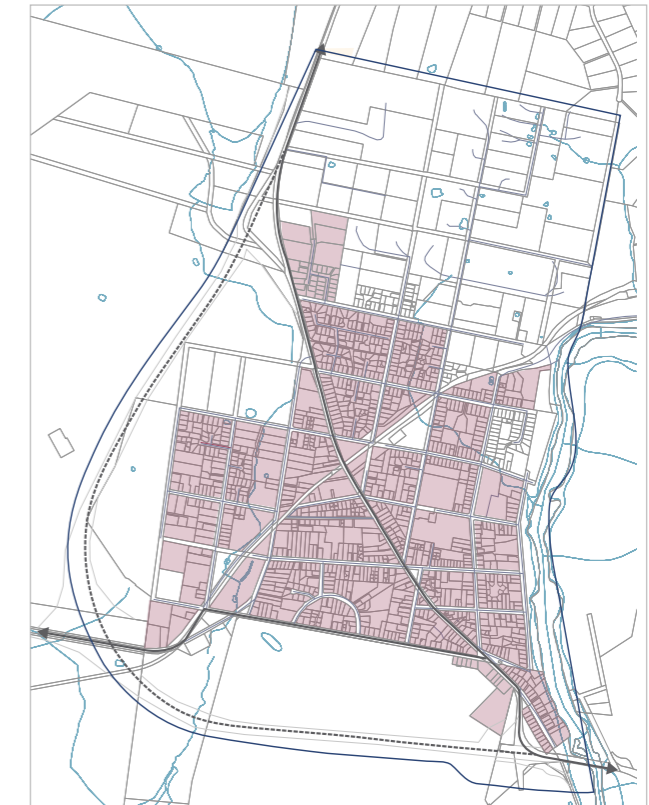
Figure 11: Water Services / Network Plan



**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 be 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
<b>Residential</b>	NO. OF LOTS	1,190	1,418 - 1,797	226 - 605	Based on low and high scenarios and projected household size by year.
<b>Retail</b>	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	
<b>Office and Business</b>	GLA	570 sq.m	Not defined.	N/A	
<b>Industrial</b>	GLA	30,800 sq.m	Not defined.	N/A	
<b>Services</b>	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

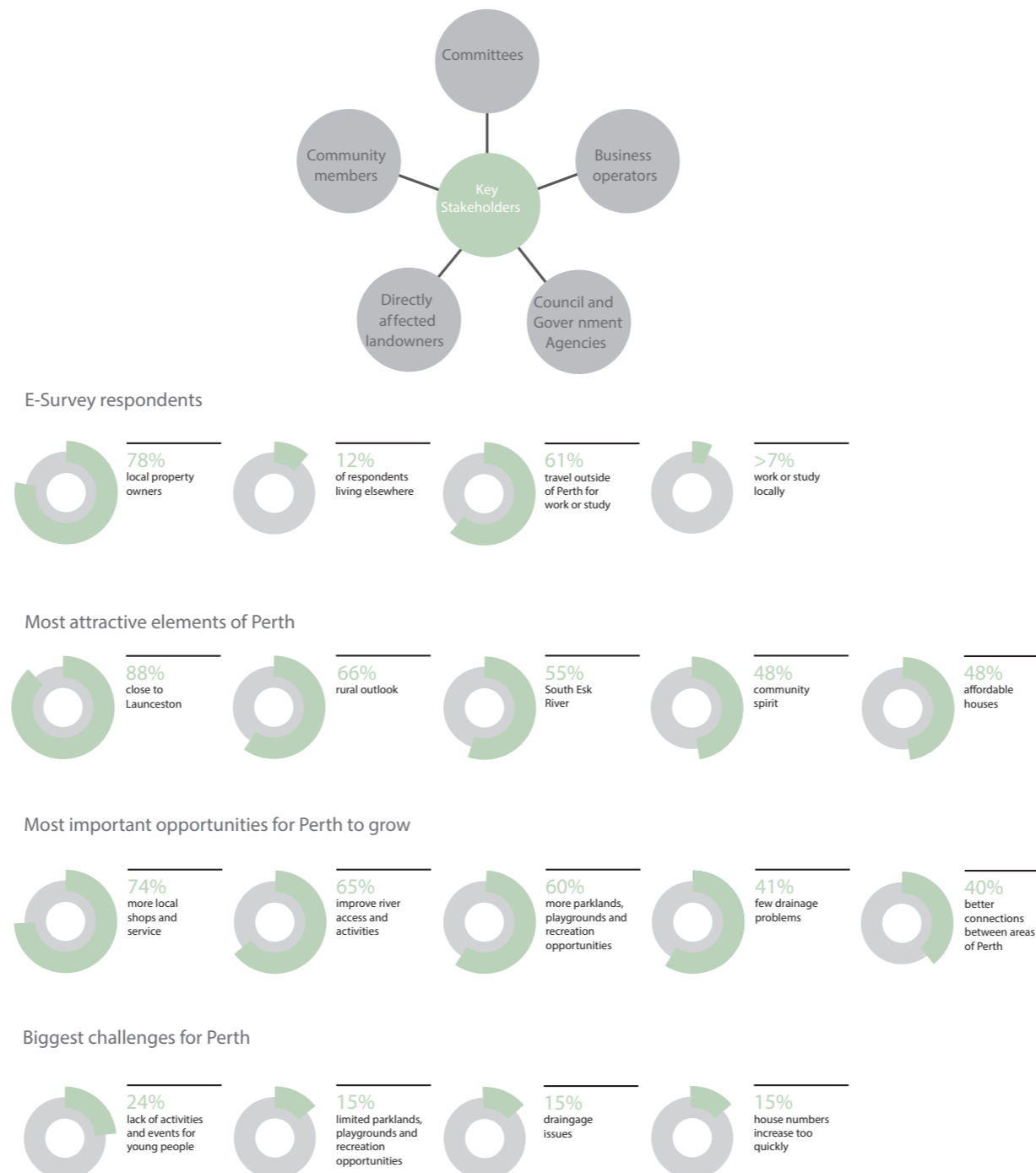


Figure 14: Stakeholder engagement feedback - detailed responses



### 1. STRATEGIC GROWTH OPPORTUNITIES

- Growth needs to be tempered with sensitivity, and a respect for the rural community, otherwise Perth will become just like any other suburb of Launceston.
- Perth has an opportunity to retain its character by not trying to be like everywhere else. Already the Launceston approach has been compromised by the building of the 4 lanes from Breadalbane to Perth.
- Better consideration of Drummond Street development and impact of the bypasses.
- Create more of a village atmosphere. Potential to change the name to Perth Village, to give the impression of a smaller community.
- Identified niche areas for future growth include tourism, farming, low density living, aged care.
- Promote Perth as the gateway to Tasmania's colonial heritage.

### 2. BENEFITS

- Quietness
- Services and shops (no McDonalds wanted)
- Close to airport
- Central to the whole of Tassie

### 3. CHALLENGES

- No large supermarket.
- Expansion of existing shops is preferred by some.
- Limited shopping available.
- Perth is getting too big.

## 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.

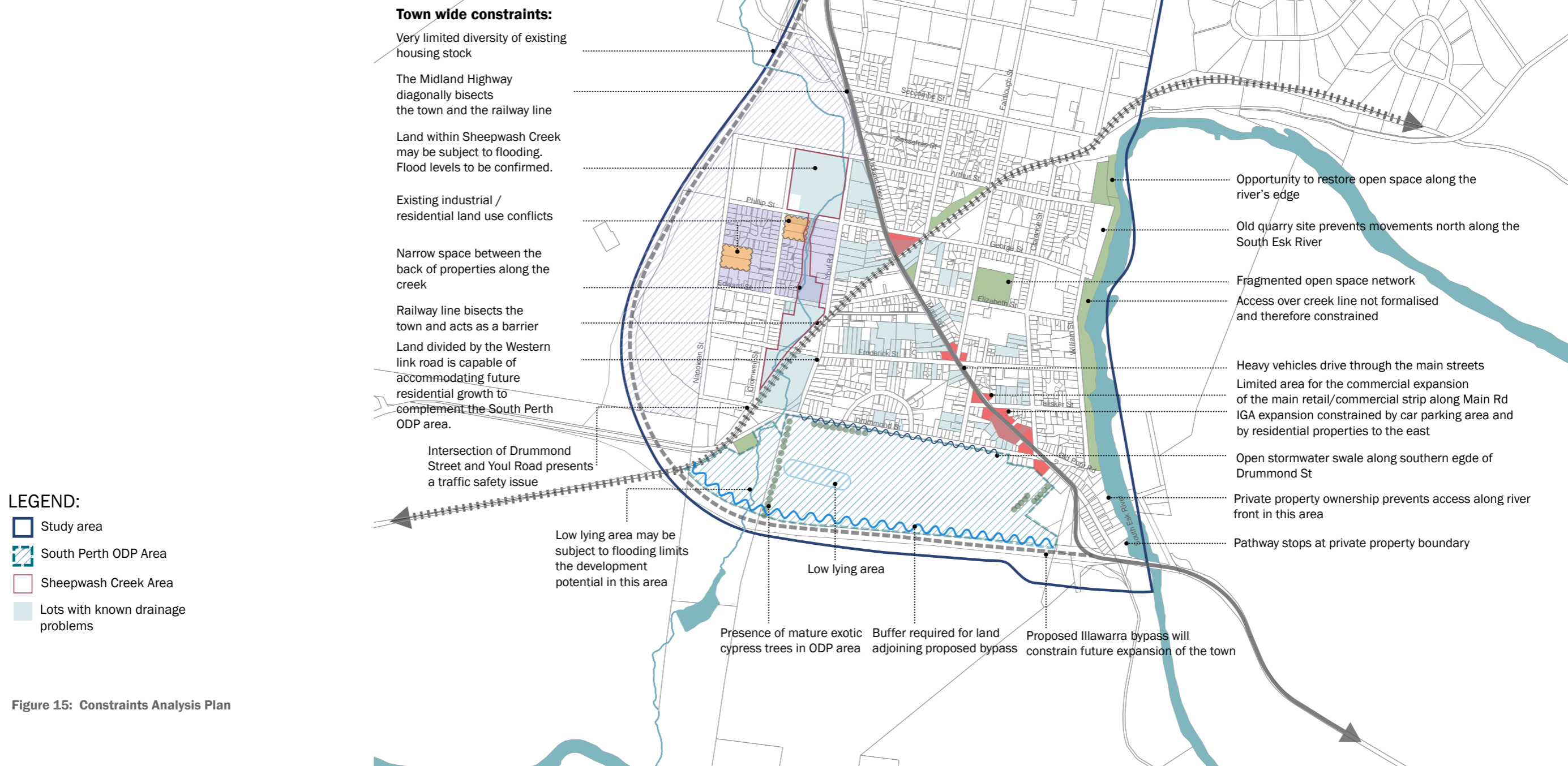


Figure 15: Constraints Analysis Plan

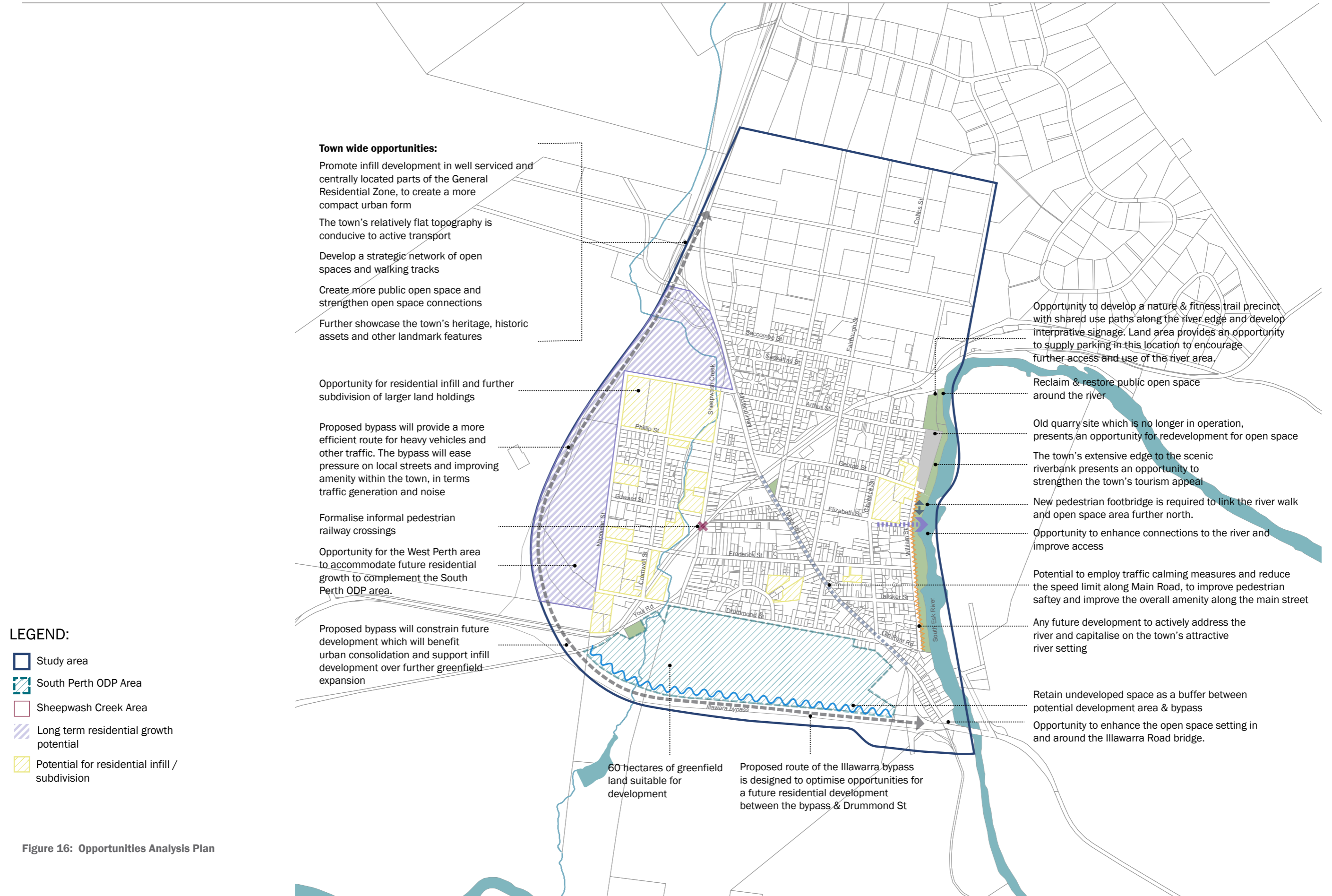


Figure 16: Opportunities Analysis Plan



# 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



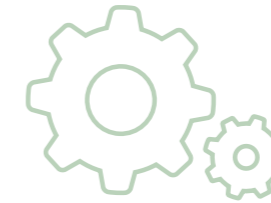
1. Consolidate residential development and increase residential densities in areas with sufficient infrastructure capacity, to promote a more compact urban fabric.
2. Given the importance of agriculture and farming in the region, avoid fragmentation of surrounding rural land for residential purposes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

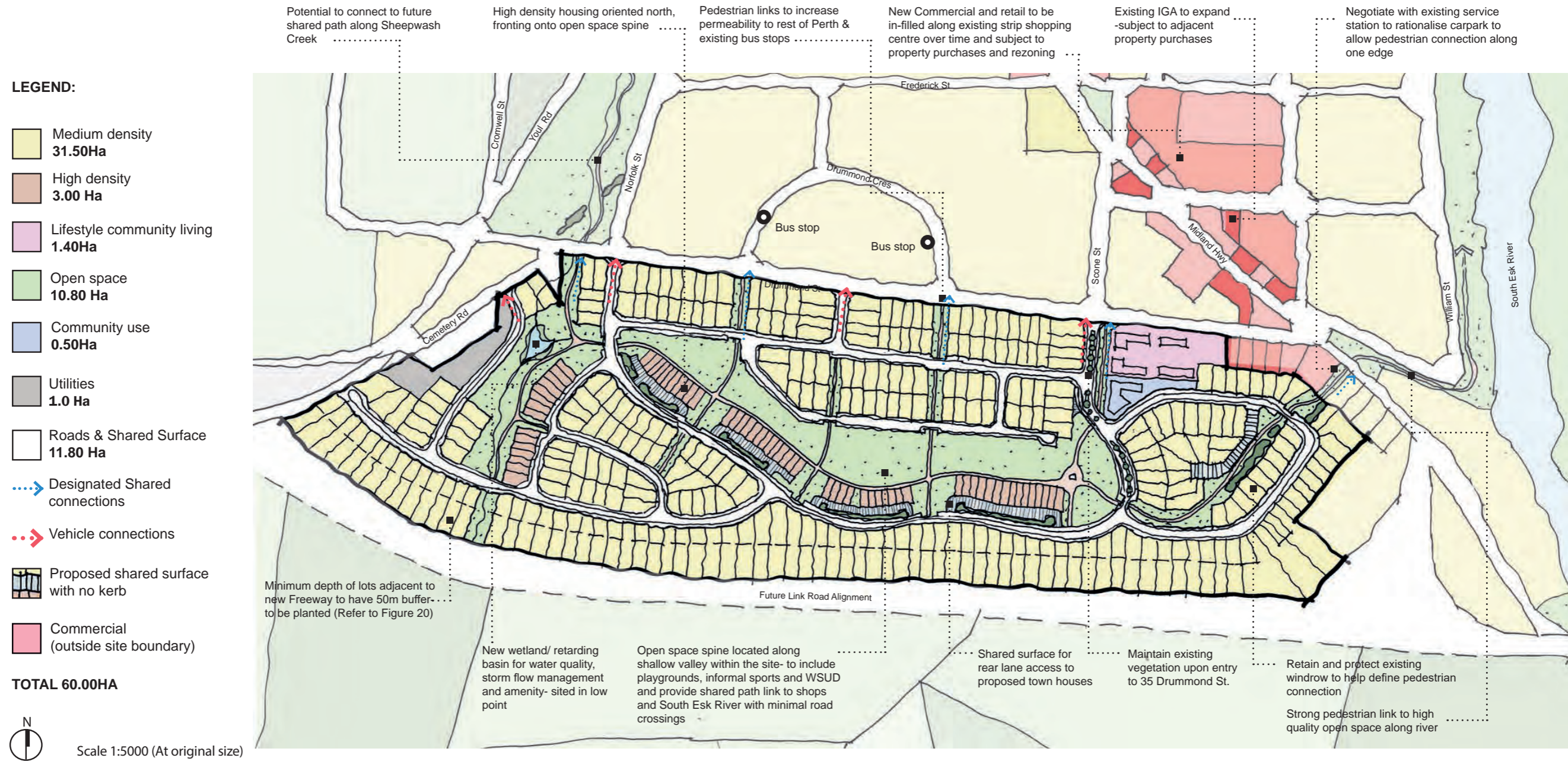
A responsive and highly sensitive approach has been used to minimise impacts on the natural and built environment in this location. The open space reserve utilises the existing drainage path to create an attractive open space spine.

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

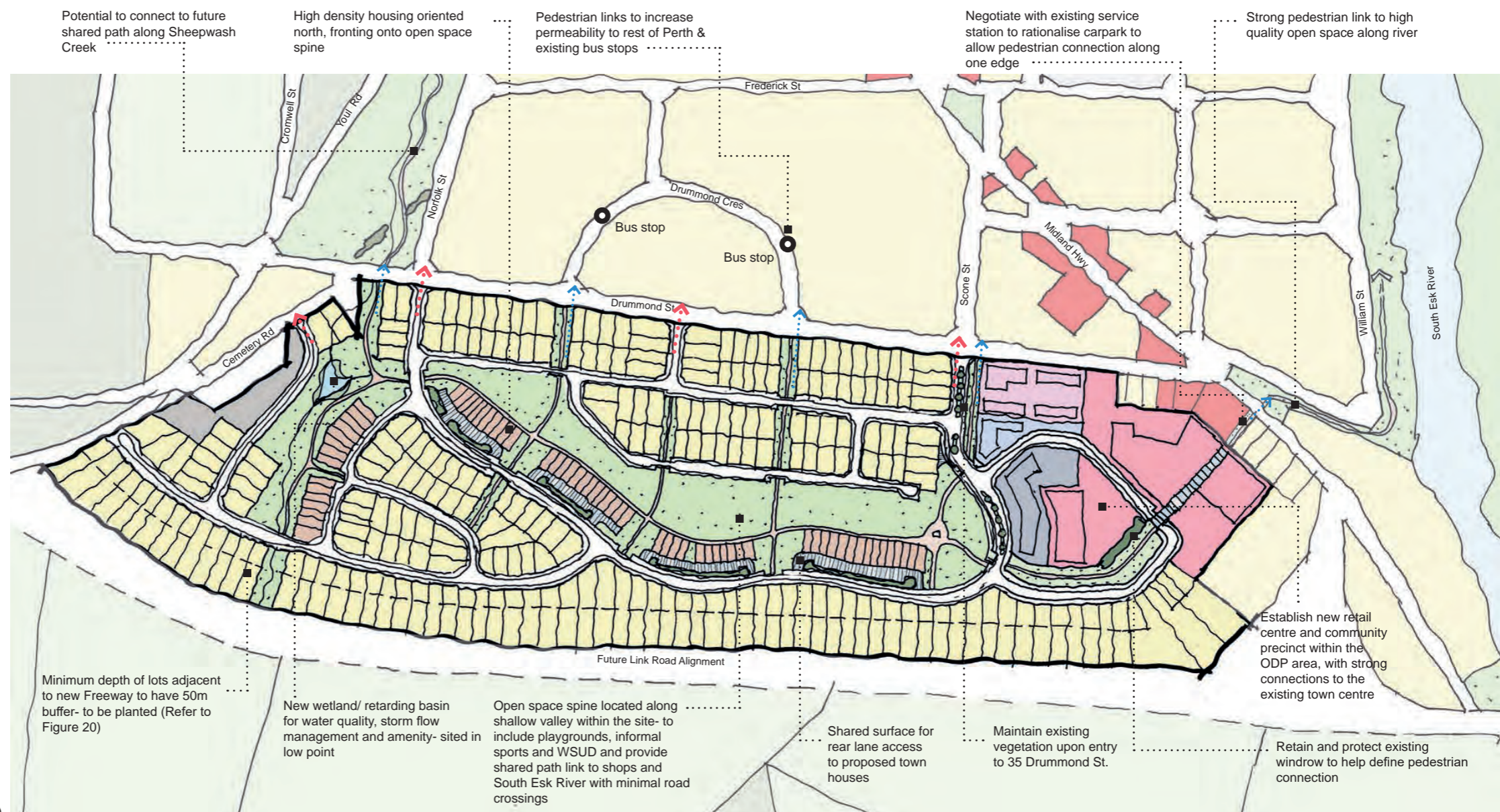
**LEGEND:**

- Medium density  
**28.00Ha**
- High density  
**3.00 Ha**
- Lifestyle community living  
**1.40Ha**
- Open space  
**10.45 Ha**
- Community use  
**0.5 Ha**
- Utilities  
**1.0 Ha**
- Commercial  
**4.7 Ha**
- Roads & Shared Surface  
**10.00 Ha**
- Hotel & Visitor Accommodation **1.00Ha**
- Designated shared connections
- Vehicle connections
- Proposed shared surface with no kerb

**TOTAL 60.00Ha**

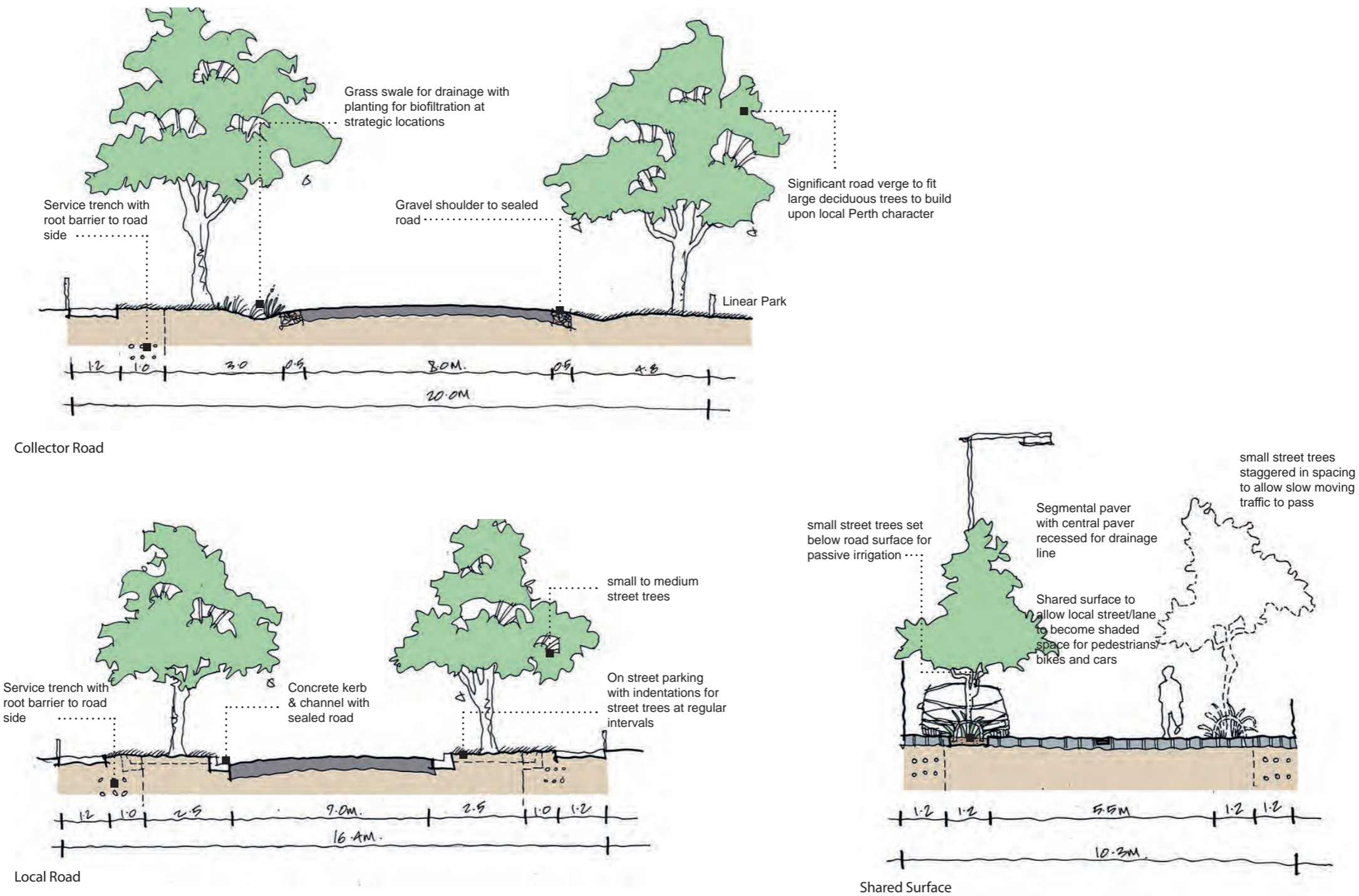


Scale 1:5000 (At original size)



## SOUTH PERTH ODP: OPTION 2 CONCEPT (PREFERRED)

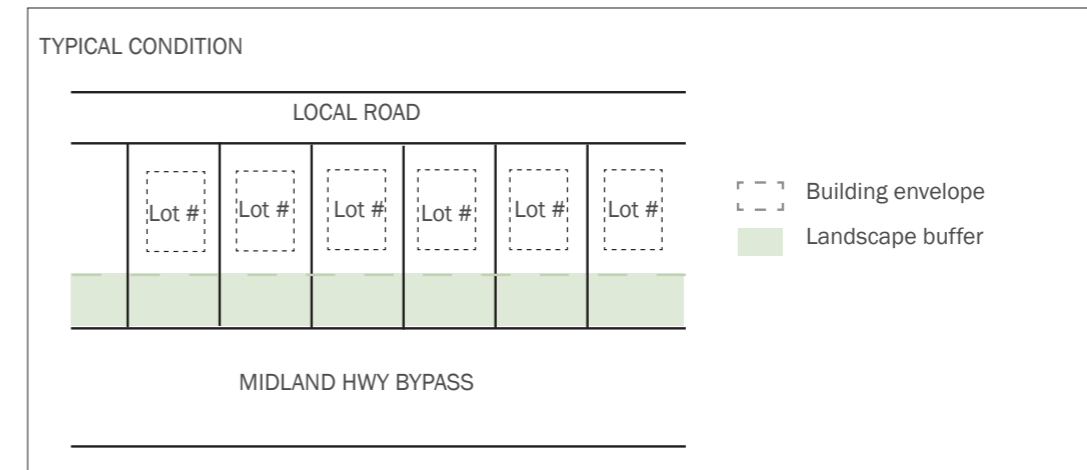
Figure 19: South Perth ODP - Typical Road Sections



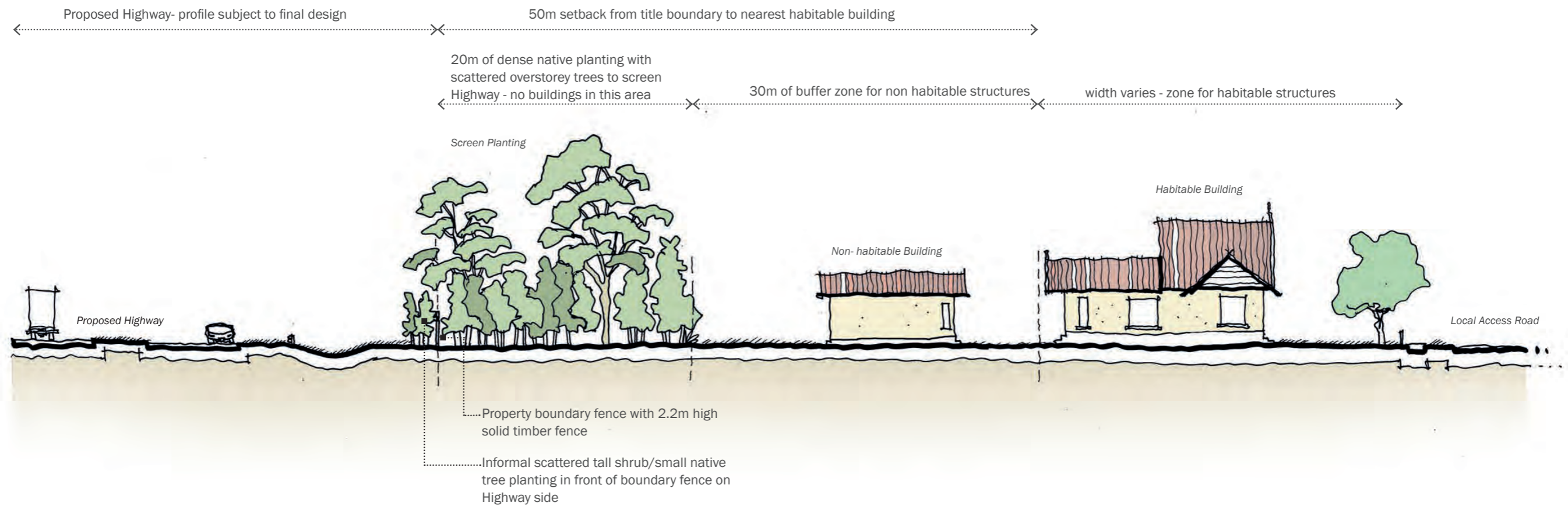
**SOUTH PERTH ODP: TYPICAL ROAD SECTIONS**

# 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.

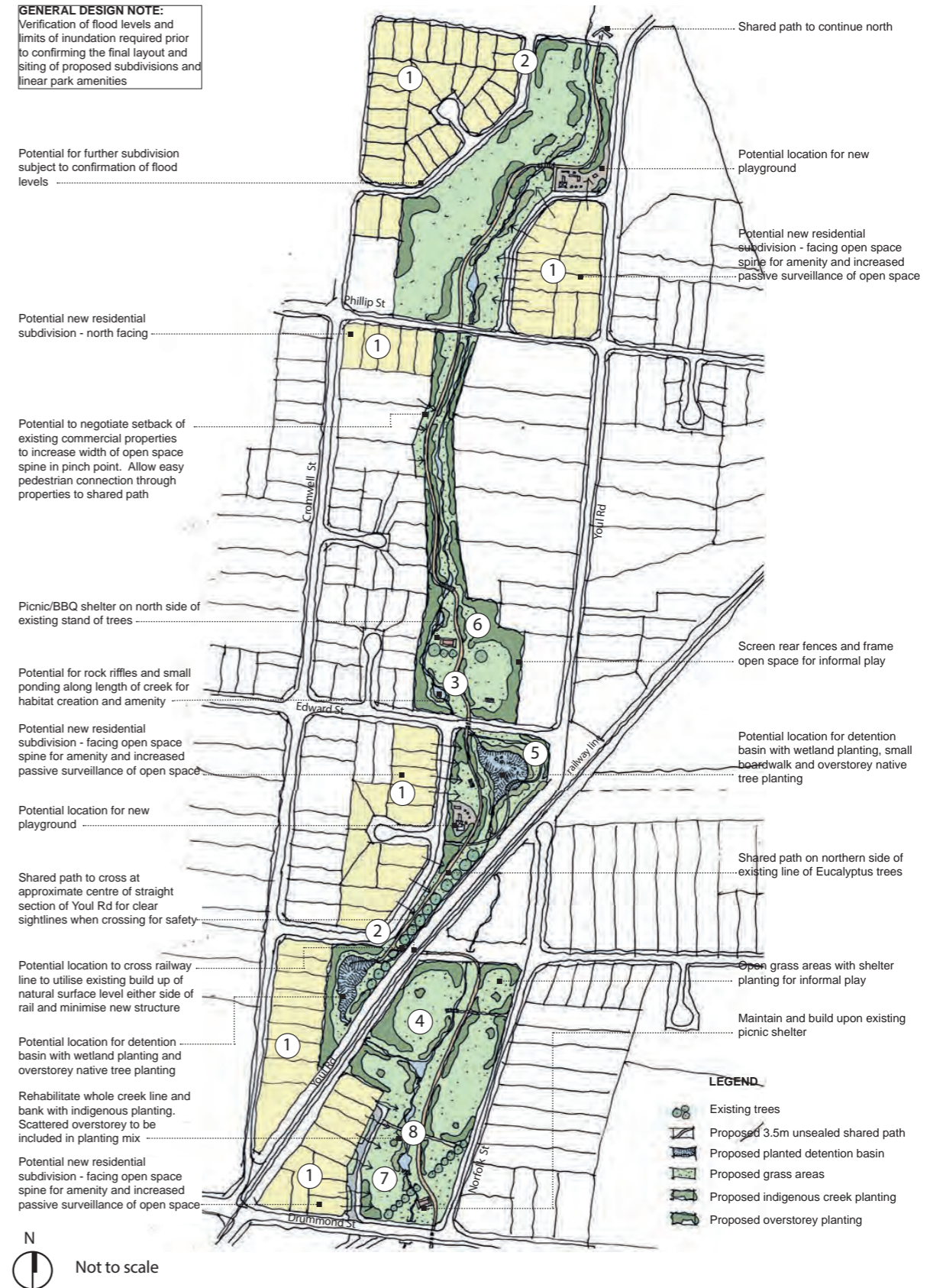
Landscape and Open Space

- 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



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

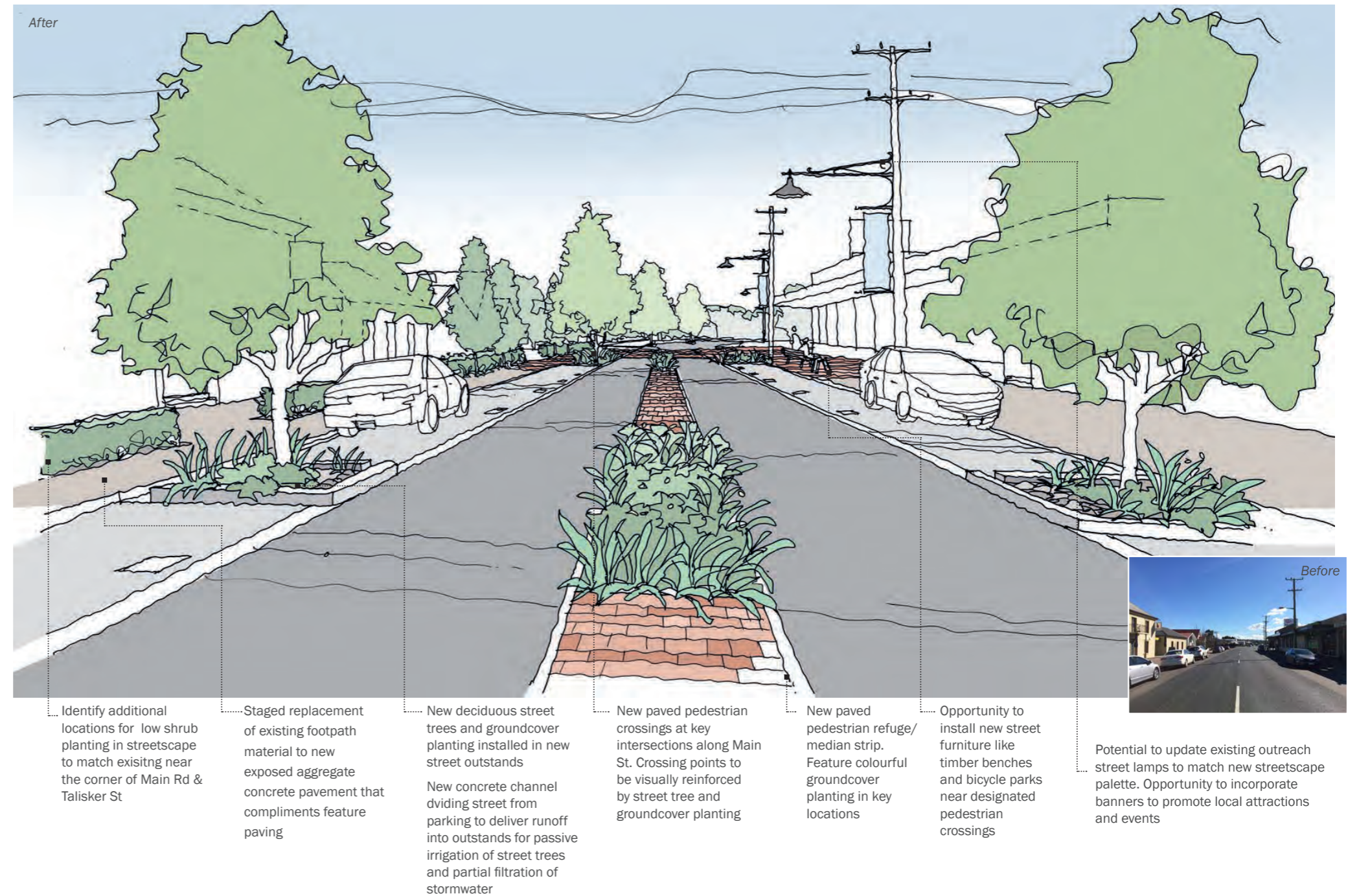
- Establish a distinctive retail centre within the town, which is highly accessible and functional.
- Implement streetscaping works along Main Road, incorporating additional street trees, improved footpaths, provision for cycling lanes, new street furniture and traffic calming measures, to enhance the 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.

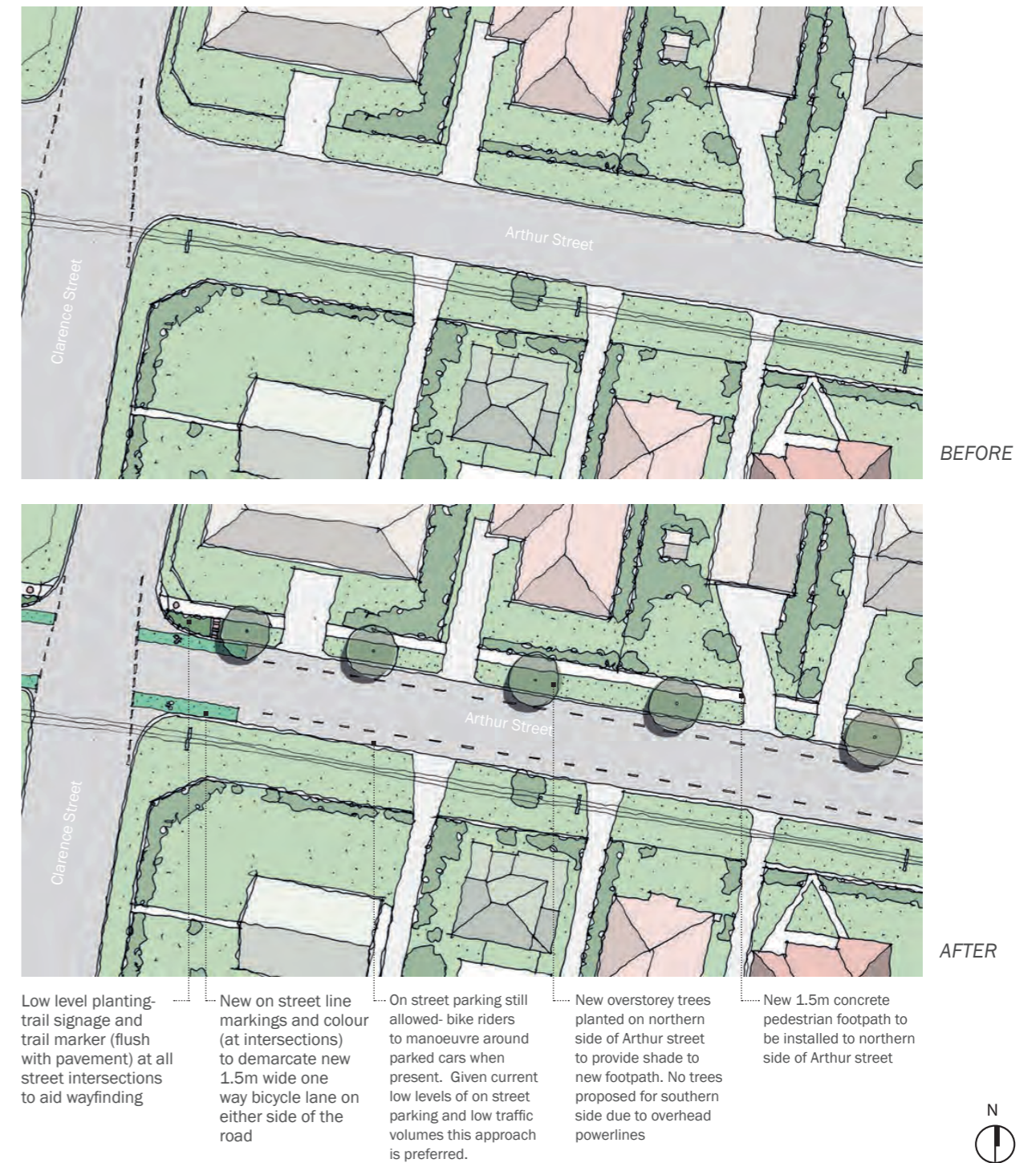
**9.2.6 Landscape and Open Space**

- 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**



- Low level planting-trail signage and trail marker (flush with pavement) at all street intersections to aid wayfinding
- New on street line markings and colour (at intersections) to demarcate new 1.5m wide one way bicycle lane on either side of the road
- On street parking still allowed- bike riders to manoeuvre around parked cars when present. Given current low levels of on street parking and low traffic volumes this approach is preferred.
- New overstorey trees planted on northern side of Arthur street to provide shade to new footpath. No trees proposed for southern side due to overhead powerlines
- New 1.5m concrete pedestrian footpath to be installed to northern side of 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.

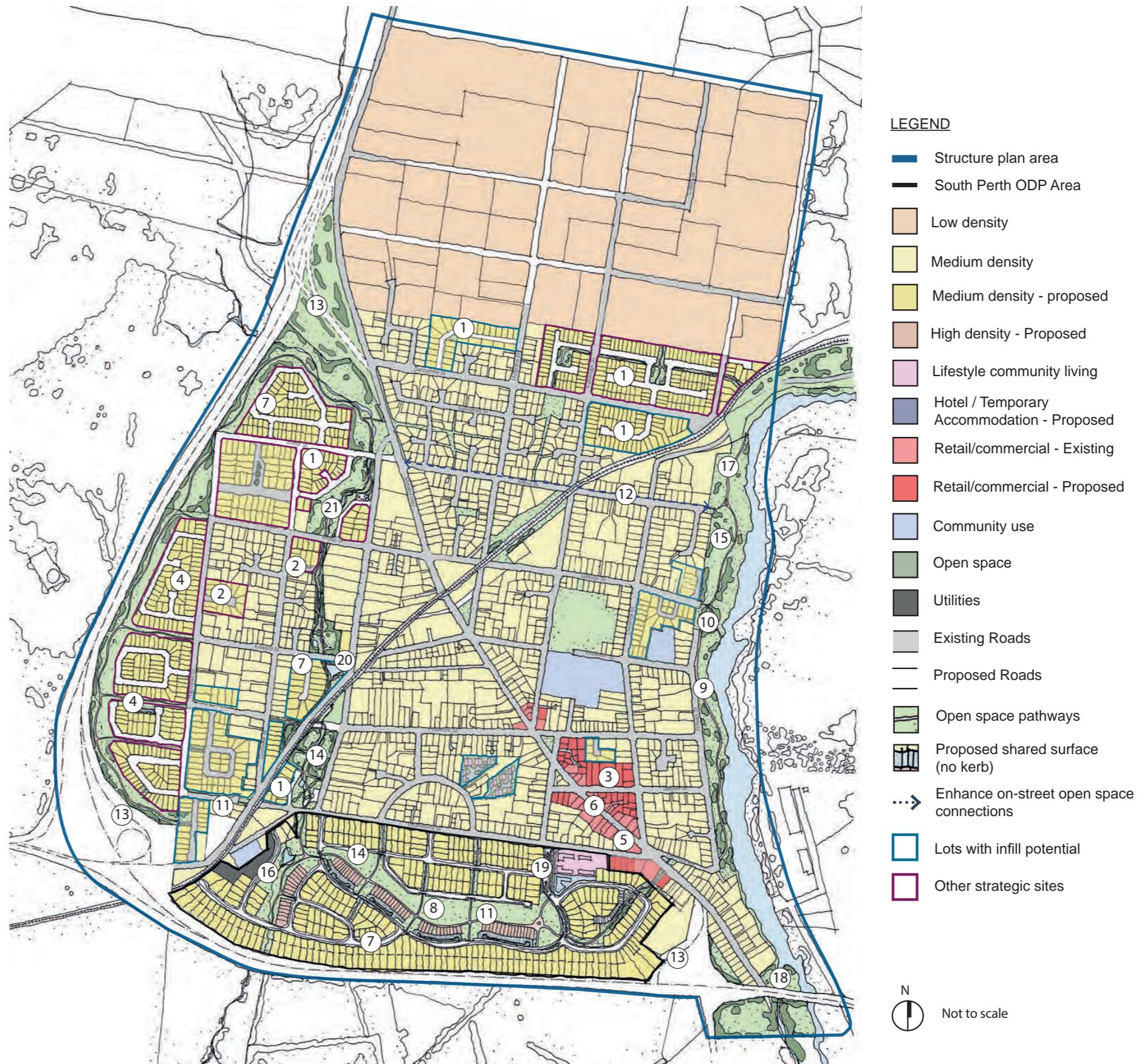


Figure 24: Structure Plan - Option 1

**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

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**



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

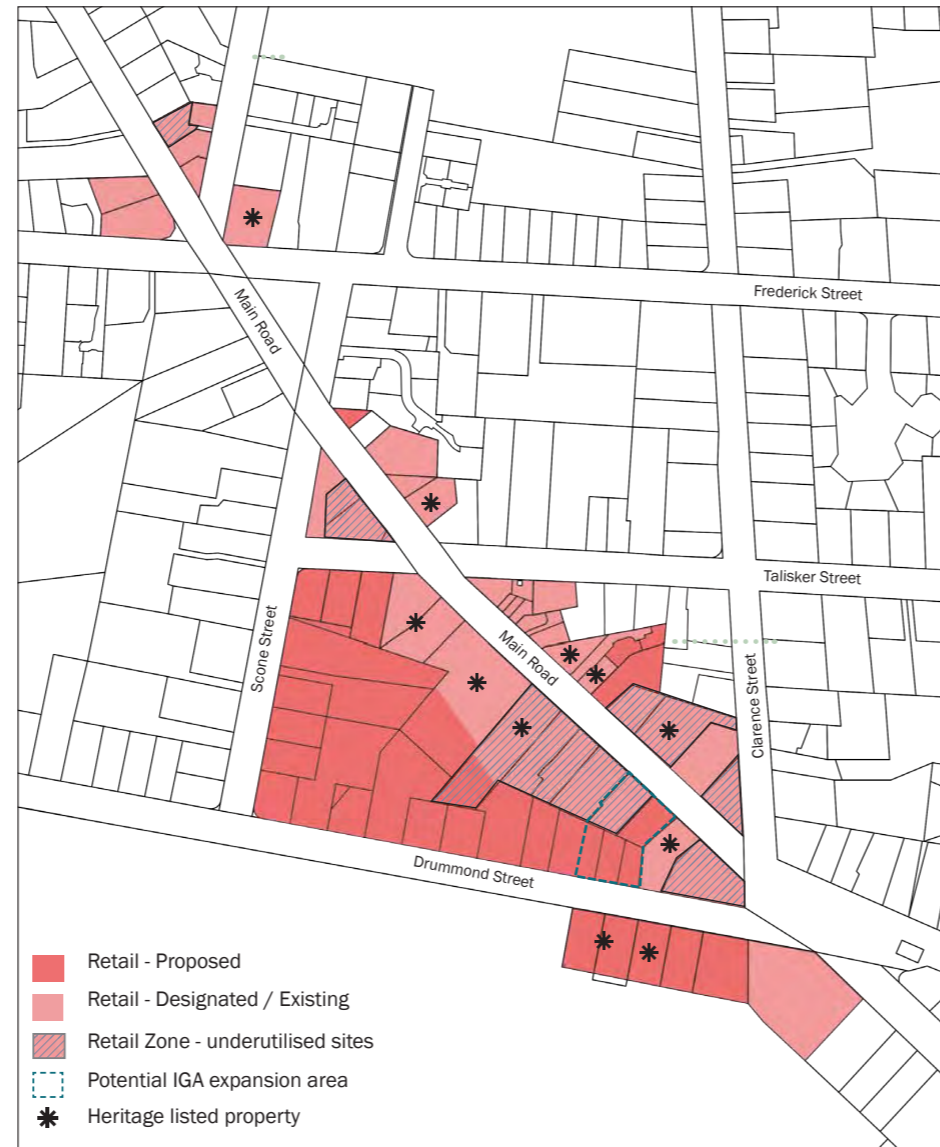
## OPTION 1B

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.

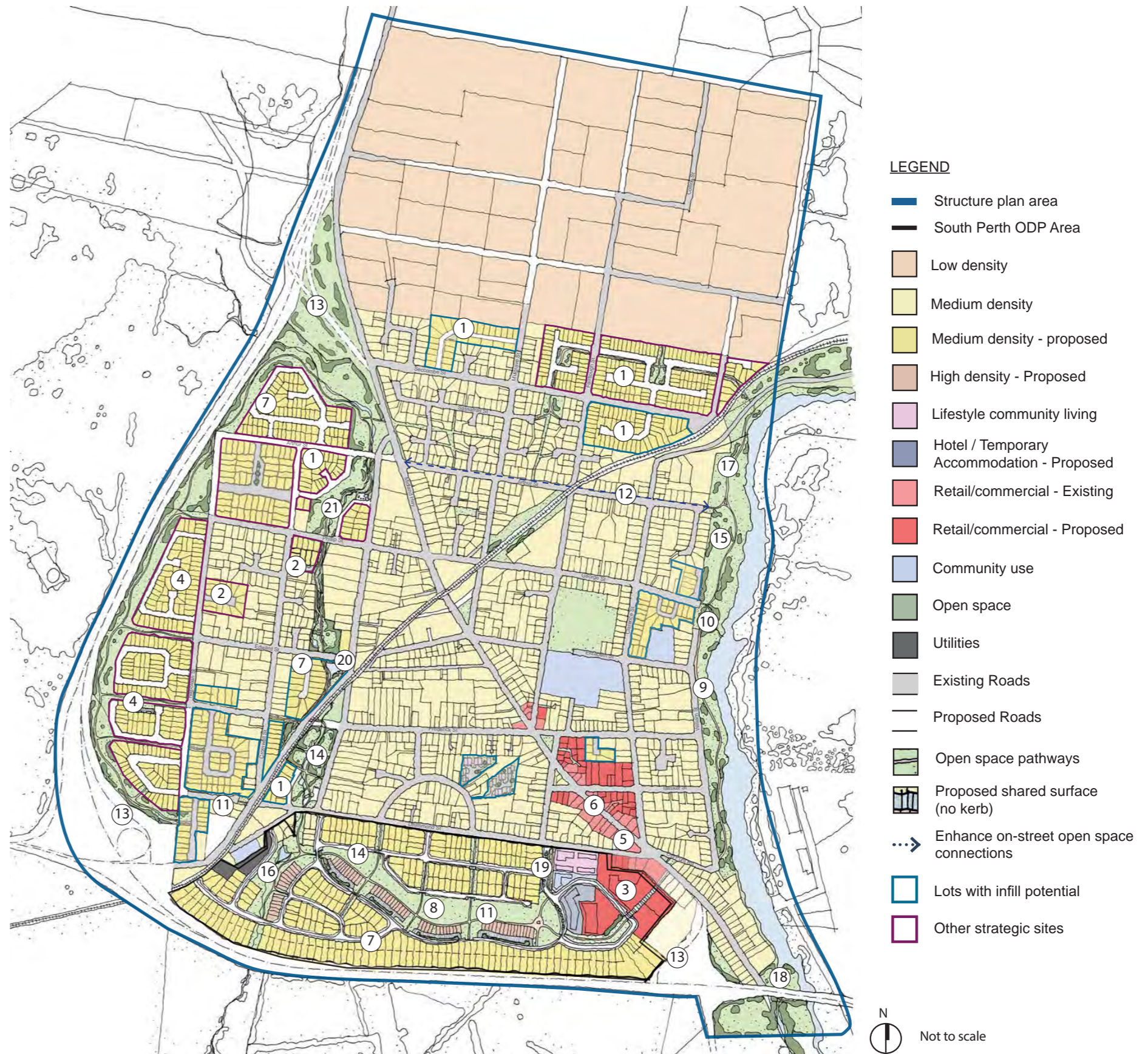


Figure 25: Structure Plan - Option 2

**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 (Low / Medium / High)	DEVELOPMENT TIMING			RESPONSIBILITY
#	DESCRIPTION		Short term	Medium term	Long Term	Who
<b>SOUTH PERTH ODP AREA</b>						
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
<b>SHEEPWASH CREEK</b>						
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

<b>Parties:</b>	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
<b>LAND USE</b>						
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
<b>TRANSPORT AND MOVEMENT</b>						
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
<b>LANDSCAPE AND OPEN SPACE</b>						
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
<b>ENVIRONMENTAL MANAGEMENT</b>						
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
<b>STAGING</b>						
4.1	Work with landowners to develop a staging plan.	High	X			NMC / LO

<b>Parties:</b>	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 Midland 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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***Minutes***  
***AMIC Committee Meeting held at the Avoca Museum***  
***at 9:30 AM on Saturday 6<sup>th</sup> December 2025.***

1. Present  
Jane Mitchell, Helen Richardson, Angie Gee, Hwee Carter, Frank O'Connor, Mary Knowles, Prue O'Connor, Justin Fahey. Kristy Nutting (Guest)  
Apologies  
Carol Wearing, Bob Gee
2. Approval of the Committee Meeting held 13<sup>th</sup> August 2025  
Motion accepting the minutes of the above meeting as a true record.  
Moved Angie Gee                      Seconded Helen Richardson                      Carried  
  
Business Arising – See Action list 5..
3. Finance  
Motion accepting the Treasurers Report attached.  
Moved Jane Mitchell                      Seconded Helen Richardson                      Carried
4. Correspondence Inward
  - a. 19/8      Foona Dewar - Insurance
  - b. 29/8/      Louisa Rhodes – Get Map Info.  
Original sent on to Fiona. A draft to be put together for approval.
  - c. 16/9      Hwee Carter re Anglican Cemetery Mowing (Donald Walters)
  - d. 18/9      AMIC Minutes
  - e. 24/10      ATO Inquiry re Annual Return. Hwee Carter completed this.
  - f. 24/10      Kristy Nutting re attending Committee meeting.
  - g. 25/10      Angie Gee re defibrillator (AED) replacement
  - h. 25/10      Museum Get Together Invitation
  - i. 1/11      Justin Fahey re Visitor numbers for the Museum
  - j. 11/11      Simon McMenamie re Memorial to Elliot Bailey
  - k. 11//11      Nomination Form for AMIC Volunteer Recognition to NM
  - l. 3/12      Playground Equipment, NMC
  - m. 4/12      Northern Midlands Community Youth SurveyOutward

l 19/8 Fiona Dewarr Insurance

m 2/11 Simon McMenamie re Elliot Bailey

#### 5. Action List

ACTION LIST from the Committee Meeting held 13/08/2025			
	Action	Description	Action required
a	BBQ Map	Proposing to update it to include a district map. Fiona is working on the map.	Ongoing
b	Cemeteries	An Inspection and Rubish Removal will take place at 10:00 am on 23/08/2025	Completed
c	New plaques		Ongoing
d	Filing System Training	Working Bee was held on 21/5/25	Completed
e	Old Police Cells	A Working Bee is required to tidy up the cell. To be inspected 23/08/2025	Completed
f	Town Legends 23/12/23	Carol said she would like to put plaques on the back wall of the barbecue shed to honour the Legends of Avoca. Suggested legends were Avoca Angels, Nurses of Avoca and Rossarden, Christmas Club, WW2 Honour Roll, Police, Fire, Ambulance, 6/8/24 Carol was absent. Budget \$5,000 including Julie's project below.	Ongoing
g	Memoirs Book 8/4/2025	Hwee suggested memoirs display boards around the museum.	Ongoing
h	Heritage Highway Signs	Angie to take photos of the Heritage Highway Signs to see if they can be upgraded. Photos were sent to Mary Knowles	Audit bring done Completed
I	Museum display plan	Working Bee 21/5/25 Report	Ongoing
j	Museum sign in Park	Council to replace – Mary Knowles has the information for Council.	Phone number replaced Completed
k	Cemetery Register	St Thomas Church Register completed. Catholic Register – Hwee to do the typing. Rockford Cemetery to be included	Ongoing
l	The Fingal Valley Historical Study by Lindy Cripps	Prue to ask the Fingal History Room and CT Bookshop	Angie made inquiries. Prue to contact Sonya. Ongoing
m	Brock Diary		Ongoing
n	Church Booklet.	Mary to organise a reprint of the Church Booklet.	Being printed
o	Tree replacement and Information Flag	Tree replacement – an application to the NM for a new tree and to have the hole cemented for the information banner in the park.	Prue to make application

	Information Flag	6/12/2025, Information Flag needs replacing. Mary to repair flag	Ongoing

6 General Business.

- a. Church Pews. - On loan to Clare Garcia
- b. Cemetery Mowing – Donald Walters
- c. Defibrillator ongoing maintenance – New pads purchased for Royal George in January.  
Batteries need replacing every three years  
  
Defibrillator box needs waterproofing
- d. Boer War Memorial
- e. Kristy Nutting spoke on the “Lift the Tone Campaign”.
- f. Evie (0423 485 124) rang about Mary Evens (Convict Fingal) and Henry Harding and John Harriman.
- g. Northern Midlands Community . Youth Survey sent from AMIC.
- h. Donation Teapot
- i. Playground Damage
- j. Raffles – Christmas Raffle and One Thousand Club still going
- k. 2025 Christmas Event held in the Park on December 13<sup>th</sup>
- l. Computer was upgraded to Windows 11 by Hwee
- m. Kristy Nutting to find out about a grant for a new computer
- n. Community Bushfire Protection Plan to be included in the next Newsletter. The Newsletter is to be produced every 4 months
- o. Angie to ask Graeme if the Newsletter / Information booklet can be placed in the shop
- p. Hwee updated the information on Bushfires

7 Next Meeting. AGM to be followed by a Committee Meeting

- i. April 8<sup>th</sup>, 2026

Close 11:15am

ABOUT CAMPBELL TOWN INC

Campbell Town Museum and Information Center.

Supper Room – Town Hall

ANNUAL GENERAL MEETING

22<sup>nd</sup> December 2025

1. **Welcome:** Chair, Danny Saunders welcomed everyone to the AGM
2. **Attendance:** Danny Saunders, Anthony Milton, Jill Davis, Sally Hills, Alan Bulmer
3. **Apologies** - Paul Terrett,
4. **Confirmation of Minutes** of last AGM: These have been lost.
5. **Reports:** Sally presented a report. Attached.
6. **Financial Report:** Jill spoke to the attached report and moved its adoption.  
Seconded Sally. Carried.
7. **Elections:**  
Chair: Danny Saunders moved by Jill, seconded Alan. Carried.  
Treasurer: Jill moved by Sally, seconded Alan. Carried  
Secretary: Alan Bulmer moved by Danny, seconded Jill. Carried.  
Public Officer: Jill Moved by Alan Bulmer. seconded Danny. Carried.
8. **General Business:**
  - a. Discussion held as to whether we need to remain Incorporated NMC to be consulted.
  - b. Discussion whether we continue to list ACT in White Pages. Agreed for the present.
9. Meeting closed at 10.35am.

## Morven Park Management & Development Association Inc.

### Minutes of General Meeting of the Morven Park Management Committee held at the Morven Park Clubrooms on Wednesday 11th March 2026.

Meeting opened at: 7.30pm

<b>Present:</b>	Chairman	David Houghton
	Vice Chairman	Ian Pease
	Treasurer	John Hughes
	Secretary	Rhonda Whitmore
	Evandale Skate Park	Ian Pease
	Evandale Village Fair	
	Evandale Football Club	Scott Hill
	Evandale Cricket Club	Carmel Oates, Bradley Mitchell
	Evandale Light Rail	David Swann
	Evandale Tennis Club	
	Evandale Primary School	
	Morven Park Grounds	Bendon Crosswell
	Northern Midlands Council	Councillor Paul Terrett

**Apologies:** Anthony Axton, Maree Bricknell, Leigh McCullagh, Kristy Nutting

### Minutes of previous General Meeting held on 11th February 2026 to be read and confirmed.

Moved: Brendon Crosswell      Seconded: Ian Pease      CARRIED

### Business Arising from 11th February 2026 meeting:

1. Management Agreement with NMC - Acting General Manager Maree Bricknell, Works Manager Leigh McCullagh and Executive Officer Kristy Nutting had agreed to be present to discuss Kristy Nutting's report to Council re the Management Agreement and Lease issues. Further, the concerns regarding the Scoreboard and insurance were also planned for discussion.

Advice from Kristy Nutting at 5.10pm that she, Maree Bricknell and Leigh McCullagh from council would not be attending meeting after their request to attend in March instead of February was not only disappointing to the Committee but the general consensus was that there is lack of respect for the Committee and the work it carries out. The fact that it has been 18 months and information / clarifications requested relating to the previous MOU and draft lease have been extremely slow to be received, or not at all, does not provide confidence in some Council officers.

2. Power to ticket booth - awaiting update after mid 2026 with NMC budget review.
3. Scoreboard panels - need replacing; suggest seek new ones (est\$64,000) with the old ones to go to NMC for upgrade of other scoreboards in municipality. Budget request to be organised.
4. Speeding vehicles leaving Morven Park - awaiting further advice from Leigh McCullagh re upgrading existing speed hump and possibly adding an additional one. He advises the speed hump presently there was really a water diversion structure.
5. Timer for heat pump in scorer's room – Scott to follow up with Anthony Axton.
6. Bar fridge compressor – Clarification received regarding placement on roof and all good to install with costs split 3 ways.



Light Rail - Open day 20<sup>th</sup> September with request for access to additional toilets.

Village Fair - NR

Morven Park Grounds - All good, spraying to be completed in 2-3 weeks.

Northern Midlands Council - Budget coming up. Cr Terret to ask Maree Bricknell about the maintenance grant.

**General Business:**

1. Ground Use Policy and Rental proposal.

Football Club agree to increase requirement

Cricket Club agree to staggered increase, Propositions 2 & 3 not attractive. Further discussions to be held at next MPMC meeting.

2. Tasmanian Dog Training Club (see attached copy of email) Football club have agreed to 23 & 24 May @ \$100 per day hire fee with Council insurance. 10 dogs on this occasion.

Cricket Club to discuss directly with Tasmanian Dog Training Club re October and March requests.

**Meeting Closed: 9.06pm**

**Next Meeting: General Meeting - Wednesday 8th April 2026 at 7.30pm.**

**ABOUT CAMPBELL TOWN INC**  
**13<sup>th</sup> March 2026 1.30pm**  
**Info Centre**

1. **Attendance:** Danny Saunders, Jill Davis, Sally Hills, Alan Bulmer

2. **Apologies:** Nil

3. **Meeting called to prepare submission to NMC re setting up museum and Info Centre.**

Agreed that there are 2 suitable place in main street that could be considered. Old Fire Brigade headquarters and Gallery 81.

Both have potential.

Not successful as yet in arranging an inspection of the Fire Brigade. Jill still awaiting reply to her phone calls.

4. Info Centre now operating 6 days a week. 2 new volunteers in last 6 months. Presently open 10-3 but could be extended if needed.

5.

**Gallery 81.**

**Advantages:**

On Main thoroughfare

Good access -disability friendly

Built recently so little maintenance or renovations needed. Easy walk in to establish.

Commercially set up

Has series of spaces for various displays as well as rooms for storage. .

Info Centre in front of building, museum displays in rear and changed regularly.

Good security available.

Good parking behind Library.

Views from the building Are great and add to the attractiveness of the building.

**Advantages:**

None that we can see

**Fire Brigade:**

**Advantages:**

Good Parking available

Plenty of space – for several displays.

Possible security available

Advertising outside could be set up easily

Disability access

On Main street, but set back a little

Kitchenette, toilets and shower installed.

**Disadvantages:**

Would need some renovations and alterations.

Heating for the museum would need to be installed.

Concrete flooring would need covering.

6. **Next Meeting:** TBA

7. Meeting closed at 3pm.

**MINUTES 25th MARCH 2026**

**Cressy District Committee**

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

1. Opened: Meeting commenced at **7:15** pm

**2. In absence of Chair and Vice Chair Cr Goss acted on behalf**

Attendees: **Daniel Rowbottom, Helen Williams, Toni Burton, Petrina Goss Ann Green, Angela Jenkins & Cr Richard Goss**

Guest:

Apologies: **Peter Goss, Maurita Taylor & Andy Byard**

Declaration of Pecuniary interest:

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. **Nil**

**3. 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.

**4. Confirmation of previous minutes:**

The minutes of the meeting of the Cressy Local District Committee held on 21<sup>st</sup> January 2026 be confirmed as a true and correct record of proceedings.

Moved: **Angela Jenkins** second: **Toni Burton carried**

**5. Business arising**

		Action
5.1	<b>Water Tower Mural.</b> 30 June 2025 – Email to Emma Helks TasWater 21 July 2025 - Cressy Water Tower Mural - Community Submission	TasWater will lead community consultation. Louis Van Ek will initiate the

	22 July 2025 Louis Van Ek – TasWater Community Programs Manager  Confirmed - project will be undertaken in February 2026. Community Consultation - design/theme with school/community	project when he is back from leave in February 2026  <i>Ongoing</i>
5.2	<b>Cressy Street Banners</b> Final designs completed. Needs committee approval	Will be printed /installed  <i>New Banners should installed soon</i>
5.3	<b>Barthlomew Park upgrades.</b> Committee to be advised and consulted on developments.	Ongoing.  <i>Committee have received draft now of Childcare</i>
5.4	<b>Speed concern in Macquarie Street</b> 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	<b>Welcome to Cressy letter.</b> AED information could include Bowls Club, Fire Station and Cressy District High School	Will be added to next print run when requested  <i>Quick discussion on new residents. Toni to deliver</i>
	<b>Meeting Dates for 2026.</b> <ul style="list-style-type: none"> <li>• January 21<sup>st</sup></li> <li>• March 25<sup>th</sup></li> <li>• March Budget Submission to council (date TBC)</li> <li>• April Council Bus Tour or Municipality (date TBC)</li> <li>• May 27<sup>th</sup></li> <li>• July 29<sup>th</sup></li> <li>• September 30<sup>th</sup></li> <li>• November 25<sup>th</sup></li> <li>• December District Committee dinner (TBC)</li> </ul>	

**6 Budget Items/Requests Table**

	<b>Budget Items/ Request List 2025 – 2026 and 2026/2027</b>	Budget
6.1	<ul style="list-style-type: none"> <li>• Bartholomew Park – Rotunda/New shelter</li> <li>• Bartholomew Park – Development of park with land acquisition adjacent.</li> <li>• Spencers Lane – Curb and guttering with road seal.</li> <li>• <b>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,</b></li> </ul>	Budget 2026-27 Budget 2026-27 Budget 2026-27 In progress  <b>Andy &amp; Daniel had submitted Budget items. Couple off extras added as discussed. See attachment</b>

	<p><b><i>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.</i></b></p> <p><b>• Community Hall – Window replacements</b></p>	
6.2	<p><b>Footpaths</b> The council was requested to give priority to some new footpaths around Cressy, King St and Archer St.</p>	Budget 2026-27 <i>Macquarie Street to added</i>
6.3	<p><b>Recreation Ground Children’s play area</b> 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></p>	Budget 2026-27
6.4	<p><b>Bike Track Longford to Cressy.</b> 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. <b>Shared Pathway Plans</b> 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. <a href="#">Strategic Projects - Northern Midlands Council</a></p>	Budget 2026-27

## 7. New Business. –

7.1	<p><b>Cressy Child Care Concept</b> 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.</p>	<p><b><i>Helen Williams brought up the concern with vehicle access in and out Main Street.</i></b></p> <p><b><i>Motion moved by Ann Green seconded Helen Williams for the following</i></b></p> <p><b><i>Carpark and entry be moved to Church Street.</i></b></p> <p><b><i>Is a designated sleeping room area in Centre.</i></b></p> <p><b><i>BBQ shade shelter- Committee doesn’t agree with it added to toilet block – can be added to existing shelter.</i></b></p> <p><b><i>Better fencing along Main Street for safety of little ones entering roadway.</i></b></p> <p><b><i>Light up Bollards around Park and small Bike safety track added.</i></b></p>
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		All in favor
7.2	<p><b>Motion moved by Petrina Goss second Toni Burton</b></p> <p><b>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.</b></p> <p><b>All in favor</b></p>	

**General Business**

*Toni Burton – Mentioned again about promoting events better for the community. Suggested for committee to share Social Media posts to help this and add @ followers on posts.*

*Richard Goss – advised of his intentions not to run again for Council and thanked committee members for his support. Likewise, committee expressed their thanks to Cr Goss for his involvement and support for our towns ideas and improvements.*

**8. The Meeting closed at 8:08 pm.**

**Next meeting will be held 7 pm on 27 May 2026, at the Cressy Fire Station.**

## MINUTES - ROSS DISTRICT COMMITTEE MEETING

At the Ross Reading Rooms, 46 Church Street, Ross, on 31 March 2026,

Commencing at 11.13 AM.

- 1 **PRESENT:** Nigel Davies, Michael Smith, Helen Davies, Debra Cadogan-Cowper, Marcus Rodrigues and Rodney Haigh
- 2 **IN ATTENDANCE:** Cr Alison Andrews, Cr Richard Archer, Cr Paul Terrett, Acting General Manager Maree Bricknell, Works Manager Leigh McCulloch and NMC Executive and Communications Executive Vivien Tan
- 3 **GUESTS:** Karina West, Head of Foundation and Libby McKay, Community Engagement & Projects Coordinator Wedgetail VC
- 4 **APOLOGIES:** none
- 5 **ACKNOWLEDGMENT 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.

### 6 **DECLARATION OF ANY PECUNIARY INTEREST BY A MEMBER OF A SPECIAL COMMITTEE OF COUNCIL**

In accordance with the provisions of the *Local Government Act 1993*, Part 5, S48A – S56, 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. *\*It should be noted that any person declaring an interest is required to notify the General Manager, in writing, of the details of any interest declared within 7 days of the declaration.\** NIL

### 7 **CONFIRMATION OF MINUTES**

Moved: M Smith                      Seconded: M Rodrigues      Carried

That the minutes of the meeting of the Ross Local District Committee held on **3 February 2026** be confirmed as a true and correct record of proceedings.

### **11:15 – 11:38am Presentation by Wedgetail VC regarding The Quoin and future plans**

- The Quoin is a living lab – 7000ha covered by 90% native vegetation. There are a variety of programs currently running include a Drone Surveying Program, Camera Trap Program, First Nations Junior Rangers, Eastern Quoll Translocation and breeding program and Acoustic Restoration (healthy sounds of forests to bring back bird life).

- Community engagement is limited to small groups as there is currently minimal infrastructure. There is a School Pilot for a 2-day experiential program, Beaker Street Festival.
- There are plans for repurposing a shearing shed for community gatherings and basic accommodation for small groups of researchers and students.
- Access needs to be organized. The Committee can request a visit by contacting Libby McKay libby@wedgetail.vc

**8 BUSINESS ARISING FROM THE MINUTES**

	Description	Action
8.1	<p><b>Information Board – Ross Directional signage</b></p> <p>Capital Works allocation of \$5,000 set aside for this project</p> <ul style="list-style-type: none"> <li>• Location determined- flush to the fence of Village Green- halfway between the entrance of the Village Green and the Hotel Fence line.</li> <li>• QR code for link to Ross Township webpage (<a href="#">Home - Visit Ross, Tasmania</a>) (H Davies leading the project)</li> <li>• Meeting with H Davies, F Dewar- NMC Events</li> <li>• Design to consider an insert for the area of the main intersection to include the information. Design presented to committee. Committee endorsed the simpler design for final artwork</li> </ul> <p>Four Corners of Ross plaques to be designed and quotations obtained. Proposal to be budgeted for the 2026-2027 requests. Once completed the Ross walking maps can be updated Quote for 4 corners plaques from Robert of Red Arrow (H Davies) and then quote from NMC works for installation.</p> <ul style="list-style-type: none"> <li>• A3 size raised lettering.</li> <li>• Photos of location and rough sketches sent to Red Arrow</li> </ul>	<p>Fingerprint to work on final draft for the simple map version.</p> <p>Toilets to be included in the legend and made more visible</p> <p>Formal Quotation to follow.</p>
8.3	<p><b>Dark Sky Place Int. Certification</b></p> <p>Ross is applying for DS Community. (There are other applications for a DS Reserve and a DS Park. Tasmania may have potential to be a Dark Sky State.)</p> <p>Council Meeting 21 October 2024 MINUTE NO. 24/0346 DECISION That council supports Ross Township’s bid to be a Dark Sky Community.</p> <p>Ross District Committee Motion 6/10/2024.</p> <p>That council supports Ross Township’s application for Dark Sky Certification as the 5th location in Australia due of Ross’s unique position of a dark night sky and unrestricted horizons and request to formally ask TasNetworks to install a directional shade on the light pole of Church Street to block out light on the Southern and Western sides.</p> <ul style="list-style-type: none"> <li>• Bronwen Cuning – Facilitator Dark Sky Collaborative</li> </ul>	<p>21 /10/24</p>

	<ul style="list-style-type: none"> <li>• Additional Dark Sky support – Destination Southern Tasmania DST, Alex Heroys <a href="mailto:Alex@southerntasmania.com.au">Alex@southerntasmania.com.au</a></li> </ul> <ol style="list-style-type: none"> <li>1. Established relationship with Landon Bannister, President of Dark Sky Tasmania. Provided Letter of support for application.</li> <li>. Gained the unanimous support of Northern Midlands Council and letter of support from Mayor.</li> <li>. Taken several Sky Quality Meter readings at 54 Church Street to confirm the suitability of the location for night sky viewing – 21.06 mpsa is the best reading to date. The readings were recorded on the Globe at Night website.</li> <li>. Promoted the concept through an interview with the Launceston Examiner</li> <li>. Been awarded a Paddy Pallin Foundation ‘Dark Sky Place-Making Grant’ of \$600 and complimentary registration to attend the Valuing Darkness Symposium in Melbourne, March 2025</li> <li>6. Promoted Scott Bennett’s 22-page, full-colour booklet that lists the five best night sky viewing locations in Ross and provides advice on night sky and aurora photography.</li> <li>7. Preliminary Application approved and the \$407(\$250 USD) fee for the full application has been paid, thanks to a generous donation from the Ross Sports Club.</li> <li>8. Report from Dark Sky Convention, Melb. March 2025</li> <li>9. Council correspondence from TasNetworks – Light pole on Church Street will be capped to block out light on Southern and Western side.</li> <li>10. Council correspondence to TasNetworks- approval for Chair to have streetlight information.</li> <li>11. Ross bid for Dark Sky community in the Examiner (May) and in Tasmania Country.</li> <li>12. Lighting Inventory for Ross</li> <li>13. Create a draft Lighting Plan</li> <li>14. Create 2 night-time events per year.</li> <li>15. Call for more members to join the newly established Ross Astronomical Association.</li> <li>16. Many business and community letters of support including the Ross Hotel are being mindful of Dark Sky accreditation in their renovations.</li> <li>17. Investigation needed to see if Heritage Council of Tasmania has information regarding Lighting Design for Heritage precincts and may endorse a Lighting guide for heritage precincts, heritage overlays and buffer zones.</li> </ol> <p>All 51 Street Lights will need to be compliant – meeting with Tas Networks and Tasmanian Heritage Council to see if the lights</p>	<p>18/10/24</p> <p>Saturday Dec 21 2024</p> <p>RELAX p57</p> <p>05/25 Council correspondence to TasNetworks for approval to release streetlight information.</p> <p>05/25 Council correspondence from TasNetworks for blocking light spill on the Church Street Pole.</p>
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	<p>on the heritage precinct can be registered and if there can be a local provisions schedule for lighting within a heritage precinct.</p> <p><b>2.10. Dark Sky Planning Guidelines for Tasmania Council – Central Highlands Council LGAT GENERAL MEETING AGENDA THURS 20 2025</b></p> <p>That the Local Government Association of Tasmania lobby State government on behalf of all 29 Councils, to create Dark Sky Planning Guidelines, over the whole of Tasmania including the Islands. Background Comment The Policy will incorporate current best practices, including the integration of smart lighting technologies, shielding, strengthened environmental protections and requirements with an aim to reduce artificial light at night, support ecological sustainability, and enhance the Tasmania’s appeal as a destination for dark sky and aurora australis tourism. The Policy would ensure Local Government continues to lead in responsible lighting management, community education, and long-term protection of Tasmania’s natural night sky. There are very practical reasons for treasuring and being able to see the night sky, in Tasmania, and this should not be taken for granted.</p> <p><b>Workshop to Council – 2 March 2026 – Nigel Davies</b></p> <ul style="list-style-type: none"> <li>• Jake Winzenberg, Contracts Manager, TasNetworks</li> <li>• Belinda Lehner, Customer Account Manager, TasNetworks</li> <li>• Scott Gracie, Shrader Australia</li> <li>• Landon Bannister, President, Dark Sky Tasmania</li> </ul> <p><b>16 March 2026 Council Ordinary meeting:</b></p> <p>16.1 NORTHERN MIDLANDS COUNCIL DARK SKY POLICY AND SUPPORT OF ROSS AS A DARK SKY COMMUNITY</p> <p><b>MINUTE NO. 26/088</b></p> <p>DECISION Carried Unanimously</p> <p>That Council</p> <p>a) Support in-principle the Dark Sky Lighting Policy as presented and implementation of the program so long as it aligns with national regulatory standards.</p> <p>and</p> <p>b) Seek external funding for the implementation of the Dark Sky Program to support accreditation as a recognised Dark Sky Community.</p> <p><b>Recent publicity:</b></p> <ol style="list-style-type: none"> <li>1. Examiner Sunday March</li> <li>2. Mercury Saturday March</li> <li>3. ABC Northern Tasmania Breakfast with Kim Napier</li> </ol> <p>16/3/26 Ross lighting Management Plan is passed</p> <p>Ross Pilot Scheme is being look at Schreder</p>	<p>Workshop 2/3/2026 Council Chambers</p> <p>Full Works Report attached.</p>
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		4.Reach for the Stars Event – April 16, 2026 Ross Town Hall	
8.4	<b>Significant Trees</b>	Significant Trees Project. The Elm and Ash avenues have been submitted.	Awaiting council endorsement.
8.5	<b>Flood Mapping for Ross</b>	<p><b>Motion: Ross Flood Mapping</b>  Moved N Davies Seconded H Davies Carried  That Council suspends adoption of any new flood map until the community is consulted and has an opportunity to provide input</p> <p><b>Background:</b> Two meetings were held in Ross regarding the new flood maps and effects on properties. These were well attended by 20 residents.  Concerns were expressed over:</p> <ul style="list-style-type: none"> <li>- People affected were not informed</li> <li>- the District Committee was not informed (8 April 2024) <ul style="list-style-type: none"> <li>- Only one week given for public comment</li> <li>- No feedback to the public comments (10 submitted)</li> </ul> </li> <li>- The governance issues listed and practical issues regarding flooding were of concern</li> <li>- Concerns as to how businesses will be affected and insurance issues</li> <li>- What will the next steps be to and what can the community do</li> </ul> <p>Questions were also raised as to:</p> <ul style="list-style-type: none"> <li>- Is this modelling data correct – does it consider the bridge relief and culverts?</li> <li>- Is there better data available?</li> <li>- What can be done to mitigate flooding: make sure the river is well managed, planting to be done appropriately, make larger culverts, clear gorse and vegetation adjacent to the Midlands Highway Bridge that impedes peak flows, investigate drainage from the impoundment created by the Midlands Highway Bypass embankment, to ensure it is still suitable for peak flows forecast by climate change and more</li> <li>- Participation by community representatives at a meeting between SES and NMC to discuss the issue</li> </ul> <p>MINUTE NO. 25/282 from September 15 2025 Council meeting  <b>DECISION</b>  That adoption of any new flood mapping includes community consultation where required by the Land Use Planning and Approvals Act 1993 and that communities, including via Local</p>	<p>Motion in Council agenda for 18 August 2025</p> <p>That Council advises the committee that any adoption of flood mapping via amendment to the Planning Scheme maps (Flood Prone Areas Hazard Code Overlay) will follow the standard statutory process specified in the Land Use Planning and Approvals Act 1993, which includes a 28-day period of public consultation.</p> <p>100 year flood group for Ross is on Facebook.</p> <p>4-12-25 - Officer has advised that SES would be happy to attend an information evening. Date to be determined.</p> <p>Awaiting SES confirmation of dates</p>

		<p>District Committees, are made aware of the release of local flood studies.</p> <p>2.3. Enhancing flood risk management through policy alignment and local data recognition Council – Northern Midlands Council Decision sought LGAT GENERAL MEETING AGENDA THURS 20 2025</p> <p>That the Local Government Association of Tasmania (LGAT) advocate to the Tasmanian Government for the following actions to strengthen flood risk management and planning integrity across the state: 1. The State Planning Office is resourced and directed to urgently coordinate a statewide LPS amendment process to update Flood-prone Areas Hazard Overlays with updated Tasmanian Strategic Flood Maps including any detailed studies where requested by a Council, and provide clear guidance on the role of the State Emergency Service (SES) and the information produced by the SES in the planning process. 2. The State Planning Office or Tasmanian Planning Commission be resourced and directed to undertake a review of Hookway v Northern Midlands Council [2025] TASCAT 106 and Au v Glenorchy City Council (No 2) [2024] TASCAT 50 to recommend urgent changes for high-risk flood zones with significant hazard levels that ensure long-term safety of people and property and maintain the autonomy of Councils as planning authorities. 3. The Tasmanian Government review the use of flood risk mapping by insurance companies and engage with insurers to ensure they actively participate in the Land Use Planning and Building Control Policy for Flood Risk Management Project, with the objective of developing policy solutions and recommendations that would address rising costs and declining availability of flood insurance.</p> <p>Council offered the services of grant application writer Lorraine Green to the Ross Flood Group, to assist in applying for grants for vegetation removal and culvert enlargement. This offer was passed on to the Flood Group.</p>	<p>SES is awaiting a date from Ross community to meet with the Ross Flood Group.</p>
8.7	<b>Ross Village Green – amphitheatre</b>	<p>Committee would like to request that the currently underused outdoor amphitheatre have a painted labyrinth or some design that would allow people to enjoy the space when not in use for performances. Committee and council to investigate possible design options.</p> <p>03-12-25 Design ideas have been sent to the Works Department to investigate.</p> <p>11 Circuit Medieval Labyrinth design endorsed</p>	<p>Looking at durability of painting over exposed aggregate and concrete seal and proposal as to who will maintain and touch up the labyrinth. Further</p>

		Youth Officer to look at running this project over school holidays with local students and youth in the area.	Investigation needed.,
8.8		<ul style="list-style-type: none"> <li>• May 5, 2026 – M Davies</li> <li>• June 2, 2026</li> <li>• July 7, 2026 – M Davies</li> <li>• August 4, 2026</li> <li>• September 1, 2026 – M Davies</li> <li>• October 6, 2026</li> <li>• November 3, 2026 – M Davies</li> <li>• Xmas Dinner (TBC)</li> <li>• December 1, 2026</li> </ul>	<p>Additional dates are incorporated for monthly meetings.</p> <p>Committee resolved to meet monthly.</p> <p>11:15AM</p> <p>Ross Reading Rooms</p>
8.9		<p><b>Christmas Tree at Village Green</b></p> <p>NMC Works hope to have a replacement and will need to raise the area for drainage. Suppliers are sourcing for tree.</p>	Monitor

**9. 2026/2027 Capital Works Submission (25 April Bus Tour)**

The following projects are presented in priority order, highest priority first.

Project 1	Description	Cost
<b>Four Corners of Ross</b>	Four metal plaques to be cast in steel, allowed to rust and be embedded in the roadway at each of the Four Corners of Ross. The plaques to be numbered 1 – 4 and inscribed with the description of the associated corner – Temptation (the Ross Hotel), Recreation (the Town Hall), Salvation (the Roman Catholic Church) and Damnation (the former gaol).	\$700 per plaque
Benefits:	Many visitors passing through Ross are unaware of this fascinating aspect of the town’s history. The new street map currently being prepared by Council for installation at the Village Green will include the location of the Four Corners. The proposed project will build on the information provided by the new map by identifying and explaining each of the Four Corners in a format and material in keeping with their historic location.	
Feasibility:	There are no technical obstacles to the production of the plaques. Installation may be by the Council workforce in a similar style to the existing convict arrow plaque.	
Risk:	We envisage the plaques being installed as close as possible to the footpath / building at each corner, so visitors may inspect and photograph them without risk from traffic. The plaques will be installed flush with the surface so there is no trip hazard.	
Status:	The plaques have been designed and cost estimates obtained from the same Hobart company that cast and installed the convict arrow embedded in Church Street.	
Project 2	Description	Cost
<b>Bus shelter for the school bus</b>	Parents have requested the construction of a bus shelter for families waiting for the arrival of the school bus.	\$10,610 + GST, plus installation
Benefits:	Children and their parents waiting for the arrival of the school bus are currently exposed to the weather. The provision of a shelter in the style and location proposed will give them protection from the elements. The proposed location is on the west side of Church Street, behind the red phone boxes on vacant Council	

	land. The style of the shelter is in keeping with existing constructions on Church Street, such as the roofed map of Ross on the west side of the street.
Feasibility:	It is proposed that the shelter be installed on vacant Council land that was previously proposed for the construction of an electric car charging station. The shelter may be purchased in kit form from Landmark Products ('Bathurst Timber Bus Shelter') and erected by the Council workforce – or be constructed from purchased materials to a similar design.
Risk:	The project will increase comfort for children waiting for the bus and reduce the risk of them running into traffic by providing a clearly identified location set back from the roadway. The project will also increase safety for other road users as the bus will no longer have to turn across traffic from Church Street into High Street to collect children and then loop back onto Church Street from Badajos Street.
Status:	A suitable shelter and manufacturer have been identified and the shelter costed. <a href="#">Needs further Community Consultation</a>
<b>Project 3</b>	<b>Description</b> <span style="float: right;"><b>Cost</b></span>
<b>Footpath construction</b>	Ross residents have requested the construction of a footpath on the south side of Badajos Street between Bond Street and Waterloo Street. <span style="float: right;">Unknown</span>
Benefits:	The proposed footpath will link up with existing footpaths and provide residents from the eastern parts of Ross with improved access to the Sports Ground and the centre of Ross.
Feasibility:	It is proposed that the footpath be constructed in the red gravel used for similar footpaths in Ross.
Risk:	The project will reduce traffic risk to pedestrians by giving them an alternative to walking on the roadway and reduce trip hazard from walking on uneven grass verges.
Status:	These projects were carried across from the previous year's budget submission.
<b>9.4</b>	<b>Improving Street Signs in Ross</b>
	1. Street signs with a unique motif for Ross Township in the budget. Improvements to the signs along the main street. 2. Plaques for the 4 corners of Ross information
	Carried over from budget request 2025-2026
<b>9.5</b>	<b>Road signs - entry into Ross.</b>
	At the June 23 Council meeting MINUTE NO. 25/178 DECISION:That Council a) approve the Committee request to investigate the aboriginal name of Ross; and b) investigate updating the entry sign to Ross to include the aboriginal name. Carried Unanimously MOTION -June 3, 2025, <b>Dual Naming for the stone sign.</b> Moved D Cowper-Cadogan Seconded N Davies Carried To investigate the aboriginal name of Ross and include in the Ross entry signs below the Town name <b>Background:</b> To have the name of Ross in Aboriginal. Makala. The only word recorded for the country at Ross, including Ross Bridge. Recorded by Robinson who passed back and forth through Ross and past the bridge several times in December 1833 and January 1834; accompanied by Karnebutcher/Karnebunger from the tribe of this area among his guides. (From Tasmanian Aboriginal Centre
	Feb 2026. In an accident the original sign was destroyed. Awaiting insurance claims. Continue to monitor

		website) Correspondence from Tasmanian Aboriginal Centre 12 June 2025.	
<b>9.6</b>	<b>Tourism sign into Ross</b>	Installation of improved ROSS town signs on the highway to give Ross better visibility similar to Oatland's.	

**10. NEW BUSINESS**

**10.1 Thanks to the Ross Pool committee.**

Thank you and gratitude to the Ross Swimming Pool Committee and volunteers for a good season.

**10.2 Toilet Sign on Church Street**

There were concerns that the toilet signage at Church Street is not obvious or visible. Works will look to investigate.

**10.3 Seed pods at the Park on the bare earth are slippery and need to be made safe**

Works request to be submitted.

**10.4 Lovers Lane pathway**

- Retain the screen of trees and bushes between the campground and the river
- Backyard of the neighboring property to the campground would like a screen
- Council is awaiting an arborist report.
- Boundary of the caravan park is most likely to the river – council will look at the lease and boundaries to confirm.

**10.5 King Charles** Portrait to be framed by H Davies

**10.6 Thank you to Ross District Committee**

Acting General Manager Maree Bricknell on behalf of the Council thanked the committee members for their work and for attending and presenting at the Councillors Bus Tour.

**NEXT MEETING/CLOSURE**

The Chairperson closed the meeting at 12:20 pm. The next meeting of the Ross District Committee is scheduled for 5 May 2026, at 11:15 am at the Ross Reading Rooms.

## MINUTES

**Campbell Town District Committee Ordinary meeting on Tuesday 31 March 2026 at 9:30am**  
**The venue is Campbell Town Guide Hall 20-30 King Street Campbell Town.**

- 1 Present:** Elizabeth Porter, Sally Hills, Jill Davis, Danny Saunders, Barry Pyke, David Gatenby OAM, Nicole Graham and Ken Reid.
- 2 In Attendance:** Councillor Alison Andrews, Councillor Paul Terrett, Acting General Manager Maree Bricknell, NMC Works Manager Leigh McCullagh and NMC Secretary Vivien Tan

**Guests:**

- 3 Apologies:** none

**4 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. D Saunders

**5 Declaration of Any Pecuniary Interest by A Member of a Special Committee of Council:**

In accordance with the provisions of the Local Government Act 1993, Part 5, S48A – S56, 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. \*It should be noted that any person declaring an interest is required to notify the General Manager, in writing, of the details of any interest declared within 7 days of the declaration.” - Nil

**6 Confirmation of Minutes:**

MOVED: J Davies SECOND: K Reid Carried

That the minutes of the meeting of the Campbell Town Local District Committee held on Tuesday 3 March 2026 be confirmed as a true and correct record of proceedings.


**Business Arising:**

	<b>Business</b>	<b>ACTION</b>
7.1	<b>Significant Trees</b>	Awaiting final council endorsement
7.2	<b>Blackburn Park Toilet</b> Public Shower Facilities Council will be including a Shower facility when the new toilet is constructed. Construction will be this year 2026.	Update: Plans and Designs are out to tender keeping with the heritage look and feel. Timeline will be in the next 9 months. Cameras will most likely be installed.
7.3	<b>Meeting Dates for 2026.</b> <ul style="list-style-type: none"> <li>• May 5, 2026</li> <li>• June 2, 2026</li> <li>• July 7, 2026</li> <li>• August 4, 2026</li> <li>• September 1, 2026</li> <li>• October 6, 2026</li> <li>• November Christmas Dinner in Ross (date TBC)</li> <li>• November 3, 2026</li> <li>• December 1 2026</li> </ul>	The venue for 2026 meetings: Campbell Town Guide Hall 20-30 King Street Campbell Town.
7.4	<b>Neighbourhood Watch</b> Discussed with Inspector Fox 3/3/2026 Committee to determine if they will pursue the set up.	Ongoing
7.5	<b>Campbell Town Cemetery</b> Moved: D Gatenby OAM Seconded: S Hills Carried <b>Motion:</b> That Council investigate opportunities to purchase suitable land for the establishment of a community cemetery to address current and future burial needs in	NMC is engaging consultants to review a 50 years plan for the whole municipality. NMC is looking for suitable land options. Committee member familiar with land owners will ask if there are any opportunities to purchase land.

	<p>Campbell Town.  <b>Background discussion:</b></p> <ul style="list-style-type: none"> <li>• A resident raised concerns about the lack of available burial space in Campbell Town.</li> <li>• It was noted that Church-owned land contains hundreds of unmarked graves and is now full, with the Church experiencing difficulty identifying additional land. The Anglican cemetery is also full, except for plots that are already reserved.</li> <li>• A suggestion was made to consider establishing a memorial garden in Campbell Town, with future burials potentially directed to Ross.</li> </ul> <p>Motion 16 March 2026 Council meeting.  <b>7.1.1 Campbell Town Cemetery</b>                  That Council continue the development of a 50-year Cemetery Plan for the Northern Midlands. Carried Unanimously                  Full report attached emailed to committee.</p>	
<p>7.6</p>	<p><b>West Street, Campbell Town</b>                  Moved: E Porter Seconded: B Pyke Carried  <b>Motion</b>                  That Council resolves to investigate a full reconstruction and resealing of West Street, from Pedder Street at the crossroads through to the highway, to provide a long-term and safe road outcome.  <b>Background:</b>                  It was noted by committee that West Street requires full reconstruction and resealing from West Street through to the highway, including Pedder Street at the crossroads. Existing pavement condition has deteriorated to the point where patching is no longer effective. Repaired sections are failing and now require frequent and ongoing maintenance. It was agreed that continued patching is not a sustainable solution and that a full rebuild is necessary to address the underlying issues and ensure long-term road safety and serviceability.</p>	<p>Council officers have been requested to inspect and assess road conditions on West Street.                  Council will include for consideration in the budget 2027-2028                  Monitor</p>
<p>7.7</p>	<p><b>Bridge Street Road Conditions</b>                  Moved: K Reid Seconded: B Pyke Carried  <b>Motion:</b>                  That council check the condition of Bridge Street and corners of King and Queen Street.                  Council officers have been requested to inspect and assess road conditions on Bridge Street and at the corners of King Street and Queen Street, and report back on any required maintenance or traffic management measures.</p>	<p>Monitor usage                  Ongoing</p>
<p>7.8</p>	<p><b>Footpaths</b>                  A. William St                  B. Footpath from Bond St to main shopping area                  Vulnerable User Fund grant acquired.</p>	<p>A. Item is out for Tender and will be completed this year 2026                  B. Works from the Underpass will be starting in May</p>

**8. Budget Items/Requests Table 2026-2027**

Project	Description of proposed works/service	Cost Est.
Improve Gatty Park and	Table and Chairs - park improvements – plan done	Listed in

<p>area opposite Gatty Park on Glenelg St</p>	<p>Gatty Memorial and Quarry Redevelopment of the Harold Gatty Memorial Reserve is listed as a Community Infrastructure and Health and Wellbeing Priority Project of Northern Midlands Council. The redevelopment is in the area to the west of Glenelg Street that overlooks the Gatty Memorial. The concept is to design and develop an area reflecting the history of Campbell Town during World War 2 encompassing the period 1941-1945. Story boards depicting the hospitals and airfields.</p>	<p>Council priority projects for grant funding.</p>
<p>Dog Off leash area</p>	<p>New off leash area – Eastern side of Blackburn Park near river and railway bridge</p>  <p><b>Council recommended location</b> Animal control and Works Manager recommend a triangular area by Elizabeth River, car access by King Street (site is approx. 37mx35mx37m). <b>Motion: Off Lead Dog Park</b></p> <p>Moved B Pyke Seconded D Saunders The committee agrees with the location but requests that the area be extended. Committee Members remarked that this location is too small and will look at other site possibilities weather permitting</p>	<p>Fencing and gates will be costed to include in the budget.</p>
<p>Play equipment – Valentine Park</p>	<p>Better play equipment (referencing the Transit of Venus space theme)</p>	<p>For Budget consideration</p>
<p>Footpath – South of the red bridge</p>	<p>No footpaths on Midland Hwy south of Campbell Town <b>Footpaths – South of the Red bridge</b> <b>Motion:</b> That council look to constructing footpaths along the highway from the Red Bridge to New Street. <u>7.1.5 Footpaths - South Of Red Bridge MINUTE NO. 25/157</u> That Council notes the Committee's request and investigates further. There is currently no footpath access south of the Red Bridge and there is a need to continue the footpath going south from the town <b>Background</b> From Red Bridge to New Street along the main road is where many new families are living. (West side of the road) Committee members note that there are families with young children that walk into the town ( pushing prams and riding bikes) and that there is no safe footpath to walk on.</p>	<p>Long term prospect to link to Lake Leake Road</p>
<p>Macquarie Road – Condition and Safety Concerns</p>	<p>Additional work to improve Macquarie St - road surface – long term plan. The municipality is seeing more heavy trucks and increased usage. From sheep to intensive farming. The challenge is to maintain the side roads that were built in the 1950's or so. The bid to reduce the speed limit to 80km/h was dismissed by DSG as there are currently no blind corners and no residents.</p>	<p>Council to look for black spot funding. Monitor</p>
<p>East Street</p>	<p>William St to King St – Feasibility study <b>East St from William to King Street to ease local traffic.</b> Investigate the feasibility of opening up East St. from William St. to King St. to ease local traffic using High Street and to ease congestion on the corner of King and High Streets.</p>	<p>This is the rail reserve area. Not feasible.</p>

Play equipment	<p>Recreation ground – Consult with ground users  <b>Play Area at the Campbell Town Rec Ground</b>                  Motion: June 3, 2025, That the council look to extend the playground at the Campbell Town Recreation Ground and put in a <b>¼ or ½ court netball/ basketball court</b> and /or other amenities for older children.  <b>7.1.2 Play Area At The Campbell Town Recreation Ground</b>  <b>MINUTE NO. 25/154</b> That Council notes the Committee request and considers it for inclusion in future budgets or grant funding opportunities.</p>	<p>Update:                  looking to put in basket ball hoops in the Rec ground</p>
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**9. New Business:**

9.1	<p><b>Museum and Information Centre</b>                  General discussion                  Suggested location for information centre to go to Café 100                  Council did commit to the museum committee it will have a home. History is important to the town. Campbell Town has a strong aboriginal history and convict history. It is an ideal town to have a museum. The current location at the Campbell Town Hall has a 5 year lease.</p>	monitor
9.2	<p><b>Campbell Town Guide Hall</b>                  General discussion -Safety and security installing CCTV</p>	Council will look at installation
9.3	<p><b>District Committee Meeting times</b>                  General discussion                  Meeting times are during business hours and precludes those that are working to join the committee. The committee could have an increased diversity of ages and working backgrounds.                  Motion;                  Moved N Graham Seconded D Gatenby Not carried                  To make the alternate meeting times starting May 5<sup>th</sup> at 5pm and trial this for the remainder of 2026.</p>	
9.4	<p><b>Social media</b>                  Motion Deferred                  Moved K Reid Seconded D Gatenby.                  To set up a Facebook page for the Campbell Town District Committee to attract and inform a younger age group.                  Motion deferred to next meeting after liaising with the Longford District Committee</p>	Chair to discuss with Longford District committee Chair.

**10. The Chair closed the meeting at 10:52 am.**

**Next meeting – Tuesday 5 May 2026 at 9:30am. Campbell Town Guide Hall, 20-30 King Street.**

**MINUTES**

**Evandale District Committee Ordinary Meeting**

**Tuesday 31 March 2026 starting at 4:00pm**

- 1 PRESENT:** Stephanie Kensitt, David Swann, Bruce Argent-Smith, Robyn Williams, and Barry Lawson
- 2 IN ATTENDANCE:** Cr Paul Terrett, NMC Secretary Vivien Tan and NMC Works Manager Leigh McCullagh
- 3 GUESTS:**
- 4 APOLOGIES:** Jean-Luc Curtis-Godillon, Jo Archer, Andrea Westbrook and Maree Bricknell  
NMC Acting General Manager and Deputy Mayor Janet Lambert
- 5 ACKNOWLEDGMENT 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.

**6 DECLARATION OF ANY PECUNIARY INTEREST BY A MEMBER OF A SPECIAL COMMITTEE OF COUNCIL**

In accordance with the provisions of the *Local Government Act 1993*, Part 5, S48A – S56, 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. *\*It should be noted that any person declaring an interest is required to notify the General Manager, in writing, of the details of any interest declared within 7 days of the declaration.\* Nil*

**7 CONFIRMATION OF MINUTES**

**Moved: D Swann Seconded: B Lawson Carried**

That the minutes of the meeting of the Evandale Local District Committee held on 3 February 2026 be confirmed as a true and correct record of proceedings

**8 BUSINESS ARISING FROM THE MINUTES**

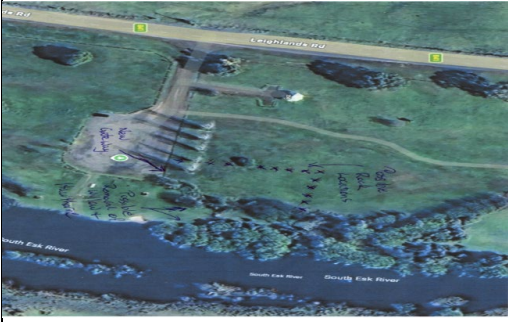
	Description	Action
<b>8.1 (A)</b>	<p><b>Pioneer Park - Improvements</b></p> <p>The Park already has a significant investment in trees that should be cared for.</p> <p>Moved: G Divall    Seconded: J Archer    Carried</p> <p>Motion Irrigation System of Pioneer Park</p> <p>That the committee requests the council to complete a check on the irrigation system of the Pioneer Park, maintain and conduct regular checks to protect the existing trees.</p> <ul style="list-style-type: none"> <li>• Discussion regarding the ability of having community led plantings. This would need to work with the Master Plan</li> </ul>	<p>Listed as a Council Priority Project.</p> <p>Awaiting funding opportunities.</p>

	<ul style="list-style-type: none"> <li>• Possible formation of subcommittee - apply for community grants. Council requested to apply for grants</li> </ul> <p>February 3, 2026 Motion: Moved: JL Curtis-Godillon Seconded: D Swann CARRIED Council undertake a full assessment of the Pioneer Park irrigation system, carry out necessary repairs, and implement regular scheduled maintenance to support the ongoing health of existing trees. Discussion: The Committee noted that the irrigation system at Pioneer Park is currently not functioning. Members expressed concern regarding the risk to the Park’s established trees and acknowledged the need for Council to undertake repairs and regular maintenance.</p>	
<p><b>8.1(B)</b></p>	<p><b>Pioneer Park – Picnic Shelter</b> Cold prevailing winds at the Picnic Shelter – could future design have increased protection. Ideas for fixed window/ louvre windows. Close in on three sides with Perspex or clear to let light in. Consider future design with Masterplan. Will be requested in the Master Plan.</p>	<p>Listed as a Council Priority Project. Awaiting funding opportunities.</p>
<p><b>8.1 (C)</b></p>	<p><b>Pioneer Park - Master Plan</b> Motion 3/12/2024 Moved B Lawson Seconded S Kensitt Carried That council consider any activity or works currently being done in Pioneer Park in the overall scheme of the Master Plan and provide a copy of the Master Plan report. <b>Pioneer Park Master Plan</b> Motion 5/8/25 Moved G Divall Seconded D Swann The Committee requests that 1)A Council officer/ consultant to clarify the breakdown of the \$350,000 allocated to the Pioneer Park Masterplan and play equipment update. 2) To include a timeframe of the next steps for the expenditure of the funds 3) Time and place for the committee presentation which could be a mutually convenient time. The tenders for design and construct tenders will go out this first quarter and thereafter consultation. Moved: B. Argent-Smith Second: J Archer Carried <b>Motion: Further Discussion on Pioneer Park Development Sequencing</b> That Council arrange a dedicated workshop and presentation for the committee to review and discuss the proposed sequencing of works under the Pioneer Park Landscape Master Plan, including staging priorities, timelines, and funding options, prior to commencement of implementation. <b>Motion for the 18 August 2025 Council meeting</b> 2025-09-15 OPEN COUNCIL - ORDINARY MEETING 7 1.2 Pioneer Park - Master Plan - Evandale MINUTE NO. 25/276</p>	<p>Works manager will be available to meet in the March District Committee meeting  <b>At the 16 March 2026 Council meeting</b> <b>7.2.1 Pioneer Park Irrigation System</b> <b>MINUTE NO. 26/073</b> <b>DECISION</b> That Council update the Local District Committee of the range of upgrade works within Pioneer Park as part of the broader improvement program, including the irrigation system.  <b>Full decision is included as an</b></p>

	<p>DECISION Carried Unanimously</p> <p>That Council note the request and that the committee will receive the information when the project progresses.</p> <p>Listed as a Council Priority Project. Looking to secure funding opportunities.</p> <ul style="list-style-type: none"> <li>• Committee discussed the use of lighting around the playground. Keep the lighting with a heritage look</li> <li>• Removal of the pine bark for safety as there have been needles and broken glass found in the mulch</li> <li>• Fix the old equipment and irrigation</li> </ul> <p><b>MOTION Pioneer Parks Priority Upgrades.</b></p> <p>Moved B Lawson Seconded B Argent Smith Carried</p> <p><b>That Council:</b></p> <ol style="list-style-type: none"> <li>1. Endorses the priority upgrade works for Pioneer Park to focus on the installation of concrete footpaths, designed to:             <ul style="list-style-type: none"> <li>○ Improve accessibility for pedestrians, cyclists, prams, wheelchair users and motorised mobility scooter users;</li> <li>○ Enhance safety and connectivity throughout the park; and</li> <li>○ Improve overall access to park facilities.</li> </ul> </li> <li>2. Notes that the proposed priority upgrades should also incorporate:             <ul style="list-style-type: none"> <li>○ Improved drainage and irrigation to support long-term usability and landscape sustainability;</li> <li>○ Installation of heritage-style lighting to improve safety and amenity; and</li> <li>○ Development of a safe, heritage-style play area consistent with the character of Pioneer Park.</li> </ul> </li> <li>3. Requests that Council Officers provide an updated expected schedule for implementation, including indicative staging and timeframes for the priority upgrade works, for consideration by Council.</li> </ol>	<p><b>attachment to the agenda.</b></p>
<p><b>8.2</b></p>	<p><b>Lighting at the Entrance to Evandale – Garden Bed Up lights</b></p> <p>The council installs lights at the road entrance sign into Evandale. Location: under the Evandale entrance statement - Consider the daffodils and street trees near the signage. Committee notes that the daffodils planted were mowed over. Works have a verbal confirmation to use the electricity from the light pole to run power to the area. This will enable an up light to be installed.</p>	<p>Budgeted for solar light – maintenance.  Monitor</p>
<p><b>8.3</b></p>	<p><b>Significant Trees Register</b></p>	<p>Awaiting final report</p>
<p><b>8.4</b></p>	<p><b>Bicycle Racks - Location and Style</b></p> <p>MINUTE NO. 25/005 2025 01-20 Open Council – Ordinary Meeting DECISION</p>	<p>Quotations are being obtained for a vintage</p>



	<p>heritage character of the township and avoid visual intrusion into the streetscape.</p> <ol style="list-style-type: none"> <li>2. Confirmation of the approved locations, noting prior committee recommendations regarding alternative suitable sites and the need to ensure accessibility and minimal impact on the heritage streetscape.</li> <li>3. An update on project scheduling, including procurement status, supplier arrangements, and estimated commencement and completion dates for installation.</li> <li>4. Clarification of any budget allocations associated with the installation, including whether funds have been carried forward and the amount allocated (as previously queried by the Committee).</li> </ol> <p>The Committee has repeatedly requested updates on design specifications, location decisions, budget allocation, and installation timelines for the bike racks to ensure the project aligns with local heritage character and community expectations. Enhanced transparency will support community engagement and timely project delivery.</p> <p><b>MOTION: Retention and Upgrade of Bicycle Parking at No. 10 and Time Traveller Park</b></p> <p>That Council:</p> <ol style="list-style-type: none"> <li>1. Does NOT replace the existing bicycle racks located outside No. 10, and instead repaints the existing racks black to improve presentation and consistency with the streetscape; and</li> <li>2. Installs penny farthing–style bicycle racks at Time Traveller Park, positioned behind the low hedge on the left side of the map; and</li> <li>3. Ensure that the joining bar between the two ‘ end penny farthing designs’ is long enough at no less than 1 metre in length and set at approximately 1.1m height. This is to enable a greater number of bicycles to be securely attached.</li> </ol>	<p>costing and proposed locations at the next Evandale District Committee Meeting.</p> <p>Carried Unanimously</p>
<p><b>8.5</b></p>	<p><b>Heritage Tunnel and Watercourse - 2025-01-20 Council – MINUTE NO. 25/006.</b> The land was sold and no additional developments have occurred</p>	<p>Monitor for future planning applications.</p>
<p><b>8.6</b></p>	<p><b>Honeysuckle Banks Toilet and dump point.</b></p> <p><b>At the 16 March 2026 Council meeting</b></p> <p><b>7.2.3 Honey Suckle Banks – Rock Barrier For Caravan Area</b></p> <p><b>MINUTE NO. 26/078 Carried</b></p> <p><b>DECISION</b></p> <p>That Council advise the Committee that is not currently considering the opening of any additional land to expand the free camping area at Honeysuckle Banks. The site is temporarily opened once each year to</p>	<p>The dump point should be completed by end of May 2026. The toilet will be the next construction.</p> <p>Monitor</p>

	<p>accommodate the increased number of visitors associated with the Penny Farthing Championships and is closed again shortly thereafter.</p> 	
<p><b>8.9</b></p>	<p><b>Whitehills Road</b> General Discussion regarding the speed limit (near number 845) to be from 70km/hr to 50km/hr. Country roads are set at 100km/hr</p>	
<p><b>8.10</b></p>	<p><b>Committee Meetings for 2026</b></p> <ul style="list-style-type: none"> <li>• June 2, 2026</li> <li>• August 4, 2026</li> <li>• October 6, 2026</li> <li>• December 1, 2026</li> </ul>	
<p><b>8.13</b></p>	<p><b>Traders in Purple</b> Tasmanian Planning Commission has requested Council to undertake a review, and the matter is being progressed accordingly. At the 16 February 2026 Council meeting MINUTE NO. 26/057 11.2 RECONSIDERATION OF PROPOSED AMENDMENT 14/2024: REZONE 4 RIDGESIDE LANE, 38 ARTHUR STREET, 95 LOGAN ROAD AND PART OF 211 LOGAN ROAD, EVANDALE AND APPLY A MODIFIED EVANDALE SPECIFIC AREA PLAN TO THE LAND That, pursuant to section 38(2)(b) of the Land Use Planning and Approvals Act 1993, the Planning Authority refuses to prepare draft amendment 14/2024 (the proposal) to the Northern Midlands Local Provisions Schedule, having considered the LPS criteria.</p>	<p><b>Decision is with Tasmanian Civil and Administrative Tribunal</b></p>

**9 COMMUNITY GROUPS – General Discussion**

1. **Community Centre:** Centre is working nicely. There have been some good revenue days.
2. **Neighbourhood Watch:** no report until end June 2026
3. **History Society:** The room is being cleared and cleaned. The society is currently busy organizing ANZAC Day 2026 there has been some progress with identifying the people and dates in the large photo album. There are now more names of the 1830s to 1870s.
4. **Morven Park:** The next train festival will be on the 20<sup>th</sup> September 2026 with the addition of some artisanal crafts and possibly a car club.

**10 BUDGET ITEMS/REQUESTS TABLE**

**Committee: Evandale Advisory Committee**

Project	Description of proposed works/service	Est. cost etc
<p><b>Honeysuckle Banks</b></p>	<p>Camping in this area by non-self-contained vans and tents in the warmer months results in lots of human excrement scattered along the riverbank. A flood-proof toilet and RV dump point has been approved. Construction is now required to alleviate the excrement problem as soon as possible.</p> <p>There have been several complaints about camper vans and caravaners occupying all or much of the car parking area in summer months and thereby restricting access by locals to the swimming hole. To fix this problem, it is requested that large rocks be used to define an area off the carpark for a designated camping area. See the attached sketch for a possible solution. This side of the carpark has been selected as it affords better access to the picnic rotunda and the proposed toilets.</p> <p>The riverbanks are also in need of a clean-up to remove gorse, willows, blackberries, hawthorns etc. To ensure ongoing bank protection from possible erosion, the root balls of trees removed should remain in place to prevent erosion and removed trees should be replaced with appropriate native species.</p> <p>This area has some significant historic significance as Governor Macquarie camped here and named the area in 1811. It is also noted that Honeysuckle Banks is and has been for some time, an unactioned strategic project of Council.</p>	<p>Waiting for additional funding opportunities. The toilet block will start construction after the dump point is completed.</p>
<p><b>Pioneer Park</b></p>	<p>A Village Green for Evandale is envisaged that celebrates the pioneers who established the village. It would become a place of State significance attracting tourists throughout the year and would include:</p> <ul style="list-style-type: none"> <li>• Beautiful trees providing autumn colours, spring blossoms and summer shade</li> <li>• Beautiful gardens</li> <li>• More BBQ facilities</li> <li>• More seating</li> <li>• Drinking fountains (both people and dogs)</li> <li>• Heritage lighting</li> <li>• Dry stone walls</li> <li>• Cycle and footpaths around the Green</li> <li>• “History Experiences” with signage/QR codes telling the stories of Evandale, the church and original school as well as pioneers and convicts buried in the park.</li> </ul> <p>A landscape master plan for the development of the Village Green has commenced as a first step and now further funding</p>	<p>Apart from the necessary Council involvement in the development and implementation of the master plan, it is anticipated that the project could/would be part funded by the community through money, labour and time (including nurturing trees</p>

	<p>is sought from Council to complete the park design including irrigation and electricity layout, plant species etc. Subsequently, and in line with a master plan, the park will require, on a step-by-step basis:</p> <ul style="list-style-type: none"> <li>• More rubbish bins</li> <li>• More seating and picnic areas</li> <li>• Better signage for location of toilets, playground etc.</li> <li>• More and upgraded garden beds and trees (including species to be planted)</li> <li>• Playground equipment (later – not initially)</li> <li>• History boards/QR codes detailing history and stories of Evandale and locations in the park (e.g. site of original “English” Church and school was recently installed.)</li> <li>• Parking on the grassed area adjacent to the cemetery (Murray Street) should be officially discouraged with appropriate “No Parking” signs</li> <li>• Re-gravelled/graded paths (ironstone) which are then regularly maintained (or exposed aggregate concrete path that maintains a heritage feel).</li> </ul> <p>In addition, the current irrigation system needs to be regularly maintained, and new prunus trees need to be planted along Murray Street between the existing prunus trees in readiness for the eventual replacement of the old trees.</p>	<p>and flowering plants prior to planting) as well as grants (e.g. Tasmanian Community Fund). It is anticipated that this project could be funded over several years. Initial funding to be used for irrigation, electricity followed by paths and heritage lighting.</p>
<b>Underground Power</b>	<p>Ongoing Council’s assistance (necessary approvals, coordination with other utilities and advocacy with State Government etc.) is requested to put the power lines underground in the heritage areas of Evandale.</p>	
<b>Heritage Lights</b>	<p>Several more heritage lights along Russell Street (and eventually High Street as existing lights need to be replaced), to complement the ones already there and to enhance the heritage nature of the town. Heritage lighting within Pioneer Park would also enhance the area, as well as making it safer at night.</p>	
<b>Nile Road Upgrade</b>	<p>Bitumen-seal gravel section. This section is used by many locals and tourists and needs upgrading.</p>	
<b>Saddlers Court Park</b>	<p>Additional tree planting needed here as well as provision of irrigation to existing and new trees. This is consistent with a strategic plan for trees and gardens in Evandale prepared for the District Committee.</p>	
<b>Russell Street</b>	<p>Reconstruction/upgrade of the road is needed as many areas are very worn and uneven. This road surface needs to be of good standard to ensure the safety of penny farthing riders in</p>	

	the National Penny Farthing Championships that bring national and international attention to Evandale each year.	
<b>Electric Vehicle Charging Station</b>	Evandale needs a charging station for electric vehicles (in the parking area of the Information Centre. Council is requested to allow the facility to be built on its land and to seek installation by an appropriate body.	
<b>Garden at Entrance to the Village</b>	The garden on the left before the water tower on Evandale Road as it enters the village is not commensurate with the importance of this village to Tasmanian tourism. It needs to be more substantial, colourful and must make a “statement”. Dead plants need to be removed, and new plants are required. For example, several dwarf red flowering gum ( <i>Corymbia ficifolia</i> ) may be a suitable addition. An automatic irrigation system for the garden is also required.	
<b>Foot Paths</b>	<p>A foot path program for Evandale is required to give more consistency and safety. Examples of areas needing improvement (in priority order) are:</p> <ol style="list-style-type: none"> <li>1. Russell Street (particularly in front of shops where the surface is currently a safety hazard)</li> <li>2. High Street</li> <li>3. Collins Street</li> <li>4. Nile Road near Prince of Wales Hotel</li> <li>5. Arthur Street</li> </ol> <p>This project is compatible with the Walkability Project funded by the Medical Research Future Fund with support from the Tasmanian Government and the Local Government Association of Tasmania. The project is a collaboration between the University of Tasmania, Deakin University, RMIT University, and the University of Sydney.</p>	
<b>Street Trees</b>	More street trees are required throughout the village, e.g. Cambock Lane East, High Street. More streets should look like Cambock Lane West.	
<b>Street Seats</b>	Appropriate heritage looking seats are required at several locations to enable older people to rest while walking around the village. Locations include High, Macquarie, Russell and Barclay Streets.	

## 11 NEW BUSINESS

## 12. CLOSURE & NEXT MEETING

The Chairperson closes the meeting at 5:30pm. The next meeting of the Evandale District Committee is scheduled for 2 June 2026, at 4pm at the Evandale Community Centre.

ROSS COMMUNITY SPORTS CLUB INC.  
MINUTES ANNUAL GENERAL MEETING

DATE: 31<sup>st</sup> March 2024

TIME: 7.00 pm

LOCATION: Ross Community Sports Club

## ATTENDEES

Ricky Hebbard	Sally Langridge	Michael Smith	Marcus Rodrigues
Hannah Lang	Tim Dyer	Brenda Turner	Ricky Mansfield
Amber Wilson	Diane Lloyd	Dale Lloyd	

## APOLOGIES

Brad Hodges	Gabe Gressie	Molly Jones	
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## IN ATTENDANCE

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## ITEMS

NO.	ITEM
1.	<b>ACKNOWLEDGEMENT OF COUNTRY</b> Ricky Hebbard opened the meeting with the Acknowledgement of Country I'd like to begin by acknowledging the Traditional Owners of the land on which we meet today. I would also like to pay my respects to Elders past and present.
2.	<b>CONFIRMATION OF PREVIOUS MINUTES</b> 2.1 Moved by Sally Langridge and seconded by Marcus Rodrigues that the Minutes of the Annual General Meeting of <b>19 March 2025</b> be accepted.
3.	<b>FINANCIAL REPORTS</b> 3.1 Moved by Marcus Rodrigues and seconded by Tim Dyer that the Treasurer's Report be accepted.
4.	<b>AUDITORS REPORT</b> 4.1 Moved by Ricky Mansfield and seconded by Dale Lloyd that the Auditor's Report be accepted.
5.	<b>ELECTION OF COMMITTEE MEMBERS</b> 5.1 As no nominations for positions were received in writing, all positions were declared vacant, and nominations were taken from the floor. 5.2 Tim Dyer and Michael Smith provided their resignations. 5.3 <b>Committee Member</b> nominations were made and accepted as follows: Amber Wilson, Marcus Rodrigues, Brenda Turner, Hannah Lang, Sally Langridge, Ricky Hebbard, Dale Lloyd, Diane Lloyd, Ricky Mansfield 5.4 Nominations for <b>Committee Members</b> were made on behalf of absent members who indicated their acceptance prior to their absence as follows: Molly Jones, Brad Hodges, Gabe Gressie.
6.	<b>ELECTION OF OFFICE BEARERS</b> 6.1 Ricky Hebbard left the Chair and was replaced by Marcus Rodrigues and called for nominations for Chair 6.2 <b>Chairperson</b> Ricky Mansfield nominated Ricky Hebbard for position of Chairperson, and this was seconded by Marcus Rodrigues. As no other nominations for the position were received, no vote was required. Ricky Hebbard accepted. 6.3 Marcus Rodrigues handed the Chair to Ricky Hebbard. 6.4 <b>Deputy Chairperson</b> Ricky Mansfield nominated Dale Lloyd for position of Deputy Chairperson, and this was seconded by Sally Langridge. As no other nominations for the position were received, no vote was required. Dale Lloyd accepted. 6.5 <b>Treasurer</b>

	Hannah Lang nominated Sally Langridge for position of Treasurer, and this was seconded by Dale Lloyd. As no other nominations for the position were received, no vote was required. Sally Langridge accepted.		
	<b>6.6 Secretary</b>		
	Hannah Lang nominated Sally Langridge for position of Secretary, and this was seconded by Ricky Mansfield. As no other nominations for the position were received, no vote was required. Sally Langridge accepted.		
	<b>6.7 Public Officer</b>		
	Marcus Rodrigues nominated Dale Lloyd for position of Public Officer, and this was seconded by Brenda Turner. As no other nominations for the position were received, no vote was required. Dale Lloyd accepted.		
	<b>6.8 Booking Officer</b>		
	Dale Lloyd nominated Marcus Rodrigues for position of Booking Officer, and this was seconded by Brenda Turner. As no other nominations for the position were received, no vote was required. Marcus Rodrigues accepted.		
7.	<b>APPOINTMENT OF AUDITORS</b>		
	7.1 Moved by Sally Langridge that the Northern Midlands Council remain as Auditor and seconded by Dale Lloyd. Unanimous agreement from Committee.		
8.	<b>OTHER BUSINESS</b>		
	<b>8.1 Membership Fees</b>		
	Marcus Rodrigues moved that membership fees remain at \$10.00 per annum and seconded by Diane Lloyd with unanimous agreement from Committee.		
	<b>8.2 Hire Charges</b>		
	Hire charges for 2026/27 were discussed with the following charges decided:		
	<b>2026/27</b>		
	All Hirers	Outside Toilets	\$ 55.00
		Lounge	\$ 75.00
		Kitchen	\$ 75.00
		Lounge & Kitchen	\$ 150.00
		Oval & Toilets	\$ 150.00
		Full Grounds (Incl. Clubrooms)	\$ 300.00
		Arena	\$ 100.00
		Internet Access	\$10.00 / event
		External Power Supply (e.g. food vans)	\$ 15.00 / event
		RV/Motorhome Clubs	\$ 20.00 / vehicle
		Cancellation Fee	50% of Hire Charge (if less than 1 (one) months' notice of cancellation)
	Masters Cricket	Outside Toilets	\$ 50.00
		1 x Changeroom & Outside Toilets	\$ 90.00
		2 x Changerooms & Outside Toilets	\$ 130.00
		2 x Changerooms & Outside Toilets & Lounge	\$ 160.00
	Moved by Marcus Rodrigues that the hire charges discussed above be put in place for 2026/27 and seconded by Brenda Turner. Unanimous agreement from the Committee.		
	8.3 Ricky Hebbard thanked Tim Dyer and Michael Smith for their time on the Committee and as Secretary.		
9.	<b>MEETING CLOSURE</b>		
	9.1 The Chair announced the meeting closed at 7.28 pm		

## ROSS COMMUNITY SPORTS CLUB INC.

## MINUTES

DATE: 31<sup>st</sup> March 2026

TIME: 7.30 pm

LOCATION: Ross Community Sports Club

## ATTENDEES

Ricky Hebbard	Sally Langridge	Amber Wilson	Marcus Rodrigues
Hannah Lang	Brenda Turner	Ricky Mansfield	Diane Lloyd
Dale Lloyd			

## APOLOGIES

Brad Hodges	Gabe Gressie	Molly Jones	
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## IN ATTENDANCE

Michael Smith			
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## ITEMS

NO.	ITEM	ACTION
1.	<b>ACKNOWLEDGEMENT OF COUNTRY</b> Ricky Hebbard opened the meeting with the Acknowledgement of Country Acknowledgement of Country "We acknowledge the Traditional Owners of the land on which we meet today. I would also like to pay my respects to Elders past and present."	
2.	<b>CONFLICTS OF INTEREST DECLARATION</b> Nil	No Further Action
3.	<b>CONFIRMATION OF PREVIOUS MINUTES</b> 3.1 Moved by Sally Langridge that the Minutes of the meeting of 13 <sup>th</sup> January 2026 be accepted and seconded by Hannah Lang.	No Further Action
4.	<b>BUSINESS ARISING</b>	
	<b>4.1 Membership Applications.</b> Sally Langridge advised of new Member applications for Craig Davis, Barbara Vaughan and Reg Vaughan. These were approved by the Committee.	No Further Action
	<b>4.2 Committee Resignations &amp; Nominations for Casual Vacancies.</b> Nil	No Further Action
	<b>4.3 Review of Management Agreement.</b> The Committee is still awaiting advice from Council re the new Management Agreement.	Ongoing
	<b>4.4 Review of Constitution.</b> Refer to above item. When the Council advise of the new Management Agreement, the Committee will complete drafting a new Constitution to ensure there is alignment between the 2 documents where possible.	Ongoing
	<b>4.5 Purchase of Solar System.</b> Sally Langridge reported that she has been back in contact with Jessups to discuss any options for installation of a solar system, and is also awaiting to hear from Damien from Council regarding this.	Ongoing
	<b>4.6 Purchase of Sound System.</b> Sally Langridge reports that she will continue to investigate this.	Ongoing

	<p><b>4.7 Replacement of Meeting Room Chairs.</b> Hannah Lang reports that she will continue to investigate this.</p>	Ongoing
	<p><b>4.8 Council Safety Induction Training.</b> Hannah Lang will redistribute the link for the induction via WhatsApp for anyone who has not completed this. This item is to be removed from the Agenda.</p>	No Further Action
	<p><b>4.9 Purchase of Vacuum Cleaner.</b> Diane Lloyd will investigate purchase of a new vacuum cleaner and will advise Committee. Diane also advised that the Club would need to purchase some cleaning products for her to use once she starts as a volunteer under the Centrelink authority as the current cleaner provides her own products.</p>	Ongoing
	<p><b>4.10 CapEx request to Council (Perimeter Fencing)</b> Michael Smith advised the Committee that it was likely too late to forward any capital requests to Council for this financial year.  This item to be removed from Agenda.</p>	No Further Action
	<p><b>4.11 Kite Making/Flying Event.</b> Marcus Rodrigues reported that he is still working on this and will report back next meeting.</p>	Ongoing
5.	<b>FINANCIAL REPORTS</b>	
	5.1 Moved by Marcus Rodrigues and seconded by Dale Lloyd that the Treasurer’s Reports be accepted and that accounts be passed for payment.	No Further Action
6.	<p><b>CORRESPONDENCE</b></p> <p><b>6.1 Inwards</b></p> <ul style="list-style-type: none"> <li>• IGA 08/01/26 – Email re: Statement to 31/12/25.</li> <li>• Commonwealth Bank 13/01/26 – Statement Society Cheque Account 31/12/25.</li> <li>• Commonwealth Bank 13/01/26 – Merchant Tax Invoice 01/01/26.</li> <li>• Commonwealth Bank 13/01/26 – Deposit Book Swimming Pool Account.</li> <li>• Commonwealth Bank 15/01/26 – Term Deposit Statement.</li> <li>• Guide Dogs Tasmania 24/12/25 – Email re: Available booking dates response.</li> <li>• Northern Midlands Council 16/01/26 – Email re: Electricity Invoice (\$679.91)</li> <li>• Diane Lloyd 16/01/26 – Email re: Completed Voluntary Work Form for Centrelink.</li> <li>• Northern Midlands Council 20/01/26 Angela Hein – Email re: Booking forms.</li> <li>• Northern Midlands Council 21/01/26 Ruchi Patel – Email re: Receipt of Club financial spreadsheet.</li> <li>• Guide Dogs Tasmania 22/01/26 – Email re: Request for new booking dates.</li> <li>• Masters Cricket Tas 26/01/26 – Email re: Response to request for match dates re Guide Dogs booking.</li> <li>• Northern Midlands Council 27/01/26 Maree Bricknell – Email re: Pool staff information.</li> <li>• Dept of Justice 11/02/26 – Email re: Renewal of volunteer RWVP.</li> <li>• Art for Change 17/02/26 – Email re: Workshop opportunities Feb/March</li> <li>• Rebecca White MP 17/02/26 – Email re: Volunteer Grants.</li> <li>• IGA 18/02/26 – Email re: Statement to 31/01/26.</li> <li>• Aust Bureau Statistics 19/02/26 – Email re: Census information.</li> <li>• Northern Midlands Council 26/02/26 Ruchi Patel – Email re: Financial audit.</li> <li>• Rebecca White MP 26/02/26 – Email re: 2026 Active Kids Grants.</li> <li>• Northern Midlands Council 27/02/26 Ruchi Patel – Email re: Financial audit.</li> <li>• IGA 02/03/26 – Email re: Statement to 28/02/26.</li> <li>• BSG Aust 02/03/26 – Email re: Invoice.</li> <li>• Rebecca White MP 10/03/26 – Email re: EOI for Volunteer Grants.</li> <li>• Northern Midlands Council 13/03/26 Ruchi Patel – Email re: Financial audit.</li> <li>• Lightspeed 16/03/26 – Email re: POS enquiry.</li> <li>• Northern Midlands Council 16/03/26 Ruchi Patel – Email re: Financial audit.</li> </ul>	

	<ul style="list-style-type: none"> <li>Northern Midlands Council 18/03/26 Damien Wilson – Email re: Site meeting.</li> <li>Various emails re facility hire.</li> </ul> <p><b>6.2 Outgoing</b></p> <ul style="list-style-type: none"> <li>Various emails re facility hire.</li> <li>Guide Dogs Tasmania 07/01/26 – Email re: Possible booking dates for February to prevent conflict with cricket.</li> <li>TDGC 18/01/26 – Email re: Invoice for booking.</li> <li>Northern Midlands Council 20/01/26 – Email re: Financial spreadsheet for audit.</li> <li>Guide Dogs Tasmania 23/01/26 – Email re: Possible booking dates for March to prevent conflict with cricket.</li> <li>Guide Dogs Tasmania 23/01/26 – Email re: Possible booking dates for March.</li> <li>Masters Cricket Tas 23/01/26 – Email re: Request for match dates re Guide Dogs booking.</li> <li>Masters Cricket Tas 26/01/26 – Email re: New future liaison person for matches.</li> <li>Riverview at Ross 26/01/26 – Email re: Invoice for workshop booking.</li> <li>Riverview at Ross 30/01/26 – Email re: Invoice for workshop booking.</li> <li>Riverview at Ross 30/01/26 – Email re: Invoice for workshop booking.</li> <li>Riverview at Ross 03/02/26 – Email re: Invoice for workshop booking.</li> <li>Northern Midlands Council 25/02/26 Ruchi Patel – Email re: Financial audit.</li> <li>Northern Midlands Council 26/02/26 Ruchi Patel – Email re: Financial audit.</li> <li>Northern Midlands Council 27/02/26 Ruchi Patel – Email re: Financial audit.</li> <li>Northern Midlands Council 12/03/26 Ruchi Patel – Email re: Financial audit.</li> <li>Northern Midlands Council 15/03/26 Ruchi Patel – Email re: Financial audit.</li> <li>Northern Midlands Council 17/03/26 Damien Wilson – Email re: Meeting request.</li> <li>Northern Midlands Council 18/03/26 Damien Wilson – Email re: Meeting request.</li> <li>Northern Midlands Council 23/03/26 Damien Wilson – Email re: Meeting request.</li> </ul>	
	<p>6.3 Moved by Sally Langridge and seconded by Hannah Lang that all inward Correspondence be received, and that outward Correspondence be approved.</p>	<p>No Further Action</p>
<p>7.</p>	<p><b>GENERAL BUSINESS</b></p> <p><b>7.1 Booking Report</b></p> <p>Hannah Lang reported the following upcoming bookings:</p> <p>Pingo is on this Thursday</p> <p>Workshops have booked out the lounge for August at this stage.</p> <p>Overlanders RV group has a booking in June.</p> <p>Hannah advised with the changeover of Committee members she would review the Club’s Email and Calendar and organise access for the appropriate members.</p> <p>Hannah will also organise handover of the Booking Officer role with Marcus Rodrigues after Easter.</p> <p>There was also some discussion regarding whether there should be an Hourly rate provided as a cheaper alternative for those who only wanted a short time hire. The Committee agreed that there was no need for an Hourly rate and would continue with the rates as agreed at the AGM.</p> <p><b>7.2</b> Dale Lloyd advised that he had now purchased the wifi modem router and service from Telstra but as this needed to be opened in either the name of a registered business or an individual the internet account is in Dale’s name.</p> <p>Michael Smith raised whether the Club would charge for internet access where it was required by room hirers. The Committee agreed to a charge of \$10.00 per hire.</p> <p><b>7.3</b> Sally Langridge moved that the Club donate \$1500.00 to the Holman Link Car as we have done in the past, this was seconded by Ricky Mansfield. The Committee agreed.</p> <p><b>7.4</b> Sally Langridge thanked Tim and Wendy Dyer for their work at the swimming pool and organised with Ricky Hebbard to dismantle the umbrella at the pool for storage.</p> <p>Sally advised she would also see Damien from Council with regards to the need for some painting and lighting upgrades.</p>	<p>No Further Action</p> <p>No Further Action</p> <p>No Further Action</p> <p>No Further Action</p>

	<p>7.5 Ricky Hebbard raised the question of whether the Club could use the privately owned tennis court at the old school and advised that the owner did not mind if it was used by people but did have concerns regarding public liability.</p> <p>After some discussion it was decided not to progress with this due to these concerns and the likely cost for any required insurance.</p>	<p>No Further Action</p>
<p>8.</p>	<p><b>NEXT MEETING</b></p>	
	<p>7.1 The next meeting is scheduled for <b>Tuesday 12 May 2026 at 4.00 pm</b> at the Ross Community Sports Club.</p>	
<p>9.</p>	<p><b>MEETING CLOSURE</b></p>	
	<p>8.1 The Chair announced the meeting closed at 8.25 pm.</p>	

**MINUTES FOR THE MEETING OF THE LONGFORD DISTRICT COMMITTEE**

**WEDNESDAY 1 April 2026. COMMENCING AT 5:30 PM**

**HELD AT LONGFORD WAR MEMORIAL HALL, MEETING ROOM 1**

**1. PRESENT** – Peter Munro (Chair), Annette Aldersea, Bronwyn Baker, Joanne Clarke, Kenneth Richards, Frances Stewart, Neil Tubb

**2. IN ATTENDANCE** –

**3. APOLOGIES** – Christine Darke, Cr. Dick Adams Cr. Matthew Brooks

**4. DECLARATION OF ANY PECUNIARY INTEREST BY A MEMBER OF A SPECIAL COMMITTEE OF COUNCIL**

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.

*No declaration of any pecuniary interest was declared by any person present.*

**5. 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.

**6. CONFIRMATION OF MINUTES**

The minutes of the meeting of the Longford District Committee held on 4th MARCH, 2026 confirmed as a true and correct record of proceedings.

*MOVED: Annette Aldersea*

*SECONDED: Bronwyn Baker*

*CARRIED*

**BUSINESS ARISING FROM MINUTES**

**7.0 PROMOTIONAL ISSUES:**

**7.1 Signage for Longford Roundabout.**

*Ref. Addendum to Minutes.*

NMC 17/11/25. Exec Assistant – NMC Works Order to be submitted to Dept. State Growth.

NMC 8/1/26. NMC Officers working with DSG on Crown consent and works permit conditions.

NMC 3/2/26 DSG working on Permit Application.

*Continue to Monitor.*

**7.2 Proposed relocation of the stone Longford entrance wall to the Woolmers end of Longford.**

*Ref. Addendum to Minutes.*

NMC 17/11/25 Exec Assistant – Information to be forwarded to Dept. State Growth for approval.

NMC 3/12/25 Exec Assistant – Wall to remain in situ. Works permit application to DSG for kerb installation to be submitted.

**ACTION:** Continue to monitor.

**7.3 New Promotional Signage either side of Longford Roundabout on Illawarra Road.**

*Ref. Addendum to Minutes.*

**ACTION:** Continue to monitor.

**7.4 Directory of Clubs & other organizations & their branches in Longford – including sign.**

*Ref. Addendum to Minutes. Continue to Monitor*

**Budget Request items 2026/27.**

**7.5 Shopfront Christmas Window Competition**

*Ref. Addendum to Minutes.*

**ACTION:** Item closed until July 2026.

**7.6 Blue Tree**

7/1/26 Cr. Matthew Brooks asked LDC if there were any suggestions or nominations for a replacement Blue Tree.

4/2/26 Christine Darke suggested a permanent rust metal Blue Tree, possibly cut and erected by the local ironmonger in Longford, as an option – to be quite high, although not as high as previous tree, bolted to a concrete slab and with a cut-out going down the trunk of the tree to spell “BLUE” (which would help alleviate wind pressure). For reference, there are examples online – some with letters “RUOK” on a branch, some painted blue. It would be another landmark for Longford, Solar powered lighting could be added to extend its visibility.

**ACTION:** LDC can include a “seeking suggestions for a replacement blue tree” post on LDC Facebook page. **Budget Request Items 2026/27.**

**8.0 SAFETY & AESTHETIC ISSUES:**

**8.1 Pullover area/Viewing Platform – Alternative Location.**

*Ref. Addendum to Minutes. Continue to Monitor*

**8.2 Wellington & Marlborough Streets – Sticky Beaks Intersection – STOP sign**

*Ref. Addendum to Minutes. Continue to Monitor*

**8.3 Environmental & Noxious weeds.**

A Public Forum was held 29<sup>th</sup> May 2024, regarding the Northern Midlands Weed Management Strategy.

- Awaiting report from the consulting firm RMCG to come back to Council.
- NMC Budget Report notes Management Plan review is still in progress.
- Cr Dick Adams reported that NMC held a workshop to update the policy, which is close to being finalized. It is a government issue to allocate funding for a Weeds Officer.

- NMC Weed Management Strategic Plan has been finalized, now needs public awareness and circulation.
- NMC Minutes 10 January 2025 – Strategic Plan to be incorporated into Works Program and future Budgets.
- Cr. Dick Adams noted State Government Funding is available for some weeds control programs.
- 3/9/25 Frances Stewart to ask Vivien @ NMC if an A4 flyer with targeted weed images might be circulated this Spring.
- 1/10/25 Vivien Tan to follow up with with Dept. NRE – North.
- 3/12/25 Vivien Tan circulated to LDC a council flyer from 2019, however there is nothing currently planned due to lack of funds. LDC discussion resolved that this represents a false economy – if the community is unaware of weeds, it rests solely with council employees to control and risks weed populations being missed on private property.
- 7/1/26 Vivien Tan working with NRM North.

**Budget Request Item 2026/27. Continue to Monitor**

#### **8.4 Wellington Street and Marlborough Street Speed Limit Reduction.**

NMC Executive assistant sent letter to the Minister 12<sup>th</sup> March 2024, and are awaiting a response.

- NMC Minutes 19 August 2024: 10/1/25 Engineering Officer awaiting response from minister. Noted that a speed camera has a regular presence – which would improve with leaving overnight or early morning.
- NMC Minutes 14/4/25 Engineering Officer awaiting response from State Growth.
- 2/4/25 LDC discussion included comments regarding the high volume of traffic and that farmers prefer 40km/hr.
- NMC Action Items p24. Awaiting response from State Growth 16/6/25.
- 4/8/25 NMC Letter sent to General Manager State Growth.
- 3/9/25 LDC suggest the speed limit reduction to 50kmh should apply throughout Longford and approaches, which would also address some of the safety concerns at Sticky Beaks Corner.
- 1/10/25 LDC discussed this with Inspector Fox. It was noted that these main streets are also pick up & drop off points for school students. Consensus was that with the high volume of heavy traffic, which takes longer to stop in an emergency, a lower speed limit was definitely a reasonable request to reduce risk of further accidents through the township. Discussion was also had regarding the suitability of a STOP sign instead of a Give Way on Wellington Street at Sticky Beak’s Corner, which was felt to be a reasonable measure to increase safety. LDC requested Inspector Fox follow up Speed Camera results and crash data, to support the case for a lowered speed limit.
- 3/12/25 NMC 17/11/25 Exec Assistant – Awaiting Traffic Engineer’s Report. Inspector Fox follow up - Speed Camera and crash data: “As far as the Speed camera goes – it has been placed on Marlborough Street in the past few weeks but I’m not sure if it has been “active” in the early hours, but I can check. I have asked our traffic police and local police to give the area attention but the early morning time slot creates some issues with rostering and our award compliance with shift start times.”
- NMC 12/11/25 Exec Assistant – Awaiting Traffic Engineer’s Report for supporting justification or otherwise.

**ACTION: Continue to Monitor.**

### 8.5 Pedestrian Safety Concerns – Wellington and Marlborough Streets.

LDC MOTION tabled at Council meeting 22.04.2024 – Minute NO: 24/0128

DECISION: “That Council note the concerns raised by the Local District Committee and consider the relocation/installation of a refuge in the vicinity of the library in future budget deliberations”.

- NMC Minutes 20<sup>th</sup> May 2024 – Action Items – Matter is under consideration. Residents continue to raise safety concerns for pedestrians.
- NMC Minutes 24 June 2024 – Action items – 17/06/2024 Executive Assistant Letter sent, DSG Progressing
- NMC Minutes 22 July 2024 – Action items – Matter still under consideration
- NMC Minutes 19 August 2024 – Action Items – Council unanimous in decision that speed limit should be set to 50km/hr.
- Cr. Dick Adams reported that Dept State Growth are considering the request and he will put forward a motion to NMC to fix the dip in the road near the Library/Village Green.
- 5/3/25 Bron Baker spoke to Rebecca White regarding the issue. Discuss as Budget Item.
- 2/4/25 LDC discussed pedestrian island options and a lower speed limit.
- 14/4/25 NMC Action Items: Dept State Growth repairing pavement damage near Lyttleton St and undertaking repairs on Wellington Street. Matter under consideration.
- NMC Action Items p25. Pedestrian Refuge near library under consideration. *No update.*
- 6/8/25 MOTION: Longford District Committee request Northern Midlands Council review the traffic calming option of a flat top road hump on Wellington Street between Sticky Beaks corner and Lyttleton Street and its potential to improve both traffic and pedestrian safety. Longford District Committee ask that, if found to be appropriate, a request be made to State Growth for action.

MOVED: Neil Tubb      SECONDED: Frances Stewart      Carried Unanimously.

- 1/10/2025 NMC Minute No. 25/277: DECISION That Council
  1. note the Longford District Committee concerns;
  2. confirm that this is not a Council owned road and any requests should be directed to the Department of State Growth (DSG); and
  3. advise State Growth of the committee’s concerns.
- 3/12/25 NMC Letter to DSG advising of LDC concerns.  
Inspector Fox follow up – Correspondence from Garry Hills, Principal Analyst Traffic Engineering DSG: “Hello Craig – thank you for reaching out to us. There are already a number of pedestrian crossing points on Marlborough Street by way of refuge islands. These are the most appropriate pedestrian facility for this environment, but I expect the local group are wanting priority crossings like zebra markings or traffic signals. Generally, these types of treatments will be very difficult to justify due to the relatively low pedestrian demand and moderate traffic volumes (i.e. people will not generally need to wait long to find a gap in traffic so they can cross – particularly so at the existing refuge island points where users only need to pick a gap in one lane of traffic at a time). Marlborough Street (and Wellington Street to the north of Sticky Beaks corner) is a State road. However, where State roads pass through built-up areas, local Councils are responsible for roadside areas, including parking, footpaths and street furniture and are typically best placed to advise on pedestrian requirements.”

**MOTION 4/3/2026: The Longford District Committee is aware that Northern Midlands Council has received written correspondence from Dept. State Growth relating to items outstanding on**

the Longford District Committee Minutes. The Longford District Committee requests that this correspondence be released and LDC be informed.

MOVED: Neil Tubb

SECONDED: Annette Aldersea

CARRIED

ACTION: Attend Council Meeting to again request release of written correspondence from Dept, State Growth. Continue to Monitor.

#### **8.6 Illawarra Road West of Roundabout – Safety Concerns.**

*Ref. Addendum to Minutes.*

4/3/26 Landowners met with DSG and Tasfarmers representatives to discuss unsafe design issues with Stage 2A and 2B.

ACTION: Monitor only.

#### **8.7 Longford Community Meeting 31/8/2024 regarding proposed Fuel Stop, Tannery Rd.**

*Ref. Addendum to Minutes.*

1/10/25 Annette Aldersea reported that she has met with Tabatha Badger MP for Lyons, who has undertaken to follow up with whether mandatory checks and reports have been provided regarding this project, and various further action that may be taken to continue protesting the suitability of this project.

3/12/25 Inspector Fox raised a Traffic Accident Impact Assessment re. the Fuel Stop.

4/2/26 Annette Aldersea spoke with Jen Butler re. raising again in Parliament.

ACTION: Frances Stewart to follow up with Inspector Fox re. Traffic Accident Impact Assessment. Continue to Monitor

#### **8.8 Tasmulch expansion to bulk landscaping supply – dust issues.**

*Ref. Addendum to Minutes.*

ACTION: Annette Aldersea and neighbours to write a letter to Tasmulch. Annette Aldersea checking Attenuation guidelines.

#### **8.9 A-Double & B-Double 24 hour access on Illawarra and Longford Main Roads.**

Concerns were raised about the effect of the recent A-Doubles and increase in B-Doubles traversing through Longford and the impact upon heritage buildings and noise levels especially during the night.

8/1/25 MOTION: The Longford District Committee requests Northern Midlands Council write to the Minister for Infrastructure, Kerry Vincent, to ask for clarification on when approval for 24 hour access was given to A-Doubles and B-Doubles to access Illawarra Road and Longford main streets, due to noise and vibration issues causing damage to heritage buildings.

Moved: Frances Stewart. Seconded: Neil Tubb. Carried unanimously.

LDC Motion tabled at NMC meeting 20th January 2025.

COUNCIL DECISION – MINUTE NO. 25/007. That Council Officer investigates and seeks clarification from the Department of State Growth.

- NMC Minutes 14/4/25 - Action Item – Engineering Officer awaiting response from DSG.
- Annette Aldersea reported that Minister Kerry Vincent appeared unaware that A-Doubles have access to Illawarra Road and Longford. To clarify with Minister.
- 4/6/25 Item has been removed from NMC Minutes without conclusion.
- Discussion re: possibility of a truck curfew. Peter Munro suggested door knocking residents first to gauge support.
- NMC Meeting 7/7/2025 Item 4.1 Review Heavy Vehicle Routes within municipal areas.
- 3/9/25 LDC discussion whether a permanent speed camera and more traffic calming

measures may encourage compliance with speed limit overnight.

- 1/10/25 LDC discussed this with Inspector Craig Fox, including lowering of speed limit on main streets, (extending down Woolmers Lane South of Brickendon to change 60kmh to 50kmh). Again, the request was for Inspector Fox to follow up speed camera and noise logging results, if possible, to verify the impact of noise and suitability of imposing a night time curfew for heavy vehicles which are diverting from the Midland Highway.
- 9/12/25 NMC Exec Assistant – Works Manager to meet with DSG representatives.
- Peter Munro has forwarded footage of trucks to NHVR and Police.

**ACTION:** Peter Munro to contact NHVR with request to impose curfew for freight vehicles within Longford during 10pm-6am to reduce noise disturbance and vibration issues. Frances Stewart to follow up with Inspector Fox regarding speed camera & noise logging data. Continue to Monitor.

### **8.10 Marlborough Street beautification of Footpath, Nature Strip & Verge Gardens.**

2/4/25 Peter Munro raised the Marlborough Street need for beautification of footpath, specifically the current lack of trees and shade. It was suggested that if NMC could provide a list of suitable tree options for uniformity, a door knock with a flyer could be prepared for relevant resident feedback.

2/7/25 Peter Munro to speak to NMC General Manager Des Jennings re: door knocking.

NMC Special Meeting Budget 4.1.1. Streetscape – Lyttleton, Lator, Union Streets.

3/9/25 Bron Baker presented images of nature strip plantings as examples.

1/4/26 Peter Munro and Neil Tubb briefed Council members during their annual bus tour, focusing on the pedestrian access to the Yellow Shop, with regard to lowering the speed limit, installing a Pedestrian Island and requesting a traffic and speed count.

**ACTION:** Budget Request Item 2026/27. Peter Munro to discuss with Acting General Manager, NMC regarding tree options, door knocking, request for feedback on LDC Facebook etc.

### **8.11 Hill Street Entry/Exit**

Christine Darke raised the idea of having a separate exit onto Wellington Street at Hill Street, adjacent to the BWS, to reduce the increasing congestion of vehicles turning out of the United Service Station which clashes with the vehicles turning in and out of Hill Street Car Park, resulting in a high number of accidents. Discussion was had regarding the necessity of an alternative to the current arrangement, along with the idea of a roundabout at the intersection of Wellington and Union Streets with exiting traffic re-routed behind Hill Street and businesses in Union Street.

2/07/25 Further discussion re: roundabout option be investigated, may involve private land and discussions with DSG.

3/12/25 17/11/25 NMC Minute No. 25/338: Notice of Motion: That Council -

1. Acknowledge the ongoing traffic concerns associated with the Hill Street IGA (formerly Brown's Shopping Complex), particularly regarding right-hand turning movements from Hill Street onto Wellington Street, Longford; and
2. Request the DSG to undertake an updated traffic count and review of traffic movements associated with the complex and surrounding road network; and
3. Request that the DSG prepare a revised Traffic Impact Study identifying possible safety and access improvements, including (but not limited to) the feasibility of a roundabout at the intersection of Union and Wellington Streets; and
4. Seek to engage with the DSG to explore possible options for improving traffic safety and flow in this area. (Cr Terrett/Cr Brooks) NMC Passed Unanimously

9/12/25 NMC Exec Assistant – Letter sent to DSG.

1/4/26 MOTION: Given the lack of progress with Dept. State Growth, the Longford District Committee request that Northern Midlands Council arrange for a new Traffic Report to be completed on Wellington and Marlborough Streets, Longford, with particular attention to Hill Street, due to the high number of dangerous incidents.

MOVED: Frances Stewart

SECONDED: Bron Baker

CARRIED

ACTION: [Continue to Monitor.](#)

### 8.12 Recycle Rewards.

An email regarding the scheme was forwarded by Vivien Tan. Details including website [www.recyclerewards.com.au](http://www.recyclerewards.com.au) to be posted on LDC Facebook page.

3/9/25 LDC discussed gauging public interest through Facebook page in requesting a collection point for Longford since there is none close & whether it could be located at Hill St rear carpark.

3/12/25 Discussion about positives of instigating a program encouraging junior recycling efforts - tidy community, pocket money etc. Bronwyn Baker sent email to Recycle Rewards to request information, with the following summary of response:

To host a machine in your community, the site will need to meet the following requirements:

1. The host must be a registered and operational business.
2. The site must have suitable land available for machine installation.
3. The location must be easily accessible to the public.
4. The site must meet all safety requirements to ensure safe access for customers and drivers.

7/1/26 Request must come from a business regarding location – Peter Munro to ask RSL.

4/2/26 Bron Baker spoke to, then emailed the information about this community opportunity to Simon Froude at Harcourts on January 13, 2026 and had just sent a follow-up email on January 28, 2026. Noted it would need volunteers to manage it. Cr. Brooks suggested locating near the Longford Tip.

4/3/26 Bron Baker had response from Harcourts declining hosting. Discussion regarding alternative sites included approaching Longford RSL, Swifts, NMC Youth Officer re. schools.

1/4/26 Peter Munro & Bron Baker spoke to NMC, which indicated no plans to proceed with this within the next 12 months. Peter Munro reported RSL are keen to host, or potentially Carlton Dixon at the pub. Bron Baker reported a shipping container size one has 4 bins and would be suitable. They have sensors for flagging when full and, if a surge in use, can be collected earlier than scheduled. Solar is being tested on a small machine at Campbell Town. Government approval is required for sites and there are criteria that need to be met. Whoever hosts the unit receive payment for doing so.

ACTION: [LDC to Raise Motion to NMC to instigate this program in Longford.](#)

### 8.13 Longford Pong

Discussion regarding Longford Pong and its worsening effect on Longford living standards. Cr. Matthew Brooks noted that a delegation from NMC was due to tour Swifts abattoir. Annette Aldersea to draft a motion to request NMC follow up with identifying cause and responsibility of the issue.

MOTION: “The Longford District Committee requests that Northern Midland Council write to the EPA, copying all Lyons MPs, The Minister and Shadow Minister for Environment and Member for McIntyre, asking that the EPA launch a formal investigation into the source of the ongoing unacceptable intermittent odour in Longford known as the “Longford Pong” which, despite mitigation works carried out in recent years at the sewerage treatment plant and JBS

abattoir, now affects a broader area of Longford and has not improved”.

MOVED: Annette Aldersea    SECONDED: Frances Stewart    Carried Unanimously.

1/10/25 LDC discussed raising a petition – Annette Aldersea to contact Tabatha Badger, MP for Lyons regarding an EPetition.

5/11/25 NMC Minute No 25/308: DECISION: That Council acknowledges the community’s ongoing concerns regarding the intermittent odour in Longford and supports an engagement with the EPA, JBS, TasWater and other stakeholders.

17/11/25 NMC held discussions with Taswater, awaiting further data.

3/12/25 17/11/24 NMC Exec Assistant reported discussions held with Taswater, awaiting further data. NMC has circulated a “Pong Diary” with Vivien Tan providing copies for LDC members to come on board, to monitor incidents. (NOTE: Featured on ABC News 6/11/2025)

7/1/26 EPA have been out with monitoring equipment.

8/1/26 NMC Officers documenting all complaints for forwarding to EPA.

**ACTION:** Frances Stewart to ask Vivien Tan when Pong Diaries need to be returned to Council.

#### **8.14 Neighbourhood Watch**

Following discussions in meeting with Inspector Fox regarding Neighbourhood Watch, active in Perth and Evandale, LDC raised gauging interest in reinstating this in Longford.

4/3/25 Peter Munro has spoken to State Director, Neighbourhood Watch and Inspector Fox regarding setting this up.

1/4/26 Peter Munro has posted on LDC Facebook, shared to Longford Tasmanian Community page. (NOTED: Vivien Tan has spoken to NMC IT to fix non-delivery of emails to District Committees).

**ACTION:** Monitor Facebook Page for feedback on level of interest in community. Peter Munro to contact Perth Neighbourhood Watch.

#### **8.15 Longford Future Bypass Plan**

Neil Tubb has been approached via email by Bruce Lindsay (*see attached*) with a request to once again raise the issue of a Longford Bypass using gazetted Herbert Road for heavy vehicles. LDC acknowledges that this is an ongoing and unresolved issue which is only going to become more urgent as Longford expands and traffic increases.

MOTION: Longford District Committee requests Northern Midlands Council lobby Department of State Growth to continue to monitor the heavy vehicle traffic count through Longford and provide feedback to Council including heavy vehicle mitigation measures such as night time curfews and future Longford alternative routes outside Longford residential areas.

MOVED: Frances Stewart    SECONDED: Bronwyn Baker    Carried unanimously.

3/12/25 NMC Meeting 17/11/25 Motion passed unanimously.

9/12/25 NMC Works Manager to meet with Dept. State Growth representatives.

**ACTION:** Continue to Monitor. Budget Request Items 26/27

#### **8.16 Truck Load Limit around Village Green.**

7/1/26 Annette Aldersea reported that trucks are using Longford Village Green as a turning circle, which is damaging the road surface and is a safety issue.

*Annette Aldersea & Ken Richards left meeting 6:50pm*

LDC discussed requesting NMC impose a load limit on the surrounding streets. LDC to confer with Leigh McCullagh regarding buses, caravans etc having exemptions, whether an option for portable or permanent toilet facilities at the truck stop would be a cheaper option for NMC than ongoing road repairs around the Village Green.

*Annette Aldersea & Ken Richards returned to meeting 6:57pm*

4/2/26 LDC discussed that the Village Green and surrounding streets are within the Heritage Precinct and that trucks are damaging the road pavement and are a safety hazard with the volume of children enjoying the Village Green. Peter Munro provided an example of “No Truck” regulatory signs that George Town Council have used to deter trucks from unnecessarily using certain roads, unless permit or destination exempted (see attached).

26/2/26 Frances Stewart submitted a works request to NMC to place such signage on the entry to Lyttleton and Archer Streets, from Wellington Street, to prevent trucks using the Village Green as a turning circle. Email acknowledgment received from NMC.

1/4/26 Annette Aldersea reported that NMC have placed traffic counters around the Village Green.

**ACTION:** Monitor.

## **9.0 TOWN IMPROVEMENT ISSUES**

### **9.1 Longford Lawn Cemetery - Landscaping Improvements.**

LDC prepared a report after visiting the cemetery in April, on improving the landscaping and therefore the amenity of the cemetery. LDC motion and report tabled at NMC meeting 20<sup>th</sup> May 2024. Council decision – That Council note the report.

- Officer reports that some roses are being replaced, new soil added, and a new irrigation system installed at the rose area in the cemetery.
- LDC note that the request for a seat under the trees and more trees for shade are still outstanding, with the only existing seat being out in full sun.
- Peter Munro requested an update from Vivian Tan at Council for an update, and thanked Council for the work done to date, being much appreciated. Irrigation is yet to go in.
- Requested trees to shade the seats are still an outstanding item.
- LDC added to Budget Items requested.
- 2/4/25 NMC visited during annual bus tour.
- 7/5/25 Council are considering options for shading the seats.
- 4/6/25 Bronwyn Baker noticed some contractors building something within the Cressy end of the cemetery.
- NMC Meeting 7/7/2025 Budget approved for irrigation \$25,000.

**ACTION:** LDC to request a tree as a Budget Request Item 2026/27.

### **9.2 Lack of river signage at Macquarie River Bridge, Woolmers Lane.**

*Ref. Addendum to Minutes.*

**ACTION:** Budget Request Item 2026/27.

### **9.3 Future plans for abandoned house block on Lyttleton Street.**

*Ref. Addendum to Minutes.*

4/2/26 LDC discussed this site as preferred option for NMC Priority Projects future plan for Library & Exhibition Building (including Motor Sports Museum). Currently no budget allocation.

**ACTION:** Budget Request Item 2026/27.

## **10.0 RECREATIONAL ISSUES:**

### **10.1 Deterioration of Facilities at Mill Dam.**

LDC included ongoing maintenance and upgrades in its budget requests to Council.

Council is waiting on a further concept plan to be prepared and presented.

- NMC Minutes 22 July 2024 – Action items – 30/04/2024 Matter to be further presented to Councillors at a workshop after July 2024
- Cr. Brooks reported Council had a meeting regarding this. Land ownership is to be investigated as the property has multiple owners including Swifts, Hydro etc.
- NMC Budget indicated a Mill Dam Recreation Area Masterplan, recognizing the popularity of the area, has now been developed for improvements and budget allocation as a Priority Project. Improvements include shared pathways, flood debris deflectors, landscaping and furniture.
- Annette Aldersea advised that work is in progress with many trees having been planted, weeds have been sprayed and logs placed for direction of 4WD vehicles.
- NMC Executive Assistant has prepared follow up correspondence
- 5/2/25 NMC Executive Assistant meeting scheduled with Landowner JBS early March.
- 5/3/25 LDC noted more planting has occurred.
- 2/4/25 LDC noted weed spraying has been done and discussions are ongoing.
- 14/4/25 NMC Action Items: Council Exec. Assistant had onsite meeting with JBS Plant Manager. Council Officers awaiting a response.
- 2/07/25 – Annette Aldersea to ask Vivien Tan for an update.
- NMC Special Meeting: Wall/Stormwater work deferred. Budget set at \$150,000.
- 6/1/26 NMC Note JBS Plant Manager acknowledged correspondence, is awaiting advice.

**ACTION:** Monitor with Council NMC Masterplan.

### **10.2 The Missing Link – Lack of bikeways between Longford roundabout & Pateena Road.**

The council considered LLDC Motion at 19.02.2024 meeting.

- 03/2024 Engineering Officer Council Officer has contacted Vanessa King, manager project delivery at the Department of State Growth and requested an update on this project. Awaiting response.
- 12/04/2024 Engineering Officer Response received from Luke Middleton of the Department of State Growth. The general manager has written to the Department of State Growth after receiving this response and advised that Council will continue to lobby for this path to be constructed as part of the Illawarra upgrade works to be carried out by the Department of State Growth.
- NMC Action Items list – NMC Minutes 20<sup>th</sup> May 2024 – Engineering Officer, Executive and Communication Officers awaiting further information from State Growth.
- NMC Minutes 22 July 2024 – Action items – 17/06/2024 Executive Assistant Letter sent, DSG Progressing.
- LDC noted the significant importance of a bike link between Longford and Perth. Monitor
- DSG response to NMC that bridges are too old and frail to support a pedestrian and bicycle access pathway.
- Christine Darke noted the bridges are dirty and in need of maintenance.
- Cr Paul Terrett suggested writing to Rebecca White on the issue.
- MOTION: The LDC requests NMC to approach Department of State Growth to provide weight ratings for the bridges on Illawarra Road between Mountford Hill and Bishopsbourne Road to verify their suitability for their current and future use, since there are no plans to strengthen them as part of the heavy vehicle freight corridor, and to detail their unsuitability for pedestrian and bicycle access.

MOVED: Frances Stewart. SECONDED: Neil Tubb. Carried Unanimously.

- NMC Minute No. 24/0333 Decision: That Council follow up the request to the Department of State Growth.
- 31/10/24 Officer Comment: Email has been sent to the Department of State Growth. Awaiting their response. Discussion noted the frequency with which cyclists and pedestrians have been observed crossing the bridges.
- 10/1/25 NMC awaiting response from State Growth.
- 7/2/25 NMC awaiting response from State Growth.
- 2/4/25 Bron Baker called Mayors of Burnie/Wynyard and Break O’Day to discuss their local bike paths. Feedback was it was costly and formed part of Local Roads and Community Infrastructure Scheme.
- NMC awaiting a response from State Growth.
- LDC noted that this is a NMC Priority Project, with Illawarra Rd shared pathway submitted for State Government 2025-26 Budget consideration.
- 2/07/25 – Continue to support NMC as Priority Project.
- 3/12/25 – 17/11/25 NMC Acting General Manager met with DSG to discuss weight ratings.
- 9/1/26 NMC Awaiting agreement documentation from DSG.
- 19/1/26 DSG confirmed there is insufficient width on the current bridges for inclusion of a shared path/footpath and these bridges have insufficient structural capacity to support a shared path which imposes loads outside the bridge piers.
- 1/4/26 Bron Baker raised the idea of acquiring the unused bridge near Glebe Gardens (believed to belong to Joe Pentridge, LCC Councillor) if NMC deemed it suitable for pedestrians and cyclists, with appropriately engineered footings etc. LDC discussed whether the old Illawarra Road route under the viaduct could be cleared and the bridge installed in a location to take advantage of this currently unused access to the river.



**MOTION:** Longford District Committee requests Northern Midlands Council investigate the possibility of acquiring the unused bridge near Glebe Gardens, believed to belong to Joe Pentridge, for cyclists and pedestrians as a solution to the “missing link” off Union Street and across the river, to provide safer access to/from Longford.

MOVED: Bron Baker      SECONDED: Annette Aldersea      Carried Unanimously

**ACTION:** Continue to monitor DSG activity regarding upgrading the bridges and whether pedestrian and cycle path is incorporated with plans for Stage 3 Illawarra Road upgrade. Request update from NMC regarding meeting with DSG.

**10.3 Community House @ old Police Station, including Youth Drop-in Centre (Prev 10.6).  
Ref. Addendum to Minutes**

Peter Munro raised a question regarding the NMC acquisition of the old Police station for repurposing as a community/neighbourhood house for Longford residents.

- Cr. Brooks advised that NMC is waiting to see if the building can be acquired and that the Mayor is conducting meetings with the community, such as Helping Hands, to gain input regarding such a facility.
- Annette Aldersea noted from NMC Community Infrastructure Projects that NMC is advocating for assistance from State Funding for the transfer of the property's ownership as a community lease and for funding to repurpose the residence as a Neighbourhood House style service with youth space, while the former police station would be converted to multi-purpose, community friendly meeting spaces. The surrounding land would become public green open space.
- Peter Munro has asked Des Jennings about availability of emergency generators for periods of power blackouts.
- Cr. Dick Adams advised that the official Emergency Centre is the Longford Town Hall and planned solar panels with a battery will be additional insurance in time of blackout.
- Joanne Clarke & Bron Baker noted that one of the main issues for elderly residents during the recent weather event & power outages was their inability to find somewhere warm.
- Frances Stewart noted that Motivity Fitness stepped up during the recent weather emergency to offer showers, power for charging communication devices, hot drinks etc.
- Joanne Clarke confirmed Helping Hands now open 10am-12pm, 4 days/wk.
- NMC awaiting a decision from Treasury.
- LDC noted that this is a NMC Priority Project.
- 2/07/2025 Noted there are no community houses in the NMC municipality.
- 3/12/25 *Merged Item 10.6 – Youth Drop-in Centre with Community House project. Refer Addendum for history.* LDC note that Libby McGrath is now NMC Youth Officer and that she has been very pro-active in both continuing and implementing youth programs, including Longford.
- 1/4/26 LDC noted that this was a stop on the NMC Council Bus Tour.

**ACTION:** Continue to Monitor progress and discuss means of improving communication on resources available to the community during emergency events. Monitor for any plans by State Government to sell the asset. Monitor plans for future of old ambulance station. Currently there is no State Funding allocated or available. Monitor NMC Minutes for vandalism costs. Frances Stewart to contact Libby McGrath with invitation to attend LDC meeting to discuss how LDC may support her work with local Youth.

#### **10.4 NMC request for feedback regarding bicycle parking location priorities**

LDC nominates the following two locations as a priority for bicycle parking facilities:

1. Village Green precinct, as close as practical to JJ's.
2. Browns/Hill St Supermarket.

NMC are commencing installation from southern end of Council area (ie. Ross) with the intention to progress northward and have these installed before Winter.

- 4/6/25 Frances Stewart contacted Vivien Tan for an update. Response was that NMC Projects and Buildings Compliance Manager, Trent Nathan, is progressing with this item but it has been delayed due to priorities elsewhere, such as Campbell Town streetscaping issues.
- 3/9/25 Bron Baker's images of mainland designs submitted through Vivien Tan to relevant NMC Officer for consideration.
- 1/10/25 Vivien Tan response that there is no news at present.

**ACTION:** Continue to monitor.

**10.5 Additional bench seats & picnic tables for Longford Village Green near Latour and Lyttleton Streets.**

*Ref. Addendum to Minutes.*

4/2/26 Peter Munro & Neil Tubb contacted Tim Flanagan re. possible Rotary Sponsorship, submission for \$10,000 for 2 tables with seating, 1 bench seat.

4/3/26 Rotary response received indicating potential support for a bench seat.

**ACTION:** Follow up with Rotary regarding their willingness to sponsor two bench seats. Annette Aldersea to door knock locally for feedback and discuss with Leigh McCullagh at NMC.

**Budget Request Item 2026/27.**

**11.0 HERITAGE ISSUES:**

**11.1 Significant Trees Register.**

*Ref. Addendum to Minutes.*

- 2/07/2025 Nominations closed 30<sup>th</sup> June. Annette Aldersea advised the Longford – Norfolk Plains History Society had lodged approximately 16 nominations covering around 300 trees on public land, and aware of several nominations for trees on private property and Longford Primary School. Encouraged ongoing nomination of trees for consideration at a later date by NMC.
- 3/9/25 Some preliminary sorting being done by Erin Miles, Strategic Project Officer at NMC.
- 1/4/26 Noted the update in NMC March Minutes, including draft Heritage Precinct status for the southern entrance to Longford.

**ACTION:** Annette Aldersea to follow up NMC Council minutes and attachments for update on progress. Continue to Monitor

**11.2 Preservation of Fred Davies Grandstand**

*Ref. Addendum to Minutes.*

- Vivien Tan notified that NMC Tourism Officer has added a tab to [www.northernmidlands.tas.gov.au/longford](http://www.northernmidlands.tas.gov.au/longford) which can be populated with history of Fred Davies Grandstand.
- 7/1/26 Fiona Dewar & Vivien Tan looking at Web Designer budget increase to help populate this page.
- 4/2/26 Neil Tubb has provided information for Vivien Tan to arrange uploading.
- 4/3/26 NMC Website Tab has been created to populate with history.

**ACTION:** Continue to monitor. Investigate QR Code to be installed on grandstand with link.

**11.3 Longford Historic Motorsport Collection - Museum Preservation**

18/8/25 Council deferred a decision on formally backing the Rob Knott Motorsport Memorabilia Collection. A three month community consultation will now explore public interest in retaining the collection locally as a self sustaining attraction.

3/9/25 LDC note a public meeting will be held on this issue 4<sup>th</sup> October.

LDC fully support a community project to retain the collection.

3/12/25 Final offer has been put to Rob Knott by Working Group on behalf of community, awaiting response. An open meeting will be called when a response is received, for interested parties from the previous public meeting.

4/2/26 Annette Aldersea reported that Rob Knott is considering the offer to purchase.

4/3/26 Annette Aldersea reported that Rob Knott has provisionally agreed to a price and that a public meeting will be held at the Town Hall on 14<sup>th</sup> March, 2026 to gauge support for a committee and fundraising.

1/4/26 Meeting on 14/3/26 voted unanimously to continue with intention to acquire the collection. A further meeting to be held on 11/4/26 to elect a committee.

**ACTION:** Monitor activity of Committee regarding fundraising.

#### **11.4 Tannery Road South - Bicentenary Fencing**

LDC noted that the Bicentenary fencing has deteriorated and is in need of repair.

4/3/26 Item added to **Budget request items 26/27**

1/4/26 Peter Munro mentioned to the NMC Bus Tour that the fence was in need of repair.

\*2/4/26 Frances Stewart noted that the Council was undertaking the repairs, now complete.

**ACTION:** Item finalized.

### **12.0 GOVERNANCE ISSUES:**

#### **12.1 LDC Budget Allocation Submission - Results. New Budget 2025-2026.**

LDC Projects for which funding will be requested. (Submission to be emailed to Council and LDC members in March):

- 
- Marlborough Street footpaths – Upgrades. [Concrete paths in future footpath program.](#)
- Legends Walk - Continuation of placement of historic stands & plaques [\\$5,000 ongoing](#)
- Directory of Clubs – Framework for club signs – Visitor Information Centre Village Green and Wellington Street Woolmers Lane end - \$6,000 (Noted that NMC are talking with IT about adding these on the NMC website also). [Investigate – maybe Tourism Budget Signage](#)
- Longford Cemetery – For planting of mature trees to provide shade over the existing seating. [\\$25,000 for irrigation. Trees - Consider from Maintenance Budget.](#)
- Mill Dam Reserve - Funding for improvements. [See Masterplan.](#)
- Longford Road Bypass - future plan. [Survey work planned. 18/8/25 NMC Minute No. 25/249 “That Council take no further action at this time and continue to monitor heavy vehicles in Longford”.](#)
- Pedestrian Refuges – upgrade existing and new refuge Marlborough Street near “Yellow Shop”. [NMC Budget \\$100,000](#)
- ½ Netball/Basketball Court – near skate park at Velodrome. [No funding allocated.](#)
- 5/3/25 Annette Aldersea and Peter Munro have compiled the NMC Budget Submission List. Longford Cemetery, Marlborough Street Footpaths and Pedestrian Refuges have been nominated for inclusion in the Annual March municipal bus tour – Wed 26<sup>th</sup> March, 2025
- 3/12/25 LDC will commence compiling Submission for 2026/27 in the New Year.
- 4/2/26 LDC Sub Committee to meet on Wednesday 18<sup>th</sup> February at 3:30pm to commence compiling new submission, due in early March 2026.
- 4/3/26 Annette Aldersea has compiled the Items highlighted for Budget Request in LDC Minutes into a Submission, which was reviewed and agreed with one addition by LDC members.
- 1/4/26 Frances Stewart submitted to NMC with previous LDC Minutes. NMC Bus Tour reviewed Marlborough Street, old Police Station, Bicentenary fence.

**ACTION:** Continue to monitor previous.

## **12.2 Draft Longford Expansion Strategy**

*Ref. Addendum to Minutes. Continue to Monitor*

## **12.3 Cat Control Measures**

1/10/25 LDC raised concerns regarding risks from feral cats with Toxoplasmosis and Sarcocystis in sheep. Councillors reported this is being looked at next NMC Workshop.

5/11/2025: Cr. Paul Terrett advised that the Cat Management Act is being updated and is currently a live issue, still in NMC Workshop. The outcome will go for community consultation.

3/12/25 Christine Darke reported that some farms in southern council area have had lamb losses of 30% due to Toxoplasmosis.

7/1/26 LDC to review outcome from NMC workshop

4/2/26 LDC discussed recent revelation on ABC Radio Northern Tas that Toxoplasmosis can transmit fatally across species to endangered Eastern Barred Bandicoots and has been evidenced in the Midlands.

1/4/26 No NMC Councillors to report update. Potentially a State Government issue.

**ACTION:** Frances Stewart to discuss action with Tasfarmers. Continue to Monitor

## **12.4 Nominations for use of LDC Secretarial Allowance \$2,500 for past 12 months.**

MOTION: Longford District Committee request Northern Midland Council approve the allocation of LDC's Secretarial allowance for the past 12 months to be pledged toward the fundraising to acquire the Rob Knott Motor Racing Collection, with funds released to the formal fund raising campaign once it is established.

MOVED: Frances Stewart      SECONDED: Annette Aldersea      Carried Unanimously

5/11/2025 Vivien Tan advised by email 6/10/2025 that "this can be recorded in LDC minutes as a committee resolution. A councilor decision is not necessary in this case".

LDC MINUTE: LDC resolved unanimously that the LDC Secretarial Allowance \$2,500 for the past 12 months be pledged towards the fundraising to acquire the Rob Knott Motor Racing Collection, with funds released to the formal fund raising campaign once it is established.

1/4/26 LDC discussed requesting this year's secretarial allowance (2026) also to be allocated to acquisition of the Rob Knott motoring collection.

**ACTION:** Continue to Monitor progress of fundraising for Rob Knott Motor Racing Collection

## **12.5 Longford Tip Shop**

7/1/26 Joanne Clarke reported that Helping Hands will be taking over the operation and management of the Tip Shop. There will be a volunteer drive in the first week of February, with Jobseekers eligible to volunteer and count hours as work. Shop should open first week of March. Helping Hands is currently finalizing contracts. Donations towards restocking the tip shop will be welcome.

4/2/26 Joanne Clarke reported that Helping Hands Foundation Members voted 7-4 against running the Tip Shop. NMC to seek other organisations to run it.

1/4/26 Joanne Clarke reported that a new 4 member committee has been formed to run a not-for-profit organization "Rekindle" to manage the Tip Shop with proceeds being returned to the community without restrictions. Currently there are 10 volunteers and the shop will be open Wednesday, Saturday, Sunday from 9am-4pm. More volunteers welcome. Peter Munro congratulated Joanne Clarke for successfully launching this initiative.

## **13. REPORTS FROM SUB-COMMITTEES:**

**13.1 Railway Committee** – No update.

**13.2 Longford Legends** - Neil Tubb reported Fiona Dewar is arranging a Norfolk Islanders plaque. Ceremony will take place on 7 May 2026 to acknowledge Longford’s first FIFO workers – shearers.

**13.3 Town Hall Committee** – LDC discussed need for Town Hall to be promoted as available for hire by the community for private events. Currently an underutilized community asset.

**13.4 Arts & Cultural Committee** – No update.

**14. NEW BUSINESS:**

**14.1 Tactile Assistance for Vision Impaired at Road Crossings**

4/2/26 LDC noted a community member requesting more Tactile Assistance measures for road crossings on Longford roads.

**ACTION:** LDC to put on Facebook page for community comment and feedback on locations.

**14.2 Toilets, Shade, Seating & Bins at Illawarra Road Truck Stop**

4/2/26 The lack of facilities for truck drivers at the truck stop was raised by Joanne Clarke.

**ACTION:** LDC to request NMC ask Dept. State Growth to improve conditions at the truck stop to alleviate the pollution / excrement around this State Growth truck facility. LDC seek community feedback. Draft Motion for next meeting.

**14.3 Procedure for Council Notification to residents of temporary Street Closures.**

4/3/26 Ken Richards advised that a recent cycling event caused the closure of residents’ access to Archer Streets, for which there had been no advance notification. Discussion regarding what the procedure is for event organizers or Council to advise residents and for Council to monitor.

**ACTION:** Frances Stewart to follow up with Vivien Tan to request clarification.

**14.4 Blenheim Hotel – Open Bar on Marlborough Street.**

4/3/26 LDC Committee members have noticed recently that patrons of the Blenheim Hotel have been using the Marlborough Street footpath on occasion for drinking and smoking. Discussion regarding whether this is permitted.

1/4/26 LDC discussion whether there could be some separation (fence?) between patrons and pedestrians, such as in Kempton and The Metz or Star Bar have in Launceston,

**ACTION:** Frances Stewart to follow up with Licencee.

**NMC Meeting dates for 2025/2026, Meeting starts 5:00pm:**

20 <sup>th</sup> April *	17 <sup>th</sup> August	14 <sup>th</sup> December * 2 <sup>nd</sup>
18 <sup>th</sup> May	21 <sup>st</sup> September	Monday
22 <sup>nd</sup> June * 4 <sup>th</sup> Monday	19 <sup>th</sup> October	
20 <sup>th</sup> July	16 <sup>th</sup> November	

**15. CLOSURE:** Chair closed the meeting at 6:48pm.

**The next meeting will be at 5:30pm on WEDNESDAY 6<sup>th</sup> MAY 2026 at the Longford War Memorial Hall, Meeting Room 1.**



## **Morven Park Management & Development Association Inc.**

Minutes of General Meeting of the Morven Park Management Committee held at the Morven Park Clubrooms on Wednesday 8th April 2026.

Meeting Opened at: 7.31pm.

Present:	Chairman.	David Houghton.
	Vice Chairman.	Ian Pease.
	Treasurer.	John Hughes.
	Secretary.	Apology.
	Acting Secretary.	Carmel Oates.
	Evandale Skate Park.	Ian Pease. Evandale
	Village Fair.	
	Evandale Football Club.	Scott Hill.
	Evandale Cricket Club.	Carmel Oates, Bradley Mitchell
	Evandale Light Rail.	David Swann
	Evandale Tennis Club.	John Hughes.
	Evandale Primary School.	
	Morven Park Grounds.	Brendon Crosswell.
	Northern Midlands Councillor.	Cr. Paul Terrett.
	Acting General Manager NMC.	Maree Bricknell.
	Works Manager NMC	Leigh McCullagh.
	Executive Officer NMC.	Kristy Nutting.

**Apologies:** Rhonda Whitmore (Carmel Oates agreed to record Minutes in Rhonda's absence)

**Minutes of the previous General Meeting:** held on 11th March 2026 read and confirmed. Moved:

Brendon Crosswell.                      Seconded: Ian Pease.                      CARRIED

Chairman David Houghton welcomed and thanked Acting General Manager NMC Maree Bricknell, Works Manager NMC Leigh McCullagh and Executive Officer NMC Kristy Nutting for their attendance at the meeting.

### **Business Arising from 11th March 2026 meeting:**

Management Agreement with NMC - "Acknowledgement of Country" will be kept on the proposed Management Agreement in accordance with Council Policy. MPMC not in agreement with this and still stand by their previous response to Council. The meeting was advised that "Acknowledgement of Country" is up for review later in the year by Council.

Options available:

(a) Morven Park Management committee could try to seek exemption from NMC in relation to "Acknowledgement of Country" and thus remain as a Special Committee of Council.

(b) Lease Agreement - Main concerns are allocated water usage and charges and public liability insurance

costs. Acting General Manager Maree Bricknell advised that Council would be open for negotiation in regard to the matter. Willing to check averages from previous years regarding usage. No charge for water under previous Management Agreement. Recent cost ~\$30k pa.

Approx cost to install a water meter \$9.8k.

TasWater is proposing to increase water charges - pay less Fixed charges, pay more for usage.

Public Liability Insurance - would have to have our own insurance owing to being incorporated. Disband incorporation and can continue to be under Council's policy.

Service Payment - set up a user pay system that supports committees, a sole lease with individual users.

MOTION:

"That the Northern Midlands Council be requested to either remove or make optional the 'Acknowledgement of Country' in the Management Agreement with the Morven Park Management Committee."

Moved: Ian Pease    Seconded: Bradley Mitchell                      CARRIED.

Further discussion needed within the Committee:

1. Power to ticket booth - awaiting update after mid 2026 with NMC budget review
2. Scoreboard panels - Budget/Grant submission prepared and submitted by Jarrad Ripp and Lorraine Green. Waiting for a response.
3. Speeding vehicles entering/leaving Morven Park - Leigh McCullagh has inspected. Will extend and posts to be added to the side to stop evading speed humps.
4. Timer for heat pump in scorer's room - account received and paid.
5. Bar fridge compressor - Dakins Refrigeration /Scott Hill to complete 2 months timeframe.
6. Home change room vanity water damage - Leigh McCullagh to attend.
7. Painting of change rooms - NMC waiting for painter - only apprentice at present.
8. Light rail security camera - Grant application completed and submitted -awaiting outcome
9. First Aid kits servicing - defibrillator booked for repair - still pending.
10. Leaking taps men's public toilets- cold water taps replaced, hot water taps on back order. Leigh McCullagh was not aware of leaking water from the toilet, will inspect and repair.
11. Door to public toilets loose - Leigh McCullagh was not aware of this, will check and repair.
12. Electric appliance in kitchen - cord repair but still has to be test/tagged. Brad Mitchell ECC to follow up with electrician.

13. Soil infill on road near scoreboard - Leigh McCullagh to attend to this.

14. Grant submissions re sprinklers, Events grant for next movie night - decided to dismiss applying for grant for sprinklers. Ian Pease/Jarrad Ripp completed an application form for \$1200 for annual movie night. Unable to submit until September due to the event being Jan 2027.

15. Ground use/Rental charges - further discussion needed depending outcome of Management Agreement/Lease.

16. Tasmanian Dog Training Club request - booked for June through EFC, paperwork for NMC has been completed.

**Correspondence:**

In:

Email from Kristy Nutting replying to email re defibrillator and First Aid Kit servicing. Email from Nathan Lowe (NMC Work Health & Safety Officer) re above email.

Email from Kristy Nutting with letter to the Morven Park Committee, 2026 Management Agreement. Guidelines for Special Committees, Committee Meeting Procedures - Quick Guide, Volunteer Policy.

Email from Kristy Nutting with revised draft Lease document. Email from Jarrad Ripp re grant submissions for Scoreboard.

Email from Kristy Nutting with amended Management Agreement (corrected Facility name and Committee).

Email from Evandale Historical Society re wreaths for ANZAC Day. Email from Jarrad Ripp with updated Grant submission.

Email from Brendon Crosswell advising ground sprayed for weeds.

Email from Leigh McCullagh advising light sensor problem is MPMC responsibility.

Out:

Emails to Kristy Nutting re First Aid Kit servicing and beeping defibrillator. Emails to Nathan Lowe re above email.

Emails to Kristy Nutting re Management Agreement, draft lease etc.

Email to MPMC members with copies of Letter to the Morven Park Committee, 2026 Management Agreement, Guidelines for Special Committees of Council, Committee Meeting Procedures - Quick Guide, Volunteer Policy and a revised draft Lease document.

Email to Evandale Historical Society advising MPMC will lay a wreath on ANZAC Day (11am). Email to Leigh McCullagh advising problem with light sensor in changerooms.

**Financial Report:** \$16,469.15

Moved: John Hughes. Seconded: Ian Pease CARRIED

**User Groups:**

Cricket - Handover completed. Booking made with Veolia to empty skip.

Football - Last season 60 chairs. 11 tables. At changeover 44 chairs. 8 tables. Asked Cricket Club to replace missing 16 chairs and 3 tables.

Tennis - New fuse panel box installed. Gumtree has been trimmed.

Skate Park - NTR.

Primary School - Evicted campers from land between school/Morven Park entrance.

Light Rail - All good. Detailed report next meeting.

Village Fair/Penny Farthing - No report.

Morven Park Grounds - Ground has been sprayed for weeds. Chairman to ask Leigh McCullagh to clean end walls/spouting ie. dirt/cobwebs which are above recommended safety height.

Northern Midlands Council - Nothing further to add.

**General Business:**

1. Wreaths for ANZAC Day. Chairman to email relevant users email address of Jenny Carter in relation to ordering wreaths.
2. Financial Agreement with ELRSS May 2023 - Are Football and Cricket Clubs okay with payment for costs? Yes. Agreed to one off payment for consumables when ELRSS have open days.
3. Change over report - David Houghton(MPMC), Bradley Mitchell(ECC), Anthony Axton(EFC) in attendance. Texta on change room wall (ECC to attend to by ANZAC Day Game); Fault with heat pump timer/sensor lights in changeroom, timer should be on separate circuit (EFC Anthony Axton rectified) once rectified sensor light problem fixed.
- 4.The exhaust fan in male public toilets is noisy. Leigh McCullagh agreed to check and replace if necessary.
5. Who placed the 4 black bait traps outside around Clubrooms as they need to be anchored to ground/building. Unknown to all user groups. Did NMC do this?
6. Joints on eave boards starting to separate. Need to be inspected and repaired/replaced if needed. Attention Leigh McCullagh.
7. Football Club sought approval from MPMC to hold speed shear event at Morven Park Grounds on ANZAC Day for the purpose of liability insurance. All present agreed and gave approval.
8. AGM to be advertised on NMC Website also Evandale Community Facebook. Chairman to arrange.

**Meeting Closed:** 9.25pm.

**Next Meeting: AGM & General Meeting - Wednesday 13th May 2026 at 7-30pm.**

## 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 60m<sup>2</sup> to 90m<sup>2</sup>. 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 20<sup>th</sup> day of February 2026



Kerry John Vincent MLC  
Minister for Housing and Planning



Ref: 13/011 - EM

16<sup>th</sup> April 2026

State Planning Office  
GPO Box 536  
HOBART TAS 7001  
Via email only: [haveyoursay@stateplanning.tas.gov.au](mailto:haveyoursay@stateplanning.tas.gov.au)

Dear Mr McPhail

**Re: Draft Amendment 01-2026 of the State Planning Provisions - Secondary Residences**

Thank you for the opportunity to provide comment on Draft Amendment 01-2026 of the State Planning Provisions (SPPs), relating to an increase in floor area of secondary residences from 60m<sup>2</sup> to 90m<sup>2</sup> (including other clarifications). The consultation period was insufficient to allow this submission to be adequately reviewed and considered at a Council meeting and is therefore submitted at officer level.

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. The proposed amendment fails to provide this clarification for secondary residences in un-serviced areas.

Most states around Australia maintain a secondary residence maximum floor area of 60m<sup>2</sup>, with those up to 90m<sup>2</sup> 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.

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 m<sup>2</sup> 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, and having shared use of private open space and parking. It should not substantially increase the demand or intensity of use of these spaces. A floor area of 90 m<sup>2</sup> 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 90m<sup>2</sup> maximum floor area is established, the secondary residence has the potential to be larger than the existing dwelling, with no provisions proposed to prevent this (ie. a restriction on the percentage of the gross floor area of the existing dwelling). The general definition of 'subordinate' does not prevent this.
6. A 90m<sup>2</sup> floor area easily accommodates a 3-bedroom home, with the ability to generate the same number of vehicle movements, parking requirements, sewerage and waste, as the main dwelling, with no upgrade to supporting infrastructure required.
7. Increasing the floor area of secondary residences to a 90m<sup>2</sup>/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.

Should it proceed, suggested changes to draft amendment 01-2026 include:

- Requiring the floor area of a secondary residence to also be at least 30% smaller than the principal residence (excluding garages and outbuilding);
- Restricting the number of bedrooms a secondary residence can contain to two bedrooms (including all rooms capable of being used as a bedroom);
- Clarify service requirements for areas without reticulated water and sewer and off-grid proposals; and
- Include requirement to share waste and recycling facilities.

In summary, the current wording of the draft amendment to increase the floor area of secondary residences does not provide for sustainable and well serviced 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 submission, please do not hesitate to contact me, either by email [planning@nmc.tas.gov.au](mailto:planning@nmc.tas.gov.au) or by phone 6397 7303.

**Yours Sincerely**



**Erin Miles**  
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ATTACHMENT 1Draft Amendment 21-2026 of the Northern Midlands Local Provisions ScheduleKey: **Grey highlight** = mapping change

Modify NOR-Table C6.1 Local Heritage Places and amend the spatial application of the Local Heritage Place, as follows:

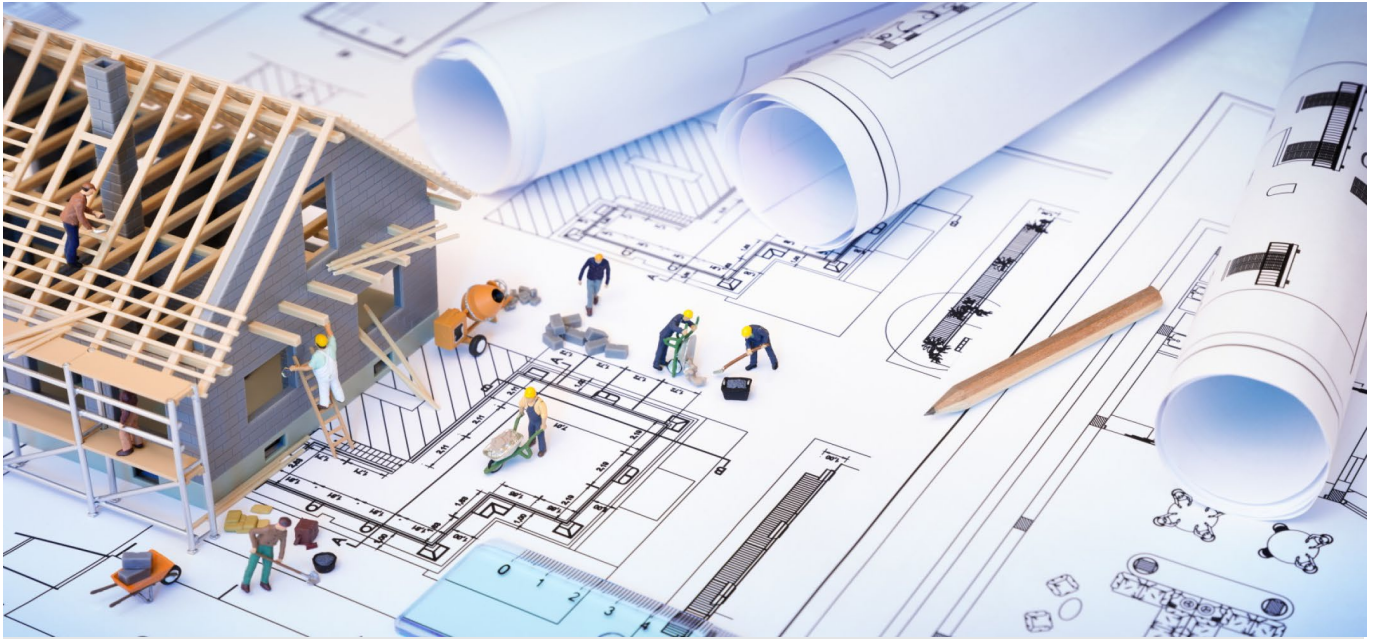
Reference No	THR Number	Street Address	Property Name	Folio of the Register	Description/Specific Extent	Correction required
NOR-C6.1.110	4894	3064 Macquarie Road, Cressy	Darlington Park	169250/1	<b>Description:</b> include outbuildings and chapel <b>Specific Extent:</b> Specific extent is limited to the part of the title defined in the THC central plan register, where available	THR Number incorrectly listed as 4984 in current LPS – should be 4894 to match heritage register.  NO CHANGE TO OVERLAY MAPPING
NOR-C6.1.113	Previously 4987 – now 4988	1191 Deddington Road, Deddington	Nile Farm	32370/1	<b>Specific Extent:</b> Specific extent is limited to the part of the title defined in the THC central plan register, where available.	THR Number incorrectly listed as 4987 in current LPS – should be 4988 to match heritage register (entire site is now listed under 4988).  NO CHANGE TO OVERLAY MAPPING
NOR-6.1.175	Not applicable – Local Listing only – removed from THR.	19 Murray Street, Evandale	Not applicable	Previously 233415/1 – now 181458/1	<b>Description:</b> Cottage <b>Specific Extent:</b> Entire Title	Update title reference to CT181458/1 – property has been strata titled, with new build to the rear. Remove spatial application of the Local Heritage Place layer on 181458/2.

NOR-C6.1.300	5174	2a William Street, Longford	Christ Church	125412/1	<p><b>Description:</b> Church, old Sunday school and churchyard</p> <p><b>Specific Extent:</b> Specific extent is limited to the part of the title defined in the THC central plan register, where available.</p>	<p>Add '2b' William Street (old Sunday School) to address to aid clarity of where listing applies (two PIDs/addresses for one title reference).</p> <p>NO CHANGE TO OVERLAY MAPPING</p>
NOR-C6.1.331	5207	Previously 21-43 Clarence Street (and frontage onto Elizabeth Street), now 'Perth (St Andrews) Cemetery' - Elizabeth St, Perth	St Andrew's Cemetery	176329/1	<p><b>Description:</b> St Andrew's Cemetery</p> <p><b>Specific Extent:</b> Specific extent is limited to the part of the title defined in the THC central plan register, where available.</p>	<ol style="list-style-type: none"> <li>1. Replace address with 'Perth (St Andrews) Cemetery' - Elizabeth St, Perth</li> <li>2. Revise Specific Extent to apply to the area containing the cemetery only – noting subdivision and unit application for 5 Affleck Court and northern section of cemetery site under Planning Application PLN-22-0077 is to be excluded.</li> </ol>
NOR-C6.1.332	5207	21-43 Clarence Street (and frontage onto Elizabeth Street), Perth	Residential land	176329/2 (now further subdivided)	<p><b>Description:</b> St Andrew's Cemetery</p> <p><b>Specific Extent:</b> Specific extent is limited to the part of the title defined in the THC central plan register, where available.</p>	<p>Remove listing and overlay mapping for this site (no longer forms part of THC listing)</p>
NOR-C6.1.335	Previously 5216	56A Clarence Street, Perth	St Andrew's Church	169062/2	<p><b>Specific Extent:</b> Specific extent is limited to the part of the title defined in the THC central</p>	<p>Remove listing and overlay mapping for this site (no longer forms part of THC listing)</p>

					plan register, where available.	
NOR-C6.1.336	Previously 5216	56B Clarence Street, Perth	St Andrew's Church	169062/3	<b>Specific Extent:</b> Specific extent is limited to the part of the title defined in the THC central plan register, where available.	Remove listing and overlay mapping for this site (no longer forms part of THC listing)
NOR-C6.1.347	5211	65-81 Fairtlough Street, Perth	Green Hythe	117649/2	<b>Specific Extent:</b> Specific extent is limited to the part of the title defined in the THC central plan register, where available.	1. Revise addressing/titles to read: Lot 2 Fairtlough Street, Perth - 178951/2 81 Fairtlough Street, Perth - 180515/2 83 Fairtlough Street, Perth - 180515/1 NO CHANGE TO OVERLAY MAPPING
NOR-C6.1.358	Previously 5240	U1-5, 24 Main Road, Perth	Formally part of The Railway Tavern	185536/0	<b>Specific Extent:</b> Specific extent is limited to the part of the title defined in the THC central plan register, where available.	Remove listing and overlay mapping for this site (no longer forms part of THC listing). New units constructed.
NOR-C6.1.381	5001	15906 Midland Hwy, Perth	Native Point	Previously 172363/1 –now 180865/1	<b>Description:</b> Native Point Residence and Garden <b>Specific Extent:</b> Specific extent is limited to the part of the title defined in the THC central plan register, where available.	Correction to title reference (TheLIST, Planning Scheme and THC all have difference title reference for same property). Should be CT180865/1  NO CHANGE TO OVERLAY MAPPING

NOR-C6.1.413	Previously 5289 – now 12,099	Bridge Street, Ross	Ross Bridge	Previously Not Applicable. Amend to 173855/1, 174096/1, 120873/2, 11172/1, 149299/1, 21682/1 & PID 6830945	<b>Specific Extent:</b> Specific extent is limited to the part of the title defined in the THC central plan register, where available.	8 entries on Heritage Register under THR no. 12,099. Revise THR no and title details to align with CPR11500.
NOR-C6.1.419	Previously 5284 – now 12,013	21 Church Street, Ross	St John's Anglican Church	226029/1	<b>Specific Extent:</b> Specific extent is limited to the part of the title defined in the THC central plan register, where available.	THR Number incorrectly listed as 4987 in current LPS – should be 12,013 to match heritage register  NO CHANGE TO OVERLAY MAPPING
NOR-C6.1.452	Previously not applicable, now 10,013	Chiswick Road (intersection with Midland Highway)	Tacky Bridge (Ross Bridge North)	Previously not applicable, now 146502/1 & road reserve	<b>Specific Extent:</b> Specific extent is the bridge 23m north-east of the intersection of Chiswick Road and Midland Highway.	Add new THR number 10,013 and align Local Heritage Place overlay to CPR11501 and include title reference 146502/1, to match specific extent listed.
NOR-C6.1.468	Previously 10,643 – now 11,063	397 Evandale Road, Western Junction	Not applicable	51239/1	<b>Description:</b> Evandale Water Scheme (Part 397 Evandale Road 22 of 28) <b>Specific Extent:</b> Specific extent is limited to the part of the title defined in the THC central plan register, where available.	THR Number incorrectly listed as 10,643 in current LPS – should be 11,063 to match heritage register. Incorrectly addressed on Tasmanian Heritage Register as White Hills Road, Evandale and title ref is missing from listing (however correctly mapped on TheLIST).  NO CHANGE TO OVERLAY MAPPING

C6.1.112	Previously 4986 – now 12,127	958 Deddington Road, Deddington	Nile Chapel – Now 'Deddington Chapel and cemetery' on THR register	Land held under General Law deed 3/5550	<b>Description:</b> Chapel and Cemetery <b>Specific Extent:</b> Specific extent is limited to the part of the title defined in the THC central plan register, where available.	Double listing in THR – CPR for the site indicates for the purpose of S15(4)(b) of the Historic Cultural Act 1995, the CPR replaces the previous registration THR 4986 'Nile Chapel and Cemetery'. Update THR number and property name. NO CHANGE TO OVERLAY MAPPING
NOR-C6.1.6	Previously 4880 – now 12,016	9 Falmouth Street (Cnr Blenheim Street), Avoca	St. Thomas' Anglican Church	204075/1	<b>Specific Extent:</b> Specific extent is limited to the part of the title defined in the THC central plan register, where available.	THR Number incorrectly listed as 4880 in current LPS – should be 12,016 to match heritage register. NO CHANGE TO OVERLAY MAPPING
NOR-C6.1.419	Previously 5284 – now 12,013	11 Church Street, Ross	St John's Anglican Church	226029/1 & the partial parcel of PID 6830814 – now CT182133/1	<b>Specific Extent:</b> Specific extent is limited to the part of the title defined in the THC central plan register, where available.	THR Number incorrectly listed as 5284 in current LPS – should be 12,013 to match heritage register. Apply Local Heritage Place overlay to entire title of CT 182133/1.



# Preventing delays in development assessment timeframes

Position Paper

**State Planning Office**  
Department of State Growth



Author:  
State Planning Office

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Department of State Growth

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## 1.0 Introduction

The Tasmanian Government is committed to delivering an improved planning system. It is actively considering ways to reduce unnecessary delays for decisions on development applications.

The process for assessing development applications allows for councils (acting as planning authorities) to request additional information from the applicant under section 54 of the *Land Use Planning and Approvals Act 1993* (the Act). Additional information may be required to determine compliance with the requirements in the Tasmanian Planning Scheme (the TPS). A request for additional information results in the statutory assessment timeframe being paused until the required information has been provided to the satisfaction of the council. This is often referred to as stopping the assessment 'clock'.

Anecdotal concerns have raised that development applications assessments can be unnecessarily delayed due to additional information requests. The purpose of this Position Paper is to explore the issues and identify potential options to improve the process for managing additional information requests, to avoid unnecessary delays. The Position Paper considers all development applications, not just those related to housing, to better understand the range of issues that may contribute to slowing the development assessment process. This will allow tailored improvements to be made to the planning system.

The Position Paper outlines the existing legislative framework for certain development assessment processes that could contribute to delays or cause confusion with determining statutory assessment timeframes, including where the assessment 'clock' stops when the applicant receives a request for additional information. The Position Paper has target questions to help guide the consultation outcomes to identify the extent of the issue and possible solutions.

Submissions received in response to the Position Paper will be analysed by the State Planning Office (the SPO) with recommendations for action presented to the Minister for Housing and Planning for consideration.

## 2.0 Glossary

The following acronyms and abbreviations are used in this Position Paper:

The Act	<i>Land Use Planning and Approvals Act 1993</i>
EPA	Environment Protection Authority
SPO	State Planning Office
SPPs	State Planning Provisions
TasCAT	Tasmanian Civil and Administrative Tribunal
TPS	Tasmanian Planning Scheme

### 3.0 Legislative framework

Councils are ‘planning authorities’ under the Act with defined roles and responsibilities in determining permit applications for use and development (development applications) within its municipal area in accordance with the provisions contained within Part 4, Divisions 1 and 2 of the Act.

Section 48 of the Act requires that:

*“where a planning scheme is in force, the planning authority must, within the ambit of its power, observe, and enforce the observance of, that planning scheme in respect of all use and development undertaken within the areas to which the planning scheme relates”*

When a planning authority receives a valid development application it is bound to assess it in accordance with the Act which establishes timeframes for certain tasks to be performed.

The Act requires that an application for a discretionary development is determined within 42 calendar days and 28 calendar days for a permitted development. Longer assessment timeframes apply for applications involving State Heritage listed properties or level 2 activities under the *Environmental Management and Pollution Control Act 1994* that are subject to assessment by the Environment Protection Authority (EPA).

To undertake an assessment of a development application and to fulfil its obligations under section 48 of the Act, a planning authority may ask the applicant for additional information.

The following sections of the Position Paper identify parts of the development application process related to additional information requests, particularly steps in the process or issues that could contribute to confusion regarding the commencement, stopping, recommencement and conclusion of the statutory assessment ‘clock’.

#### 3.1 Receipt of a valid development application

A person proposing a use or development, that requires approval under the TPS, must submit a development application to the relevant planning authority. The planning authority is obliged to accept the application if it is a ‘valid’ application and it includes a declaration that the applicant has:

- notified the owner of the intention to make the application, if they are not the owner; or
- obtained the written permission of the owner if it relates to Crown land or council-owned land<sup>1</sup>.

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<sup>1</sup> See section 51(1AB) of the Act

Section 51(1AC) of the Act specifies that a 'valid' application is one *"that contains all relevant information required by the planning scheme applying to the land that is the subject of the application."*

Section 51A(3) of the Act outlines that the assessment timeframe commences on the day that the fee is paid for a valid application.

The application requirements for the TPS are specified under clause 6.1 of the State Planning Provisions (the SPPs). This includes a list of information that must accompany an application at clause 6.1.2 and other information at clause 6.1.3 that the planning authority may require depending on the nature of the use and development proposed in the application. A copy of the application requirements in clause 6.1 of the SPPs is provided in Attachment 1.

Determining that a development application is 'valid', along with the payment of fees, is important as this is the point when the statutory assessment timeframe (i.e. the assessment clock) commences.

Clause 6.1.2<sup>2</sup> was drafted with the intention of specifying the relevant information that was required to make a 'valid' application for the purposes section 51(1AC) of the Act. Clause 6.1.2 of the TPS states that:

*An application must include:*

- (a) a signed application form;*
- (b) any written permission and declaration of notification required under s.52 of the Act and, if any document is signed by the delegate, a copy of the delegation;*
- (c) details of the location of the proposed use or development;*
- (d) a copy of the current certificate of title for all land to which the permit sought is to relate, including the title plan; and*
- (e) a full description of the proposed use or development.*

Clause 6.1.3 of the TPS then specifies the information that the planning authority may require to allow it to assess compliance with the requirements (e.g. the relevant use and development standards) of the planning scheme. Section 54 of the Act specifically allows the planning authority to request additional information for the purposes of clause 6.1.3 of the TPS.

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<sup>2</sup> Clause 6.1.2 in the TPS is based on clause 8.1.2 in Planning Directive No. 1 which was contained in all interim planning schemes prior to the TPS coming into effect. Clause 8.1.2

It is in the applicant's best interests to provide all information that may be required in accordance with clause 6.1.3 of the TPS. It reduces the likelihood of an additional information requests during the assessment process. However, it was not intended as a measure of a 'valid' application.

Different interpretations for determining when a development application is 'valid' leads to uncertainty and inconsistency within the planning system. It could contribute to confusion regarding the commencement of assessment timeframes and the use of additional information request process under section 54 of the Act.

Suggestions have been made that clause 6.1.2 of the SPPs could be amended to clarify that it specifies the "relevant information required by the planning scheme" to be a valid application for the purposes of section 51(1AC) of the Act.

The following consultation questions seek to explore opportunities for improving determination of a valid application.

#### **CONSULTATION QUESTIONS:**

- 1) **Could improvements be made to the Act to help clarify the requirements for a 'valid' application? For example, could section 51A of the Act be improved to clarify the process for the payment of fees and the commencement of the statutory assessment timeframe?**
- 2) **Should clause 6.1.2 of the SPPs be amended to clarify that it specifies the minimum requirements for a 'valid' application for the purposes of the Act?**
- 3) **Is further guidance required on what an application must include to be a 'valid' application? If so, what guidance information would assist?**
- 4) **Are there any other improvements that could be made to the Application Requirements in clause 6.1 of the SPPs that could assist with the assessment process?**

### 3.2 Statutory assessment timeframes

Once a planning authority has received a valid application, and the fees have been paid, the statutory assessment clock commences. The assessment timeframe is 28 calendar days for the assessment of a permitted application<sup>3</sup> or 42 calendar days for a discretionary application<sup>4</sup>. The timeframes for discretionary applications involving a State heritage listed property may be extended to 56 days if the Tasmanian Heritage Council requires more time to consider the application. Applications that are assessed by the EPA as Level 2 activities have longer assessment timeframes.

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<sup>3</sup> In accordance with section 58 of the Act.

<sup>4</sup> In accordance with section 57 of the Act.

Section 51A of the Act outlines the process for a planning authority demanding the payment of fees and the commencement of the statutory assessment clock. This section was included in the Act in 2020 to help clarify the commencement of the assessment process. A copy of section 51A of the Act is provided at Attachment 2.

There are various timeframes expressed in the Act that relate to the statutory assessment timeframes, including in other legislation related to TasWater, the Tasmanian Heritage Council, and the EPA. Some timeframes are expressed in calendar days and others as business days. Section 29 of the *Acts Interpretation Act 1931* also has requirements for calculating timeframes specified in legislation, including when the specified timeframe ends on a Sunday or public holiday.

Unless an extension of time has been sought and agreed between the applicant and the planning authority prior to the expiry date, an application that is not determined within the relevant assessment timeframe is subject to section 59 of the Act. Section 59(1) of the Act states that in these circumstances an application is “deemed to constitute a decision to grant a permit on conditions to be determined by the Appeal Tribunal” (Tasmanian Civil and Administrative Tribunal (TasCAT)),

The planning authority must within 7 days of the expiry of the statutory period give notice to the applicant, the Heritage Council (if involved), and any person who made a representation, that it has failed to determine the development application within the required timeframe. The applicant may apply to TasCAT to have the application determined. However, the planning authority can still make a decision on the development application at any time before an applicant applies to TasCAT.

If TasCAT is required to determine the application, they can either:

- grant a permit with or without conditions; or
- refuse to grant a permit if it is a discretionary application.

While Section 59(1) of the Act nominally states that a failure to determine an application within the statutory timeframe is a deemed approval, this is not entirely the case. TasCAT will consider the application afresh and may refuse a discretionary application.

Other functions of the assessment process must take place in accordance with the timeframes provided under the Act. Because a failure to perform these functions within certain timeframes has consequences for both the applicant and planning authority, knowing what day the assessment clock is at is critical to both parties.

The following consultation questions will help to understand how the assessment clock is managed and the way that that information is made available to the applicant. This will assist to identify issues and provide opportunity for potential improvement and consistencies across councils.

**CONSULTATION QUESTIONS:**

- 5) **What mechanisms do councils use to monitor the development application assessment 'clock' to ensure it is performing its statutory functions in accordance with the Act?**
- 6) **Can you identify situations where the applicant and the council have disagreed regarding assessment timeframe?**
- 7) **Are there any other improvements that could be made to the development application process that would make managing the assessment timeframes easier and more transparent?**

### 3.3 Request for additional information

Section 54 of the Act allows the planning authority to request additional information from the applicant where the application lacks the necessary information for the planning authority to undertake an assessment against the provisions of the planning scheme. A copy of section 54 of the Act is provided in Attachment 3 for information.

A request for further information must be made in writing to the applicant within 21 calendar days for a discretionary application, or 14 calendar days for a permitted application, from the day on which the planning authority receives an application. TasWater, the Tasmanian Heritage Council and the EPA may also request additional information via the planning authority within the specified timeframes.

The assessment clock stops from the date the applicant is notified of the request for additional information and does not recommence until the planning authority is satisfied that the request has been met. There are no limits on the number of additional information requests that can be made. However, only those requests that are made within the first 21 or 14 calendar days, respectively, for discretionary and permitted applications, result in the assessment clock stopping.

Section 54(3) of the Act requires that within eight business days of receiving a response to an additional information request, the planning authority must notify the applicant that the information provided does not satisfy the planning authority's request and that the applicant is to provide the additional information as requested. It is noted that there is no equivalent provision to notify the applicant that the additional information request has been satisfied. There is also no statutory requirement that the planning authority advise the applicant of the date that the assessment clock has recommenced.

A notification under section 54(3) of the Act often involves explaining why the planning authority is not satisfied with the information and clarification around what matters remain outstanding.

Section 54(2A) of the Act allows for the applicant to appeal a request for additional information. Where TasCAT determines that the planning authority ought to have been

satisfied with the information provided by the applicant, the assessment clock recommences 7 days after that determination.

The Act provides the framework for requesting additional information including a set process, the scope of what can be requested and a process for testing the request through TasCAT.

The following matters are fundamental considerations of the assessment process.

- The planning authority is bound to apply the planning scheme.
- In applying the planning scheme, the planning authority needs to have enough information to undertake an assessment of a development application in accordance with the planning scheme.
- It is the responsibility of the applicant to provide the planning authority with the necessary information to allow it to assess the development application in accordance with the planning scheme.
- The development application lapses if the applicant does not respond to the additional information request within 2 years, unless a longer timeframe has been agreed.
- If the planning authority makes a decision on application without the necessary information to make an informed assessment against the planning scheme, the planning authority runs the risk of its decision being difficult to defend in the event of an appeal to TasCAT.

There has been anecdotal evidence of misuse or criticism of the process that has caused frustration and delays. These matters include:

- Time delays caused by stopping the 'clock' are a result of applicants failing to provide the necessary information to a level of detail required by the planning authority to undertake an assessment against the relevant planning scheme provisions;
- Disagreement over the level of detail in the information required by the planning authority;
- Concerns with a planning authority making, or a perception of, multiple requests for additional information within the required timeframe;
- Planning authorities are asking for additional information outside the specified timeframe;
- Applicants are confusing the planning authority providing clarification of additional information already requested with a request for the provision of new information;

- Planning authorities are asking for additional information outside of what is required by the planning scheme;
- Requests for additional information is being used by the planning authority to unreasonably stall the determination of development applications;
- The planning authority should advise the applicant when the request for additional information has been satisfied, and the assessment clock has recommenced;
- The process already allows for checks and balances through the ability for an applicant to appeal an additional information request; and
- Appealing additional information requests are costly and add further delays.

The matters raised above identify an underlying tension between the requirements of the planning authority and expectations of applicants.

The following consultation questions are seeking examples where the process may have been misused to help establish the scope and extent of the issue. Comments are also invited on ways to improve efficiencies with requests for additional information and whether that could be achieved through legislation or providing education and advice to the sector.

**CONSULTATION QUESTIONS:**

- 8) Can you provide any examples where you believe the additional information process has been misused?**
- 9) Is there scope to improve the process for a review of an additional information request or a response to an additional information request? If so, can you suggest how this might occur?**
- 10) Should there be a limit on the number of additional information requests that can be made during the first 21 days and 14 days, respectively, for discretionary and permitted applications?**
- 11) Is further clarity required between the additional information requests that can be made by the planning authority and that from TasWater, the Tasmanian Heritage Council, or the EPA?**
- 12) Do councils collect data on the number of additional information requests that could be provided through a centralised data collection service use as the Council Consolidated Data Collection service?**
- 13) Are there any other measures that could be adopted to improve the process for requesting and responding to additional information requests?**

## 4.0 Next Steps

Responses on the targeted questions for consultation are welcomed, and on any other matters raised in this Position Paper or related to the additional information requests and the development application assessment process.

Written submissions addressing the consultation questions and any related matters are invited until 8 May 2026 by email to the State Planning Office:

[haveyoursay@stateplanning.tas.gov.au](mailto:haveyoursay@stateplanning.tas.gov.au)

Submission received on the Position Paper will provide evidence of the issues that will be further analysed. This will help provide a greater understanding of where the pressure points are in the system and what can be done to address them.

# Attachment 1 – Clause 6.1 of the State Planning Provisions

## 6.1 Application Requirements

- 6.1.1 An **application** must be made for any **use** or **development** for which a **permit** is required under this planning scheme.
- 6.1.2 An **application** must include:
- (a) a signed **application** form;
  - (b) any written permission and declaration of notification required under s.52 of the **Act** and, if any document is signed by the delegate, a copy of the delegation;
  - (c) details of the location of the proposed **use** or **development**;
  - (d) a copy of the current certificate of title for all **land** to which the **permit** sought is to relate, including the title plan; and
  - (e) a full description of the proposed **use** or **development**.
- 6.1.3 In addition to the information that is required by clause 6.1.2, a **planning authority** may, in order to enable it to consider an **application**, require such further or additional information as the **planning authority** considers necessary to satisfy it that the proposed **use** or **development** will comply with any relevant standards and purpose statements in the zone, codes or a specific area plan, applicable to the **use** or **development** including:
- (a) any schedule of easements if listed in the folio of the title and appear on the plan, where applicable;
  - (b) a **site** analysis and **site** plan at a scale acceptable to the **planning authority** showing, where applicable:
    - (i) the existing and proposed **use(s)** on the **site**;
    - (ii) the boundaries and dimensions of the **site**;
    - (iii) topography including contours showing **AHD** levels and major **site** features;
    - (iv) natural drainage lines, watercourses and wetlands on or **adjacent** to the **site**;
    - (v) soil type;
    - (vi) vegetation types and distribution including any known threatened species, and trees and vegetation to be removed;
    - (vii) the location and capacity and connection point of any existing services and proposed services;
    - (viii) the location of easements on the **site** or connected to the **site**;
    - (ix) existing pedestrian and vehicle access to the **site**;
    - (x) the location of existing and proposed buildings on the **site**;
    - (xi) the location of existing **adjoining** properties, **adjacent** buildings and their uses;

- (xii) any natural hazards that may affect use or development on the site;
  - (xiii) proposed roads, driveways, parking areas and footpaths within the site;
  - (xiv) any proposed open space, common space, or facilities on the site; and
  - (xv) proposed subdivision lot boundaries;
- (c) where it is proposed to erect buildings, a detailed layout plan of the proposed buildings with dimensions at a scale of 1:100 or 1:200 as required by the planning authority showing, where applicable:
- (i) the internal layout of each building on the site;
  - (ii) the private open space for each dwelling;
  - (iii) external storage spaces;
  - (iv) parking space location and layout;
  - (v) major elevations of every building to be erected;
  - (vi) the relationship of the elevations to existing ground level, showing any proposed cut or fill;
  - (vii) shadow diagrams of the proposed buildings and adjacent structures demonstrating the extent of shading of adjacent private open spaces and external windows of buildings on adjacent sites; and
  - (viii) materials and colours to be used on roofs and external walls.

## Attachment 2 – Section 51A of the *Land Use Planning and Approvals Act 1993*

### 51A. Fees payable for application

(1) In this section –

*relevant legislative instrument* means –

- (a) this Act or the [Local Government Act 1993](#) ; or
- (b) a regulation made under this Act or a by-law or regulation made under the [Local Government Act 1993](#) ;

*valid application for a permit* means an application for a permit that is, in accordance with [section 51\(1AC\)](#) , a valid application for a permit for the purposes of [section 51\(1AB\)](#) .

(2) Despite [section 86](#) , a planning authority is not entitled –

- (a) to refuse to take an action in relation to determining whether or not an application for a permit is valid; or
- (b) to refuse to accept a valid application for a permit –  
on the ground that a fee, under a relevant legislative instrument, for an application for a permit has not been paid, unless –
  - (c) the planning authority has, before, or within 4 business days after, the day on which a person lodges, or attempts to lodge, with the planning authority, the application for the permit, demanded the payment of the fee; and
  - (d) the fee has not been paid within the 21-day period after the day on which the demand is made.

(3) If –

- (a) the planning authority has demanded payment of a fee, under a relevant legislative instrument, for an application for a permit before, or within 4 business days after, the day on which a person lodges, or attempts to lodge, with the planning authority, the application for the permit; and
- (b) the fee has been paid within the 21-day period after the day on which the demand is made –

the application, if it is a valid application, is taken for the purposes of this Act to have been received on the day on which the fee is paid.

(4) If the planning authority has not demanded payment of a fee, under a relevant legislative instrument, for an application for a permit before, or within 4 business days after, the day on which a person lodges, or attempts to lodge, with the planning authority, the application for the permit –

- (a) the planning authority, despite [section 86](#) , is not entitled to refuse to take any action in relation to the application for the permit; and
- (b) the application, if it is a valid application, is taken for the purposes of this Act to have been received on the fifth business day after the day which the person lodges, or attempts to lodge, with the planning authority, the application for the permit.

## Attachment 3 – Section 54 of the *Land Use Planning and Approvals Act 1993*

### 54. Additional information

(1) A planning authority that receives an application for a permit (other than a permit referred to in [section 40T](#) ) may –

(a) if the permit sought is a discretionary permit, by notice in writing served on the applicant within the period of 21 days from the day on which it receives the application; or

(b) if the permit sought is not a discretionary permit, by notice in writing served on the applicant within the period of 14 days from the day on which it receives the application –

require the applicant to provide it with additional information before it considers the application.

(1A) If the period specified in [subsection \(1\)](#) includes any days on which the office of the planning authority is closed during normal business hours in that part of the State where the land subject to the application for a permit is situated, that period is to be extended by the number of those days.

(2) If the planning authority requires the applicant to provide it with additional information, the relevant period referred to in [section 57\(6\)\(b\)](#) or [58\(2\)](#) does not run while the request for information has not been answered to the satisfaction of the planning authority.

(2AA) If additional information is not provided, in accordance with a request under [subsection \(1\)](#) , within 2 years, or a longer period agreed to by the applicant and the planning authority, after the request is made, the application for a permit, to which the request relates, lapses.

(2A) If the Appeals Tribunal determines that –

(a) a planning authority had, in good faith, required an applicant under [subsection \(1\)](#) or [\(3\)](#) to provide the authority with additional information; but

(b) the planning authority ought to have been satisfied with the information provided to the planning authority by the applicant before the requirement was served on the applicant –

the relevant period referred to in [section 57\(6\)\(b\)](#) or [58\(2\)](#) does not run for the period beginning on the day on which the requirement was served on the applicant and ending at the end of the day that is 7 clear days after the day on which the determination was made by the Appeals Tribunal.

(3) The planning authority must, within 8 business days from the day it receives the additional information under [subsection \(1\)](#) , notify the applicant if the request for information has not been answered to its satisfaction and in that notification require the applicant to provide it with the additional information.

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**Position Paper - Preventing Delays in in Development Assessment Timeframes**

Northern Midlands Council Submission

April 2026

- 1) Could improvements be made to the Act to help clarify the requirements for a 'valid' application? For example, could section 51A of the Act be improved to clarify the process for the payment of fees and the commencement of the statutory assessment timeframe?

The requirements of 51A are clear, but timeframes could be extended to allow Council's to undertake a thorough pre-assessment to accurately determine fees, based on the status of the development (permitted or discretionary). Validity of an application, statutory clock commencement/recommencement and the requirements related to the issue of revised fees could also be clarified, where the application changes status and additional fees are required through the assessment process or due to the provision of further information.

- 2) Should clause 6.1.2 of the SPPs be amended to clarify that it specifies the minimum requirements for a 'valid' application for the purposes of the Act?

It is sufficiently clear that clause 6.1.2 of the SPP's specifies the current the minimum requirements for a 'valid' application under the Act. Referencing one document to the other would mean future amendments may be required to both, if they are 'tied' together. Clause 6.1.2 (a) should be amended to require a **complete** and signed application form.

- 3) Is further guidance required on what an application must include to be a 'valid' application? If so, what guidance information would assist?

While clause 6.1.2 of the SPP's is mostly clear (see below), it does not require sufficient information to be able to determine an application. Council officers are often required to request information needed to undertake an assessment, including mandatory requirements of the scheme (such as a Bushfire Report for subdivision in a bushfire-prone area).

Further definition could be provided regarding a 'current' certificate of title under 6.1.2 (d) to specify that the title must be current to match the title details at the date of lodgement, as well as the ownership details on the application form.

Clarification should be provided for 6.1.2 (e) to specify whether a written description is suitable to meet the requirements of a 'full description of the proposed use or development,' and if the description must include all elements requiring planning approval (i.e. access/signage/compliance with Specific Area Plan provisions) or simply reference the proposed use. This clause could be amended to include that where the proposal involves *development or works* (per the definitions in LUPPA) that plans **must be provided**. Currently this clause is ambiguous and has significant ramifications in the determination of a valid application.

- 4) Are there any other improvements that could be made to the Application Requirements in clause 6.1 of the SPPs that could assist with the assessment process?

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The way in which clause 6.1 is currently set out places the onus on the planning authority to ensure all relevant information is supplied, rather than the applicant. The majority of applications submitted to Council require further information, which consumes a large proportion of officer time that could otherwise be spent on undertaking assessments and improving timeframes.

- 5) What mechanisms do councils use to monitor the development application assessment 'clock' to ensure it is performing its statutory functions in accordance with the Act?

Council uses a combination of project management software and manual checking/calculation.

- 6) Can you identify situations where the applicant and the council have disagreed regarding assessment timeframe?

It is rare for there to be a disagreement over assessment timeframes. Disagreements are more likely to be related to whether information supplied was sufficient to commence/recommence timelines, for which there is an appeal process to determine if required. Assessment timeframes over holiday periods (with office closure) are difficult to achieve and can require an extension of time to be sought, which can become a point of contention.

- 7) Are there any other improvements that could be made to the development application process that would make managing the assessment timeframes easier and more transparent?

Well-developed, sophisticated and highly functional project management software (and State funding for the same) that is designed for Tasmanian legislation, would assist in managing application timeframes. Anecdotal evidence indicates that PlanBuild Tasmania requires further development to be suitable for this purpose and is not currently user-friendly for the lodgement of applications.

- 8) Can you provide any examples where you believe the additional information process has been misused?

Placing the onus back on applicants to provide complete, accurate, and thorough applications at the outset would help prevent the practice of applicants providing the minimum information to lodge a valid application and relying on Council to require additional information, that should have formed part of the application initially.

- 9) Is there scope to improve the process for a review of an additional information request or a response to an additional information request? If so, can you suggest how this might occur?

Additional time for planning authorities to respond to applicants as to the adequacy of further information is required, particularly when specialist reports require peer-review by a third party as to its adequacy. Eight business days is a very tight timeframe to allow for the relevant dialog, thorough analysis and referral process to occur.

- 10) Should there be a limit on the number of additional information requests that can be made during the first 21 days and 14 days, respectively, for discretionary and permitted applications?

No – there may be instances where multiple requests are required, either due to there being multiple referral agencies making individual requests, or to allow for clarification and consideration of new information. Requests

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must relate to the information required by the Planning Scheme or relevant legislation and therefore should be clearly justifiable.

- 11) Is further clarity required between the additional information requests that can be made by the planning authority and that from TasWater, the Tasmanian Heritage Council, or the EPA?

In most cases, further information requested from external referral bodies include all relevant information required for the applicant to understand where the request originated from. Referral bodies governed by statutory timeframes generally operate effectively within the planning application process.

Gaining the required approval under the Airports Act 1996 to demonstrate compliance with clause 16.6.1 A1 (consent requested via further information at the request of airport) is an example of where a third party has the potential to cause significant delays within the planning application process, outside the control of the Planning Authority.

- 12) Do councils collect data on the number of additional information requests that could be provided through a centralised data collection service use as the Council Consolidated Data Collection service?

Details of the number of applications currently on 'stop clock' are included in the agenda for each Council Meeting (monthly).

- 13) Are there any other measures that could be adopted to improve the process for requesting and responding to additional information requests?

Under section 54 (2AA) of the Act, if additional information is not provided, in accordance with a request under subsection (1), within 2 years, or a longer period agreed to by the applicant and the planning authority, after the request is made, the application for a permit, to which the request relates, lapses. This timeframe could be shortened, as requirements/accreditations and costs associated with applications can change considerably in this time and Council's do not have facilities to hold applications long term. Unique situations could remain subject to agreement.

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# Draft Land Use Planning and Approvals (Miscellaneous Amendments) Bill 2026

Background Report for Consultation

March 2026

**State Planning Office**  
Department of State Growth



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State Planning Office

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## 1.0 Introduction

The draft Land Use Planning and Approvals (Miscellaneous Amendments) Bill 2026 (the draft Bill) proposes various legislative amendments to the *Land use Planning and Approvals Act 1993* (LUPA Act) and the *Local Government (Building and Miscellaneous Provisions) Act 1993* (LGBMP Act).

The proposed amendments broaden the scope for making SPPs amendments and introduce fairer processes for LPS and LPS amendment assessments, specifically for when the Tasmanian Planning Policies (TPPs) and new regional land use strategies (RLUSs) comes in effect. It also clarifies the development application assessment timeframes and the management of long-term leases in the planning system for renewable energy and other utility infrastructure.

The main elements of the draft Bill propose amendments that:

- 1) allow the State Planning Provisions (SPPs) of the Tasmanian Planning Scheme (TPS) to include maps, such as statewide overlay maps;
- 2) broaden the scope for making 'interim SPPs amendments' under section 30NB of the LUPA Act on advice from the Tasmanian Planning Commission (the Commission);
- 3) clarify the Local Provisions Schedule (LPS) criteria in section 34 of the LUPA Act in relation to the application of the TPPs;
- 4) include a fairer process for the assessment of draft LPSs and LPS amendments when a new or amended RLUS is declared;
- 5) include a fairer process for the assessment of draft LPS amendments when the TPPs become effective on 1 July 2026;
- 6) clarify the process and timeframes for councils to give notice to an applicant when a request for additional information on a development application has been satisfied and when the assessment 'clock' recommences;
- 7) clarify the development application assessment timeframes when council offices are closed between Christmas and New Year;
- 8) modify the definition of 'subdivision' in the LGBMP Act to exclude a long-term lease relating to renewable energy infrastructure or other utility infrastructure from being considered a subdivision.

These amendments are a result of issues identified by councils, Local Government Association of Tasmania (LGAT), the Commission, and the State Planning Office.

The amendments proposed through the draft Bill are considered a priority for requiring urgent attention to improve clarity and processes delivered by the LUPA and LGMBP Acts and are not considered to significantly alter the existing policy setting of the provisions being amended.

The purpose of this report is to provide background context on the draft Bill to support understanding and to help inform submissions received during the consultation period.

## 2.0 Glossary

The following acronyms and abbreviations are used in this report:

Draft Land Use Planning and Approvals (Miscellaneous Amendments) Bill 2026 (consultation version)	Draft Bill
<i>Land use Planning and Approvals Act 1993</i>	LUPA Act
<i>Local Government (Building and Miscellaneous Provisions) Act 1993</i>	LGBMP Act.
Local Provisions Schedule	LPS
regional land use strategy	RLUS
Southern Tasmania Regional Land Use Strategy	STRLUS
State Planning Office	SPO
State Planning Provisions	SPPs
Tasmanian Planning Commission	Commission
Tasmanian Planning Policies	TPPs
Tasmanian Planning Scheme	TPS

## 3.0 Amendments in detail

The following section provides a more thorough overview of each of the elements, as identified above, of the draft Bill including the provisions of the Act that are proposed to be amended and the justification for those amendments.

### 3.1 SPPs to include maps - Part 2 clause 4 of the draft Bill

Clause 4 of the draft Bill proposes to amend section 14 of the LUPA Act, which specifies what the SPPs may and may not contain. Section 14(1)(a) of the LUPA Act states that the SPPs may contain any provision that section 11 of the LUPA Act allows, which generally allows the TPS to “*make any provision which relates to the use, development, protection or conservation of any land*”. Section 14(1)(g) of the LUPA Act further provides that the SPPs may require or permit a LPS to contain an overlay map.

At present all overlay maps in the TPS are contained in each council’s LPS, including maps for the various natural hazards (i.e. landslip, bushfire, coastal erosion and coastal

inundation) generated by the Tasmanian Government. This was intentional at the time as it was important to link the public consultation on the overlay maps with the zoning maps contained in each LPS when the TPS was first brought into effect. The intention was then to consider including some overlay maps in the SPPs, particularly those for natural hazards, to enable future updates to be made as a single amendment to the SPPs instead of coordinating 29 LPS amendments.

Closer scrutiny of the LUPA Act has revealed that the SPPs cannot include a map and as such an amendment is required to allow for the spatial application of the SPPs. This amendment would allow the timely implementation of the updated landslip hazard maps, the future statewide flood mapping from SES's Strategic Flood Mapping Project and provide a streamlined approach for other overlays that are consistent across LPSs.

To achieve this intent, the draft Bill proposes to insert an additional subsection after section 14(1)(g) of the LUPA Act. The additional subsection is based on the equivalent subsection for LPSs in section 32(2)(e) of the LUPA Act including the various options for spatially applying the SPPs. The proposed changes are shown by underline below:

#### **14. Contents of State Planning Provisions**

##### *(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*
- (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*

(ga) may contain a map, overlay, list, or other 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.

As an example, this amendment to the LUPA Act would provide a simplified process for amending the Landslip Hazard Code in the TPS to include the latest landslip hazard area mapping prepared by Mineral Resources Tasmania. This would involve making a single SPPs amendment through the process outlined in Part 3, Division 2 of the LUPA Act. The updated landslip hazard area overlay would supersede the landslip hazard area overlays in each LPS. The updated overlay would be made operational through consequential amendments to clause LP1.7 in the SPPs and the 'landslip hazard area' definition in the Landslip Hazard Code. The outdated overlays would remain the each LPS, temporarily, but they would have no effect.

The outdated LPS landslip hazard area overlays could then be deleted through the following steps:

- Minister directs each council to prepare a draft LPS amendment to delete the outdated overlays to ensure consistency with the SPPs in accordance with section 40C(1)(a) of the LUPA Act.
- The State Planning Office (SPO) assists each council to prepare the draft LPS amendment for lodgement with the Commission.
- The council certifies the draft LPS amendment in accordance with section 40F of the LUPA Act and lodges with the Commission.
- The council requests the Commission to provide an exemption from the need to publicly exhibit the draft LPS amendment due it being for the purpose of removing an inconsistency between the LPS and the SPPs in accordance with section 40I(2)(b)(vi) of the LUPA Act.
- The Commission then approves the LPS amendment to delete the landslide hazard area overlay from the LPS.

### 3.2 Broader scope for interim SPPs amendments - Part 2 clause 5 of the draft Bill

The LUPA Act was amended in 2021 to allow the making of interim SPPs amendments, like the process for making interim planning directives applying to older planning schemes under the former LUPA Act. Planning directives were similar to the SPPs in that they provided for the statewide implementation of planning requirements through planning schemes.

Interim SPPs amendments have immediate effect while they go through the public consultation and independent assessment process run by the Commission. They remain in

effect for up to 12 months, or until the amendment has been finally approved following the Commission's assessment process.

Section 30NB(4) of the LUPA Act provides a narrower scope for making interim SPPs amendments compared to interim planning directives. There were no criteria under the former LUPA Act limiting the scope for making interim planning directives, other than they could only be issued by the Minister on the recommendation of the Commission.

Interim SPPs amendments can only be made if the Minister is satisfied, after receiving advice from the Commission, that it is "*necessary or desirable in order to urgently address issues relating to a natural or environmental hazard, public health, public safety*" or a circumstance or matter prescribed by Regulation. The Minister must also be satisfied that it is in the public interest to give effect as soon as practicable to the SPPs amendment. SPPs amendments related to the implementation and operation of the Container Refund Scheme are the only circumstances prescribed in regulation 21 of the *Land Use Planning and Approvals Regulations 2024* for making interim SPPs amendments.

Broadening the scope for making interim SPPs amendments would enable more immediate changes across a range of circumstances if considered necessary or desirable to urgently address planning issues.

The draft Bill proposes to amend section 30NB of the LUPA Act by providing an additional criteria allowing the Minister to issue an interim SPPs amendment on any other matter recommended by the Commission. In accordance with section 30NB(a) and (b), the Minister will still be required to be satisfied that the interim SPPs amendment is '*necessary or desirable in order to urgently address issues...*' and that '*it is in the public interest to give effect as soon as practicable to the provision*'.

The draft Bill proposes the following modifications as shown by underline and ~~striketrough~~ below:

(4) *The Minister may only make an interim SPPs amendment under subsection (3)(a) in the terms of some or all of the provisions of a draft amendment of the SPPs, modified, if at all, as the Minister thinks fit, if the Minister is satisfied that –*

*(a) it is necessary or desirable to make the interim SPPs amendment in order to urgently address issues relating to a natural or environmental hazard, public health, public safety ~~or a prescribed circumstance or matter~~ safety, a prescribed circumstance or matter or any other matter recommended by the Commission; and*

*(b) it is in the public interest to give effect as soon as practicable to the provisions of the draft amendment of the SPPs contained in the interim SPPs amendment.*

### 3.3 Modifications to the LPS criteria relating to TPPs and RLUSs – Part 2 clause 6 and Part 3<sup>1</sup> clause 10 of the draft Bill

These clauses of the draft Bill propose modifications to section 34 of the LUPA Act to clarify the application of the TPPs and provide transitional provisions to support implementation of the TPPs and the RLUSs that are currently undergoing reviews in accordance with section 5A(8) of the LUPA Act.

The LPS criteria in section 34 of the LUPA Act require a ‘relevant instrument’ (i.e. a LPS amendment) to satisfy the relevant criteria in relation to the TPPs. Section 34(2A) of the LUPA Act outlines the relevant criteria stating that an LPS amendment “*satisfies the relevant criteria in relation to the TPPs if –*

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

The drafting of these provisions is unnecessarily complex when all it provides is a distinction between the assessment to be undertaken against the TPPs before and after the regional land use strategies and the SPPs have been review for consistency with the TPPs. Essentially, what needs to be demonstrated in either situation is that the LPS amendment is consistent with the TPPs.

The draft Bill proposes to delete the existing provisions of section 34(2A) of the LUPA Act and, similar to the application of State Policies to a ‘relevant planning instrument’, simply require it to be consistent with the TPPs.

Following the making of the TPPs, section 5A(8) of the LUPA Act requires the RLUSs to be reviewed to be consistent with the TPPs. A reviewed Southern Tasmania Regional Land Use Strategy (STRLUS) is likely to be declared prior to the Commission having completed its assessment of the draft Kingborough LPS, which is the only remaining LPS to be approved. This will have implications for the assessment of the draft LPS, which was prepared under the current version of the STRLUS. Under the current requirements, if the new STRLUS were to be declared before completion of the draft Kingborough LPS, it would need to be considered under the newly declared STRLUS.

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<sup>1</sup> Part 3 of the draft Bill includes those provisions that are to be retrospectively applied to 1 July 2026 should the draft Bill not achieve Royal Assent by that date when the TPPs become effective. All other provisions become effective upon Royal Assent. See Part 1 clause 2 (1) and (2) of the draft Bill.

To prevent delays and a re-assessment of the draft Kingborough LPS against a new STRLUS, the draft Bill proposes savings provisions that apply the RLUS that was in effect on 30 June 2026 for the purpose of the assessment of the Kingborough draft LPS.

For similar reasons, it is also proposed to include savings provisions for directions made under section 35KB(1) of the LUPA Act. This applies when the Commission requires an LPS to be substantially modified by way of an LPS amendment after the LPS has come into effect. The proposed savings provisions require that the amendment is considered against the version of the RLUS at the time the direction was made under section 35KB(1) of the LUPA Act. For any direction issued under section 35KB(1) for a substantial modification to the Kingborough draft LPS, the policy is that it should be considered against the version of the RLUS in effect at the time the council provided its section 35F(1) report to the Commission.

Given the reviewed RLUSs may be declared part way through the assessment of an LPS amendment, savings provisions have been included to require the draft amendment to be considered in accordance with the relevant RLUS at the time the draft amendment was certified under section 40F of the LUPA Act. This provides a much fairer process for determining LPS amendments avoiding confusing and complicated assessment processes.

Similarly, the draft Bill proposes savings provisions for the application of the TPPs, specifically for draft LPS amendments that are not yet determined at the time the TPPs become effective on the 1 July 2026. To provide a fairer assessment process, the draft Bill proposes that any draft LPS amendment that has been certified under section 40F of the LUPA Act prior to the TPPs becoming effective on 1 July 2026, the draft LPS amendment does not need to be consistent with the TPPs. The certification stage is considered to be the most appropriate delineation point in the assessment process as this is the formal decision by council to progress the draft LPS amendment. All draft LPS amendments certified after the 1 July 2026 will be required to be consistent with the TPPs. Given the lead time between the Minister making the TPPs and them becoming effective, applicants and decision makers should be aware of the obligations.

To address any potential delays with the draft Bill being progressed, approved and applied, the provisions relating to the application of the TPPs to draft LPS amendments (new clause 34(4) as provided in clause 10 of the draft Bill) are taken to have commenced on 1 July 2026 consistent with the date the TPPs become effective.

In addition, the draft Bill also includes provisions that exclude draft LPS amendments, required by a direction under section 35KB(1) of the LUPA Act, from having to be consistent with the TPPs. This applies to the draft Kingborough LPS any other LPS amendments, required by direction under section 35KB(1) of the LUPA Act, that are yet to be determined.

The draft Bill achieves the policy intent discussed above by making the following modifications to section 34 of the LUPA Act as shown by underline and ~~strike through~~ below:

### 34. LPS criteria

(1) In this section –

**relevant planning instrument** means a draft LPS, an LPS, a draft amendment of an LPS and an amendment of an LPS.

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

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

(b) is in accordance with [section 32](#); and

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

(d) is consistent with each State policy; and

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

~~(da) is consistent with the TPPs; and~~

(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 is situated, being the regional land use strategy in force at the relevant time; and

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

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

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

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

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

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

(2A) For the purpose of subsection (2)(e), the relevant time is –

(a) in the case of a draft LPS or an LPS, the time at which the relevant planning authority provides the Commission with a report under [section 35F\(1\)](#); or

(b) in the case of a draft amendment of an LPS, or an amendment of an LPS, prepared pursuant to a direction under [35KB\(1\)](#), the time at which the planning authority provides the Commission with a report under [section 35F\(1\)](#); or

(c) in the case of a draft amendment of an LPS, or an amendment of an LPS, that is not prepared pursuant to a direction under [35KB\(1\)](#), the time at which the draft of the amendment is certified under [section 40F](#).

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

(4) Subsection (2)(da) does not apply in relation to an amendment of an LPS if -

(a) the draft of the amendment of the LPS is certified under [section 40F](#) before 1 July 2026; or

(b) the draft of the amendment of the LPS was prepared pursuant to a direction issued under [section 35KB\(1\)](#) and the TPPs are not effective at the time the planning authority provides the Commission with a report under [section 35F\(1\)](#).

### 3.4 Notification of satisfaction of additional information requests – Part 2 clause 7 of the draft Bill

Section 54(3) of the LUPA Act requires council to notify the applicant within 8 days from receiving additional information it does not satisfy the original request for additional information. There is no equivalent provision for notifying the applicant that the additional information provided has satisfied the council's request for additional information. This causes some uncertainty for the applicant and potential confusion for when the statutory assessment timeframe has recommenced. The requesting of additional information causes the statutory assessment timeframe to stop until that request is satisfied. There is

uncertainty when the assessment timeframe restarts with there being no requirement for a council to notify the applicant.

To address these issues, the draft Bill proposes to amend section 54 of the LUPA Act to require the council to give notice to the applicant within 8 days of receiving information in response to an additional information request if the council is satisfied with the information provided. The draft Bill also clarifies that the relevant period referred to under sections 57(6)(b) or 58(2) of the LUPA Act does not run during the following period:

- the date the planning authority gives notice under section 54(1); and
- the date that the planning authority gives notice that the additional information request has been satisfied.

The relevant provisions of section 54 of the LUPA Act, including those proposed for modification by the draft Bill, are shown by underline and ~~strikethrough~~ below:

**54. Additional information**

*(1) A planning authority that receives an application for a permit (other than a permit referred to in [section 40T](#) ) may –*

*(a) if the permit sought is a discretionary permit, by notice in writing served on the applicant within the period of 21 days from the day on which it receives the application; or*

*(b) if the permit sought is not a discretionary permit, by notice in writing served on the applicant within the period of 14 days from the day on which it receives the application –*

*require the applicant to provide it with additional information before it considers the application.*

.....

~~*(2) If the planning authority requires the applicant to provide it with additional information, the relevant period referred to in [section 57\(6\)\(b\)](#) or [58\(2\)](#) does not run while the request for information has not been answered to the satisfaction of the planning authority.*~~

*(2) If the planning authority gives notice under subsection (1) requiring the applicant to provide additional information, the relevant period referred to in [section 57\(6\)\(b\)](#) or [58\(2\)](#) does not run for the period beginning on the day on which the notice under subsection (1) is served on the applicant and ending on the day on which the planning authority gives notice under subsection (3)(a) that the request for additional information has been answered to its satisfaction.*

.....

~~(3) The planning authority must, within 8 business days from the day it receives the additional information under subsection (1), notify the applicant if the request for information has not been answered to its satisfaction and in that notification require the applicant to provide it with the additional information.~~

(3) The planning authority must, within 8 business days after the day on which it receives the additional information under subsection (1), notify the applicant in writing –

(a) whether the request for information has been answered to its satisfaction; and

(b) if it is not satisfied, require the applicant to provide it with the additional information and advise the applicant that the timeframes referred to in section 57(6)(b) or 58(2) have not recommenced.

### 3.5 Clarification of timeframes under section 57 – Part 2 clause 8 of the draft Bill

Section 57(5AA) of the LUPA Act allows for an extension of time for the consultation period of a discretionary application where the planning authority's office is closed during normal business hours. A subsequent decision on a discretionary application must be made before the expiration of 42 days from receiving a valid permit. The existing provisions allow for the consultation period to be extended as a result of office closures but does not apply the same extension of time to the timeframes allowed by council to make a determination on the development application.

In response to this issue raised by councils, the draft Bill proposes the following amendment (shown by ~~strike through~~ and underline) to Section 57(5AA) of the LUPA Act which clarifies its subsequent interaction with section 57(6)(b):

#### **57. Applications for discretionary permits**

.....

~~(5AA) If the time period specified in subsection (5) includes any days on which the office of the planning authority is closed during normal business hours in that part of the State where the land subject to the application for a permit is situated, that period is to be extended by the number of those days.~~

(5AA) If the time period specified in subsection (5) includes any days on which the office of the planning authority is closed during normal business hours, the period is extended by one additional day for each such day, and the time period referred to in subsection (6)(b) is extended by the same number of days.

### 3.6 Long-term leases for renewable energy and other utility infrastructure – Part 3 clause 10 of the draft Bill

The LGBMP Act deems a lease of land exceeding, or capable of exceeding, 10 years to be subdivision. This means that the lease is subject to the requirements for the approval of a plan of subdivision under Part 3 Division 2 of the LGBMP Act and the TPS. The TPS, like planning schemes before it, defines subdivision in accordance with the LGBMP Act with some minor differences. Section 122 of the LGBMP Act also means that it prevails over any other legislation or planning scheme.

In these circumstances, long-term leases get caught in the subdivision approval and finalisation processes, which are essentially designed for creating new titles. These historic procedures have been carried through various Acts over the years and are now in the LGBMP Act and the TPS. There is a broader work program to review and repeal the LGBMP Act.

There are unintended consequences with deeming long-term leases to be subdivision, particularly for renewable energy and other utilities infrastructure.

While the SPO is not aware of any previous issues raised when issuing the long-term leases for wind farms projects already operating in the state, such as the wind farm at the Woolnorth Windfarm or Granville Harbour, there remains sufficient legal uncertainty which ought to be rectified. To address this, the draft Bill proposes to amend the LGBMP Act by clarifying that a long-term lease for renewable energy and other utilities infrastructure are not deemed to be a subdivision. Some other Australian states have also recently made similar changes to their legislation governing subdivision approvals.

The draft Bill proposes the following amendment to the definition of 'subdivide' in section 80(1) of the LGBMP Act as shown by underline and ~~striketrough~~ below:

#### **80. Interpretation of Part 3**

(1) *In this Part –*

....

**subdivide** means to divide the surface of a block of land by creating estates or interests giving separate rights of occupation otherwise than by –

(a) a lease of a building or of the land belonging to and contiguous to a building between the occupiers of that building; or

(b) a lease of air space around or above a building; or

(c) a lease of a term not exceeding 10 years or for a term not capable of exceeding 10 years; or

*(d) the creation of a lot on a strata scheme or a staged development scheme under the [Strata Titles Act 1998](#) ; or*

*(e) an order adhering existing parcels of land; or*

*(f) a lease or licence for the installation, operation or maintenance of telecommunications facilities, renewable energy infrastructure or other utility infrastructure that is reasonably necessary for or incidental to those purposes.*

## 4.0 Next Steps

A copy of the draft Bill is available for viewing and download on the SPO's Planning in Tasmania website at <https://www.stateplanning.tas.gov.au/>

The draft Bill will be on consultation for 6 weeks from 30 March to 11 May 2026.

Submissions are invited during that time and can be emailed to:

[haveyoursay@stateplanning.tas.gov.au](mailto:haveyoursay@stateplanning.tas.gov.au)

Following the consultation period the submissions will be reviewed with the issues raised informing modifications to the draft Bill prior to tabling in Parliament towards the middle of the year.

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**State Planning Office, Department of State Growth**  
GPO Box 536 HOBART TAS 7001  
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Email: [spo@stateplanning.tas.gov.au](mailto:spo@stateplanning.tas.gov.au)





**Draft Land Use Planning and Approvals (Miscellaneous Amendments) Bill 2026**

Northern Midlands Council Submission

April 2026

- 1) allow the State Planning Provisions (SPPs) of the Tasmanian Planning Scheme (TPS) to include maps, such as statewide overlay maps;

The *Background Report for Consultation* notes that the inclusion of overlay maps in each Council's LPS when the TPS was first introduced was "intentional at the time as it was important to link the public consultation on the overlay maps with the zoning maps." It is unclear why this level of consultation—necessary for understanding the interaction and effect of overlay mapping—is no longer considered relevant. Clarification is required on whether Councils will have the ability to vary or update mapping brought in through the SPPs, or whether any such changes would require an amendment to the SPPs themselves. This issue is particularly significant for flood mapping, where Councils regularly undertake works that alter or improve flood extents, especially within urban areas, and commission internal flood studies that provide a higher level of detail than the SES mapping. Given these factors, it is important to understand whether the State will maintain a program for ongoing review, updating, and quality assurance of this mapping to ensure it remains accurate, current, and fit for purpose.

- 2) broaden the scope for making 'interim SPPs amendments' under section 30NB of the LUPA Act on advice from the Tasmanian Planning Commission (the Commission);

There is concern that opening up the scope of Interim SPP amendments to include "any other matter recommended by the Commission" does not provide the opportunity for adequate community consultation prior to the provisions being applied. In the absence of any examples of what this change might facilitate, it is unclear why it is required and why the current process cannot be followed.

- 3) clarify the Local Provisions Schedule (LPS) criteria in section 34 of the LUPA Act in relation to the application of the TPPs;

This change provides for a clearer understanding of the level of compliance to which the LPS must have with the TPPs and is supported.

- 4) include a fairer process for the assessment of draft LPSs and LPS amendments when a new or amended RLUS is declared;

The wording proposed for S34 (2) (e) could be further simplified from:

*(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 is situated, being the regional land use strategy in force at the relevant time; and*

to

-1-

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

The remainder of the proposed amendments relating to compliance with the RLUS provide for improved interpretation of the Act and understanding of relevant requirements.

5) include a fairer process for the assessment of draft LPS amendments when the TPPs become effective on 1 July 2026;

The changes to reference the effective date of the Tasmanian Planning Policies provides clarity as to when they apply and is supported.

6) clarify the process and timeframes for councils to give notice to an applicant when a request for additional information on a development application has been satisfied and when the assessment 'clock' recommences;

The timing of the amendment bill and changes proposed to S54 of the Land Use Planning and Approvals Act 1993 does not adequately allow for consideration of the feedback to the "Preventing delays in development assessment timeframes Position Paper" that is simultaneously out for consultation and also deals with this issue. It is unclear where the confusion around the 'stop clock' recommencing comes from, as the clock should recommence on the day the information was supplied, unless advised otherwise that the information supplied was unsatisfactory. For discretionary applications, the applicant will likely be advised of the application being ready for public notification within the following eight-day period. These changes potentially add an additional eight days to the assessment timeframe and requires an additional administrative task that takes time away from fulfilling existing statutory requirements.

7) clarify the development application assessment timeframes when council offices are closed between Christmas and New Year;

An extension to the assessment timeframe in accordance with office closures is highly supported and will reduce the need to request an extension of time to accommodate these closure periods.

8) modify the definition of 'subdivision' in the LGBMP Act to exclude a long-term lease relating to renewable energy infrastructure or other utility infrastructure from being considered a subdivision.

*Excluding a lease or licence for the installation, operation or maintenance of telecommunications facilities, renewable energy infrastructure or other utility infrastructure that is reasonably necessary for or incidental to those purposes from the definition of a subdivision under the LGBMP Act is generally supported.*

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## Northern Midlands Council Account Management Report

### Income & Expenditure Summary for the Period Ended 31 March 2026 (75% Year Completed)

Line Item Summary Totals

	Operating Statement												% of Budget
	Governance		Corporate Services		Regulatory & Community Services		Development Services		Works & Infrastructure Services		Total Operating Statement		
	2025/26 Budget	2025/26 Actual	2025/26 Budget	2025/26 Actual	2025/26 Budget	2025/26 Actual	2025/26 Budget	2025/26 Actual	2025/26 Budget	2025/26 Actual	2025/26 Budget	2025/26 Actual	
<b>Wages</b>	726,317	473,946	1,853,847	1,272,280	314,810	152,711	666,412	361,216	2,796,223	1,523,016	6,357,609.00	3,783,169.00	59.51%
<b>Material &amp; Services Expenditure</b>	672,660	425,342	1,166,240	635,215	119,877	38,305	445,955	565,257	5,067,179	3,897,741	7,471,911.00	5,561,860.00	74.44%
<b>Depreciation Expenditure</b>	97,900	0	140,180	0	35,050	0	22,770	0	7,735,450	0	8,031,350.00	0.00	0.00%
<b>Government Levies &amp; Charges</b>	10,660	8,395	1,129,237	572,432	3,880	938	0	347	208,090	127,741	1,351,867.00	709,853.00	52.51%
<b>Interest Expenditure</b>	0	0	0	0	0	0	0	0	0	0	0.00	0.00	0.00%
<b>Councillors Expenditure</b>	233,300	87,350	0	599	0	0	0	0	0	0	233,300.00	87,949.00	37.70%
<b>Other Expenditure</b>	127,129	118,077	579,311	633,939	262,140	85,862	12,480	20,899	164,260	57,444	1,145,320.00	916,221.00	80.00%
<b>Oncost</b>	363,158	205,054	909,354	626,255	162,860	70,775	350,525	147,167	1,291,990	604,122	3,077,887.00	1,653,373.00	53.72%
<b>Internal Plant Hire/Rental</b>	5,600	95,872	33,690	92,576	33,070	1,419	23,070	2,550	1,178,169	554,964	1,273,599.00	747,381.00	58.68%
<b>Internal Rental/Rates</b>	0	0	1,300	0	0	0	0	0	7,740	0	9,040.00	0.00	0.00%
<b>Other Internal Transfers Expenditure</b>	0	0	22,140	0	0	504	0	0	0	0	22,140.00	504.00	2.28%
<b>Oncosts Paid - Payroll</b>	171,547	143,608	433,154	218,530	58,874	33,742	188,349	45,114	614,851	291,712	1,466,775.00	732,706.00	49.95%
<b>Oncost Paid - Non Payroll</b>	265,187	119,581	583,789	297,631	82,833	39,841	270,956	99,573	999,979	463,402	2,202,744.00	1,020,028.00	46.31%
<b>Plant Expenditure Paid</b>	6,830	28,514	25,750	51,763	0	3,187	21,250	7,039	556,880	480,047	610,710.00	570,550.00	93.42%
	<b>2,680,288</b>	<b>1,705,739</b>	<b>6,877,992</b>	<b>4,401,220</b>	<b>1,073,394</b>	<b>427,284</b>	<b>2,001,767</b>	<b>1,249,162</b>	<b>20,620,811</b>	<b>8,000,189</b>	<b>33,254,252.00</b>	<b>15,783,594.00</b>	<b>47.46%</b>
<b>Rate Revenue</b>	0	0	(13,895,203)	(13,964,138)	0	0	0	0	(1,783,550)	(1,788,686)	(15,678,753.00)	(15,752,824.00)	100.47%
<b>Recurrent Grant Revenue</b>	0	0	(2,236,071)	(1,489,146)	0	(8,000)	0	0	(3,512,401)	(2,332,743)	(5,748,472.00)	(3,829,889.00)	66.62%
<b>Fees and Charges Revenue</b>	(437)	(5,135)	(1,740,130)	(1,291,516)	(239,741)	(201,947)	(643,591)	(635,260)	(860,210)	(482,467)	(3,484,109.00)	(2,616,325.00)	75.09%
<b>Interest Revenue</b>	(790,000)	(162,614)	(86,112)	(21,883)	0	0	0	0	0	0	(876,112.00)	(184,497.00)	21.06%
<b>Reimbursements Revenue</b>	(1,000)	(556)	(38,682)	(22,858)	0	(262)	0	(256)	(5,704)	(23,982)	(45,386.00)	(47,914.00)	105.57%
<b>Interest Expenditure Reimbursed</b>	0	0	0	0	0	0	0	0	0	0	0.00	0.00	0.00%
<b>Oncost Recoveries - Internal Tfer</b>	(415,550)	(219,529)	(997,943)	(663,367)	(135,223)	(37,783)	(445,543)	(183,884)	(1,583,955)	(654,166)	(3,578,214.00)	(1,758,729.00)	49.15%
<b>Plant Hire Income - Internal Tfer</b>	(13,020)	(21,430)	(47,380)	(19,007)	0	(2,298)	(46,560)	(1,394)	(1,475,820)	(783,286)	(1,582,780.00)	(827,415.00)	52.28%
<b>Other Internal Transfers Income</b>	0	0	(587,359)	66,685	0	0	0	(168)	(40,000)	10,914	(627,359.00)	77,431.00	-12.34%
<b>Other Revenue</b>	(561,600)	(257,568)	(268,466)	(45,422)	(121)	(5,956)	0	0	(68,259)	(152,192)	(898,446.00)	(461,138.00)	51.33%
	<b>(1,781,607)</b>	<b>(666,832)</b>	<b>(19,897,346)</b>	<b>(17,450,652)</b>	<b>(375,085)</b>	<b>(256,246)</b>	<b>(1,135,694)</b>	<b>(820,962)</b>	<b>(9,328,899)</b>	<b>(6,206,608)</b>	<b>(32,519,631.00)</b>	<b>(25,401,300.00)</b>	<b>78.11%</b>
<b>Underlying (Surplus) / Deficit Before</b>	898,681	1,038,907	(13,019,354)	(13,049,432)	698,309	171,038	866,073	428,200	11,290,912	1,793,581	734,621	(9,617,706)	
<b>Gain on sale of Fixed Assets</b>	0	0	0	0	0	0	0	0	0	(2,478)	0	(2,478)	
<b>Loss on Sale of Fixed Assets</b>	0	0	0	0	0	0	0	0	433,630	0	433,630	0	
<b>Net Loss On Disposal of Fixed Assets</b>	0	0	0	0	0	0	0	0	433,630	(2,478)	433,630	(2,478)	
<b>Underlying (Surplus) / Deficit</b>	898,681	1,038,907	(13,019,354)	(13,049,432)	698,309	171,038	866,073	428,200	11,724,542	1,791,103	1,168,251	(9,620,184)	
<b>Capital Grant Revenue</b>	0	0	0	0	(50,000)	0	0	0	(8,441,599)	(3,050,425)	(8,491,599)	(3,050,425)	
<b>Subdivider &amp; Capital Contributions</b>	0	0	0	0	0	0	0	0	(377,927)	0	(377,927)	0	
	0	0	0	0	(50,000)	0	0	0	(8,819,526)	(3,050,425)	(8,869,526)	(3,050,425)	
<b>Operating (Surplus) / Deficit</b>	898,681	1,038,907	(13,019,354)	(13,049,432)	648,309	171,038	866,073	428,200	2,905,016	(1,259,322)	(7,701,275)	(12,670,609)	

<b>CAPITAL WORKS FINANCIAL REPORT 31 MARCH 2026</b>			
Asset Category	Project Name	Budget	Actual
Bridge	Bridge - Pth Drummond Street - 745919	931,756.00	834,798.15
Bridge	Bridge - Pth Western Rail Line	931,757.00	485,352.82
Bridge	Pth - Cromwell Street Bridge - 749999.2	731,757.00	126,098.23
Bridge	Pth - Edward Street Bridge - 749921.1	731,757.00	195,781.28
Bridge	Ctown - Bridge: 5474 Ashby Rd	-	3,316.74
Building	Land & Building - Public Buildings Improvements - 715350	150,000.00	62,748.70
Building	Lfd - Town Hall, replacement of front doors - 708087.5	25,000.00	13,640.79
Building	Lake Leake - Mobile Base Station - 707966	-	66,527.27
Building	Lfd - St George's Square, toilet replacement - 706972	200,000.00	36,916.96
Building	Ctown - Guide Hall - 24 King St - 708079	35,000.00	21,066.32
Building	Lfd - Town Hall - Solar System - 708087.2	-	21,704.36
Building	Land & Building - Pth Charles Berryman Reserve	100,000.00	103.31
Building	Land & Building - Avoca Public Toilets - 707867	250,000.00	13,632.02
Building	Land & Building - Cry Pool Shade	40,000.00	7,259.43
Building	Land & Building - Epping Hall - 707927	15,000.00	30,525.17
Building	Evan Recreation Ground - Cricket Pitch Cover - 707978.5	-	650.00
Building	Land & Building - Lfd Bishopsbourne Hall - 708080.8	22,000.00	17,729.61
Building	Land & Building - Lfd Waste Transfer Station - 751615	85,000.00	63,679.37
Building	Land & Building - Lfd Depot - 720200	150,000.00	1,608.20
Building	Land & Building - Pth Perth Recreation Ground - 788678	12,000.00	13,617.53
Building	Land & Building - Ross Drill Hall - 708051.5	25,000.00	8,581.03
Building	Land & Building - Ross Caravan Park	25,000.00	283.01
Building	Ross - Pool Roller System - 707724.5	15,000.00	875.77
Building	Pth - Police Station - 96a Main Road	-	
Building	Lfd - Police Station - 31 George St	-	
Building	Land & Building - Lfd Cricket Nets - 720122	-	28,053.00
Building	Pth - Recreation Ground Junior Soccer Field - 706988	-	165,350.01
Computer	Computer - Information Technology Upgrades - 715300	301,500.00	106,748.64
Fleet	Fleet 11 - Light Truck - 700011	89,000.00	98,960.09
Fleet	F12 - Light Truck Litter Collection North - 700012	-	18.18
Fleet	Truck	60,000.00	43,461.33
Fleet	Fleet 15 - Light Truck - 700015	46,000.00	
Fleet	Fleet - F18 Utility - 700018	-	48,097.47
Fleet	Fleet - F24 Light Truck Reserves - 700024	-	98,960.09
Fleet	Mitsubishi Triton	-	36,656.06
Fleet	Fleet 52 - Backhoe - 700052	120,000.00	
Fleet	Fleet 54 - Excavator - 700054	75,000.00	140,489.26
Fleet	Fleet 65 - Reach Arm Slasher & Tractor	150,000.00	
Fleet	Fleet 105 - John Deere Mower Z930M	-	23,525.53
Fleet	Flee 182 - Mitsubishi Triton - 700182	-	27,527.03
Road	Footpath - W/Junction Hobart Road	873,000.00	88,219.47
Road	Footpath - Cry Archer Street - 750013	-	49,918.32
Road	Footpath - Ctown Bridge Street - 750181	100,000.00	10,033.98
Road	Footpath - Ctown William Street - 781386	378,600.00	22,109.18
Road	Footpath - Ctown King Street - From No. 10 to 14 Sth side - 788669	-	119,488.16
Road	Ctown - King Street - High to Bridge footpath - 750637.6	95,862.00	6,842.07
Land	Purchase and fencing for Public Open Space	-	21,753.44
Plant	Works - Purchase Small Plant - 715320	45,000.00	20,429.62
Plant	Waste - MGB Purchase (Replacements Only) - 712952	17,500.00	11,377.31
Plant	Lfd - Waste Transfer Station - Weighbridge installation - 751615.5	140,000.00	176,394.78
Plant	Recycling - MGB Purchase (Replacements Only) - 712950	17,500.00	14,611.60
Plant	Pth - Seccombe St Main Rd to Minerva Drive - 751612.9	-	4,022.00
Plant	Evacuation Centre - Poatina Setup - 780006.5/304349	-	4,652.95
Plant	Cry - Macquarie Street River Reserve Fencing - 708060	-	4,585.01
Plant	Cry - Recreation Ground Carpark area - 707926.7	110,000.00	4,195.41
Plant	Lfd - Laycock/Wellington Street Playground - 708075.1	-	279.51

Asset Category	Project Name	Budget	Actual
Road	Roads - Ctown - Main Street Project - 750544	8,360,000.00	4,024,960.14
Road	Roads - Pth Napoleon Street	170,830.00	179,990.74
Road	Roads - Pth Drummond Street - 780381	600,000.00	14,197.77
Road	Roads - Ross Ashby Road - 750052	1,537,504.00	2,055,390.67
Road	Lfd - Catherine St High to Pultney - 750240	-	50,529.72
Road	Ctown - West Street - 781365	-	78,182.85
Road	Roads - Pth Youl Road - 751425	600,000.00	764,811.37
Road	Lfd - Main Street Project - Footpath - Abel Tasman Avenue - 707987.001	793,971.00	3,050.11
Road	Lfd - Main Street Project - Footpath - Union Street - 707987.1302	-	318,475.99
Road	Lfd - Main Street Project - Footpath - Union Street Reserve - 707987.1612	-	278,846.06
Road	Lfd - Main Street Project - Footpath - Union St 707987.1613	-	403,134.94
Road	Pth - Main Street Project - 752025	335,795.00	3,093,649.30
Road	Evan - Reseal Deddington Rd Ch 6.790 to 8.102 - 715005.0344	800,000.00	5,610.00
Road	Evan - Reseal Deddington Rd Ch 8.102 to 9.124 - 715005.0345	-	3,021.00
Road	Ctown - Reseal Macquarie Rd Ch 31.020 to 31.625 - 715005.0772	-	810.00
Road	Evan - Reseal Relbia Rd White Hills to Ch 1.375 - 715005.1049	-	20,610.00
Road	Ross - Reseal Tooms Lake Rd Ch 3.160 to Ch 3.510 - 715005.1214	-	3,150.00
Road	Evan - Reseal White Hills Rd Ch 0.330 to 1.500 - 715005.1378	-	2,520.00
Road	Evan - Reseal White Hills Rd Ch 1.500 to 2.350 - 715005.1379	-	2,448.00
Road	Evan - Reseal White Hills Rd Ch 2.35 to Ch 4.285 - 715005.138	-	11,462.40
Road	Evan - Reseal White Hills Rd Everton Ln to Relbia Rd - 715005.1381	-	13,186.80
Road	Evan - Reseal White Hills Rd Relbia Rd 4.840 to seal change 5.650 - 715005.1382	-	2,332.80
Road	Ross - Ashby Road Chn 0.8 to 0.320 - 750041	-	14,325.12
Road	Ross - Ashby Road, Chn 3.321 to 5.765 - 750046	-	48,291.55
Road	Lfd - Wilmores Lane - 781402	-	115,342.24
Road	Pth - Oakmount Street Drummond to end, k&g, verge reconstruction - 788639	-	149,405.46
Road	Roads - Ctown Bedford Street	-	43,100.00
Road	Cry - Macquarie Street River Reserve Fencing, Carpark - 708060	-	24,201.05
Road	Rden - Storys Creek Road - Major Digouts - 711181	-	123,746.32
Road	Lfd - Hobhouse St Reconstruction Catherine to Burghley - 750579	-	370.00
Road	Wjuct - Translink North, Gross Pollutant Trap - 788640.5	60,000.00	2,119.01
Road	Lfd - Civil Works - Goderich St - 788601.5	55,100.00	78,069.03
Reserve	Ctown - Harold Gatty Reserve improvements - 706975	-	962.40
Reserve	Recreation - Evan Honeysuckle Banks - 720145	175,000.00	43,959.62
Reserve	Recreation - Lfd Cemetery - 707980	-	28,793.26
Reserve	Recreation - Pth Napoleon Street - 706977	650,000.00	69,059.38
Reserve	Recreation - Ross Recreation Ground	-	1,491.70
Reserve	Recreation - Ctown War Memorial Oval Street Furniture - 715255.19	-	21,582.79
Furniture	Street Furniture - Morven Park Seats - 715255.20	-	16,334.19
Stormwater	SW - Ctown Recreation Ground - 788655	45,000.00	140,040.32
Stormwater	SW - Pth - Stormwater Philip St Culvert - 788623	-	254.02
Stormwater	SW - Evan Barclay Street Subdivision - 788632	-	246,758.80
Stormwater	SW - Lfd - Stormwater Model Calibration - 788671	-	298.75
Stormwater	SW - 47 Translink Avenue, detention basin extension - 788640.1	655,000.00	289.00
Stormwater	Perth - Pth - Stormwater DRF Sheepwash - 788665	-	20,783.48
Stormwater	SW - Pth - Stormwater - Arthur Street detention - 788646	50,000.00	9,810.05
Stormwater	SW - Pth Stormwater CCTV - 788661	-	183.04
Stormwater	Lfd - 57-59 Hobhouse St Longford - 704226	-	5,414.00
	<b>Grand Total</b>	<b>21,983,189.00</b>	<b>16,923,737.61</b>



Technical Datasheet

# Kempower Satellite

Version 2

**The Kempower Satellite DC charging system is the optimal solution for public charging and other sites that need multiple fast charging outputs.**

The Satellites are connected to the Power Unit or Station Charger. One Power Unit can simultaneously provide energy for up to 8 DC charging outputs with 800 VDC systems and up to 6 outputs with Adaptive Voltage systems covering both 400 and 800 VDC charging.

The maximum available charging power of the system is 600 kW, depending on the Power Unit version. Each output can deliver 400 kW to the charging Satellite.

The Satellite is available with an integrated energy meter, showing the amount of energy the charger has provided after the start of the charging session.

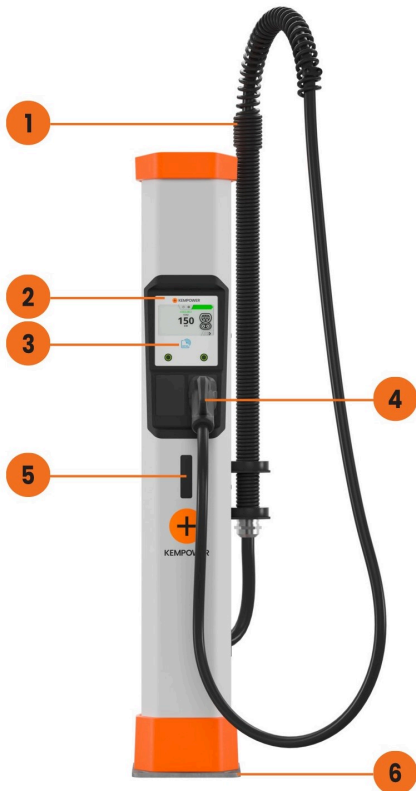


Maximum charging power

Up to **400 kW**

Number of Satellites in the system

**1-8**



- 1 Charging cable support system
- 2 7" touch screen display
- 3 RFID reader
- 4 Vehicle connector
- 5 Energy meter window
- 6 Mounting flange



**Advanced cable support system for premium user experience**



**Easy-to-use, intuitive user menu on a 7" touch screen display**



**On-screen QR code for following the charging status on your mobile phone**



**Kempower advanced charging Satellite system with up to 8 simultaneous charging outputs**



**Cabling distance between the Power Unit and Satellites up to 80 meters**



**Advanced charging control and customization with Kempower ChargeEye**

## Product code interpretation

### ST•C•5•C•S•M•C0

Kempower Satellite Version 2 • 1 x CCS2 connector • 5 m charging cable • 200 A cable current • standard user interface • DC energy meter • unbranded

Item	Code	Description
Product type	ST	Kempower Satellite Version 2
Vehicle connector type	C	CCS2
	CC	2 x CCS2
	CD	CCS2 & CHAdeMO
	X	CCS2/CHAdeMO Allows up to 16 outputs per Power Unit, max. 8 outputs charging simultaneously
Charging cable length	5	5 m
	7	7 m
Nominal charging cable current	B	125 A (CHAdeMO)
	C	200 A (CCS2)
	D	250 A (CCS2)
	E	300 A/500 A <sup>[1]</sup> (CCS2)
User interface and payment	S	Standard user interface
	O	Payter Apollo: Contactless payment with online PIN entry and verification
	P	Payter P66: Only contactless payments, no strong customer authentication (SCA) possibility
	W	Worldline Valina: Contactless payment with online PIN entry and verification, chip and magnetic stripe reader
Meter	M	Certified DC energy meter
Equipment stop	E	Equipment stop button
Branding options	C0	Unbranded: roof and base in black color, no stickers
	Cn	Branded: number (n) indicates branding, e.g. C8

<sup>[1]</sup> 500 A (max. 10 min) in +25 °C with a single charging output (only single cable satellite). Requires at least 3 output terminals connected together at the Power Unit, and a specific hardware configuration.  
375 A (continuous) in +25 °C with double charging outputs or vehicle connector type X. Requires at least 2 output terminals connected together at the Power Unit, and a specific hardware configuration.

## General electrical specifications

DC charging connector options	CCS2 IEC 62196-3, CHAdeMO
Voltage	Max. 1000 VDC
Standby power	25 W



## Environmental specifications

Operating temperature	-30...+50 °C
Derating	Charging cable pin temperature limits charging current. For other limiting variables, see the applicable Power Unit datasheet.
Storage temperature	-40...+60 °C
Ambient air humidity	< 95% relative humidity
Enclosure rating	IP54, IK10 (IK09 for the payment terminal)

## Connections and protocols (via Power Unit or Station Charger)

WiFi	802.11 b/g/n (2.4/5 GHz)
Cellular/GPS	LTE-FDD, LTE-TDD, WCDMA, GSM
Ethernet	RJ45, IEEE 802.3/802.3u
OCPP	1.6j/2.0.1
Connectivity	Kempower ChargeEye solution
CCS2	DIN 70121:2012, ISO 15118:2013, ISO 15118:2010
CHAdeMO	0.9/1.0
Authentication methods	RFID: ISO 14443A, ISO 15693, ISO 14443B (STM SRI512) Customer backend via OCPP Payment terminal AutoCharge ISO 15118-2 Plug & Charge

## Electrical connections (between Satellite and Power Unit)

DC power cable per vehicle connector (terminals 2 x 150 mm <sup>2</sup> per pole)
Control cable 24 VDC
Control bus cable

## Electrical protections

Vehicle connector pin temperature monitoring
--



## Product codes

Product code	Charging outputs	Vehicle connector	Simul. charging with 2 outputs	Max. charging current	Charging power at 400 VDC	Charging power at 800 VDC	Weight
<b>Product codes with 5 m charging cables</b>							
ST•C•5C•S	1	CCS2	N/A	200 A	80 kW	160 kW	76 kg
ST•C•5D•S	1	CCS2	N/A	250 A	100 kW	200 kW	104 kg
ST•C•5E•S	1	CCS2	N/A	300 A/ 500 A <sup>[1]</sup>	120 kW/ 200 kW	240 kW/ 400 kW	109 kg
ST•CC•5C•S	2	2 x CCS2	Yes	2 x 200 A	2 x 80 kW	2 x 160 kW	109 kg
ST•CC•5D•S	2	2 x CCS2	Yes	2 x 250 A	2 x 100 kW	2 x 200 kW	164 kg
ST•CD•5CB•S	2	CCS2 & CHAdEMO	Yes	200 A & 125 A	80 kW & 50 kW	160 kW & 100 kW	106 kg
ST•CD•5DB•S	2	CCS2 & CHAdEMO	Yes	250 A & 125 A	100 kW & 50 kW	200 kW & 100 kW	134 kg
ST•CD•5EB•S	2	CCS2 & CHAdEMO	Yes	300 A/ 375 A <sup>[1]</sup> & 125 A	120 kW/ 150 kW & 50 kW	240 kW/ 300 kW & 100 kW	139 kg
ST•X•5EB•S	2	CCS2/ CHAdEMO	No	300 A/ 375 A <sup>[1]</sup> & 125 A	120 kW/ 150 kW & 50 kW	240 kW/ 300 kW & 100 kW	139 kg

[1] 500 A (max. 10 min) in +25 °C with a single charging output (only single cable satellite). Requires at least 3 output terminals connected together at the Power Unit, and a specific hardware configuration.  
375 A (continuous) in +25 °C with double charging outputs or vehicle connector type X. Requires at least 2 output terminals connected together at the Power Unit, and a specific hardware configuration.

**Note:** Versions with 7 m charging cables: Change 5 to 7 in the product code, e.g. from STC5CS to STC7CS. Add 2 kg to the weight.

**Note:** Versions with a payment terminal: Change S to O or P or W in the product code, e.g. STC5CS to STC5CO or STC5CP or STC5CW.

**Note:** Versions with DC energy meters: Add M in the product code, e.g. STC5CSM.

## Compliance to standards

IEC 61851-1  
IEC 61851-23  
IEC 61851-21-2

## Options

Payment terminal	<p>Payter Apollo: Contactless payment with online PIN entry and verification</p> <p>Payter P66: Only contactless payments, no strong customer authentication (SCA) possibility</p> <p>Worldline Valina: Contactless payment with online PIN entry and verification, chip and magnetic stripe reader</p>
Equipment stop button	
Customized branding	<p>Branding options, such as custom colors and stickers</p> <p>Contact Kempower for availability, pricing, and minimum order quantity</p>

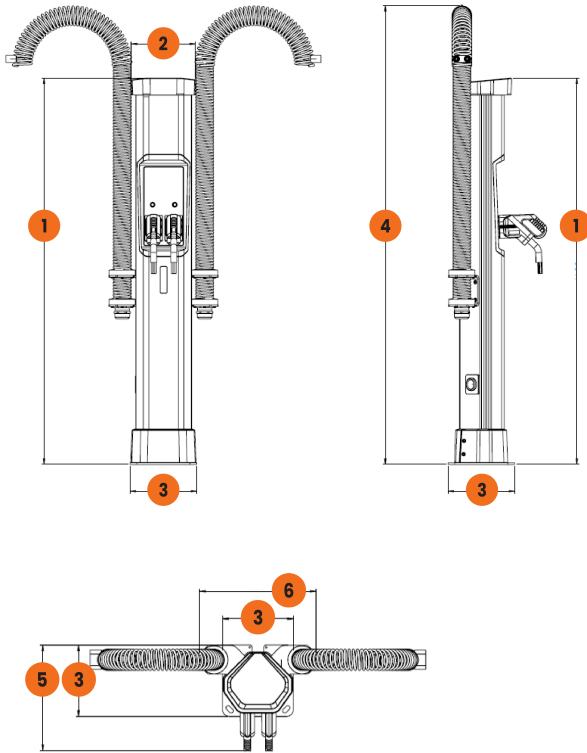


## Mechanical dimensions

Size (W x H x D)

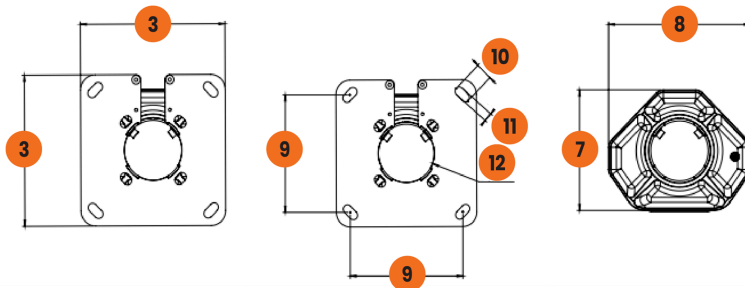
300 x 1738 x 300 mm

### Satellite with two DC charging outputs

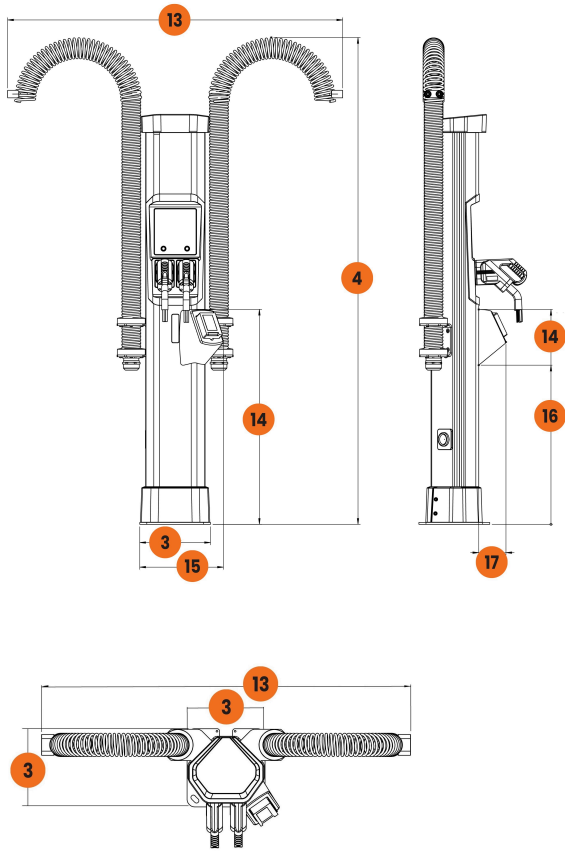


Footprint of standard installation flange

Footprint with mounting tube

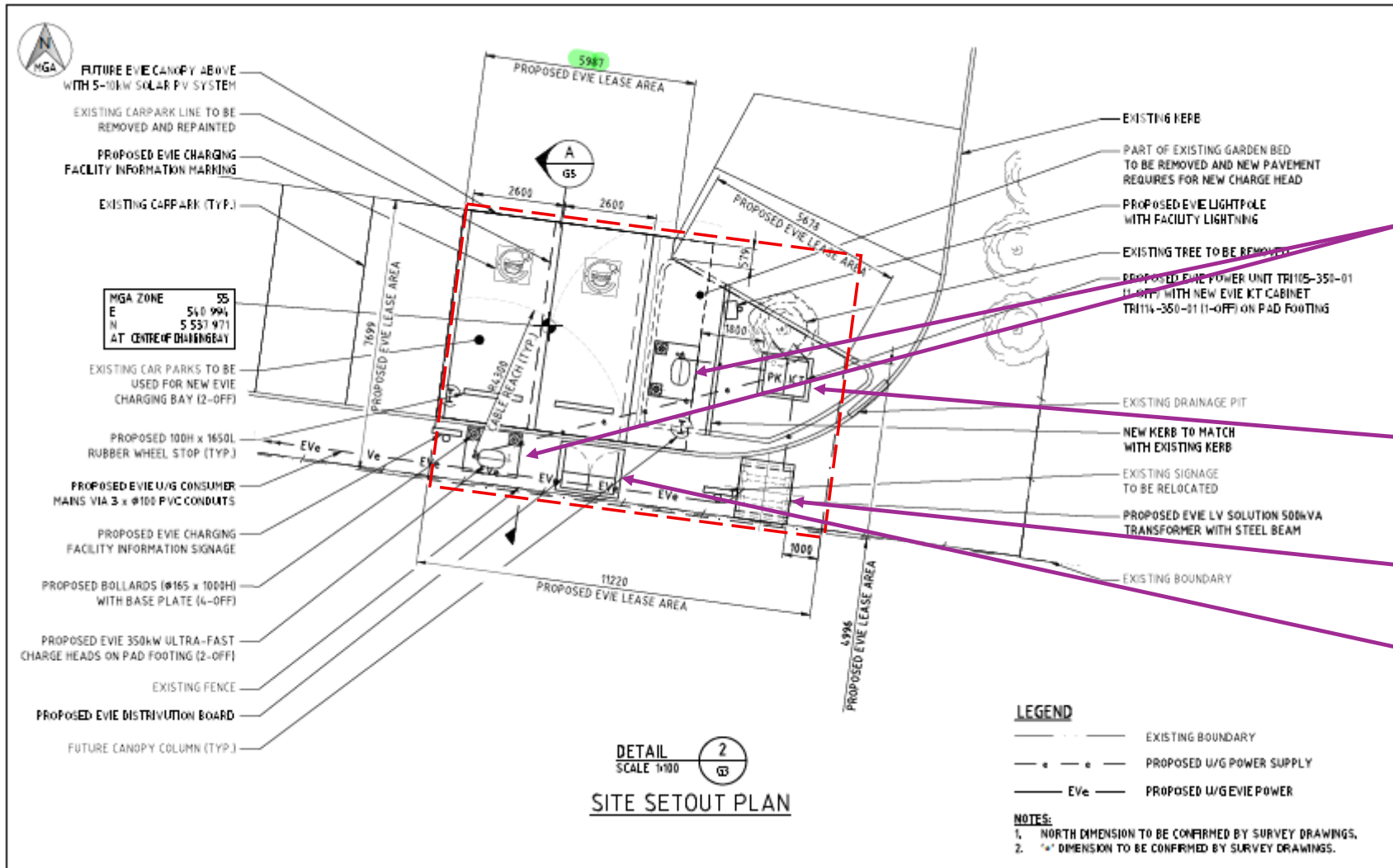


**Satellite with two DC charging outputs and payment terminal**



1	1738 mm	6	493 mm	11	18 mm	16	675 mm
2	289 mm	7	239 mm	12	120 mm	17	115 mm
3	300 mm	8	294 mm	13	1420 mm		
4	2100...2400 mm	9	240 mm	14	911 mm		
5	444 mm	10	36 mm	15	354 mm		

3 Commonwealth Lane,  
Campbell Town, TAS 7210



**Equipment Refresh in Leased Area**

- Remove 2 x Tritium chargers
- Install 6 x single arm Kempower satellite chargers fronting each bay.
- Existing charger footing to be extended from 2 to 6 bays with each satellite placed in the middle of the bays.
- Remove the ICT / Rectifier Unit
- Install 1 x Kempower 503 Power Unit cabinet (in place of the Tritium Rectifier Unit). The Power Unit will be installed on the existing footing - no footing modifications are required.
- Remove the existing 1 x Evie LV transformer (TMC) and replace with new Switch board.
- Replace existing distribution board with Kempower satellite charger

Note: New Cable runs and conduits will be run to support the upgrade, cable path to be agreed with the council.

 **Existing Leased Area**

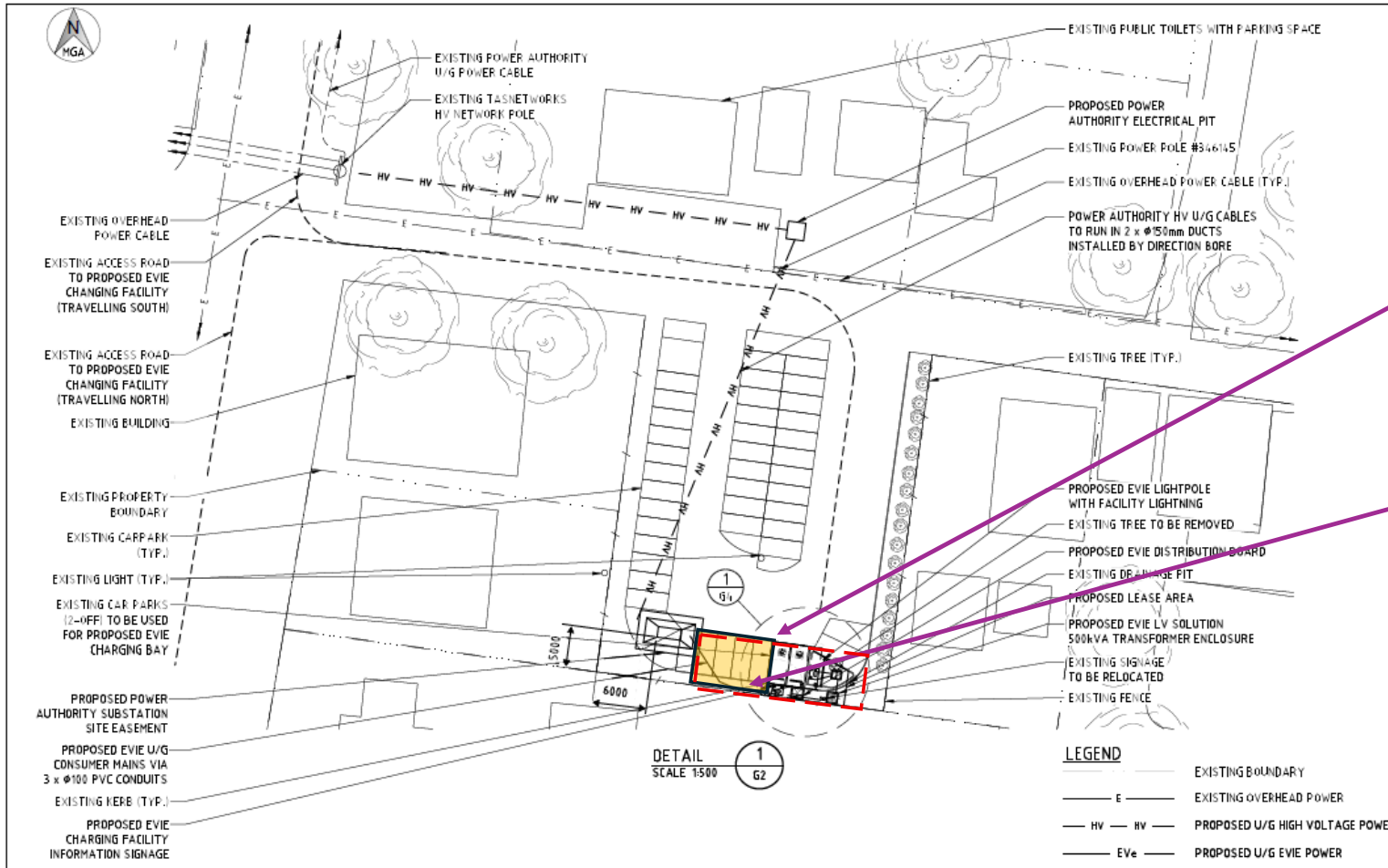
**3 Commonwealth Lane,  
Campbell Town, TAS 7210**

**Leased Area proposed  
Expansion**

- Expand Leased Area to include 4 x additional bays + the garden bed directly fronting these bays to house chargers.
- Remove trees from garden bed to house satellite chargers.
- Move the trees that are pulled out to vacant garden bed on eastern fence line.
- Install 4 x additional Kempower Satellites.
- Line mark additional charging bays to meet the branding of the existing charging bays.
- Adjust signage to capture the additional charging bays.

Note: A design montage (true life depiction) will be provided to the council upon agreement of additional space.

**Proposed  
Expanded Leased  
Area**



# Kempower Charging Units

- Single Arm Units – like the one on the right in this image will be used at this site to make use of existing in-ground infrastructure.

**The Kempower Satellite DC charging system is the optimal solution for public charging and other sites that need multiple fast charging outputs.**

The Satellites are connected to the Power Unit or Station Charger. One Power Unit can simultaneously provide energy for up to 8 DC charging outputs with 800 VDC systems and up to 6 outputs with Adaptive Voltage systems covering both 400 and 800 VDC charging.

The maximum available charging power of the system is 600 kW, depending on the Power Unit version. Each output can deliver 400 kW to the charging Satellite.



## Renewables, Climate and Future Industries Tasmania

Department of State Growth  
4 Salamanca Place, Hobart TAS 7000  
GPO Box 536, Hobart TAS 7001 Australia  
Phone 1800 030 688 Fax (03) 6233 5800  
Email [info@stategrowth.tas.gov.au](mailto:info@stategrowth.tas.gov.au) Web [www.recfit.tas.gov.au](http://www.recfit.tas.gov.au)  
Your Ref: / Our Ref: D25/347859



Des Jennings  
General Manager  
Northern Midlands Council  
Email: [council@nmc.tas.gov.au](mailto:council@nmc.tas.gov.au)

Dear Mr Jennings

I am writing to you to express support for Evie's proposed refresh and expansion of its electric vehicle charging station in Campbell Town. Evie received funding from the Tasmanian Government, through its ChargeSmart Electric Vehicle Charging Grants Program in 2018-19, to support the installation of their EV chargers in Campbell Town.

The Tasmanian Government has supported the development of the Tasmanian statewide EV charging network through ChargeSmart. Campbell Town is a critical location in our statewide charging network. It is a key destination on the Midland Highway for drivers to rest, refresh, and recharge their vehicles.

An updated and expanded site can encourage more EV drivers to visit Campbell Town, and support travel around our state.

I encourage Northern Midlands Council to support Evie's plans for its Campbell Town EV chargers.

Yours sincerely

A handwritten signature in cursive script that reads "S. Russell".

Sarah Russell  
Director, Climate Change

12 December 2025



Work Club, 2 Locomotive Street, Eveleigh NSW 2015  
14/333 Collins Street, Melbourne 3000  
4/410 Queen Street, Brisbane 4000  
info@evie.com.au  
evie.com.au

# Campbell Town EV Charging Site Upgrade Community Consultation Summary Report

## Prepared for: Northern Midlands Council

Proponent: Fast Cities Australia Pty Limited t/a Evie Networks

Site: Commonwealth Lane Car Park, Campbell Town

Proposal: Expansion of EV charging infrastructure from 2 bays to 6 bays

## 1. Introduction and Purpose

This Community Consultation Summary Report has been prepared by Evie Networks to document and summarise the feedback received during consultation relating to the proposed upgrade and expansion of the electric vehicle (EV) charging facility at Campbell Town. The report is intended to support Northern Midlands Council in its assessment of the proposal by clearly outlining community sentiment, key issues raised, and the level of support demonstrated through consultation.

## 2. Consultation Methodology

Consultation was undertaken through a combination of in person engagement and written submissions.

The consultation activities consisted of:

- Briefing & Question and Answer session with the Campbell Town District Committee on Tuesday 3 March 2026.

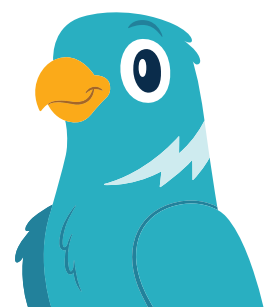
The committee members were appreciative of the briefing but had no specific questions or comments for Evie.

- A community consultation session was held in Campbell Town, during which attendees were invited to provide written feedback.

Additional written submissions were received via email from EV users and members of the wider Tasmanian community who regularly travel through Campbell Town.

A total of sixteen (16) written submissions directly relevant to the Campbell Town proposal were received and reviewed as part of this report. All submissions were considered equally, regardless of length or format.

# ON THE EV ROAD TOGETHER





Work Club, 2 Locomotive Street, Eveleigh NSW 2015  
14/333 Collins Street, Melbourne 3000  
4/410 Queen Street, Brisbane 4000  
info@evie.com.au  
evie.com.au

### 3. Profile of Respondents

Respondents to the consultation included:

- Frequent EV drivers travelling between Hobart and Launceston
- Residents of Hobart, Launceston, the North West and North East of Tasmania
- Visitors who regularly stop in Campbell Town to access amenities and services

Many respondents indicated longterm EV ownership and regular use of the Campbell Town charging site.

### 4. Overall Consultation Outcome

All sixteen (16) consultation responses expressed clear support for the proposed upgrade and expansion of the Campbell Town EV charging site. No objections or submissions opposing the proposal were received.

Support was consistently framed in terms of improved reliability, increased capacity, economic benefit to Campbell Town, and alignment with the growth of electric vehicle adoption in Tasmania.

### 5. Key Themes Identified

#### 5.1 Strategic Importance of the Site

Respondents unanimously identified Campbell Town as a strategically critical EV charging location on the Midlands Highway. Its central position, proximity to amenities, and suitability as a rest stop were repeatedly highlighted as reasons the site should be strengthened rather than constrained.

#### 5.2 Capacity Constraints and Reliability Issues

The most frequently raised issue related to the limitations of the existing two-bay configuration. Respondents described regular queues, unreliable equipment, and difficulty relying on the site during peak travel periods. These issues were consistently cited as justification for the proposed expansion.

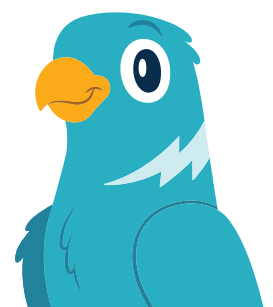
#### 5.3 Support for Expansion to Six Bays

All respondents supported expansion to six charging bays. Several submissions noted that while four bays may address some immediate issues, six bays would better future-proof the site given increasing EV uptake across Tasmania.

#### 5.4 Economic and Community Benefits

Many respondents explicitly linked reliable EV charging infrastructure with increased visitation and spending in Campbell Town. Cafes, bakeries, retail stores, parks and public amenities were frequently mentioned as beneficiaries of longer EV dwell times.

# ON THE EV ROAD TOGETHER





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 14/333 Collins Street, Melbourne 3000  
 4/410 Queen Street, Brisbane 4000  
 info@evie.com.au  
 evie.com.au

### 5.5 Parking Considerations

Parking impacts were acknowledged in a number of submissions. However, respondents generally considered these impacts to be minor and manageable, noting that EV charging bays also function as parking spaces and may reduce demand for surrounding on-street parking.

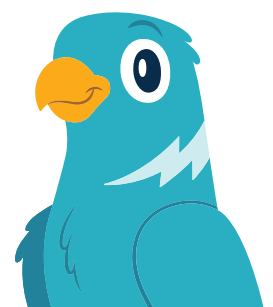
### 6. Summary of Issues Raised

Issue	Number of Submissions	Summary of Feedback
Support for expansion to 6 bays	16 of 16	Unanimous support for the proposed upgrade
Strategic importance of site	16 of 16	Identified as critical Midlands Highway charging location
Congestion and queues	14 of 16	Frequent waiting times reported
Reliability of existing chargers	13 of 16	Existing equipment described as unreliable
Economic benefit to town	13 of 16	Increased spending at local businesses
Parking impacts	7 of 16	Acknowledged but considered manageable

### 7. Conclusion

The consultation undertaken for the Campbell Town EV charging site upgrade demonstrates overwhelming and consistent community support. Feedback received clearly indicates that the proposed expansion is necessary, appropriate, and aligned with community expectations and transport trends. The absence of objections and the strength of the supporting submissions indicate that the proposal is viewed as a positive outcome for EV users, local businesses, and the broader Campbell Town community.

# ON THE EV ROAD TOGETHER





Work Club, 2 Locomotive Street, Eveleigh NSW 2015  
14/333 Collins Street, Melbourne 3000  
4/410 Queen Street, Brisbane 4000  
info@evie.com.au  
evie.com.au

### Appendix A – Anonymized Consultation Quotes

“Campbell Town is the critical charging point on the Midlands Highway and urgently needs more capacity.”

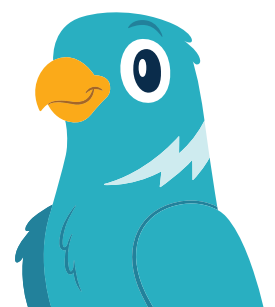
“The current chargers are often full or not working, which forces drivers to avoid the town altogether.”

“Expanding to six bays is well overdue and will future-proof the site as EV numbers grow.”

“Reliable chargers mean we stop, eat, and spend money locally instead of driving straight through.”

“Any parking impacts are minor compared to the benefits this upgrade will bring to the town.”

## ON THE EV ROAD TOGETHER





## 16 WORKS REPORTS

### 16.1 PROPOSED SPEED LIMIT REDUCTION: HOBART ROAD - KERRY LODGE BRIDGE TO YOUNGTOWN MUNICIPAL BOUNDARY

*Responsible Officer:* Maree Bricknell, Acting General Manager

*Report prepared by:* Trent Atkinson, Project & Building Compliance Manager

#### MINUTE NO. 25/324

##### DECISION

Cr Adams/Cr McCullagh

That Council request the Transport Commissioner to consider reducing the speed limit on Hobart Road from 80km/h to 60km/h from Kerry Lodge Bridge to the Youngtown municipal boundary.

Carried

*Voting for the Motion:*

Mayor Knowles, Deputy Mayor Lambert, Cr Adams, Cr Brooks, Cr McCullagh and Cr Terrett

*Voting Against the Motion:*

Cr Andrews, Cr Archer and Cr Goss

*Mayor Knowles adjourned the Council Meeting for the meal break at 6.25pm and advised that following the meal break, Council would return to Closed Council.*

#### RECOMMENDATION

That Council request the Transport Commissioner to consider reducing the speed limit on Hobart Road from 80km/h to 60km/h from Kerry Lodge Bridge to the Youngtown Municipal boundary.

#### 1 PURPOSE OF REPORT

The purpose of this report is for Council to consider a reduction of the speed limit on Hobart Road from 80km/h to 60 km/h from Kerry Lodge Bridge to the Youngtown Municipal boundary in connection with soon to commence Shared Pathway for that area.

#### 2 INTRODUCTION/BACKGROUND

The existing speed limit along Hobart Road is 100 km/h, reducing to 80 km/h at Kerry Lodge Bridge. It further decreases to 60 km/h at the Northern Midlands Council Municipal boundary at Youngtown.

Council is nearing the commencement of Stage one (1) of the Hobart Road Shared Pathway Project. This stage begins at the municipal boundary with the City of Launceston at Youngtown and extends south along Hobart Road. Where feasible, the pathway will be separated from the roadway within Councils Road reserve to enhance safety and user experience.

For most of stage one (1), the shared pathway is adjoined to the road and separated by kerb and channel. A bicycle barrier is also incorporated in the design. Decreasing the speed in this area would create a safer environment for all users.

Future stages of the project will see the pathway continue within the Department of State Growth's road reserve, subject to their approval. These stages aim to connect seamlessly with the existing shared pathway at Breadalbane, completing a key active transport link within the region.

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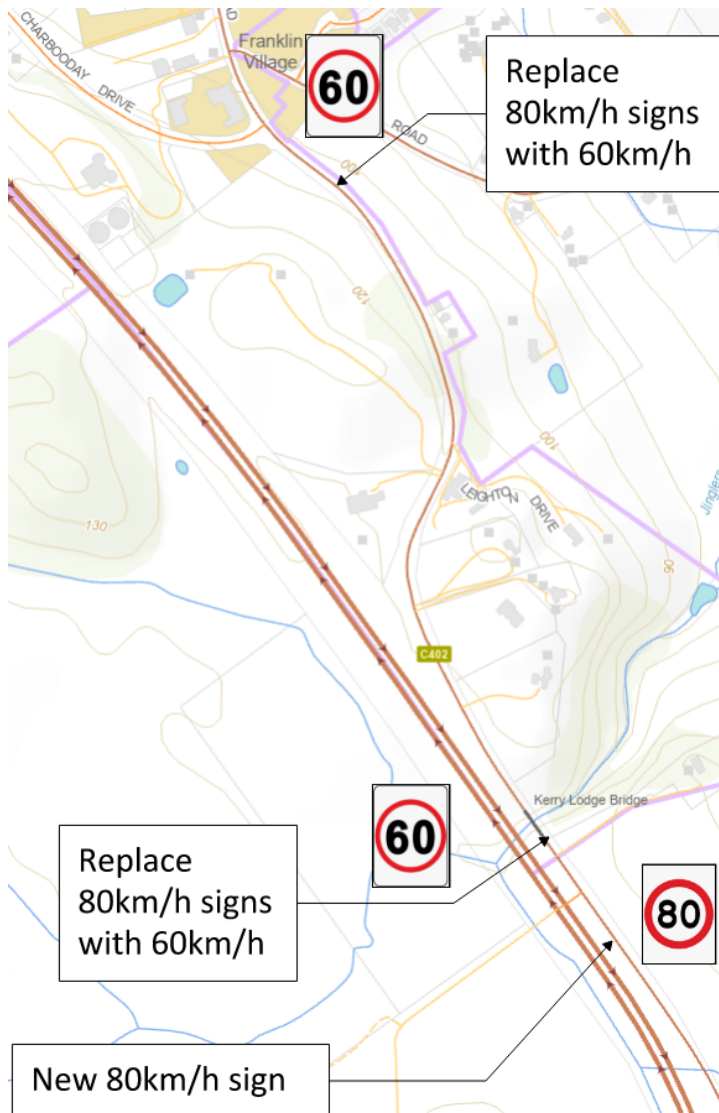


The proposed speed reduction over the (approximately )1km distance would increase travel time by 15 seconds if travelling at the limit.

Speed limits in Tasmania are the responsibility of the Department of State Growth, and any changes need to be approved by the Transport Commissioner. Council may request the Transport Commissioner to review speed limits.

**2.1 Proposed New 60km/h zone**

Plan below shows the locations of the proposed new 60km/h zone:



**3 STRATEGIC PLAN & INTEGRATED PRIORITY PROJECTS PLAN**

**3.1 Strategic Plan 2021-2027**

The Strategic Plan 2021-2027 provides the guidelines within which Council operates.



**Progress: Economic health and wealth - grow and prosper**

**Strategic Project Delivery - Build Capacity for a Healthy Wealthy Future**

**Strategic outcomes:**

2.1 Strategic, sustainable, infrastructure is progressive

### 3.2 Integrated Priority Projects Plan 2021

This plan has been developed with a coordinated perspective to align with local, regional, state and federal plans. Rather than grouping projects by town or assembling a long list of 'nice to have' projects, this plan takes a Council-wide view of needs and opportunities in relation to the strategic investment drivers in the region. This matter has relevance to:

#### **Enabling Project/s:**

*Projects which are considered to be incrementally important – usually by improving existing facilities or other complementary upgrades to infrastructure (does not include Council's business as usual projects including renewal and maintenance of existing assets)*

#### 5.1 Recreation - Shared Pathways:

*Development of shared pathways for pedestrians and cyclists along major roads, including Old Hobart Road (Breadalbane roundabout to Youngtown); Breadalbane roundabout to Launceston Airport; Illawarra Road (Pateena /Illawarra Road intersection to Longford); Leighlands Road; Cressy Road (Cressy to Longford).*

## 4 POLICY IMPLICATIONS

N/A

## 5 STATUTORY REQUIREMENTS

The Following Acts and Legislation has relevance to this matter:

- *Local Government Highways Act 1982*
- *Vehicle and Traffic Act, 1999*

## 6 FINANCIAL IMPLICATIONS

Estimated cost of replacing existing signage is \$1,000.

## 7 RISK ISSUES

Research consistently shows that reducing speed limits significantly lowers the risk and severity of crashes. A reduction of 20 km/h can greatly improve safety outcomes, particularly for vulnerable road users such as pedestrians and cyclists. Lower speeds increase driver reaction time and reduce stopping distances, which is especially important in areas with increased activity from shared pathway users and turning vehicles.

## 8 CONSULTATION WITH STATE GOVERNMENT

Discussions with the Department of State Growth regarding this section of road have previously taken place. The speed limit reduction in the area was considered in consultation with State Growth and based on recommendations from a Traffic Engineer as part of a development approval issued in 2016.

At that time, Traffic Officer at DSG provided the following response:



*"On review we are not supportive of lowering the regulatory speed limit to 60km/h through this section. Given the road environment, it is unlikely to be credible to drivers over the entire length.*

*It is noted that the access is within the reverse curve section where the geometry restricts vehicle speeds and the approaches are signed with 65km/h advisory speeds. There is also the turn lane provided and assuming majority of traffic will be right in and left out from and to the City the mitigation of the advisory speed and concealed entrance signage is considered satisfactory"*

There was no proposed shared pathway as part of that development back in 2016.

## 9 COMMUNITY CONSULTATION

Requests from local businesses which operate in this section of road have been received.

## 10 OPTIONS FOR COUNCIL TO CONSIDER

1. Reduce the speed limit from 80km/h to 60km/h.
2. Do not reduce the speed limit and leave the limit on this section of road to at 80km/h.
3. Propose an alternative speed limit for this section of road.

## 11 OFFICER'S COMMENTS/CONCLUSION

With the anticipated increase in pedestrian and cyclist activity resulting from the new shared pathway, and concerns raised regarding vehicle movements, particularly turning into local businesses, a reduction in speed limits along Hobart Road would contribute to a safer environment for all road users. Lower speeds improve reaction times and reduce the severity of potential incidents, supporting Councils commitment to promoting active transport and public safety.

While the Department of State Growth did not support a speed limit reduction in this area during discussions held in 2016, the evolving inclusion of pedestrian infrastructure warrants a renewed consideration of traffic conditions as part of Councils due diligence to ensure safety.

## 12 ATTACHMENTS

1. Hobart Road Shared Pathway - Stage 1 Plans [16.1.1 - 4 pages]
2. Redacted Letter No. 1 [16.1.2 - 3 pages]
3. Redacted Letter No. 2 [16.1.3 - 1 page]

**Trent Atkinson**

---

**From:** Howatson, Donald <Donald.Howatson@stategrowth.tas.gov.au>  
**Sent:** Friday, 20 March 2026 7:24 AM  
**To:** Trent Atkinson  
**Subject:** FW: Request to Reduce Speed Limit - Hobart Road Kerry Lodge Bridge to Charbooday Drive

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Hi Trent,

Thank you for your email regarding the speed limit along Hobart Road between the Kerry Lodge Bridge and the existing 60 km/h speed limit signs, some 200 metres to the south of Charbooday Drive, Youngtown.

In order to be effective, speed limits need to be realistic and credible. The speed limit should reflect the road characteristics and environment so that its justification is self-evident to motorists. Experience has shown that arbitrarily low speed limits attract poor levels of compliance regardless of the amount of enforcement.

A primary consideration in speed limit setting is the level of roadside development along the route, as this provides an indication of the likelihood of through traffic coming into conflict with vehicles turning on or off the road. The number of accesses along this section of Hobart Road is below the threshold where a 60 km/h speed limit would be considered.

However, given the road alignment, which includes a reverse curve with a 65 km/h advisory speed, and the anticipated increase in pedestrian and cyclist activity associated with the forthcoming construction of the new shared pathway, it is considered that reducing the speed limit from 80 to 70 km/h would be justified.

If Council could confirm that it would be satisfied with the amended proposal to implement a 70 km/h speed limit along this section of Hobart Road, I will make arrangements for a formal approval to be issued.

Regards, Donald.

**Donald Howatson** | Manager Traffic Engineering  
 Network Management | Department of State Growth  
 76 Federal Street, North Hobart TAS 7000 | GPO Box 536, Hobart TAS 7001  
 Phone: (03) 6166 3327 | Mobile: 0408 098 207  
[www.stategrowth.tas.gov.au](http://www.stategrowth.tas.gov.au)

---

**From:** Trent Atkinson <[trent.atkinson@nmc.tas.gov.au](mailto:trent.atkinson@nmc.tas.gov.au)>  
**Sent:** Wednesday, 10 December 2025 1:13 PM  
**To:** info stategrowth <[info@stategrowth.tas.gov.au](mailto:info@stategrowth.tas.gov.au)>  
**Cc:** Maree Bricknell <[maree.bricknell@nmc.tas.gov.au](mailto:maree.bricknell@nmc.tas.gov.au)>; Leigh McCullagh <[leigh.mccullagh@nmc.tas.gov.au](mailto:leigh.mccullagh@nmc.tas.gov.au)>; Sarah Casey (ADDC) <[sarah@addconsulting.com.au](mailto:sarah@addconsulting.com.au)>  
**Subject:** Request to Reduce Speed Limit - Hobart Road Kerry Lodge Bridge to Charbooday Drive

Good Afternoon State Growth,

**Request to Reduce Speed Limit - Hobart Road, Kerry Lodge Bridge to Charbooday Drive**

Council is requesting a reduction in the speed limit on Hobart Road from Kerry Lodge Bridge to Charbooday Drive, located near the municipal boundary of Northern Midlands and the City of Launceston.

The current speed limit is 80 km/h, and we propose reducing it to 60 km/h. Advisory signage for 65 km/h is currently in place within the proposed area.

Please refer to the endorsed Council report attached for further details.

Council is also working with the Department of State Growth on future stages of the shared pathway project, to improve connectivity through to Breadalbane.

For your consideration, we have attached the following documents:

- Council Report including Decision
- Design Plans
- Two Supporting Letters

Should you require any further information or wish to discuss this request, please do not hesitate to contact me.

Kind Regards

*Trent Atkinson*



Project & Building Compliance Manager | Northern Midlands Council  
Council Office, 13 Smith Street (PO Box 156), Longford Tasmania 7301  
T: (03) 6397 7303 | F: (03) 6397 7331  
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**Charles Berryman Reserve – Existing Toilet Facilities - Photos**



Toilet Facility Looking West



Male Entry



Male Toilet



Male Change Room



Female Toilet



Toilet Facility Looking East



Female Change Room



Toilet Facility Looking North

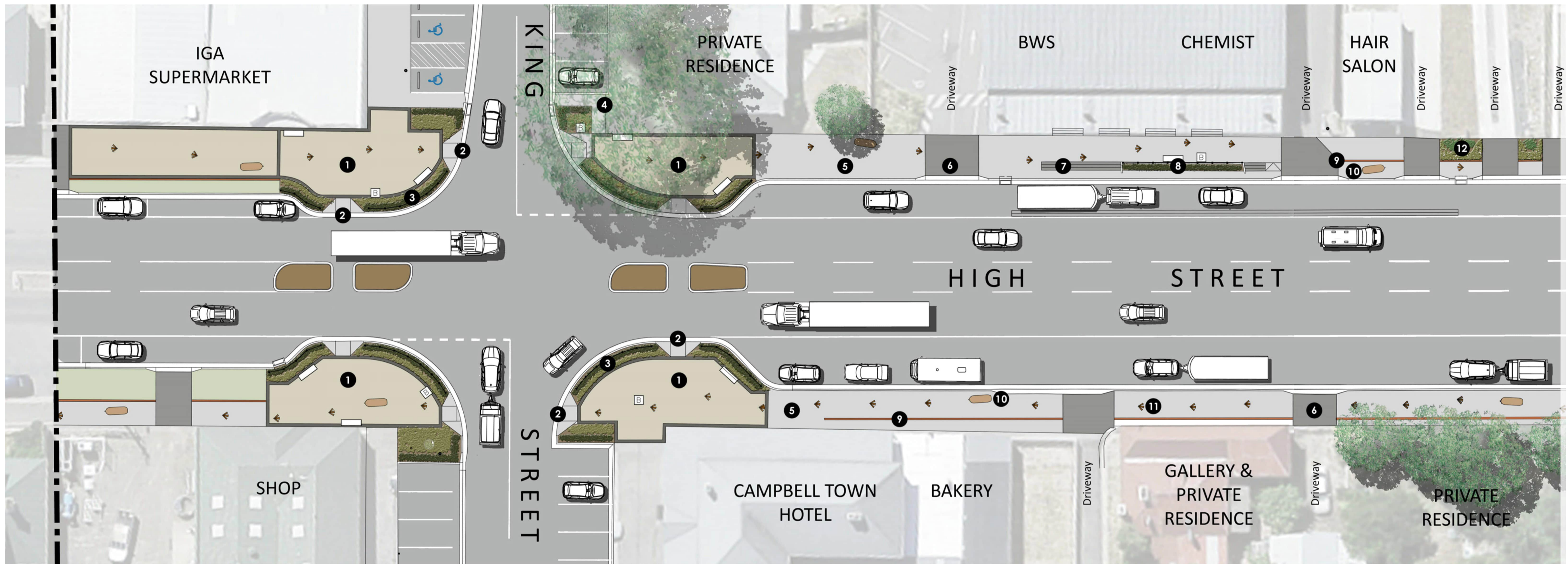


# CAMPBELL TOWN STREETSCAPE DEVELOPMENT

Northern Midlands Council invites you to share your feedback on the design for Stage 2 of the Campbell Town Streetscape Development project.

Stage 2 will upgrade High Street between King Street and the Esplanade in Campbell Town. Works include widening the footpath on High Street, upgrading parking areas and installing new pedestrian crossings to improve accessibility for all.

## STAGE 2 - KING STREET INTERSECTION



- |  |                                     |                                   |
|--|-------------------------------------|-----------------------------------|
| 1 Hardstand area with new street furniture and pavement            | 5 Existing footpaths to be replaced | 9 Convict brick trail             |
| 2 Pedestrian crossings to be upgraded                              | 6 Existing driveways to be replaced | 10 Ship motifs to be installed    |
| 3 Landscaping and fencing to be installed                          | 7 Existing steps to be replaced     | 11 Convict arrows to be installed |
| 4 Concrete footpath to link car parking areas with crossing points | 8 Landscaping to be installed       | 12 Landscaping to be installed    |



For further information on this project, please scan the QR code, call Sarah on **0418 828 896** or email [council@nmc.tas.gov.au](mailto:council@nmc.tas.gov.au)

*This project is jointly funded by the Northern Midlands Council and the Australian Government's Priority Community Infrastructure Program.*



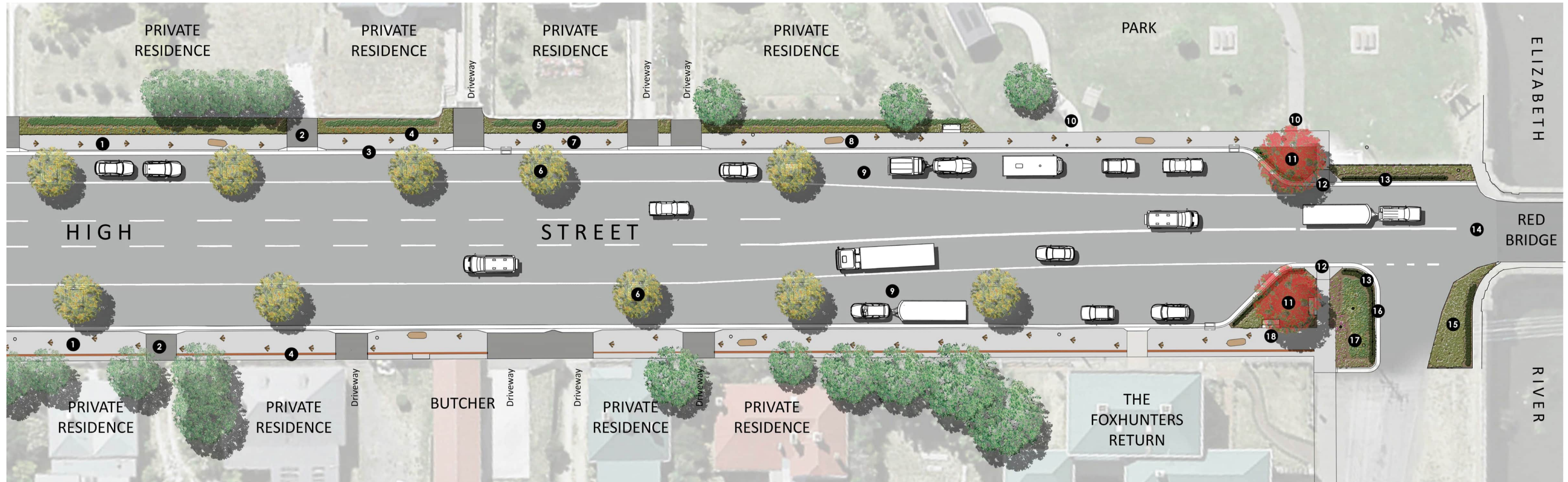


# CAMPBELL TOWN STREETSCAPE DEVELOPMENT

Northern Midlands Council invites you to share your feedback on the design for Stage 2 of the Campbell Town Streetscape Development project.

Stage 2 will upgrade High Street between King Street and the Esplanade in Campbell Town. Works include widening the footpath on High Street, upgrading parking areas and installing new pedestrian crossings to improve accessibility for all.

## STAGE 2 - THE ESPLANADE INTERSECTION



- |                                     |  |   |   |
|-------------------------------------|--|---|---|
| 1 Existing footpath to be replaced  | 6 Existing street trees to be retained | 11 New signature street trees to be planted | 16 New kerb and gutter                  |
| 2 Existing driveways to be replaced | 7 Convict arrows to be installed       | 12 Pedestrian crossing to be upgraded       | 17 Landscaping to be installed          |
| 3 New kerb and gutter               | 8 Ship motifs to be installed          | 13 Landscaping and fencing to be installed  | 18 New street furniture to be installed |
| 4 Convict brick trail               | 9 Unmarked parking area                | 14 Works to end before Red Bridge           |   |
| 5 Landscaping to be installed       | 10 Existing footpaths to be retained   | 15 Landscaping to be installed              |   |



For further information on this project, please scan the QR code, call Sarah on **0418 828 896** or email [council@nmc.tas.gov.au](mailto:council@nmc.tas.gov.au)

*This project is jointly funded by the Northern Midlands Council and the Australian Government's Priority Community Infrastructure Program.*





**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

**Document Control**

Version:	Prepared By:	Position:	Date:	Reviewed By:	Position:	Date:	Authorised By:	Position:	Date:
F01	M. Duffy	Senior Associate	10/03/26	J. Garretty	Managing Director	10/03/26	J. Garretty	Managing Director	10/03/26

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| **TRAFFIC ENGINEERS / TRANSPORT PLANNERS / WASTE EXPERTS / ENVIRONMENTAL CONSULTANTS**



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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.

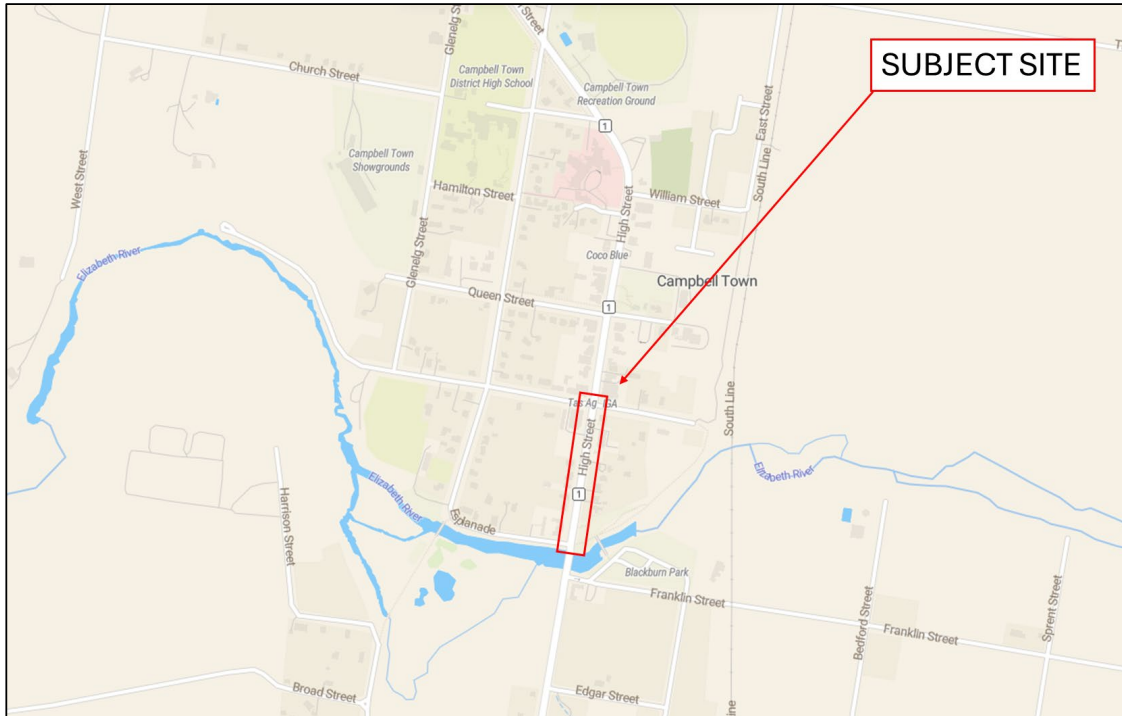
## 2 EXISTING CONDITIONS

### 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.

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.

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.

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



### 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.

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



## 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)



## 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 13<sup>th</sup> February, 2026 between the following times:

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

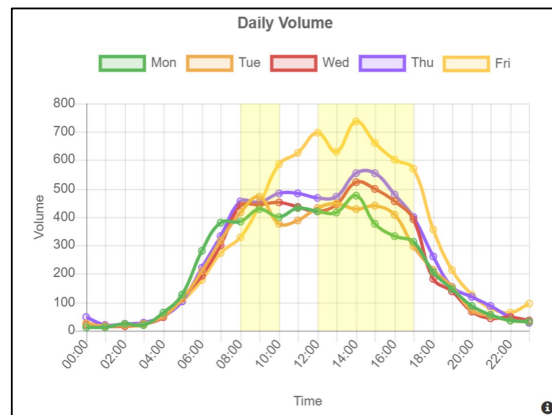
This date was chosen as it did not coincide with any school or public holiday periods or Industry RDOs.

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.

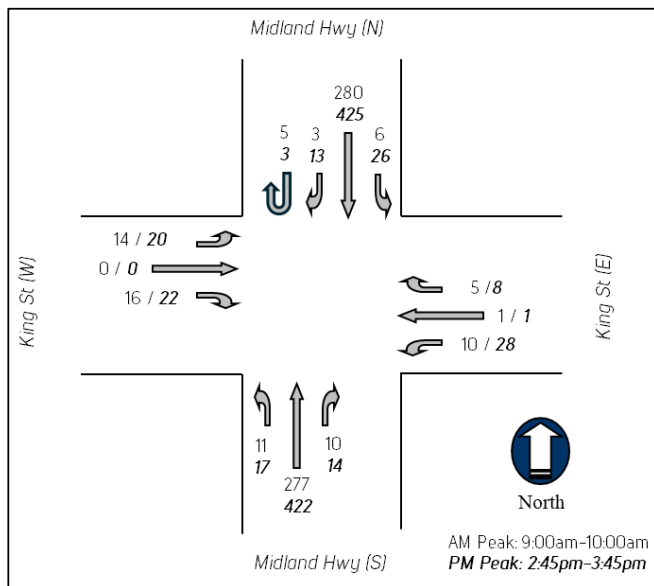
The surveys recorded the peak 1-hour periods of traffic activity at the following times:

- 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%).



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	$50 < d$

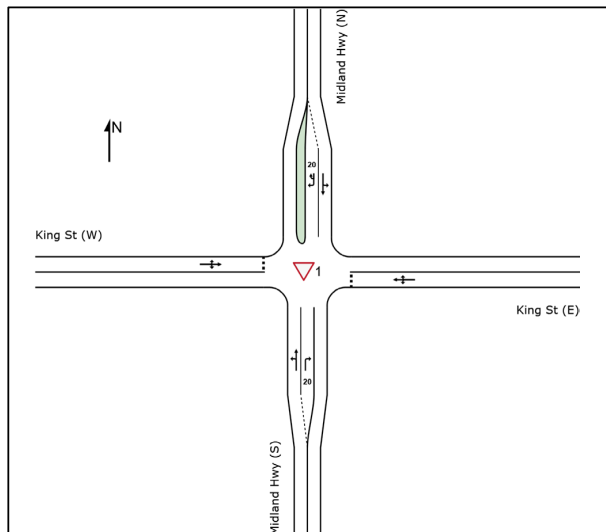
It is important to note that SIDRA provides LOS ratings at sign controlled intersections for individual movements and minor approaches only, as average delay is not a good LOS measure for major road movements with zero delays.

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**



**Table 3 Key SIDRA Outputs – Existing Schematic Layout**

Approach	Movement	AM Peak Period			PM Peak Period		
		D.O.S	95 <sup>th</sup> ile Queue (m)	Average Delay (s) / LOS	D.O.S	95 <sup>th</sup> 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)
<b>Intersection</b>		<b>0.18</b>	<b>1.9</b>	<b>1.2 (N/A)</b>	<b>0.26</b>	<b>3.6</b>	<b>1.7 (N/A)</b>

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.





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

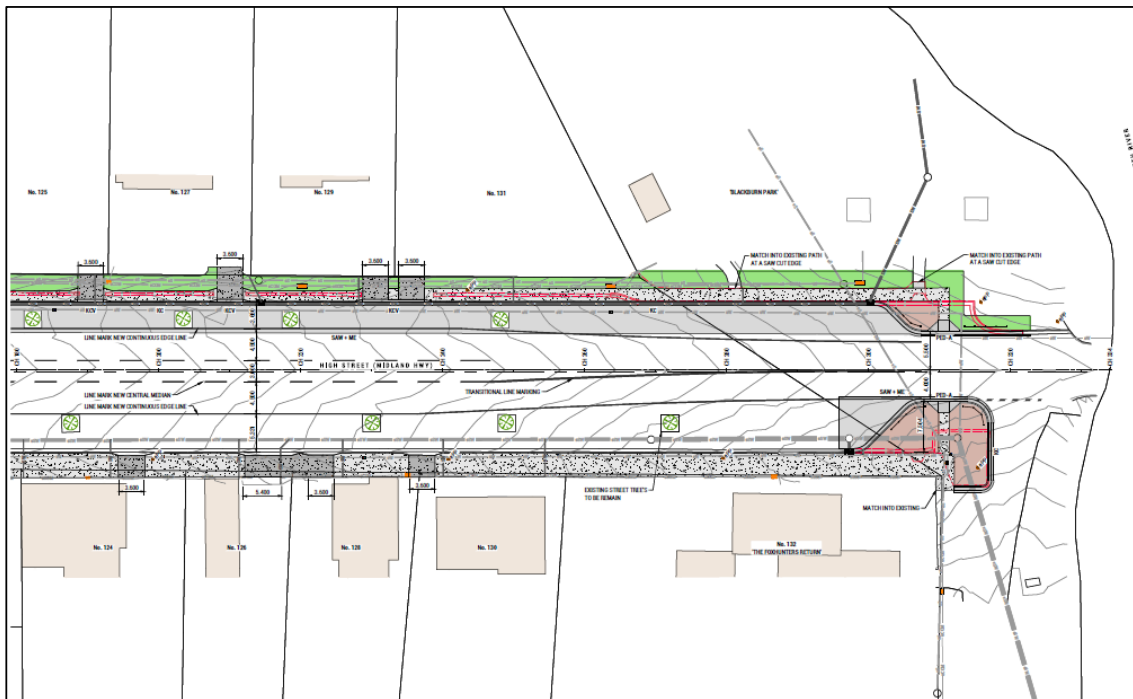
- The widening of the eastern Midland Highway verge and reconstruction of the vehicle crossings to abutting properties;
- The establishment of a new 3 metre wide ghosted median;
- Line-marking new continuous edge lines along the edge of the tree planter boxes to establish a single 4.5 metre wide travel 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.

## 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:

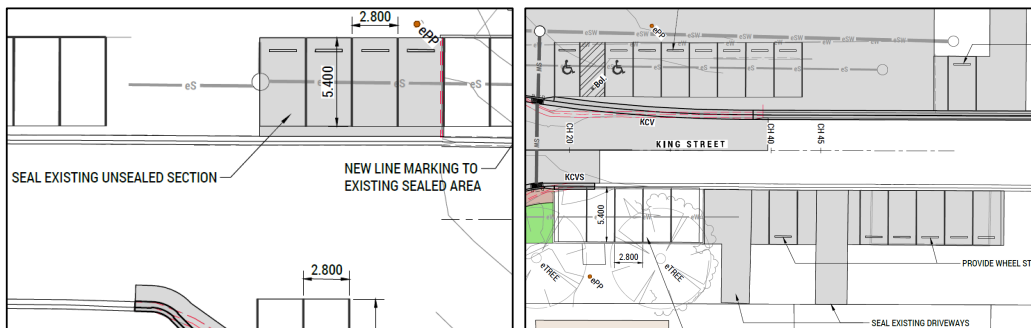
- The parking lane on the western side of Midland Highway south of King Street is shown to have a width of 5.33 metres. This closely aligns with the 5.4 metre length required for 90-degree car parking and could potentially be used as such.

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).



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.



## 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.

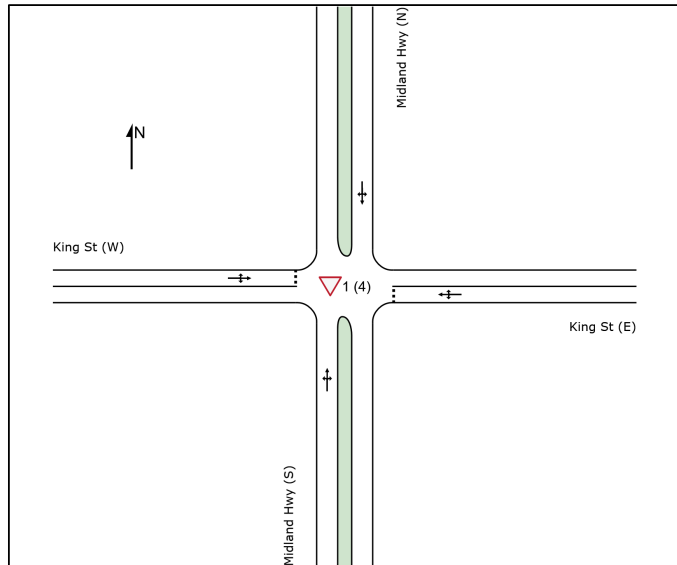
To assess the impact of this change, SALT has again assessed the operation of the intersection under the existing traffic volumes at Figure 13, albeit with the proposed intersection configuration presented in Figure 17.

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 <sup>th</sup> %ile Queue (m)	Average Delay (s) / LOS	D.O.S	95 <sup>th</sup> %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)
	<b>Intersection</b>			<b>0.18</b>	<b>1.9</b>	<b>1.2 (N/A)</b>	<b>1.2 (N/A)</b>	<b>1.3</b>

Peak	Approach	Movement	Existing Layout			Proposed Layout			
			D.O.S	95 <sup>th</sup> ile Queue (m)	Average Delay (s) / LOS	D.O.S	95 <sup>th</sup> 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)	
	<b>Intersection</b>			<b>0.26</b>	<b>3.6</b>	<b>1.7 (N/A)</b>	<b>1.7 (N/A)</b>	<b>2.1</b>	<b>1.4 (N/A)</b>

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 steams) 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 a 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.



## 6 CONCLUSION

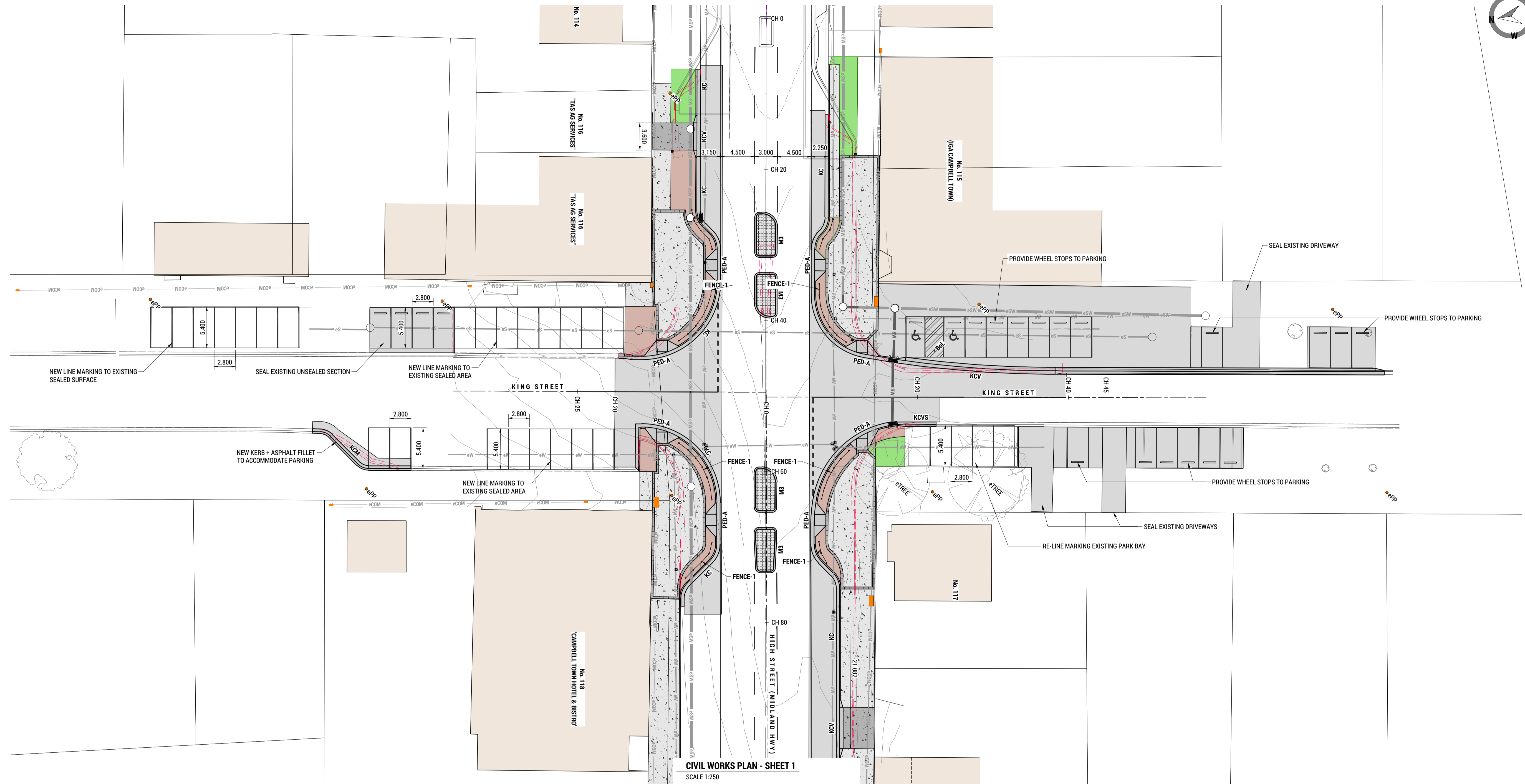
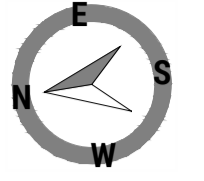
SALT has been engaged by Northern Midlands Council to review the traffic engineering impacts of proposed streetscape works at the intersection of Midland Highway and King Street, and along Midland Highway (between King Street and Red Bridge) in Campbell Town.

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 Cambell 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.

# APPENDIX 1 DEVELOPMENT PLANS





**CIVIL WORKS PLAN - SHEET 1**  
SCALE 1:250

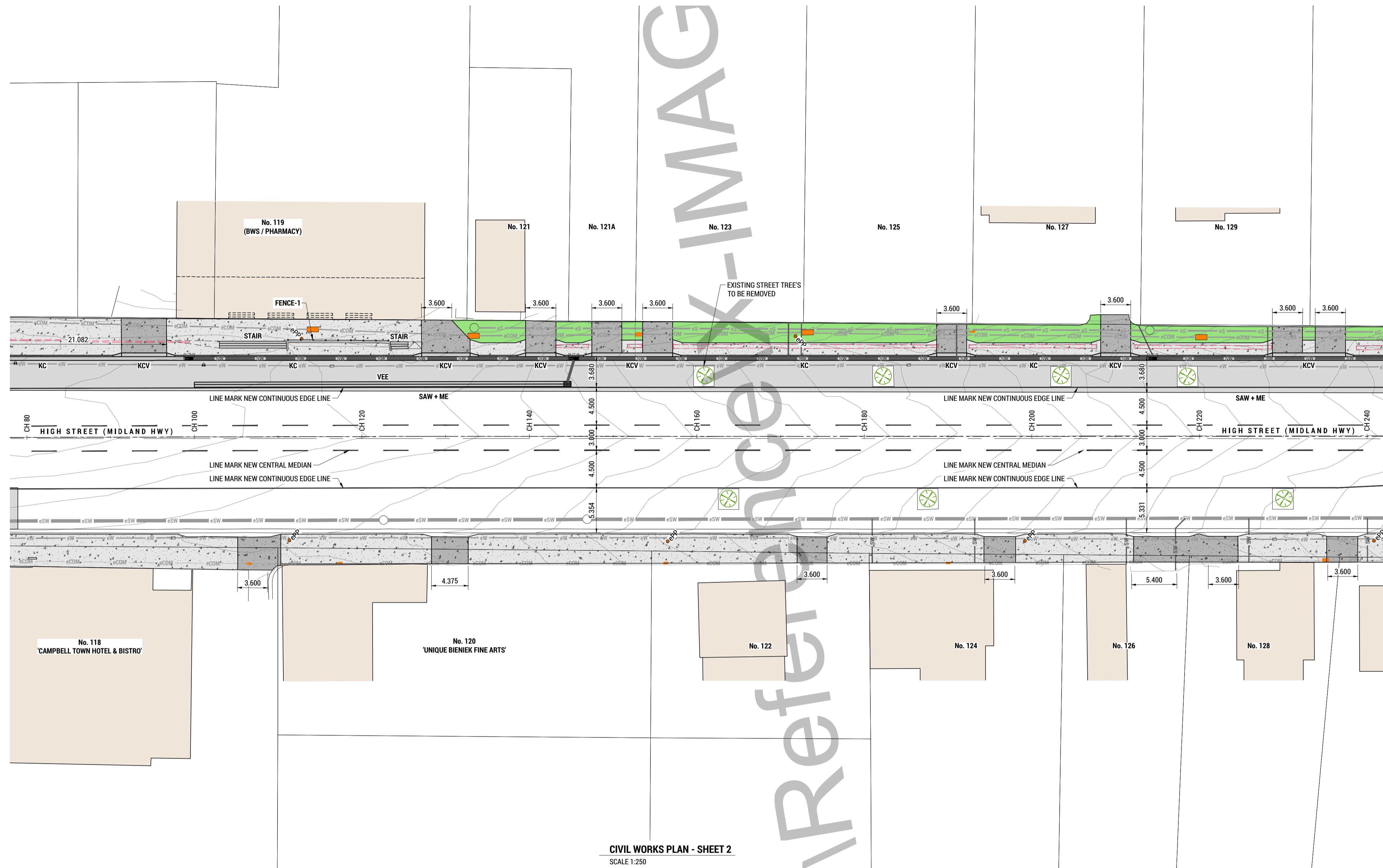
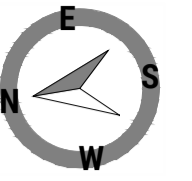
LEGEND	
	HOTMIX - TRAFFICABLE
	CONCRETE - TRAFFICABLE
	CONCRETE - PEDESTRIAN
	PAVER BANDING / TRIM (300 WIDE) - PEDESTRIAN
	GRASSED AREA
	MULCHED LANDSCAPED AREA
	EXISTING KERB TO BE DEMOLISHED
	KERB & CHANNEL
	KERB & CHANNEL VEHICULAR
	KERB & CHANNEL MOUNTABLE
	0.6m WIDE VEE CHANNEL
	DSG MOUNTABLE KERB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



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P. 03 6388 9200

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



**CIVIL WORKS PLAN - SHEET 2**  
SCALE 1:250

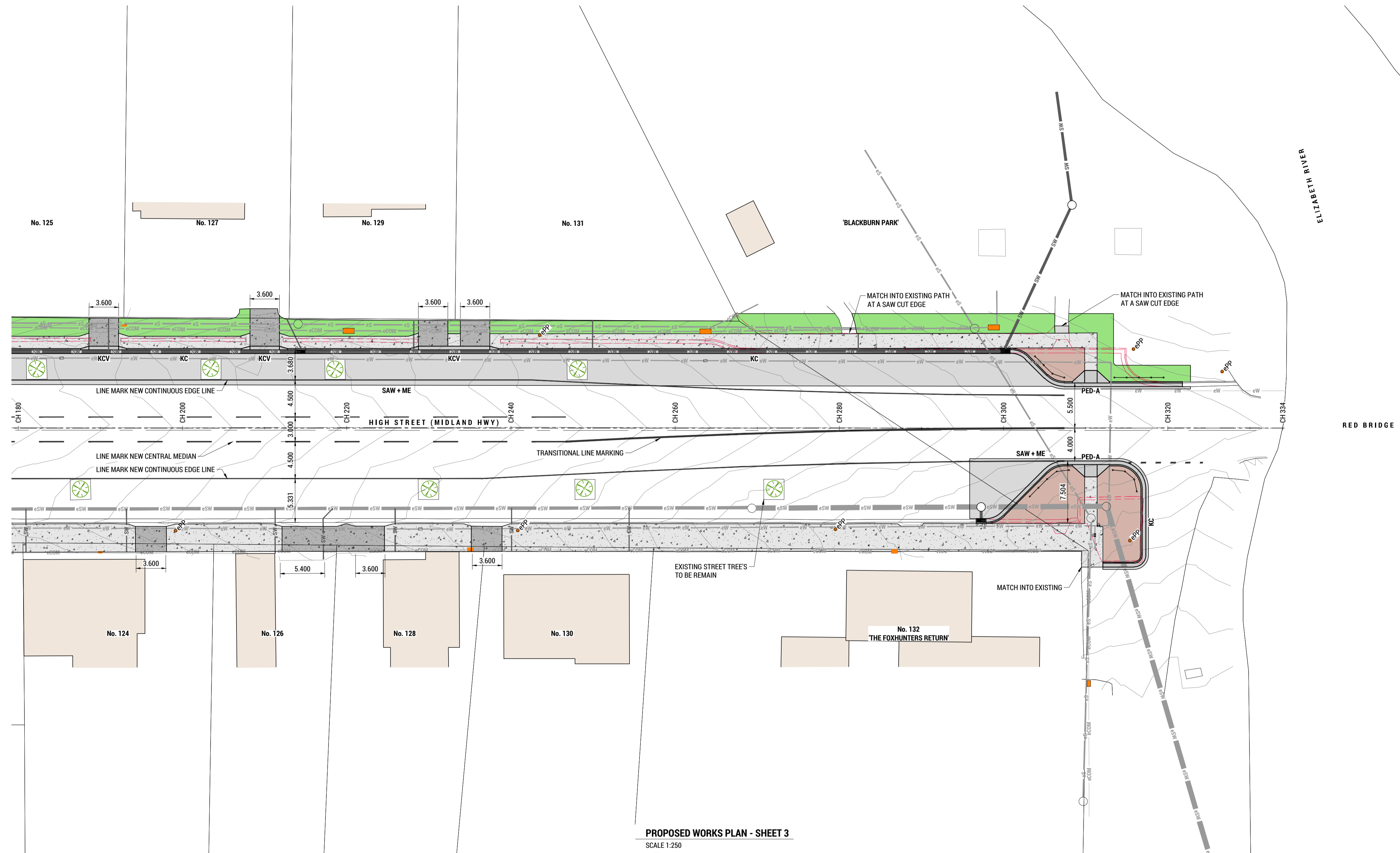
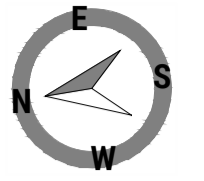
LEGEND			
	HOTMIX - TRAFFICABLE	<b>KC</b>	KERB & CHANNEL
	CONCRETE - TRAFFICABLE	<b>KCV</b>	KERB & CHANNEL VEHICULAR
	CONCRETE - PEDESTRIAN	<b>KCM</b>	KERB & CHANNEL MOUNTABLE
	PAVER BANDING / TRIM (300 WIDE) - PEDESTRIAN	<b>VEE</b>	0.6m WIDE VEE CHANNEL
	GRASSED AREA	<b>M3</b>	DSG MOUNTABLE KERB
	MULCHED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



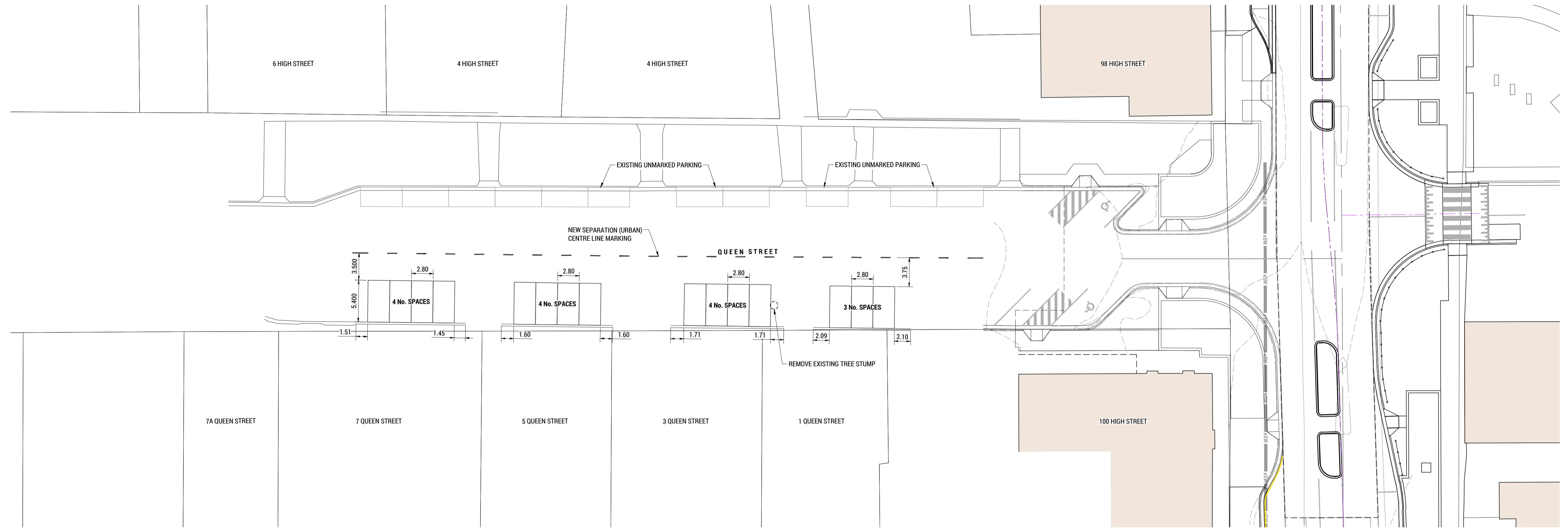
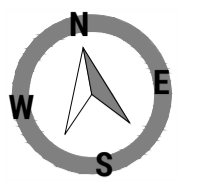
**PROPOSED WORKS PLAN - SHEET 3**  
SCALE 1:250

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



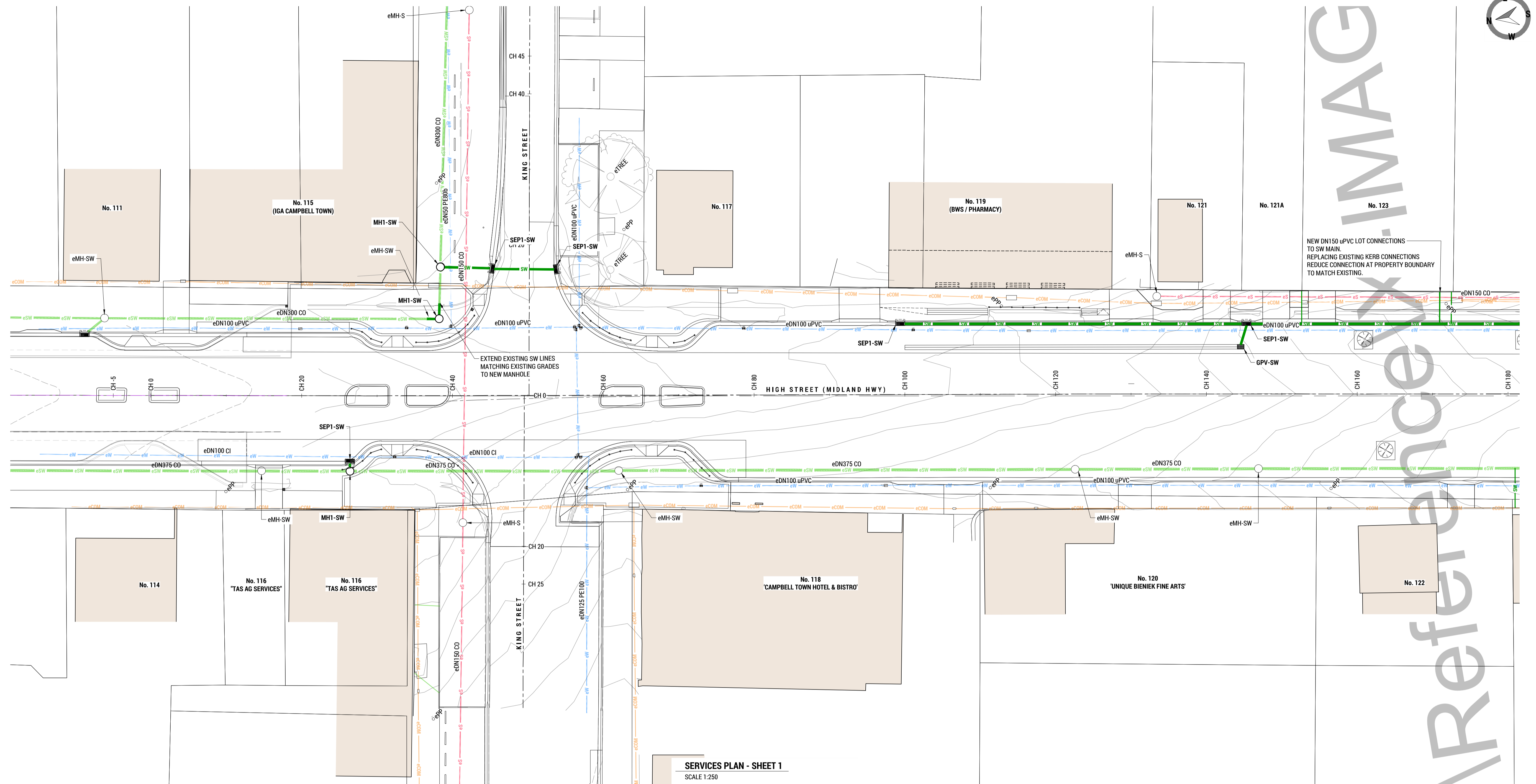
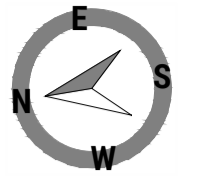
**PROPOSED WORKS PLAN - SHEET 4**  
SCALE 1:250



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



Reference Image

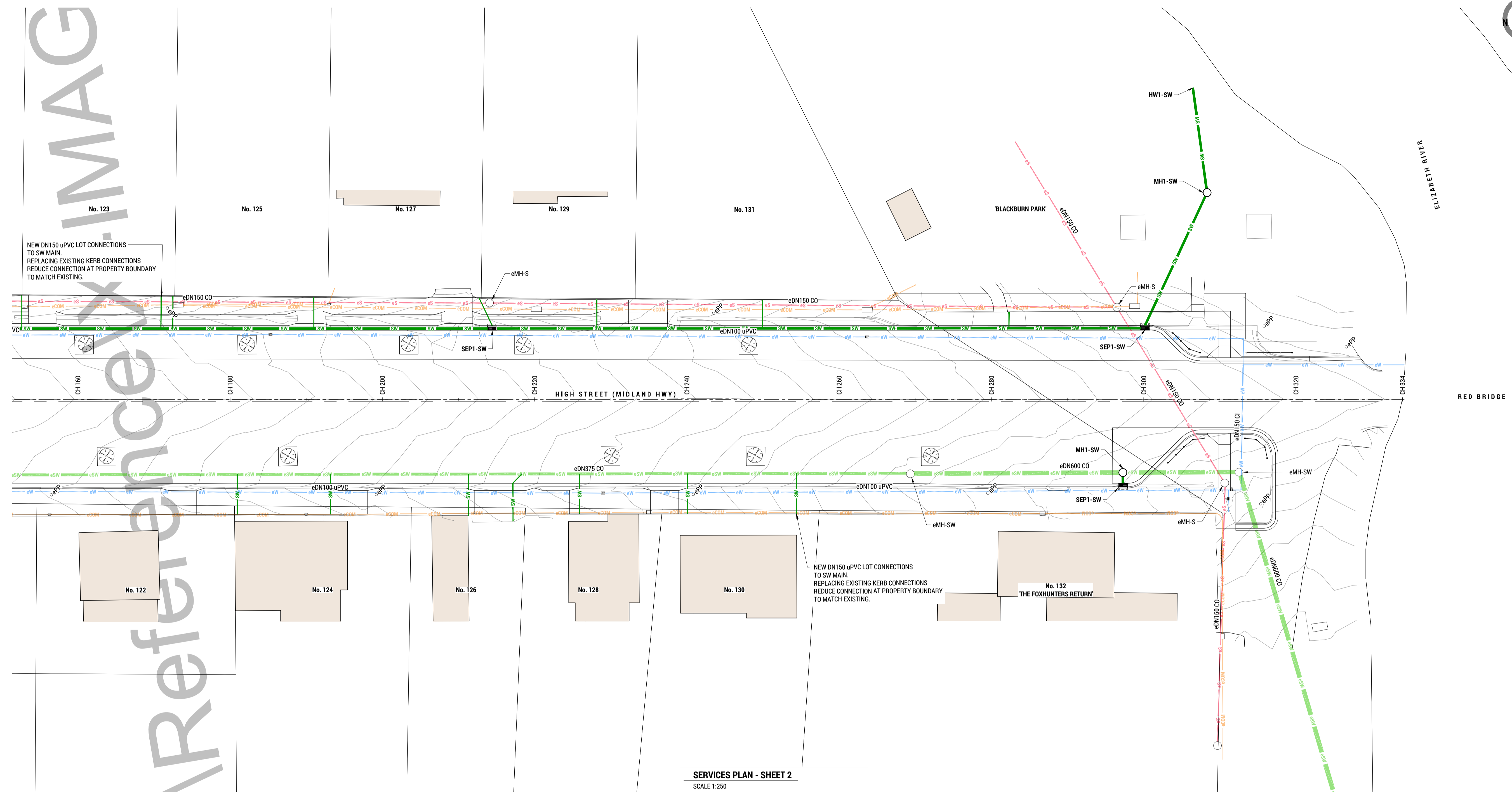
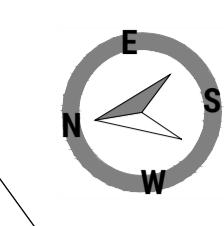
**SERVICES PLAN - SHEET 1**  
SCALE 1:250

LEGEND			
<span style="color: green;">—</span> eSW	EXISTING STORM WATER MAIN	<span style="color: black;">○</span> MH-S	SEWER MANHOLE
<span style="color: green;">—</span> SW	PROPOSED STORM WATER MAIN	<span style="color: black;">○</span> MH-SW	STORM WATER MANHOLE
<span style="color: red;">—</span> eS	EXISTING SEWER MAIN	<span style="color: black;">○</span> SEP-SW	SIDE ENTRY PIT
<span style="color: red;">—</span> S	PROPOSED SEWER MAIN	<span style="color: black;">—</span> HW-SW	HEADWALL
<span style="color: green;">—</span> AG	PROPOSED AG DRAIN	<span style="color: black;">○</span> GPV-SW	GRATED PIT
<span style="color: blue;">—</span> eW	EXISTING WATER MAIN	<span style="color: black;">○</span> GPV-SW	GRATED VEE PIT
<span style="color: blue;">—</span> W	PROPOSED WATER MAIN	<span style="color: black;">○</span> FPP	EXISTING FIRE PLUG
		<span style="color: black;">○</span> SV	EXISTING STOP VALVE
		<span style="color: black;">○</span> WM	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



NEW DN150 uPVC LOT CONNECTIONS TO SW MAIN. REPLACING EXISTING KERB CONNECTIONS. REDUCE CONNECTION AT PROPERTY BOUNDARY TO MATCH EXISTING.

NEW DN150 uPVC LOT CONNECTIONS TO SW MAIN. REPLACING EXISTING KERB CONNECTIONS. REDUCE CONNECTION AT PROPERTY BOUNDARY TO MATCH EXISTING.

SERVICES PLAN - SHEET 2  
SCALE 1:250

**LEGEND**

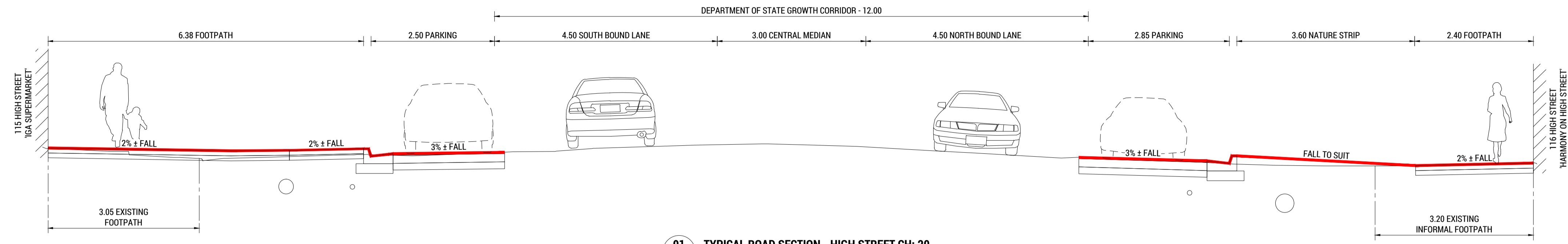
	EXISTING STORM WATER MAIN		SEWER MANHOLE
	PROPOSED STORMWATER MAIN		STORMWATER MANHOLE
	EXISTING SEWER MAIN		SIDE ENTRY PIT
	PROPOSED SEWER MAIN		HEADWALL
	PROPOSED AG DRAIN		GRATED PIT
	EXISTING WATER MAIN		GRATED VEE PIT
	PROPOSED WATER MAIN		EXISTING FIRE PLUG
			EXISTING STOP VALVE
			EXISTING WATER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



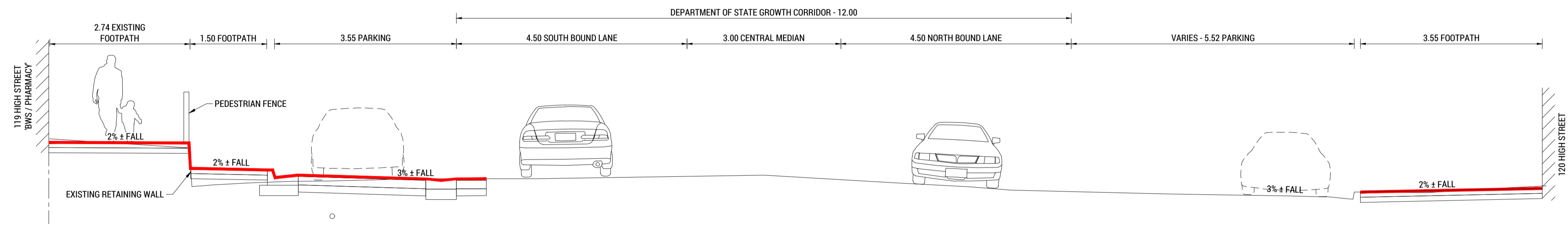
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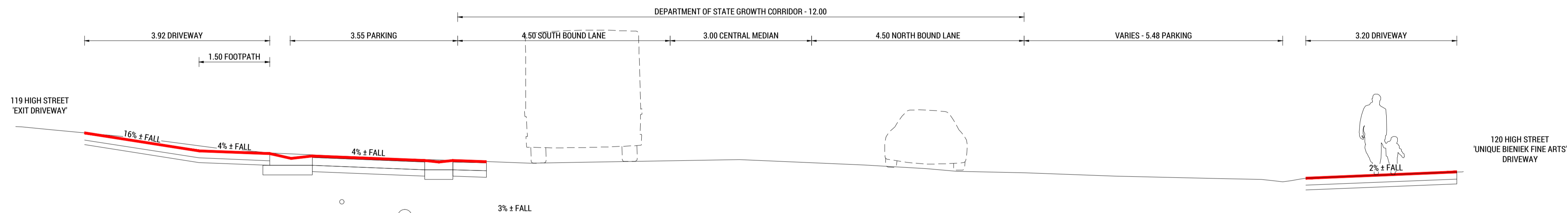
CLIENT: NORTHERN MIDLANDS COUNCIL	TITLE: SERVICES PLAN - SHEET 2
PROJECT: STREETSCAPE	SCALE: 1:250 SHEET SIZE: A1 DWGS IN SET: -
ADDRESS: HIGH ST (QUEEN ST - RED BRIDGE) CAMPBELL TOWN	PROJECT No: 251023 DWG No: CDA12REV: A



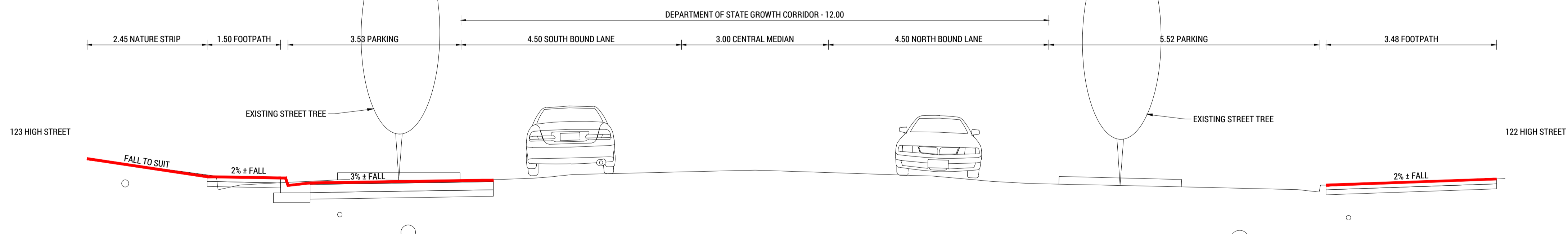
**01 TYPICAL ROAD SECTION - HIGH STREET CH: 20**  
SCALE 1:50



**02 TYPICAL ROAD SECTION - HIGH STREET CH: 120**  
SCALE 1:50



**03 TYPICAL ROAD SECTION - HIGH STREET CH: 130**  
SCALE 1:50



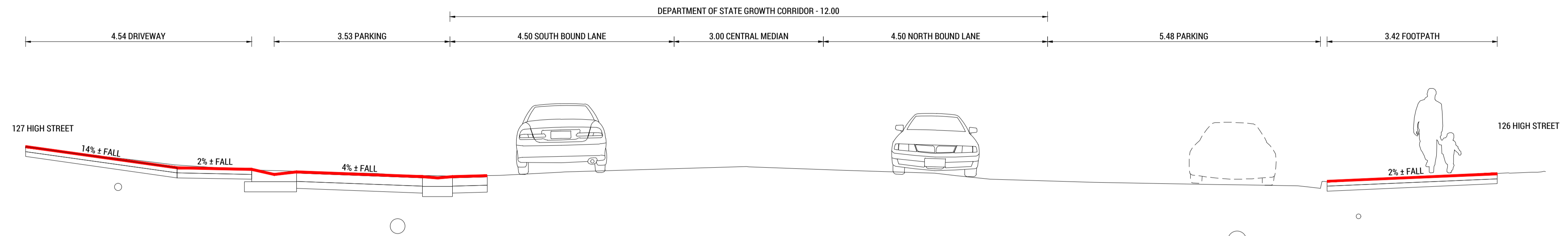
**04 TYPICAL ROAD SECTION - HIGH STREET CH: 160**  
SCALE 1:50



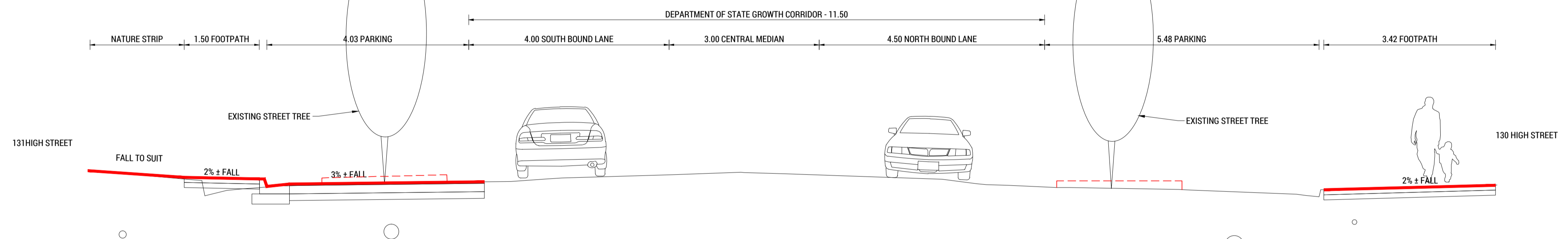
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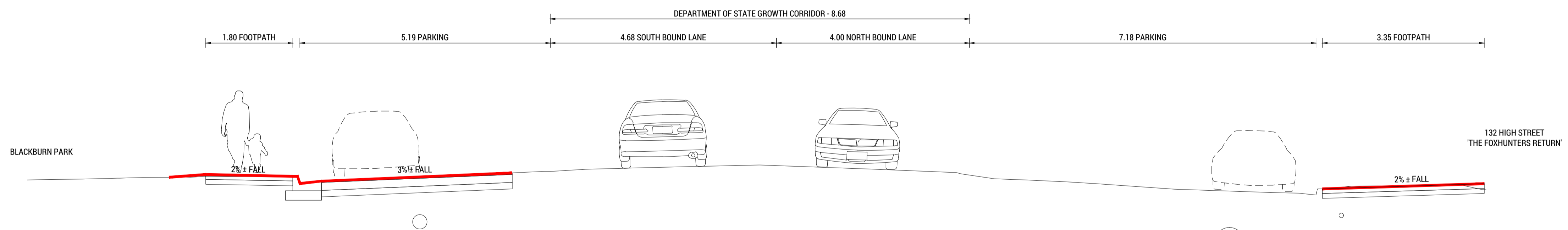
CLIENT: NORTHERN MIDLANDS COUNCIL	TITLE: TYPICAL SECTIONS - SHEET 1
PROJECT: STREETScape	SCALE: 1:50 SHEET SIZE: A1 DWGS IN SET: -
ADDRESS: HIGH ST (QUEEN ST - RED BRIDGE) CAMPBELL TOWN	PROJECT No: 251023 DWG No: CDA22REV: A



**05 TYPICAL ROAD SECTION - HIGH STREET CH: 210**  
SCALE 1:50



**06 TYPICAL ROAD SECTION - HIGH STREET CH: 250**  
SCALE 1:50



**07 TYPICAL ROAD SECTION - HIGH STREET CH: 280**  
SCALE 1:50



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

# APPENDIX 2 SIDRA OUTPUTS



## 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. Stop 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

## 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	Eff. Stop 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	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	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	51.3
Approach			477	6.4	477	6.4	0.252	0.5	NA	0.1	0.4	0.01	0.04	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	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	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	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	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	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	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	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	50.8
Approach			492	5.6	492	5.6	0.257	0.6	NA	0.1	0.5	0.02	0.06	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	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	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	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	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	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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PM

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

## 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. Stop 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	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	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	56.5	
Approach			314	16.1	314	16.1	0.171	0.6	NA	0.1	1.0	0.05	0.07	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	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	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	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	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	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	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	57.1	
Approach			309	12.9	309	12.9	0.164	0.4	NA	0.1	0.7	0.04	0.05	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	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	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	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	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	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

## 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. Stop 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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## **Campbell Town Streetscape Redevelopment - Stage 2 - Traffic Engineering, Additional Information**

Following the Community Consultation Session held in Campbell Town on 12 March 2026, a number of additional matters were referred to the project's engaged Traffic Engineer for further clarification to assist Councillors in making informed decisions. The Traffic Engineer has provided the following responses, which are shown in blue below.

**We have traffic data available for the King Street intersection in your existing report, and have the following questions:**

**Whether there are any relevant standards, guidance, or indicative turning movement thresholds that suggest when a slip lane is warranted:**

The Austroads Guide to Traffic Management Part 6: Intersections, Interchanges & Crossing Management (AGTM6) provides warrants for turn lane treatments on major roads at unsignalised intersections based on through and turning volumes.

Please note however that AGTM6 states that:

*The warrants are based on the construction of intersections on new roads (i.e. Greenfield sites). Therefore, their most appropriate application is to the selection of turn types for intersections on new roads. However, the warrants may also be used:*

- *as a reference for the construction of new intersections on existing roads*
- *as a reference for intervention levels when upgrading existing intersection turn treatments*
- *although not intended for direct application to accesses and driveways, they may be used as a reference for such.*

The subject site is an existing intersection, so the warrants are not strictly applicable, however an assessment against the warrants is presented below for completeness.

AGTM6 presents the warrants for turn lane treatments on a graph, with the red and blue lines representing the boundaries between different turn lane treatments being required.

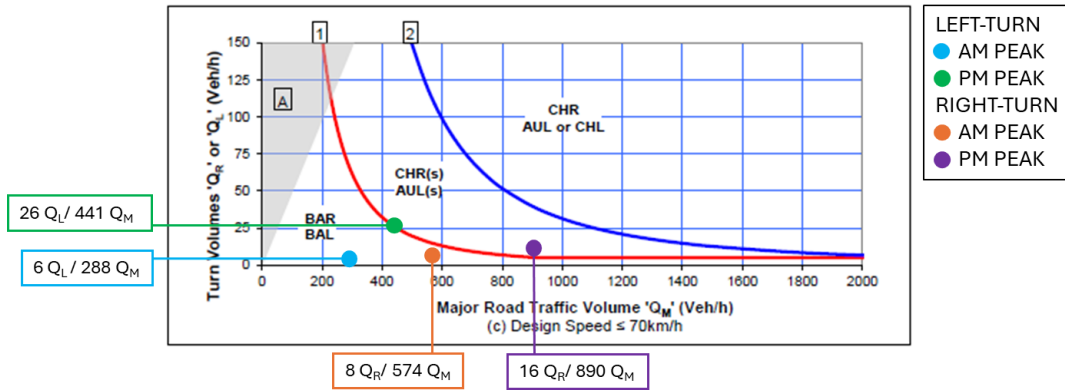
For each major leg at a four-way intersection:

- The requirement for a left-turn lane is based on the left-turn volume (y-axis) against the trailing through and right-turning volumes (x-axis); and
- The requirement for a right-turn treatment is based on the combined right and u-turn volumes (y-axis) against the combination of through and left-turn movements in both directions (x-axis).

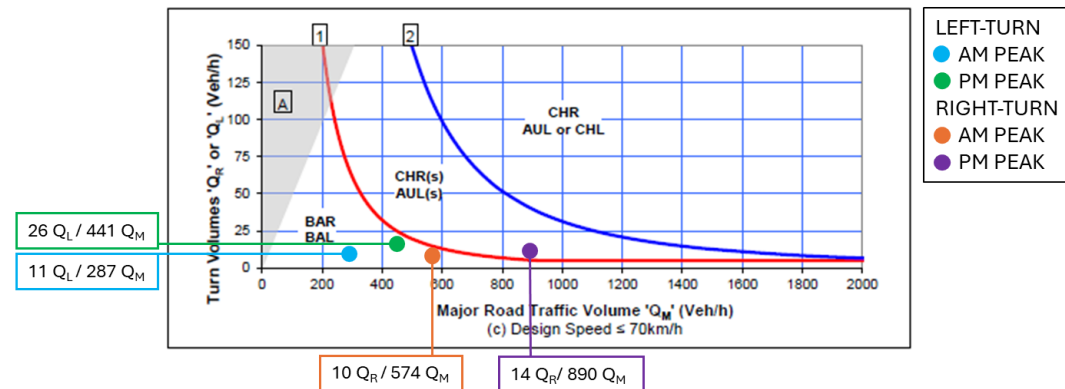
The warrants for turn lane treatments on the northern and southern approaches at Midland Highway / King Street based on the traffic volumes in the Traffic Engineering Assessment are presented below.



NORTHERN APPROACH



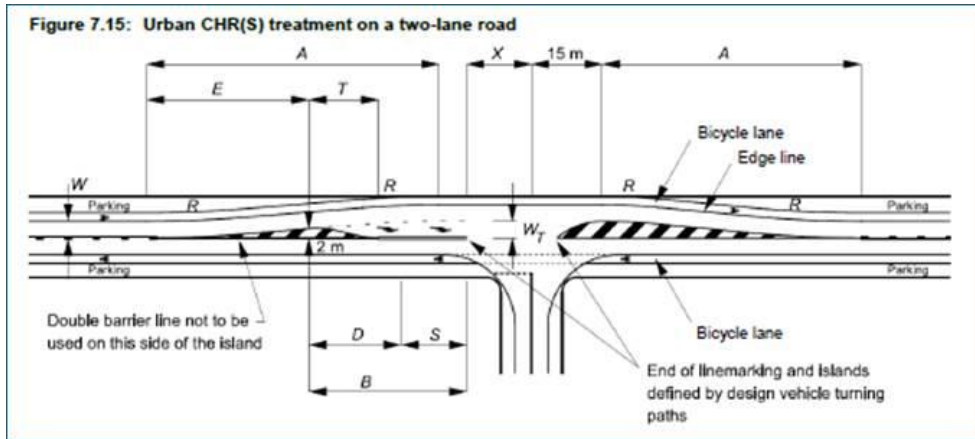
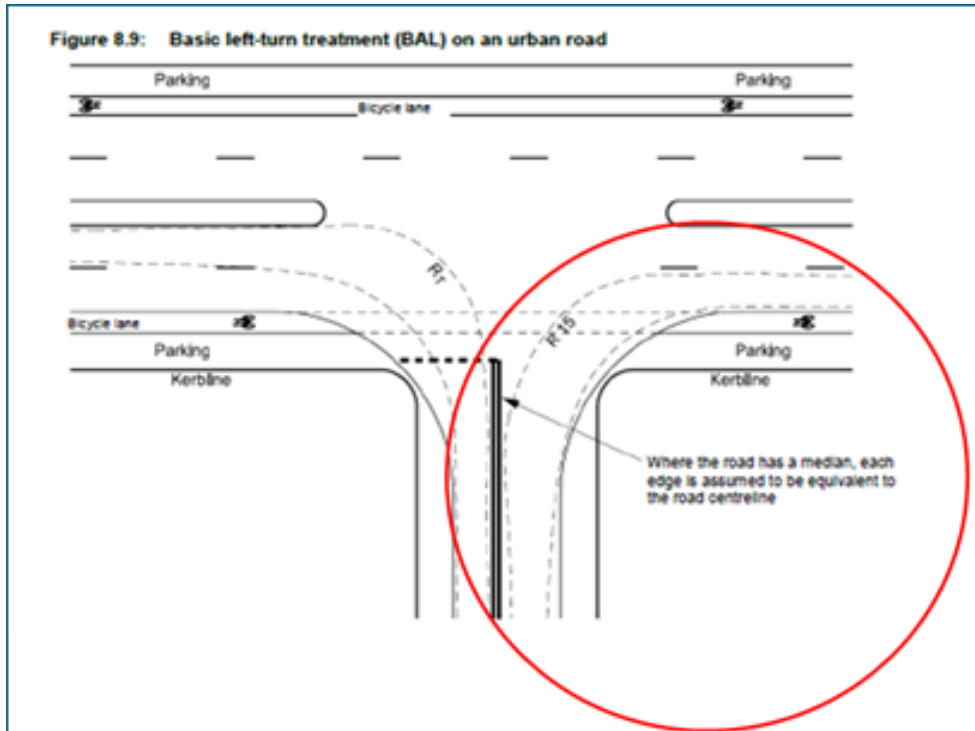
SOUTHERN APPROACH



Based on the above, application of the turn lane warrants to the Midland Hwy / King Street intersection would require a 'basic Left turn (BAL)' treatment and a 'short channelised right-turn treatment (CHR)' - the latter due to the PM peak turning volumes shown by the purple dots.

- A basic left-turn treatment is effectively a large single radius arc with tapers that allows a vehicle to turn from the left lane into minor road without crossing the centreline (below left). This has presumably been allowed for in the design.

- A channelised right-turn treatment is a higher order treatment that requires pavement widening to establish a dedicated turn lane for right-turning vehicles to prop clear of the through lane (below right).



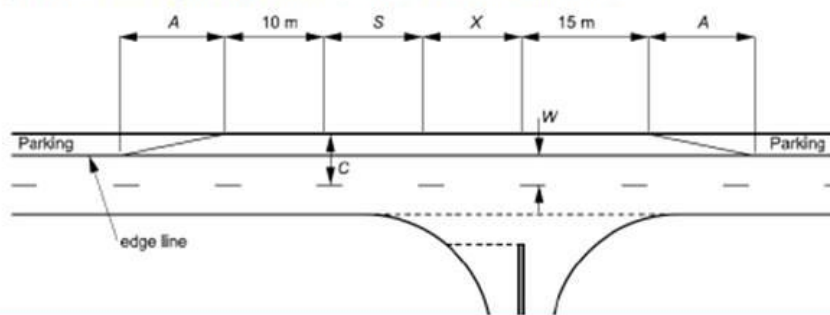
If a CHRs treatment were to be provided for both approaches as suggested by the warrants, we would end up with an intersection treatment like the below left.

This type of intersection treatment places a much higher priority on vehicle movement and throughput than it does on pedestrian safety and accessibility, which is not the intent of the streetscape works.

For comparison, the lower order 'BAR' right-turn treatment suggested by the AM turning volumes (orange dots) effectively widens the side of the carriageway to 6m (including a length of the approach and departure) so that a through vehicle can pass a vehicle propped in the middle of the carriageway to turn right into the side street (below right).



Figure 7.14: Basic right-turn treatment (BAR) for a two-lane urban road



**Whether, based on the recorded turning volumes for King Street (which appear relatively low in both directions), a slip lane could be justified from a traffic operations or safety perspective:**

It is important to reiterate that the above warrants are primarily meant for application to new intersections.

It would be extremely unlikely that this intersection would ever be modified to provide channelised right-turn lanes on both major road approaches, unless there were a consistent trend of rear end crashes occurring at the intersection that encouraged some form of further investigation and intervention.



It is also worth noting that the above assessment of turn lane warrants is based on traffic volumes recorded during a Friday afternoon, which based on the data recorded by DSG at the short-term traffic counter south of Torlesse St in 2025, is much higher than the other days of the week (though this may be an anomaly).

That said, it is recognised that the streetscape works will reduce the trafficable width of Midland Highway through the intersection and remove the capability for a through vehicle to pass a vehicle propped to turn right into King Street.

In this regard, rather than seek to justify additional lanes, the Traffic Engineering Assessment has considered if the reduction in trafficable width can be justified.

Accordingly, the Traffic Engineering Assessment includes SIDRA analysis that assesses the impact of this throughput reduction in terms of capacity, vehicle delay and queue lengths. The analysis indicates that:

*“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 steams) for vehicles to undertake these manoeuvres.”*

**Feedback from consultation suggests a potential “middle ground” may be the modest reduction of the outstands, providing additional room for vehicle incident avoidance, while still maintaining a relatively short pedestrian crossing. That said, we’re also conscious of not introducing any unintended traffic or safety issues through such a change, so your view on this option is required:**

The 4.5m wide traffic lane shown on the plans is at the upper end of the range suggested by Austroads for a single width lane. This width better accommodates truck movements and allows for cyclists to share the road with vehicles.

The widening of Midland Highway to 5.5m either side of the pedestrian refuge is effectively wide enough to allow two cars pass through the intersection in either direction concurrently.

This would appear to negate the intent of the works, which is for pedestrians to only need to cross a single lane of traffic at a time, rather than four lanes as they do in many locations under existing conditions.

The following items are noted with regard to the suggested modifications:





- The current proposal appears to replicate the same intersection arrangement that is under / has been constructed at Midland Highway and Queen Street, which would have had the same impact on passing ability along Midland Highway through the intersection.

That intersection may accommodate higher traffic volumes owing to the larger supply of public car parking along Commonwealth Lane?

Regardless, it is good traffic engineering practice to provide consistent treatments along a roadway to cater to driver expectations;

- The expected average delay to through vehicles at the intersection (0.1s) is far from unreasonable.

Traffic volumes through the intersection are quite low and most north and south travelling vehicles will travel through the intersection without delay.

If a vehicle needs to wait for a right-turning vehicle to turn, it will not be dissimilar to waiting for a vehicle to parallel park or egress a 45 degree parking space on Midland Highway north of Queen Street.

**Any advice or recommendations you can provide to help clearly articulate the traffic and pedestrian trade-offs:**

Hopefully the above points makes sense.

Essentially, there is a trade-off between the 'movement' and 'place' function of Midland Highway at play here.

The Midland Highway carriageway through Campbell Town is incredibly wide (23m). It does not need to be this wide for what generally operates as a two lane, two way arterial route with kerbside parking lanes.

The proposal is seeking to provide widened verges, kerb outstands and pedestrian refuges to better accommodate and provide a safer arrangement for pedestrians in the township.

This recognises the role of Midland Highway as a 'high street' through Campbell Town and its 'place' function.

These works will benefit all road users that stop in Campbell Town (as we stop being motorists and become pedestrians the moment we park our vehicles) and will also make Campbell Town a more attractive place to stop when travelling along Highway 1.

This may also have flow on economic effects that are well outside my knowledge base.

What is being lost is the ability for two vehicles to travel in the same direction concurrently. This is considered a minor downgrade in its 'movement' function.

This is not likely to have any impact on the midblock operation of Midland Highway, as the traffic volumes can be accommodated by a single lane.



At the intersection, a northbound or southbound vehicle will no longer be able to pass a vehicle propped to turn right into King Street, however this is also unlikely affect most vehicles. The traffic data we have suggests there are 8 to 16 vehicle movements per hour making either right-turn movement during the Friday peak hours. This is equivalent to around 1 vehicle every 4 to 7 minutes, on average.

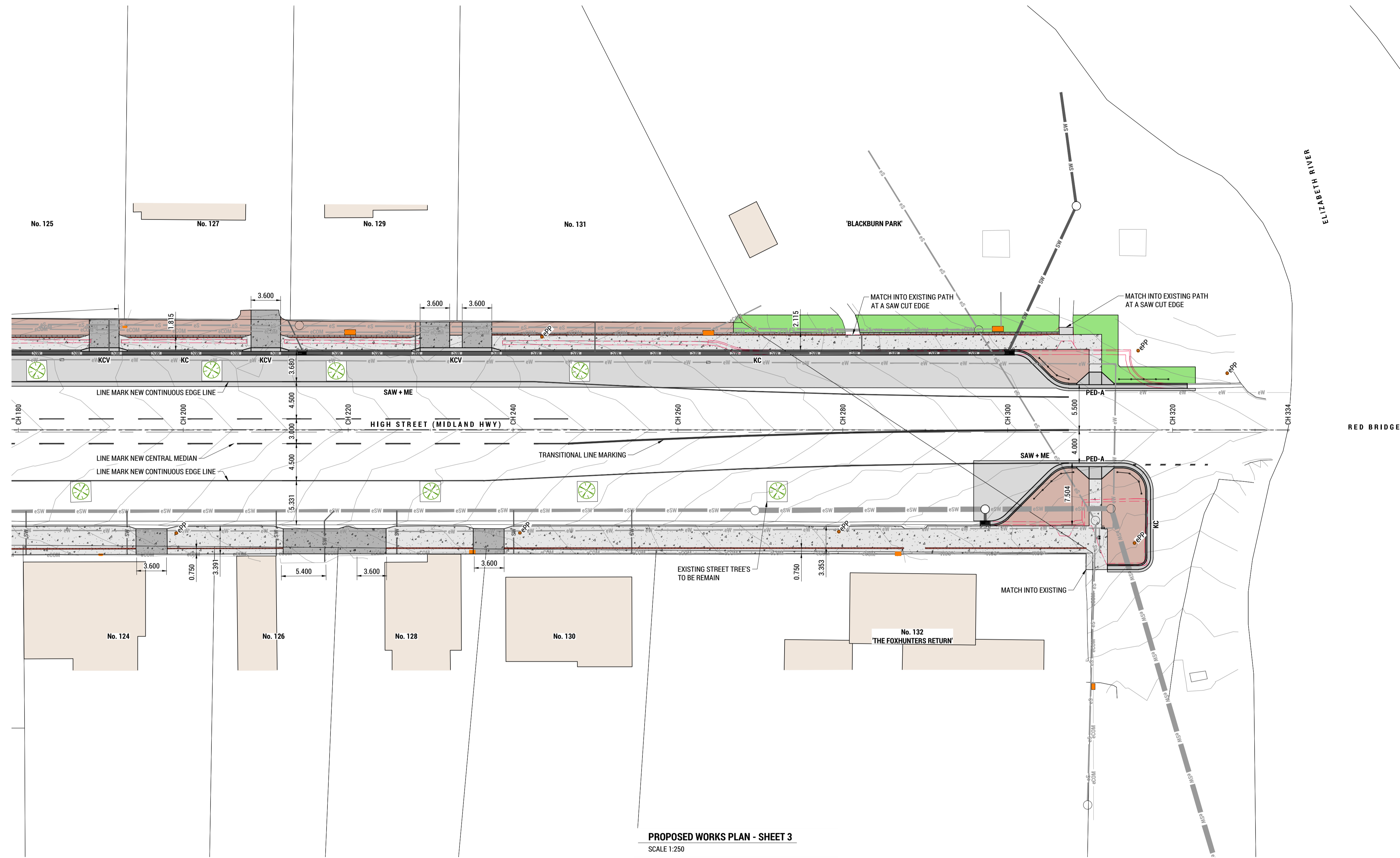
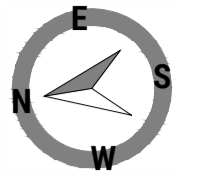
Of these vehicles, some will turn unopposed, and in the event that a vehicle is required to prop there will be a short (but far from unreasonable) delay to trailing vehicles.

The widening of the approaches and departures to the intersection would have a negative impact on the intent of the project, as it reverts to pedestrians needing to cross multiple vehicle paths in a single stage of their crossing, albeit over a shorter distance.

If the Road Authority (DSG) was supportive of the same treatment being constructed at Midland Highway and Queen Street, then I would presume it would also be comfortable with these modifications being constructed at King Street.







**PROPOSED WORKS PLAN - SHEET 3**  
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		

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

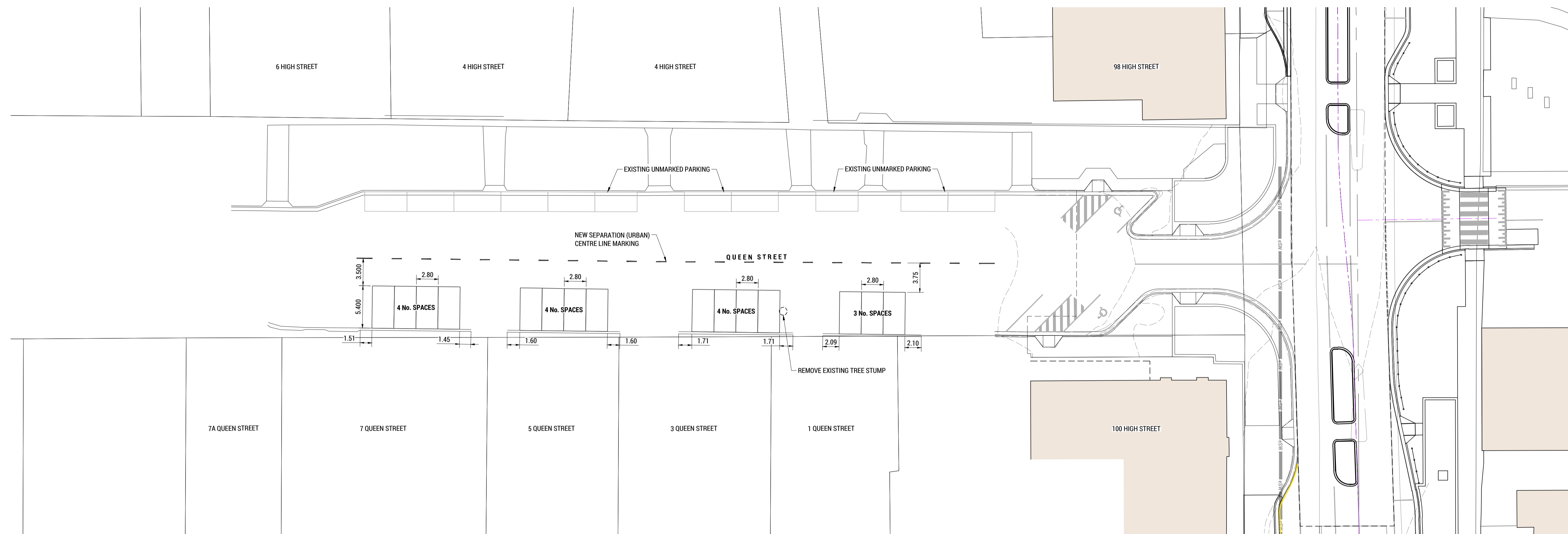
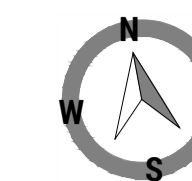


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CLIENT: <b>NORTHERN MIDLANDS COUNCIL</b>	TITLE: <b>PROPOSED WORKS PLAN - SHEET 3</b>
PROJECT: <b>STREETScape</b>	SCALE: 1:250 SHEET SIZE: A1 DWGS IN SET: -
ADDRESS: <b>HIGH ST (QUEEN ST - RED BRIDGE) CAMPBELL TOWN</b>	PROJECT No: <b>251023</b> DWG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



**PROPOSED WORKS PLAN - SHEET 4**  
SCALE 1:250

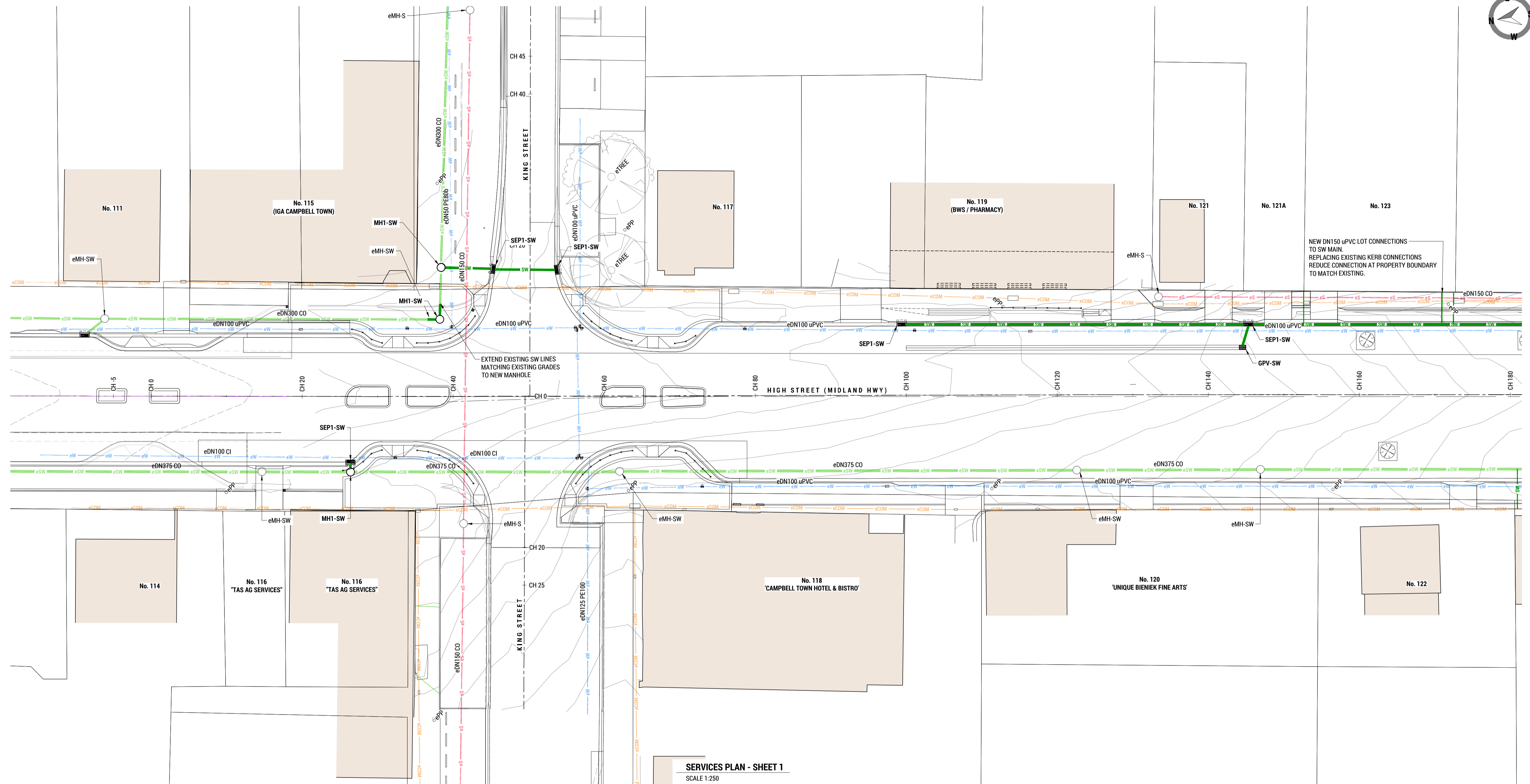
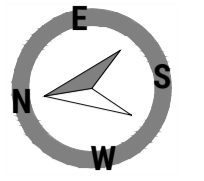


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ADDRESS: <b>HIGH ST (QUEEN ST - RED BRIDGE) CAMPBELL TOWN</b>	PROJECT No: <b>251023</b> DWG No: <b>CDA04</b> REV: <b>A</b>



SERVICES PLAN - SHEET 1  
SCALE 1:250

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

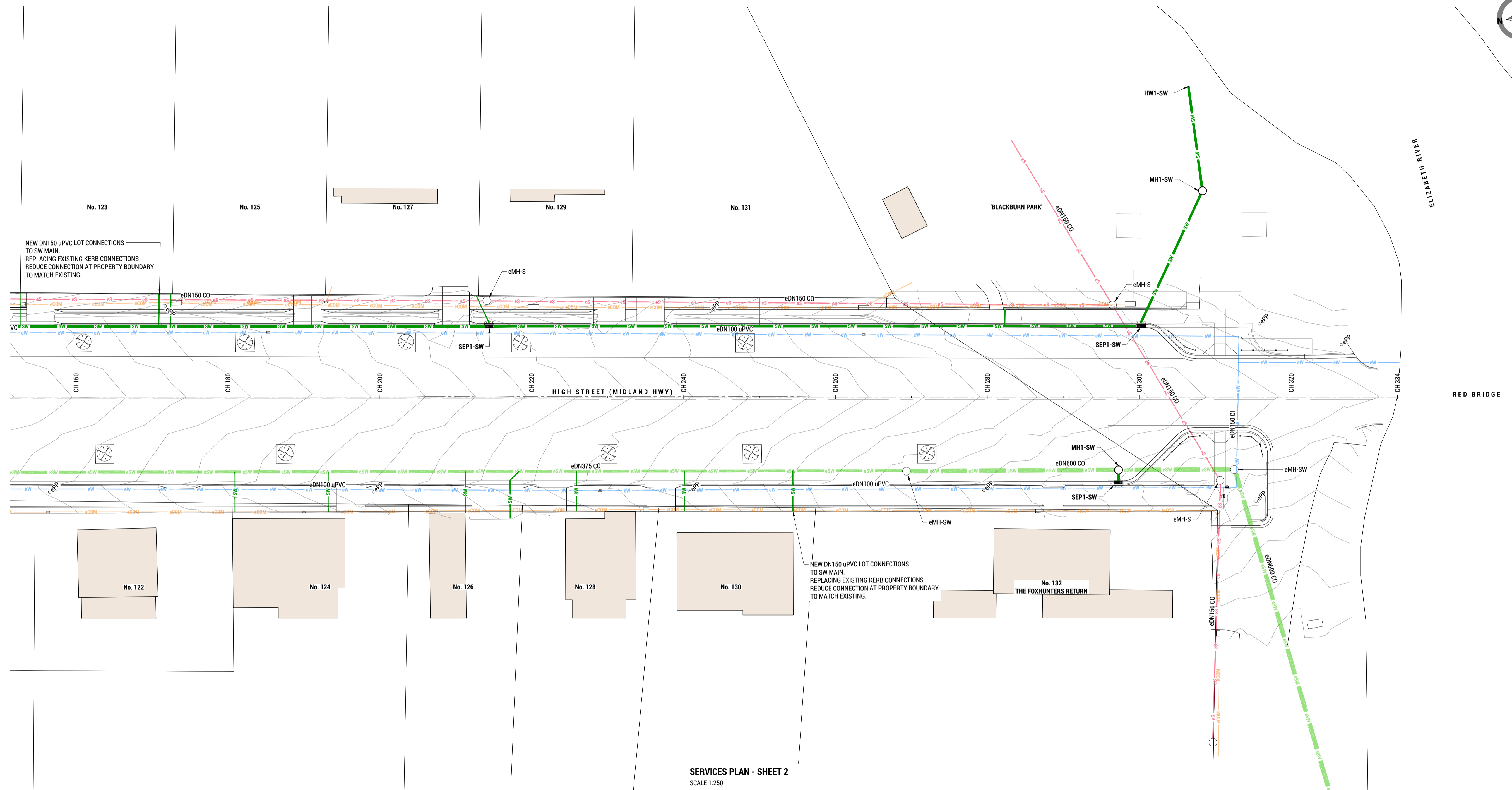
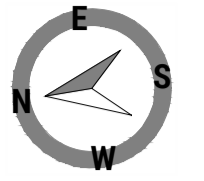


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CLIENT: NORTHERN MIDLANDS COUNCIL	TITLE: SERVICES PLAN - SHEET 1
PROJECT: STREETScape	SCALE: 1:250 SHEET SIZE: A1 DWGS IN SET: -
ADDRESS: HIGH ST (QUEEN ST - RED BRIDGE) CAMPBELL TOWN	PROJECT No: 251023 DWG No: CDA11 REV: A



**SERVICES PLAN - SHEET 2**  
SCALE 1:250

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

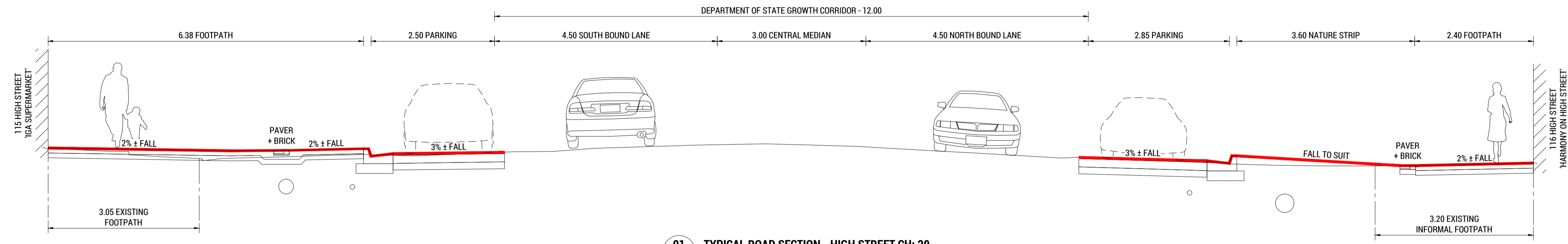


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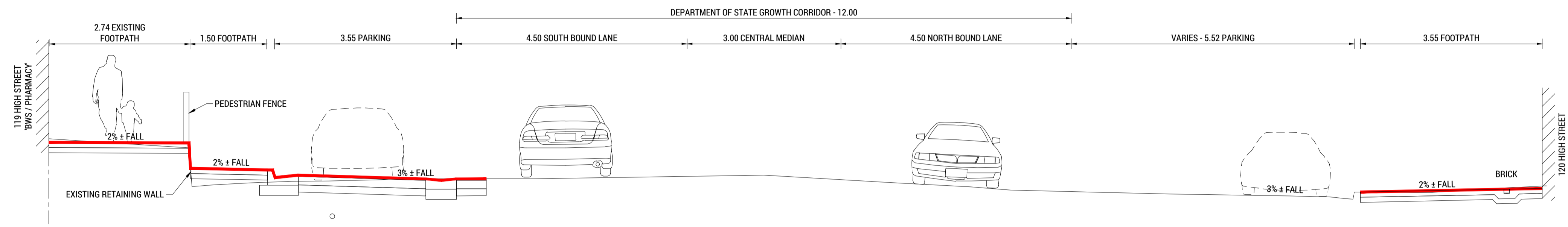


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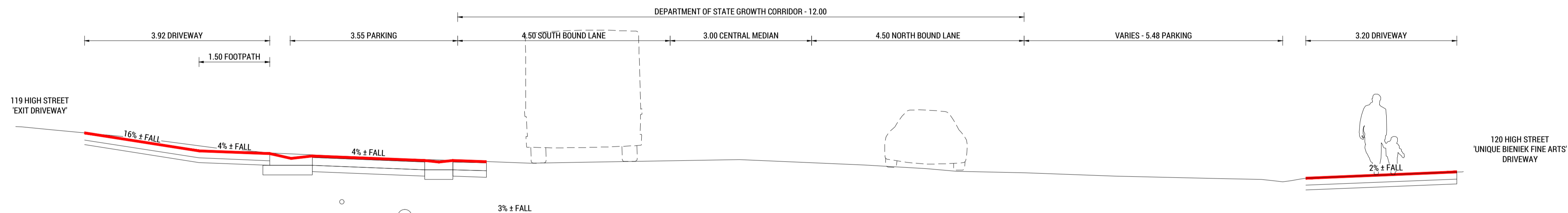
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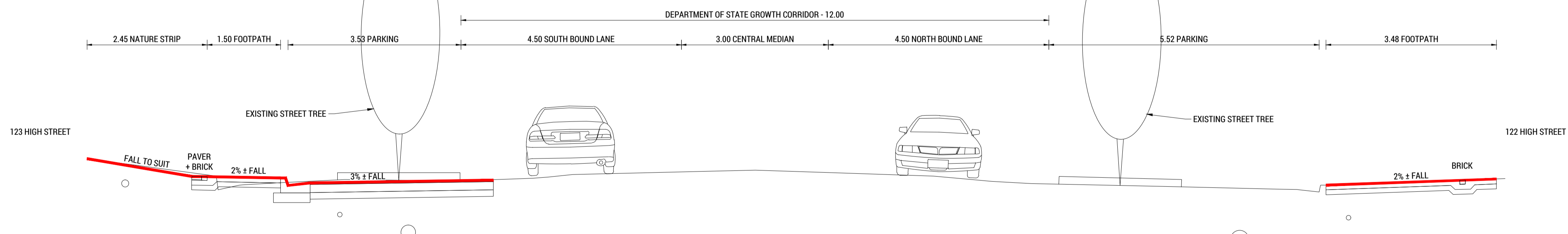
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SCALE 1:50



**02 TYPICAL ROAD SECTION - HIGH STREET CH: 120**  
SCALE 1:50



**03 TYPICAL ROAD SECTION - HIGH STREET CH: 130**  
SCALE 1:50



**04 TYPICAL ROAD SECTION - HIGH STREET CH: 160**  
SCALE 1:50

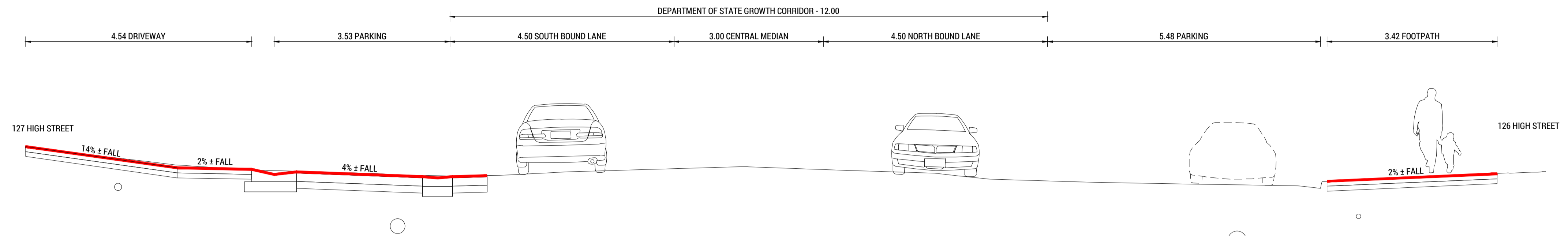


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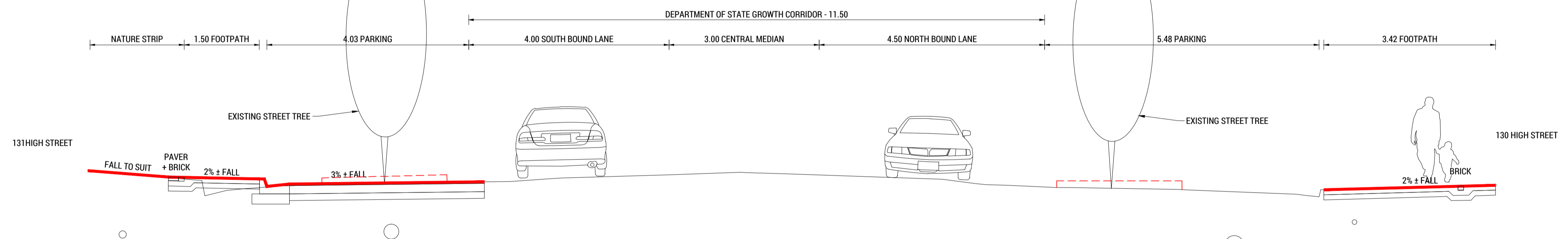


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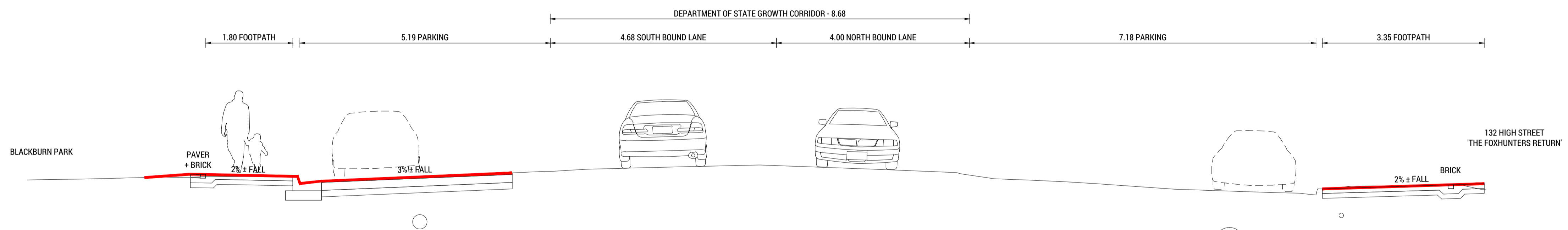
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ADDRESS: HIGH ST (QUEEN ST - RED BRIDGE) CAMPBELL TOWN	PROJECT No: 251023 DWG No: CDA22REV: A



**05 TYPICAL ROAD SECTION - HIGH STREET CH: 210**  
SCALE 1:50



**06 TYPICAL ROAD SECTION - HIGH STREET CH: 250**  
SCALE 1:50



**07 TYPICAL ROAD SECTION - HIGH STREET CH: 280**  
SCALE 1:50



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



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### CLIENT

**Northern Midlands Council**

### PROJECT

**Campbell Town Streetscape Development - Stage 2**

### TITLE

**Consultation and Feedback Report**

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**DOCUMENT STATUS**

Rev No.	Author	Status	Reviewed		Approved	
			Name	Date	Name	Date
0	A.Drury	Draft for client review and comment	S. Sutton	01.04.26	-	-
1	S.Sutton	Final for client acceptance	S.Sutton	02.04.26	A.Darwin	02.04.26

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## EXECUTIVE SUMMARY

The Northern Midlands Council recently completed community consultation for Stage 2 of the Campbell Town Streetscape Development project.

Stage 1 of the project generated significant community concern due to the apparent absence of public consultation before planning approval. Consequently, the Stage 2 consultation process was designed to provide the community with multiple opportunities to provide feedback, and to enable feedback to be received prior to any planning submission or approval process commencing.

The consultation process for Stage 2 of the project was delivered in two phases. Phase 1 of the consultation focussed on changing and extending the existing parking areas in Queen and King Street. Phase 2 of the consultation process predominantly focussed on upgrades to High Street, between King Street and the Esplanade.

The consultation period for Phase 1 ran from Saturday, 23 August 2025 to Tuesday, 10 October 2025. The consultation opportunity was promoted through multiple channels, including direct mail to residents, an update to the Northern Midlands Council website, posters displayed at high-profile locations within the Campbell Town CBD, social media and newspaper notices. All residents in the affected areas of Queen and King Street were also personally invited to meet with the project team, who visited the area on Wednesday, 30 July 2025. A community information session was not held during Phase 1, as it was always intended to hold a session as part of Phase 2.

A total of 4 submissions were received during Phase 1, representing 4 unique contributors. The majority of feedback and requests made by contributors were adopted and incorporated into the final design for Stage 2 of the streetscape development.

The consultation period for Phase 2 ran from Thursday, 5 March 2026 to Tuesday, 31 March 2026. This consultation opportunity was again promoted through multiple channels, including direct mail to residents, an update to the Northern Midlands Council website, a poster on the Campbell Town community noticeboard, social media and newspaper notices. A community information session held on Thursday, 12 March 2026 attracted approximately 50 attendees, with Council officers available to collect feedback and answer questions.

A total of 25 submissions were received during Phase 2, representing 16 unique contributors. Submissions expressed a wide range of perspectives; however, 13 of the 16 contributors (81%) expressed that the proposed works needed more consideration and changes before proceeding.

Key concerns included:

- Vehicular safety and access planning both during and post construction
- Protection of heritage properties and values
- Parking demands and implications for local business in the future
- Safety considerations for vehicles and pedestrians post construction
- Community trust and planning transparency
- Public safety and anti-social behaviour

While some contributors expressed support for Stage 2 of the Campbell Town Streetscape Development, most indicated that the Council needed to reconsider certain aspects of the proposed plans, particularly regarding public safety around businesses.

All submissions (100%) received during Phase 1 of the consultation were from residents from the local 7210 postcode area. 75% of contributors were directly impacted by the proposed parking changes.

A high percentage of submissions (88%) received during Phase 2 of the consultation were from the local 7210 postcode area, indicating that feedback received was highly representative of residents residing in, or close to, Campbell Town.

Phase 1 of the consultation attracted feedback from less than 1% of the overall Campbell Town population (1,023 as of the [2021 Census](#)), with Phase 2 of the consultation period attracting feedback from approximately 4.8% of the suburb's overall population.

Feedback from both phases of consultation has been incorporated into this report.

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## APPENDICES

Appendix A	Consultation materials
Appendix B	Submissions (redacted)

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## 1 INTRODUCTION

Northern Midlands Council recently invited community members to provide feedback on two different elements related to Stage 2 of the Campbell Town Streetscape Development project.

The Campbell Town Streetscape Redevelopment project has been designed to:

- Improve health and safety outcomes for all visitors and residents in Campbell Town through improved vehicle and pedestrian access.
- Improve visual and urban amenities for all visitors and residents in Campbell Town.
- Increase business activity and economic growth for businesses within the town centre.

Stage 1 of the project is currently being constructed. Stage 1 of the project generated significant community concern due to the apparent absence of public consultation before planning approval. In response to this feedback, the Stage 2 consultation process was designed to provide the community with multiple opportunities to provide feedback, and to enable feedback to be received prior to any planning submission or approval process commencing.

The consultation process for Stage 2 of the project was delivered in two phases. Phase 1 of the consultation focussed on changing and extending the existing parking areas in Queen and King Street. Phase 2 of the consultation process predominantly focussed on upgrades to High Street, between King Street and the Esplanade.

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## 2 CONSULTATION OBJECTIVES

The objectives for this consultation were to:

- Raise community awareness of the changes proposed as part of Stage 2 of the streetscape development
- Provide direct engagement opportunities with the project team, including an in-person opportunity
- Enable community members to provide feedback on the proposed changes
- Report findings back to elected members for decision-making.

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## 3 CONSULTATION OVERVIEW

The consultation process for Stage 2 of the project was delivered in two phases.

Phase 1 of the consultation, which ran from Saturday, 23 August 2025 to Tuesday, 10 October 2025, focussed on changing and extending the existing parking areas in Queen and King Street. A total of 4 submissions were received during Phase 1, representing 4 unique contributors.

Phase 2 of the consultation process, which ran from Thursday, 5 March 2026 to Tuesday, 31 March 2026, predominantly focussed on upgrades to High Street, between King Street and the Esplanade. A total of 25 submissions were received during Phase 2, representing 16 unique contributors.

Both consultation opportunities were promoted through multiple channels, including direct mail to residents, an update to the Northern Midlands Council website, posters displayed at high-profile locations within the Campbell Town CBD, social media and newspaper notices. A community information session was not held during Phase 1, as it was always intended to hold a session as part of Phase 2.

## 4 COMMUNITY INFORMATION SESSION

A community information session for Stage 2 of the Campbell Town Streetscape Development project was held at the Campbell Town Recreation Grounds on Thursday, 12 March 2026, from 11:00 am until 6:00 pm. Approximately 50 community members attended the session. Council officers spoke to all attendees, provided information, and answered questions. Feedback forms were made available for those who wanted to provide their feedback on the day.

## 5 SUBMISSION SUMMARY

### Summary of Phase 1 Submissions

The consultation process in Phase 1 generated very little community interest. All contributions came from individuals or business owners directly impacted by the proposed parking changes.

- A total of 4 submissions were received, representing 4 unique contributors.
- Contributions were made either via phone or in-person during meetings with the project team.

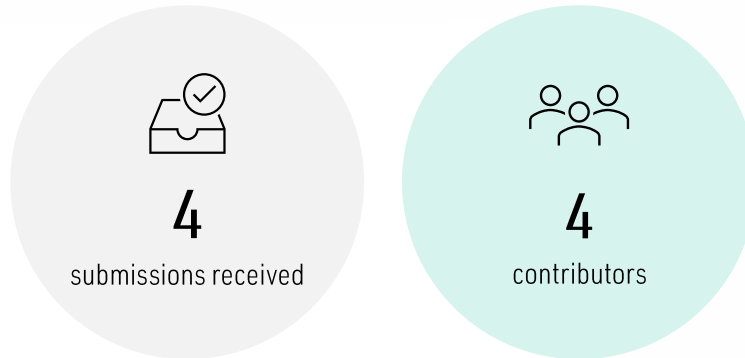


Figure 1 Phase 1 submission summary

Phase 1 of the consultation process generated very little wider community interest, with 3 of the 4 contributions coming from individuals directly affected by the proposed parking changes.

Where possible, requests for change were adopted and incorporated into the final design for Stage 2 of the streetscape development. These changes included:

- Removal of the proposed perpendicular parking spots in front of Soloman's Store Accommodation (requested by 2 contributors)
- Relocation of the second DDA-compliant parking spot on King Street, to be closer to the IGA (requested by 1 contributor).

All contributors who provided feedback during Phase 1 live in the 7210-postcode area.

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**Summary of Phase 2 Submissions**

The consultation process in Phase 2 generated a much higher level of community interest than Phase 1.

- 5 submissions were received via email.
- 5 community members submitted feedback more than once, with 3 using more than one feedback method.
- 50 people attended the community information session. Verbal feedback received at this session has been considered as part of the feedback analysis.
- 20 feedback forms were completed at the community information session, however multiple forms were completed on behalf of at least 3 attendees, in addition to these attendees also having their verbal feedback captured by a member of the project team.

As well as submitting feedback via the formal feedback channels, two contributors sent correspondence regarding Stage 2 of the streetscape development to external parties (including the Minister for Infrastructure and Transport and the Department of State Growth). This feedback has been noted and considered, however as it was sent to parties outside of the consultation process, for reporting purposes, these submissions have not been included in the submission overview below.

One contributor also submitted a Letter to the Editor, which was published in the debut edition of *News of the Midlands* on Friday, 20 March 2026. Again, this feedback has been noted and considered, however is not reflected in the figure below.



**Figure 2 Phase 2 submission summary**

84% of Phase 2 respondents live within the 7210-postcode area. The remaining balance of contributors originated from the 7209 postcode (11%), and the 7120 postcode (5%). This distribution highlights that feedback was driven solely by local community members directly associated with Campbell Town and its surrounding townships.

## 6 KEY THEMES



Figure 3 Key themes word cloud

### 6.1 IMPACT OF PARKING CHANGES ON ADJACENT PROPERTIES

During Phase 1, the main concern raised was the impact of the proposed parking changes on adjacent properties in Queen and King Street. 50% of contributors opposed the installation of perpendicular (90-degree) parking spaces outside of Solomon's Store Accommodation. As such, these parking spaces were removed from the final design for Stage 2. One contributor raised a concern about flooding on Queen Street, where the parking is being changed from parallel to perpendicular parking, and asked the project team to ensure that measures were taken to reduce the risk of flooding in this area.

### 6.2 TRAFFIC IMPACTS AND ACCESS PLANNING

During Phase 2, traffic impacts emerged as the strongest concern raised. Many contributors suggested that the Stage 2 plan would cause unreasonable traffic congestion on High Street, both during and post construction.

Many contributors suggested that there were significant concerns regarding the installation of hardstand areas to each corner of the King Street intersection, narrowing High Street. Concerns were raised as to road congestion caused by vehicles turning into King Street from High Street, and that traffic will not be able to flow around stationary vehicles as it currently does. Contributors expressed that hardstand areas were excessive in size, and that pedestrians will utilise other parts of High Street to cross.

There have been repeated calls for turning lanes to be installed in the State Growth owned roadway, in both east and west directions, to allow for traffic flow. Submissions to this point have been made both to Council and directly to Department of State Growth.

Additional commentary was received regarding the size and placement of the hardstand planned for corner High Street and Esplanade. Although the Esplanade is one-way (from High Street) contributors raised concerns with tourists disregarding the signage and trying to enter High Street in the incorrect direction. Feedback suggested that residents felt especially strongly about removing vehicular access to Esplanade from High Street completely, although improved signage would be welcomed in the first instance.

### 6.3 PROTECTION OF HERITAGE VALUES

Many contributors celebrated Campbell Town's unique historic values and its attraction to tourists and intrastate visitors. Community members take a lot of pride in the Convict Brick Trail and its visitor appeal, and many raised questions as to the timing of the reinstatement of the bricks themselves.

Although not related directly to the Stage 2 proposal, repeated requests were made for a time-frame for reinstatement of the bricks in Stage 1 to be clearly conveyed to the community.

### 6.4 PARKING DEMAND AND IMPLICATIONS FOR LOCAL BUSINESS

A dominant theme across submissions was the impact that the proposed Stage 2 works will have on local businesses surrounding the intersection of High and King Street intersection. With Stage 1 of the project seeing the removal of 15 parking spots, there are concerns that removal of any further parking will be of great detriment to the community.

Access to sufficient on-street parking was the primary concern raised, with many contributors suggesting that visitors will choose to continue their journey through Campbell Town if there is a lack of parking on High Street itself. Many predict that vehicles will travel on to either Epping Forest (to the north of Campbell Town) or to Ross or Oatlands (to the south of Campbell Town) to obtain food or visit amenities and tourist experiences, directly impacting the local economy and the success of small businesses in the area. Additionally, many contributors indicated that they would like to see more parking options being installed throughout the town in the future.

Multiple contributors raised consistent concerns with the length of parking bays in Stage 2, citing that they are not conducive for use by large vehicles (notably trucks, caravans and vehicles with trailers), and that this will again potentially discourage motorists from stopping in Campbell Town.

### 6.5 SAFETY CONSIDERATIONS FOR VEHICULAR AND PEDESTRIAN TRAFFIC

In the interest of safety, the majority contributors expressed little confidence in the adequacy and size of the proposed parking bays in High Street located immediately outside the IGA supermarket. These bays were considered, overall, to be too narrow for a motorist to practically exit their vehicle once parked. Concerns were aired that vehicle doors will protrude into oncoming traffic in this section of road, making it unsafe to disembark a vehicle without waiting for traffic to clear.

Sentiment received regarding general pedestrian safety within Campbell Town was mixed, with some confirming the need to implement designated pedestrian crossings on the intersection of King and High Streets, whilst others believe that safely crossing High Street has never been an issue. More support for pedestrians with mobility issues was provided as feedback, suggesting that additional crossings should be installed further down High Street.

There were a small number of contributors that saw no issue with crossing High Street using the existing, delineated median strip as an informal pedestrian island, citing that pedestrians will continue to cross the highway wherever they feel comfortable (or historically have done so), irrespective of designated crossings being provided.

### 6.6 LANDSCAPING AND VEGETATION

Contributors expressed minimal concern with the removal of large street trees along High Street, citing that their current location can create parking ambiguity and leads to vehicles being parked over private driveways or access points. The removal of some of the trees would be welcomed by the community as they are not contributing to the overall value of Campbell Town and, whilst nice to look at, pose more frustration than benefit.

The addition of large trees to the proposed hardstand at the intersection of High Street and Esplanade was also raised as a concern, primarily as an impediment to vision for those vehicles exiting on to the highway (complementary to concerns raised in 6.2 Vehicular Safety and Access Planning).

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Commentary regarding the proposal of trees also centred around their proximity to the Red Bridge and their potential to detract from the visual impact of the bridge itself.

The proposed installation of grassed areas adjacent to on-street parking has been a consistent theme throughout works, and this was expressed once again throughout Stage 2 consultation. The installation of kerbside grass is seen as a safety concern for those disembarking a vehicle from the passenger side, increasing risk of slips and falls on wet terrain. The kerbside grassed areas were viewed as a generally unnecessary addition to the streetscape and a small number of contributors expressed concern over Council's ability to adequately maintain these areas should they be installed.

Multiple contributors raised the need for the installation of more rubbish bins along High Street to mitigate foreseen issues with waste disposal by the public.

## 6.7 COMMUNITY TRUST AND PLANNING TRANSPARENCY

The option for stakeholders to provide feedback of Stage 2 of the Campbell Town Streetscape Development was very well received. Contributors expressed their appreciation for the Council seeking community feedback prior to the submission of the relevant Development Application.

As noted in report conclusion, many contributors took the opportunity to make comment on other general issues affecting the Campbell Town community that were not relevant to the Streetscape Development. This correspondence is included in the reported feedback, though not noted in detail in this report.

## 6.8 PUBLIC SAFETY AND COMMUNITY BEHAVIOUR

Theft and vandalism are recognised to be on the rise in Campbell Town. Concerns were raised by local business owners about the increase in size of hardstand areas surrounding pedestrian crossings. In their current form, these areas currently attract loitering and antisocial behaviour, especially outside the IGA Supermarket and the Campbell Town Hotel. Contributors voiced that the improvement of these areas will encourage more congregation and lead to risks in public safety.

Community desire to increase the safety of residents and business owners was seen to far outweigh the need for additional seating and meeting places throughout Campbell Town.

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# 7 CONCLUSION

The consultation process for Stage 2 of the Campbell Town Streetscape Development project generated a modest amount of community interest and participation. With that said, the feedback received indicated that the ongoing community requests for an elevated level of local engagement in planning matters affecting Campbell Town is likely to continue. A clear preference for the Campbell Town community to be adequately consulted prior to design was evident. Given the consistency of themes raised, it is reasonable to expect that most contributors still hold concerns about the proposed design and would like more consideration to be made before progressing.

The direct impact that the proposed works will have on visitor ability to safely and conveniently park whilst visiting Campbell Town, and subsequent economic repercussions, is the primary area for community concern.

Many contributors additionally expressed feedback as to the general operations of Campbell Town and Northern Midlands Council as a whole, with many providing feedback and comments on issues that were not relevant to this project, such as lack of employment opportunities, desired upgrades to utilities and promotion of landmarks and tourist attractions.

It is recommended that in addition to reviewing this report as part of their decision making process, Northern Midlands Council also take the time to thank those community members who participated in the consultation process, and 'close the loop' with contributors to let them know that their feedback was considered and if any changes are being incorporated into the final design for Stage 2. This should be completed either before or in conjunction with the development application process.

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# APPENDIX

## **Appendix A Consultation materials**

[addconsulting.com.au](http://addconsulting.com.au)



Figure 4 Phase 1 - Postcard issued to Campbell Town suburb area in August 2025



**Streetscaping works starting in Campbell Town on Monday, 1 September 2025**

Northern Midlands Council has engaged DCS Civil Tasmania to deliver the **Campbell Town Streetscape Development** project. Work will start on **Monday, 1 September 2025**.

Works include road resurfacing, upgrading footpaths, bus stops, parking areas, and pedestrian crossings, installing additional outdoor seating, landscaping and interpretation signage and stormwater upgrades.

To minimise impacts on businesses and residents in the work area, work will be completed in stages. Some work will occur during the day, but where possible and safe to do so, work will also be completed at night.

We appreciate your patience while these works are completed.

**Have your say on parking changes on Queen and King Street**

To complement the streetscaping works, Council is planning to upgrade parking areas on Queen and King Street.

Plans for the proposed upgrades are available for viewing on the Northern Midlands Council webpage, or in person at the Campbell Town Hall (75-77 High Street, open Monday to Friday, 11:00 am to 4:00 pm).

Feedback can be submitted by emailing [council@nmc.tas.gov.au](mailto:council@nmc.tas.gov.au) by **Friday, 10 October 2025**.

For further information on the streetscaping works or the proposed parking changes, scan the QR code, call Sarah on **0418 828 896** or email [council@nmc.tas.gov.au](mailto:council@nmc.tas.gov.au)



**NorthernMidlandsCouncil**

*This project is jointly funded by Northern Midland Council and the Australian and Tasmanian governments.*

Figure 5 Phase 2 - Postcard issued to Campbell Town suburb area in March 2026



**CAMPBELL TOWN**  
STREETScape DEVELOPMENT

**Have your say on Stage 2 of the Campbell Town Streetscape Development**

Northern Midlands Council invites you to view the plans and share your feedback on the design for Stage 2 of the Campbell Town Streetscape Development project.

Stage 2 will upgrade High Street between King Street and the Esplanade in Campbell Town. Works include widening the footpath on High Street, upgrading parking areas and installing new pedestrian crossings to improve accessibility for all.

Plans for Stage 2 will be released on **Thursday, 5 March 2026**. Plans will be available for viewing on the Northern Midlands Council website (available by scanning the QR code below), at the Northern Midlands Council office (13 Smith Street, Longford, open Monday to Friday, 8:45 am to 4:30 pm) or on the Campbell Town Community Noticeboard, located on the corner of High Street and Queen Street.

Consultation on Stage 2 of the Campbell Town Streetscape Development will close on **Tuesday, 31 March 2026**. You can provide your feedback by email, or by visiting our community information session.

**Community information session**

An information (drop-in) session for Stage 2 of the Campbell Town Streetscape Development will be held on **Thursday, 12 March 2026** at the **Campbell Town Recreation Ground Complex (Meeting Room 2), 57 High Street, Campbell Town** from **11:00 am until 6:00 pm**. You can drop in to this session at any time.

Project team members will be available at this session to collect your feedback and answer any questions you may have about the next stage of works.

**Contact**

For more information, please contact Sarah on **0418 828 896** or email [council@nmc.tas.gov.au](mailto:council@nmc.tas.gov.au)

This project is jointly funded by the Northern Midlands Council and the Australian Government's Priority Infrastructure Program.



Figure 6 Phase 1 - "Latest News" article, published on the Northern Midlands Council webpage on Friday, 22 August 2025

**Direct Link:** [Campbell Town Streetscape Redevelopment - Streetscaping works starting on Monday, 1 September 2025 - Northern Midlands Council](#)

[Home](#) > [Latest News](#) > Campbell Town Streetscape Redevelopment - Streetscaping works starting on Monday, 1 September 2025

## Campbell Town Streetscape Redevelopment - Streetscaping works starting on Monday, 1 September 2025

Posted on August 22, 2025

Campbell Town is strategically placed in the heart of Tasmania and is a popular stopping point for travellers between Hobart and Launceston.

Residents and people living within the district are supported by a range of business, community, health and education services. As the town revolves around its main street, there is a need to reinvigorate the main street to improve urban amenity, enable better traffic movement and enhance pedestrian safety.

### Campbell Town Streetscape Redevelopment

#### Streetscaping works starting on Monday, 1 September 2025

Northern Midlands Council has engaged DCS Civil Tasmania to deliver the Campbell Town Streetscape Development project. Works will start on Monday, 1 September 2025.

Works include road resurfacing, upgrading footpaths, bus stops, parking areas, and pedestrian crossings, installing additional outdoor seating, landscaping and interpretation signage, and stormwater upgrades.

To minimise impacts on businesses and residents in the work area, works will be completed in stages. Some work will need to occur during the day, but where possible and safe to do so, work will also be completed at night.

High Street (Midland Highway) will remain open at all times in both directions. A reduced speed limit and traffic management will be used to protect road users and our workers. Please allow extra travel time and follow the directions of traffic controllers and signs.

We appreciate your patience while these works are completed.

[Campbell Town Streetscape Development - Drop-in session summary - June 2025](#)

[Main Street Upgrade Campbell Town - Construction Plans - August 2025](#)

#### Have your say on parking changes on Queen and King Streets

To complement the streetscaping works, Council is planning to upgrade parking areas on Queen and King Streets.

Plans for the proposed upgrades are available for viewing by clicking the link below:

[Proposed Parking Changes – Queen and King Streets – August 2025](#)

Plans can also be viewed in person at the Campbell Town Hall, 75-77 High Street, Campbell Town (open Monday to Friday, 11:00 am to 4:00 pm).

Feedback can be submitted by emailing [council@nmc.tas.gov.au](mailto:council@nmc.tas.gov.au) by **Friday, 10 October 2025**.

For more information on the streetscaping works or the proposed parking changes, please call Sarah on 0418 828 896 or email [council@nmc.tas.gov.au](mailto:council@nmc.tas.gov.au)

Figure 7 Phase 2 - "Latest News" article, published on the Northern Midlands Council webpage on Thursday, 5 March 2026

**Direct Link:** [Campbell Town Streetscape Development - Northern Midlands Council](#)



## Campbell Town Streetscape Development

Posted on March 05, 2026

Northern Midlands Council invites you to share your feedback on the design for Stage 2 of the Campbell Town Streetscape Development project.

Stage 2 will upgrade High Street between King Street and the Esplanade in Campbell Town.


Works include widening the footpath on High Street, upgrading parking areas and installing new pedestrian crossings to improve accessibility. This project is jointly funded by the Northern Midlands Council and the Australian Government through the Australian Government's Priority Infrastructure Program (PCIP).

Feedback forms, FAQs and Stage 2 plans are also available on Council website:

<https://northernmidlands.tas.gov.au/.../strategic-projects>

Please note that feedback should be directed to council via email through the feedback form or call Sarah on 0418 828 896 for more information.

Figure 8 Phase 1 - Post on the Northern Midlands Council Facebook page

 **Northern Midlands Council** · Follow  
26 August 2025 · 🌐

🚧 Campbell Town Streetscape Redevelopment 🚧

Streetscaping works starting on Monday, 1 September 2025 📅

Northern Midlands Council has engaged DCS Civil Tasmania to deliver the Campbell Town Streetscape Development project. Works will start on Monday, 1 September 2025.

Works include road resurfacing, upgrading footpaths, bus stops, parking areas, and pedestrian crossings, installing additional outdoor seating, landscaping and interpretation signage, and stormwater upgrades.

To minimise impacts on businesses and residents in the work area, works will be completed in stages. Some work will need to occur during the day, but where possible and safe to do so, work will also be completed at night.

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We appreciate your patience while these works are completed.

Campbell Town Streetscape Development - Drop-in session summary - June 2025  
<https://northernmidlands.tas.gov.au/.../Campbell-Town...>

Main Street Upgrade Campbell Town - Construction Plans - August 2025  
<https://northernmidlands.tas.gov.au/.../24029...>

Have your say on parking changes on Queen and King Streets

To complement the streetscaping works, Council is planning to upgrade parking areas on Queen and King Streets.

Plans for the proposed upgrades are available for viewing by clicking the link below:

Proposed Parking Changes – Queen and King Streets – August 2025  
<https://northernmidlands.tas.gov.au/.../24029-Campbell...>

Plans can also be viewed in person at the Campbell Town Hall, 75-77 High Street, Campbell Town (open Monday to Friday, 11:00 am to 4:00 pm).

Feedback can be submitted by emailing [council@nmc.tas.gov.au](mailto:council@nmc.tas.gov.au) by Friday, 10 October 2025.

For more information on the streetscaping works or the proposed parking changes, please call Sarah on 0418 828 896 or email [council@nmc.tas.gov.au](mailto:council@nmc.tas.gov.au)

NORTHERNMIDLANDS.TAS.GOV.AU  
**[northernmidlands.tas.gov.au](https://northernmidlands.tas.gov.au)**




Figure 9 Phase 2 - Posts on the Northern Midlands Council Facebook page

**Northern Midlands Council**  
4 March at 16:29 · 🌐

Northern Midlands Council invites you to share your feedback on the design for Stage 2 of the Campbell Town Streetscape Development project. Stage 2 will upgrade High Street between King Street and the Esplanade in Campbell Town. Works include widening the footpath on High Street, upgrading parking areas and installing new pedestrian crossings to improve accessibility. This project is proudly funded by the Northern Midlands Council through the Australian Government's Priority Community Infrastructure Program (PCIP).  
Feedback forms, FAQs and Stage 2 plans are also available on Council website: <https://northernmidlands.tas.gov.au/.../strategic-projects>  
Please note that feedback should be directed to council via email through the feedback form or call Sarah on 0418 828 896 for more information.

**Northern Midlands Council**  
10 March at 10:00 · 🌐

Reminder - Have your say on Stage 2 of the Campbell Town Streetscape Development this coming Thursday.  
Community consultation is now open for Stage 2 of the Campbell Town Streetscape Development, and we'd love to hear your feedback.  
📅 Thursday, 12 March 2026  
📍 Campbell Town Recreation Ground Complex (Meeting Room 2, 57 High Street, Campbell Town)  
🕒 11:00 am – 6:00 pm  
Drop in at any time. Project team members will be available to answer questions and collect your feedback. This project is jointly funded by the Northern Midlands Council and the Australian Government through the Australian Government's Priority Infrastructure Program (PCIP).

**CAMPBELL TOWN STREETScape DEVELOPMENT**  
**HAVE YOUR SAY ON STAGE 2**

Northern Midlands Council invites you to view the plans and share your feedback on the design for Stage 2 of the Campbell Town Streetscape Development project.  
Stage 2 will upgrade High Street between King Street and the Esplanade in Campbell Town. Works include widening the footpath on High Street, upgrading parking areas and installing new pedestrian crossings to improve accessibility for all.  
Plans for Stage 2 will be released on **Thursday, 5 March 2026**. Plans will be available for viewing on the Northern Midlands Council website (available by scanning the QR code below), at the Northern Midlands Council office (13 Smith Street, Longford, open Monday to Friday, 8:45 am to 4:30 pm) or on the Campbell Town Community Noticeboard, located on the corner of High Street and Queen Street.  
Consultation on Stage 2 of the Campbell Town Streetscape Development will close on **Tuesday, 31 March 2026**. You can provide your feedback by email or by visiting our community information session.

**Community information session**  
An information session for Stage 2 of the Campbell Town Streetscape Development project will be held on **Thursday, 12 March 2026** at the **Campbell Town Recreation Ground Complex (Meeting Room 2), 57 High Street, Campbell Town** from 11:00 am until 6:00 pm. You can drop into this session at any time. Project team members will be available at this session to collect your feedback and answer any questions you may have about the next stage of works.

**Contact**  
For more information, please contact Sarah on 0418 828 896 or email [council@nmc.tas.gov.au](mailto:council@nmc.tas.gov.au)

This project is jointly funded by the Northern Midlands Council and the Australian Government's Priority Infrastructure Program.

We can agree without dissent. Visit [www.ipat.tas.gov.au](http://www.ipat.tas.gov.au) to find out more and sign the pledge.

**CAMPBELL TOWN STREETScape DEVELOPMENT**  
**HAVE YOUR SAY ON STAGE 2**

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Consultation on Stage 2 of the Campbell Town Streetscape Development will close on **Tuesday, 31 March 2026**. You can provide your feedback by email or by visiting our community information session.

**Community information session**  
An information session for Stage 2 of the Campbell Town Streetscape Development project will be held on **Thursday, 12 March 2026** at the **Campbell Town Recreation Ground Complex (Meeting Room 2), 57 High Street, Campbell Town** from 11:00 am until 6:00 pm. You can drop into this session at any time. Project team members will be available at this session to collect your feedback and answer any questions you may have about the next stage of works.

**Contact**  
For more information, please contact Sarah on 0418 828 896 or email [council@nmc.tas.gov.au](mailto:council@nmc.tas.gov.au)

This project is jointly funded by the Northern Midlands Council and the Australian Government's Priority Infrastructure Program.

We can agree without dissent. Visit [www.ipat.tas.gov.au](http://www.ipat.tas.gov.au) to find out more and sign the pledge.

Figure 10 Phase 1 - Public notices - The Mercury and the Examiner (23, 27 and 30 August 2025)



Figure 11 Phase 2 - Public notices - The Mercury (4 and 7 March 2026) and The Examiner (5 and 7 March 2026)



Figure 12 Phase 1 - Consultation Plans

 **CAMPBELL TOWN**  
STREETScape DEVELOPMENT

To complement the streetscaping works being implemented as part of the **Campbell Town Streetscape Development** project, Northern Midlands Council are planning to upgrade parking areas in Queen and King Streets.

Feedback on these parking changes can be submitted by emailing [council@nmc.tas.gov.au](mailto:council@nmc.tas.gov.au) by **Friday, 10 October 2025**.

**PROPOSED PARKING CHANGES ON QUEEN STREET**



- 1 New 90-degree parking areas
- 2 New line marking
- 3 Tree stump to be removed



For further information on this project, please scan the QR code, call Sarah on **0418 828 896** or email [council@nmc.tas.gov.au](mailto:council@nmc.tas.gov.au)  
*This project is jointly funded by Northern Midlands Council and the Australian and Tasmanian governments.*



 **CAMPBELL TOWN**  
STREETScape DEVELOPMENT

To complement the streetscaping works being implemented as part of the **Campbell Town Streetscape Development** project, Northern Midlands Council are planning to upgrade parking areas in Queen and King Streets.

Feedback on these parking changes can be submitted by emailing [council@nmc.tas.gov.au](mailto:council@nmc.tas.gov.au) by **Friday, 10 October 2025**.

**PROPOSED PARKING CHANGES ON KING STREET**



- 1 New 90-degree parking areas
- 2 Upgraded 90-degree parking areas



For further information on this project, please scan the QR code, call Sarah on **0418 828 896** or email [council@nmc.tas.gov.au](mailto:council@nmc.tas.gov.au)

*This project is jointly funded by Northern Midlands Council and the Australian and Tasmanian governments.*



Figure 13 Phase 2 - Consultation Plans

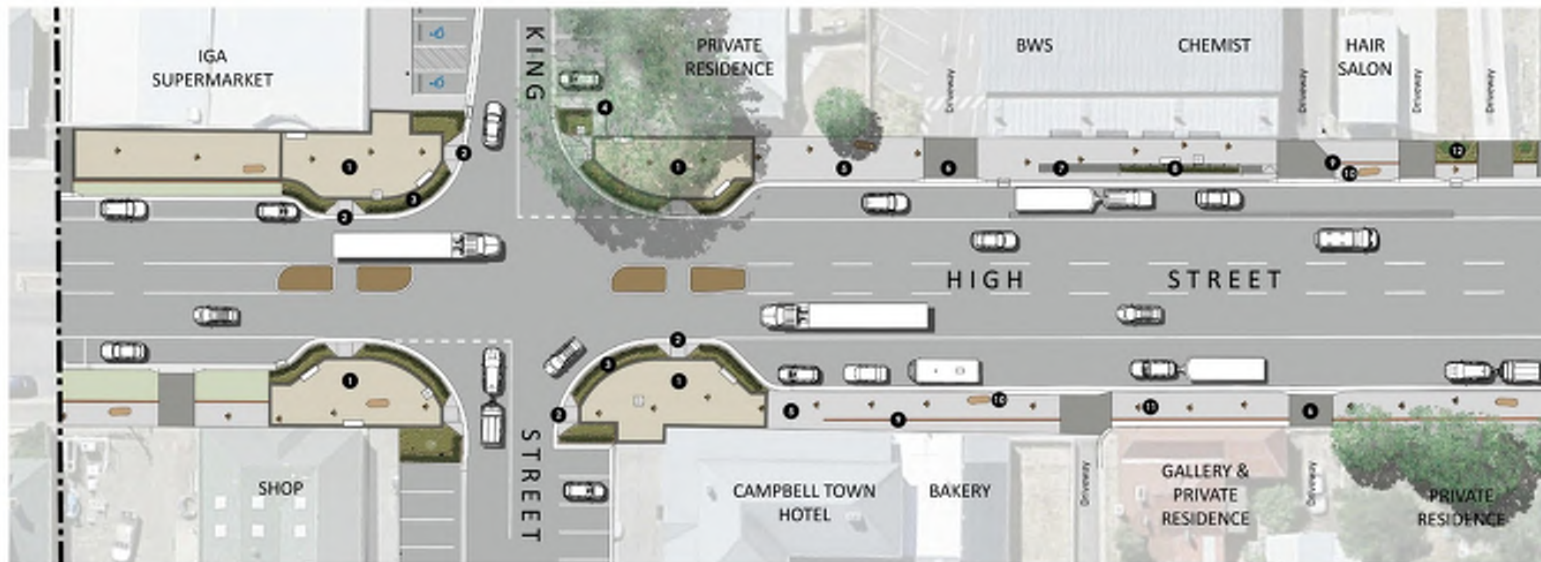


# CAMPBELL TOWN STREETScape DEVELOPMENT

Northern Midlands Council invites you to share your feedback on the design for Stage 2 of the Campbell Town Streetscape Development project.

Stage 2 will upgrade High Street between King Street and the Esplanade in Campbell Town. Works include widening the footpath on High Street, upgrading parking areas and installing new pedestrian crossings to improve accessibility for all.

## STAGE 2 - KING STREET INTERSECTION



- |  |                                     |                                   |
|--|-------------------------------------|-----------------------------------|
| 1 Handstand area with new street furniture and pavement            | 5 Existing footpaths to be replaced | 9 Convict brick trail             |
| 2 Pedestrian crossings to be upgraded                              | 6 Existing driveways to be replaced | 10 Shop motifs to be installed    |
| 3 Landscaping and fencing to be installed                          | 7 Existing steps to be replaced     | 11 Convict arrows to be installed |
| 4 Concrete footpath to link car parking areas with crossing points | 8 Landscaping to be installed       | 12 Landscaping to be installed    |



For further information on this project, please scan the QR code, call Sarah on 0418 828 896 or email [council@nmc.tas.gov.au](mailto:council@nmc.tas.gov.au)

*This project is jointly funded by the Northern Midlands Council and the Australian Government's Priority Infrastructure Program.*





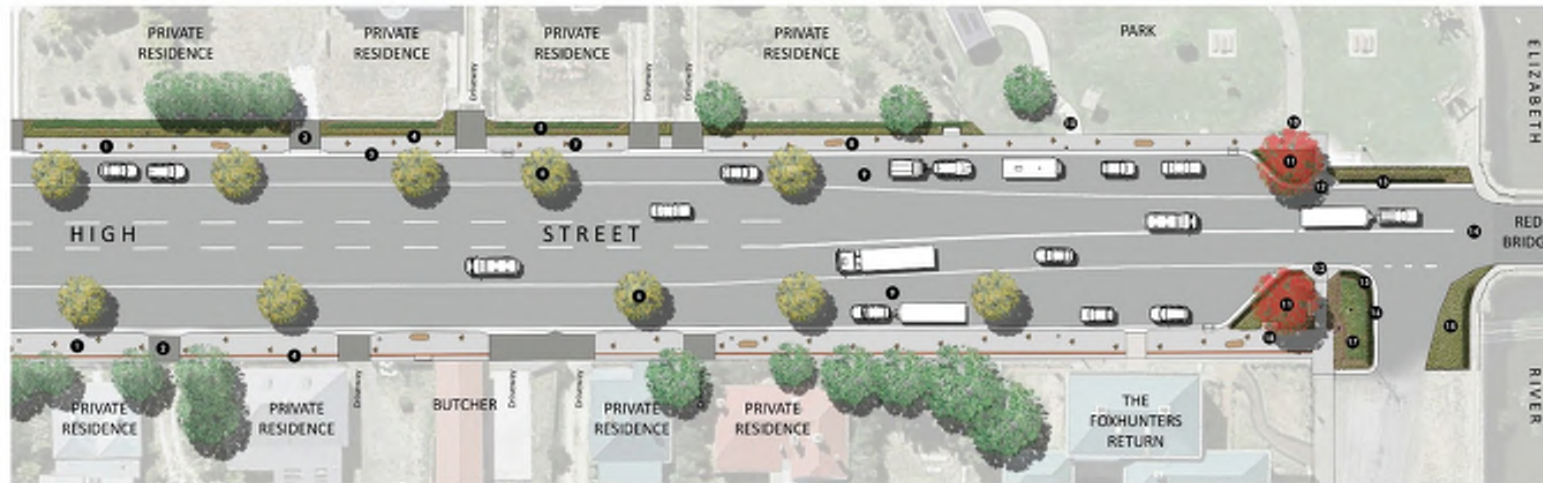
# CAMPBELL TOWN

## STREETSCAPE DEVELOPMENT

Northern Midlands Council invites you to share your feedback on the design for Stage 2 of the Campbell Town Streetscape Development project.

Stage 2 will upgrade High Street between King Street and the Esplanade in Campbell Town. Works include widening the footpath on High Street, upgrading parking areas and installing new pedestrian crossings to improve accessibility for all.

### STAGE 2 - THE ESPLANADE INTERSECTION



- |                                     |  |   |   |
|-------------------------------------|--|---|---|
| 1 Existing footpath to be replaced  | 6 Existing street trees to be retained | 11 New signature street trees to be planted | 16 New kerb and gutter                  |
| 2 Existing driveways to be replaced | 7 Convict arrows to be installed       | 12 Pedestrian crossing to be upgraded       | 17 Landscaping to be installed          |
| 3 New kerb and gutter               | 8 Shop motifs to be installed          | 13 Landscaping and fencing to be installed  | 18 New street furniture to be installed |
| 4 Convict brick trail               | 9 Unmarked parking area                | 14 Works to end before Red Bridge           |   |
| 5 Landscaping to be installed       | 10 Existing footpaths to be retained   | 15 Landscaping to be installed              |   |



For further information on this project, please scan the QR code, call Sarah on 0418 828 896 or email [council@nmc.tas.gov.au](mailto:council@nmc.tas.gov.au)

*This project is jointly funded by the Northern Midlands Council and the Australian Government's Priority Infrastructure Program.*



Figure 14 Phase 2 - Frequently Asked Questions



## FREQUENTLY ASKED QUESTIONS - STAGE 2 - MARCH 2026

### Why is Council streetscaping Campbell Town?

Campbell Town is in the heart of Tasmania and is a popular stopping point for travellers between Hobart and Launceston. The town offers a variety of retail and service facilities catering to passing travellers, including cafes and eateries, speciality gift shops, service stations, a unique award-winning bookshop, art galleries, antique stores, a pharmacy and a supermarket/post office.

High Street (also known as Main Street) is the economic and social hub of Campbell Town. As the town revolves around High Street, the Council identified that it needs to be reinvigorated to improve urban amenities, enable better and safer vehicle movement and access, and enhance pedestrian safety.

Stage 1 of the project included upgrades to High Street between William Street and King Street. Stage 2 of the project will upgrade High Street between King Street and the Esplanade.

### What do the works include?

Stage 2 of the works include widening the footpaths of High Street, installing additional outdoor seating, landscaping and interpretation signage, upgrading parking areas and pedestrian crossings to improve accessibility for everyone. These upgrades will help High Street operate more safely and efficiently and enhance the look and experience of Campbell Town for residents, businesses, and visitors.

### What are the benefits of the project?

The Campbell Town Streetscape Redevelopment project has been designed to:

- Improve health and safety outcomes for all visitors and residents in Campbell Town through improved vehicle and pedestrian access.
- Improve visual and urban amenities for all visitors and residents in Campbell Town.
- Increase business activity and economic growth for businesses within the town centre.

### How many new pedestrian crossings are being installed between King Street and the Esplanade?

As part of Stage 2, we are building **2 new pedestrian crossings** and upgrading **1 existing pedestrian crossing** on High Street and are upgrading **2 existing pedestrian crossings** on King Street. Each crossing is outlined in the dot points below.

The new pedestrian crossings are being constructed in conjunction with the Tasmanian [Road Rules 2019](#), which stipulate that parking is not permitted within 10 metres of an intersection without traffic lights (see *Clause 170, dot point (3)*).

- **1 new pedestrian crossing** is being installed between Harmony on High (116 High Street) and the Campbell Town IGA and Australia Post Office (115 High Street).
- **1 new pedestrian crossing** will also be constructed between the Campbell Town Hotel (118 High Street) and the residence at 117 High Street.
- At both locations outlined above, new pedestrian access ramps will be installed on both sides of High Street to ensure that these crossings are compliant with the *Disability Discrimination Act 1992 (DDA Act)*.



## CAMPBELL TOWN STREETSCAPE DEVELOPMENT

- Both new crossings will also be supported by new central traffic islands, which include a holding area for pedestrians who are unable to cross the full width of the road without stopping.
- **1 existing pedestrian crossing** on High Street between Blackburn Park and the Esplanade will be upgraded. New pedestrian ramps will be installed on either side of High Street to make crossing the road at this location safer for all road users.
- **2 existing pedestrian crossings** on King Street (between 115 and 117 King Street, and 116 and 118 King Street) will also be upgraded. New pedestrian ramps will be installed on either side of King Street to make crossing King Street safer for all road users.

### How many parking spaces will be lost as part of Stage 2 this project?

None. The parking spaces on High Street impacted by the construction of the new pedestrian crossings are being reinstated in King Street, meaning that the available parking capacity in the area will not be decreased. We are also upgrading existing parking areas in Queen Street and King Street to increase parking capacity in the CBD area.

### Are Council installing turning lanes from High Street into King Street?

No. High Street forms part of the Midland Highway (National Highway 1) and is managed by the Department of State Growth, so the installation of turning lanes would be their responsibility. Dedicated turning lanes are generally only installed where there is a flexible safety barrier in between travel lanes, or a high number of recorded crashes.

### Are these works being completed in preparation for Campbell Town to be bypassed?

Council is not aware of any current plans to bypass Campbell Town. Any plans to bypass Campbell Town would be managed by the Department of State Growth, who manage the Midland Highway, as it forms part of the National Highway (Australia) network.

Community members who wish to know if a bypass of Campbell Town is being considered should contact the Department of State Growth using the details below:

**Phone:** 1300 139 933 (select menu item 3)

**Email:** [info@stategrowth.tas.gov.au](mailto:info@stategrowth.tas.gov.au)

### How will this project impact businesses in the area?

Council acknowledges that there will be some short-term disruption to pedestrian and vehicle movements within the Stage 2 area during these works. However, streetscaping works are generally completed in stages to minimise disruption.

Once a contractor has been appointed, we will work with adjacent businesses to ensure that access to businesses is always maintained during business hours.

### What are you doing with the convict bricks?

The convict bricks have already been incorporated into the design for Stage 2. Bricks will be laid in a continuous line on either side of High Street.



## CAMPBELL TOWN STREETSCAPE DEVELOPMENT

### How can I provide my feedback on the plans for Stage 2?

Feedback on Stage 2 of the streetscape development must be submitted **in writing**.

You can provide your feedback by:

- Emailing us at [council@nmc.tas.gov.au](mailto:council@nmc.tas.gov.au)
- Downloading and printing a **Feedback Form** from the Northern Midlands Council webpage, and sending this to us by post (PO Box 156, Longford TAS 7301)
- Visiting our **Community Information Session** on Thursday, 12 March 2026 (more details below)
- Visiting the **Northern Midlands Council office** at 13 Smith Street, Longford (opening hours: Monday to Friday, 8:45 am to 4:30 pm) between Thursday, 5 March 2026 and Tuesday, 31 March 2026.

Community consultation on Stage 2 closes on **Tuesday, 31 March 2026**.

### When is the Community Information Session for Stage 2?

The Community Information Session for Stage 2 of the Campbell Town Streetscape Development project will be held on:

**Date:** Thursday, 12 March 2026

**Venue:** Campbell Town Recreation Ground Complex (Meeting Room 2)  
57 High Street, Campbell Town

**Time:** 11:00 am until 6:00 pm

**You can drop into this session at any time.** Project team members will be available at this session to collect your feedback and answer any questions you may have about the next stage of works.

### When will these works be completed?

It is anticipated that these works will be completed between July 2026 and December 2026. However, Stage 2 works are still subject to a development application, which will be submitted to Council for consideration following community consultation.

### Who is paying for the project?

This project is jointly funded by the Northern Midlands Council and the Australian Government through the Australian Government's Priority Community Infrastructure Program (PCIP).

### How can I find out more information?

We are committed to updating the community as these works progress through our webpage (which can be accessed by scanning the QR below) and our Facebook page.

You can also contact Sarah on **0418 828 896** or email [council@nmc.tas.gov.au](mailto:council@nmc.tas.gov.au)



**AD DESIGN + CONSULTING**



# APPENDIX

## **Appendix B Submissions (redacted)**

[addconsulting.com.au](http://addconsulting.com.au)



NORTHERN MIDLANDS COUNCIL					
File No.					
Property					
Attachments					
REC'D 30 MAR 2026					
	I	A		I	A
GTA			PLN		
PAOM			BLD		
CSM			MYH		
WM			EA		
HEI					
HLT					

Jas.  
22-3-26

Dear Sirs,

Many years ago I sent my name to a person named Cameron or Foster to have a Brick placed with others in a foot path in memory of a bonvict will ~~this~~ these be disturbed

I  
Was at

I Purchased Angus Bull from Feedy Foster many years ago

yours Faithfully

DOB 29-6-34

**From:** REDACTED

**Sent:** Wednesday, 25 March 2026 3:59 PM

**To:** Northern Midlands Council <[council@nmc.tas.gov.au](mailto:council@nmc.tas.gov.au)>

**Cc:** Cr Mary Knowles <[mary.knowles@nmc.tas.gov.au](mailto:mary.knowles@nmc.tas.gov.au)>; Cr Janet Lambert <[janet.lambert@nmc.tas.gov.au](mailto:janet.lambert@nmc.tas.gov.au)>; Cr Alison Andrews <[alison.andrews@nmc.tas.gov.au](mailto:alison.andrews@nmc.tas.gov.au)>; Cr Andrew McCullagh <[andrew.mccullagh@nmc.tas.gov.au](mailto:andrew.mccullagh@nmc.tas.gov.au)>; Vincent, Kerry <[Kerry.Vincent@dpac.tas.gov.au](mailto:Kerry.Vincent@dpac.tas.gov.au)>; Cr Matthew Brooks <[matthew.brooks@nmc.tas.gov.au](mailto:matthew.brooks@nmc.tas.gov.au)>; Cr Richard Archer <[richard.archer@nmc.tas.gov.au](mailto:richard.archer@nmc.tas.gov.au)>; Cr Richard Goss <[richard.goss@nmc.tas.gov.au](mailto:richard.goss@nmc.tas.gov.au)>; Cr Paul Terrett <[paul.terrett@nmc.tas.gov.au](mailto:paul.terrett@nmc.tas.gov.au)>; Cr Dick Adams <[dick.adams@nmc.tas.gov.au](mailto:dick.adams@nmc.tas.gov.au)>

**Subject:** Stage 2 - Campbell Town Streetscape - Feedback

Dear Northern Midlands Council,

Firstly, it is appreciated that the community information session was held before the DA was submitted and I personally appreciated the advice and clarification, as well as the openness that Trent in particular seemed to have at that session.

Secondly, I would also like to acknowledge the improvements that have been made to the streetscape, stage 2 plans (based on the feedback from stage 1), generally as a whole. However, there are a couple of major concerns, and feedbacks I would now like to formally offer.

Before I get into those I do want to acknowledge and I understand that it is impossible to please everyone, yet hopefully through a more transparent consultation process that key functional issues have been detected and adjustments to the plans can be made. It would be exceptionally disappointing (again) if we haven't been listened to.

**INTERSECTION AT KING ST / HIGH ST:** It is of major concern the road width and the lack of space for turning into or out of King St on the plans I have seen.

Also, as a Campbell Town resident, who also co-owns a business on this intersection, I would prefer not to have such a large hardstand area, and it was mentioned that

perhaps a meter or so could be removed from these corners to make more informal passing areas and to reduce the hardstand area (to prevent people from lingering).

I like the pedestrian access being here, and I feel it is a good use of street space which cannot be used for parking. We don't want anyone loitering outside our shop on excessive pedestrian areas at this intersection.

**Please consider:** reducing the size of the hardstand to, 1. discourage lingering and 2. ensure more room for vehicles passing others who are turning into King St, and to allow for 2 x vehicles to turn left and right from King st at the same time.

**STREET PARKING OUTSIDE IGA:** On the plans that I have seen, the street parking width outside the IGA is a tiny 2.25m! This is barely enough room for a car, but add someone who is putting groceries into their vehicle, and doing that just as trucks and other vehicles are driving past on the highway, at a very close distance, and this seems very dangerous to me.

**Please consider:** removing the strip allocated for grass outside the IGA on High St, and increase the parking width for safety and ease. If you did this outside us at REDACTED High St, we would also be very happy!

**ESPLANADE / HIGH ST:** I'd like to request that the impact on this corner be minimal and just as much as it needs to be. My preference is to have no signature trees and to bring highlight to our town's gem - the Red Bridge instead, with as fewer visual distractions as possible. This should help with the clear signage being visible at The Esplanade too. Please consider a sign that states - *Red Bridge*, as we don't have one and tourists are always asking us where the Red Bridge is!!

**Please consider:** keeping this area as clear and as decluttered and open as possible.

**PEDESTRIAN CROSSINGS:** I personally agree with the placement of and the amount of pedestrian crossings on the plans I have seen - King St intersection x 2, and The Esplanade.

**OTHER GENERAL COMMENTS ABOUT STAGE 2:** For the record I do also want to state (again) that it is a real shame that we are losing our informal wide roads as it is a distinct charm of our town. The footpath on the eastern side is long overdue for an upgrade - so this will be fabulous. I like that the parking south of King St will be wider (than what's happened with stage 1) and that it seems like our important trucks, caravans and larger vehicles have been considered for stage 2.

**BRICK TRAIL (side note):** Now that the brick trail will be reinstated, I think it is a waste of money to continue the 'ship shapes' and the 'convict arrows' down to the bridge.

**Please consider:** Not adding them to stage 2, they are not needed.

**EXTRA CONSIDERATION (for the future):** Please consider, urgently (as these things take time) to provide our town with other parking options. Last year it was mentioned that the old fire station may be an option for parking. The reality is that all of our businesses in town are suffering from the works but also by the parking restrictions. Although this might be great for Ross (who I hear are booming), it is not good for our town.

Our businesses cannot survive purely with local support - we need passing trade to be able to survive. Travellers need an easy place to park or they will drive past.

**Please consider:** On behalf of all businesses in Campbell Town, we request your serious consideration of this situation. Thank you.

Thank you for your efforts and consideration of my feedback.

I sincerely hope that we have some sensible changes applied to the plans and that we can get these works over and done with as soon as practical.

I look forward to seeing the plans and attending the April meeting,

Sincerely,

REDACTED

**From:** REDACTED

**Sent:** Friday, 27 March 2026 9:37 PM

**To:** Northern Midlands Council <[council@nmc.tas.gov.au](mailto:council@nmc.tas.gov.au)>; Cr Mary Knowles <[mary.knowles@nmc.tas.gov.au](mailto:mary.knowles@nmc.tas.gov.au)>; Cr Janet Lambert <[janet.lambert@nmc.tas.gov.au](mailto:janet.lambert@nmc.tas.gov.au)>; Cr Alison Andrews <[alison.andrews@nmc.tas.gov.au](mailto:alison.andrews@nmc.tas.gov.au)>; Cr Andrew McCullagh <[andrew.mccullagh@nmc.tas.gov.au](mailto:andrew.mccullagh@nmc.tas.gov.au)>; Cr Matthew Brooks <[matthew.brooks@nmc.tas.gov.au](mailto:matthew.brooks@nmc.tas.gov.au)>; Cr Richard Archer <[richard.archer@nmc.tas.gov.au](mailto:richard.archer@nmc.tas.gov.au)>; Cr Richard Goss <[richard.goss@nmc.tas.gov.au](mailto:richard.goss@nmc.tas.gov.au)>; Cr Dick Adams <[dick.adams@nmc.tas.gov.au](mailto:dick.adams@nmc.tas.gov.au)>; Cr Paul Terrett <[paul.terrett@nmc.tas.gov.au](mailto:paul.terrett@nmc.tas.gov.au)>

**Subject:** Campbell Town Streetscape general feedback and Stage 2 concerns

Quoting from and commenting on the NMC's FAQ about the streetscape.

What are the benefits of the project?

The Campbell Town Streetscape Redevelopment project will:

"- Improve health and safety outcomes for all visitors and residents in Campbell Town through improved vehicle and pedestrian access."

How does removing parking on High Street, narrowing the road, and adding overly large corners (which will make it more difficult to enter High Street from the side streets, and vice versa) improve vehicle access?

"- Improve visual and urban amenities for all visitors and residents in Campbell Town." Visual appeal is subjective. What urban amenities are being improved / added? A few benches and random strips of grass + pine bark (which is already scattered all over the footpath around Valentine Park).

Adding a few bits of grass and pine bark does not equal the creation of a park or community garden (i.e. green spaces)

The streetscape certainly isn't improving mobility (the ease of movement of goods and people) through Campbell Town.

The streetscape isn't adding to the culture of the town. In fact, it was going to damage the culture of the town until Council agreed to reinstate the brick trail. Thank you

Councilman Brooks for putting forward the motion, and the rest of Council for listening to the public.

The streetscape isn't adding to or improving the commercial side of things.

The streetscape isn't adding to or improving any essential services in the town.

By these metrics the streetscape fails to deliver on urban amenities. One could argue anything affecting the flow of traffic and parking would cause harm to mobility, commercial, and essential services.

"- Increase business activity and economic growth for businesses within the town centre."

I completely reject Council's claim that the streetscape will increase business in Campbell Town. I asked Council's Project Manager what studies this claim was based on. He had no evidence to back up the claim, only his opinion which he freely admitted to. I've since done my own research trying to find anything to support this wild notion. I did find a rather vague study which concluded reducing on street parking to create wider footpaths and adding greenery might have some positive impact on retail sales. Please note: Location matters. The whole streetscape plan is based on ideas better suited to the characteristics of a city.

- 1: Minimal natural beauty
- 2: A need to break up the concrete jungle with trees, parks, etc.
- 3: A large population within walking distance to support businesses
- 4: Solid public transport to bring customers to the businesses

None of the above applies to Campbell Town.

Campbell Town is a small rural town surrounded by paddocks, trees, a nice river, and three parks.

Campbell Town's population of around 1000 is not enough to sustain the number and varied types of businesses in town.

The businesses rely on people traveling through town in their cars/trucks/campers (and stopping). No one is going to walk to Campbell Town. Tens of thousands of people are not going to pass through Campbell Town on bicycles.

The plan doesn't make sense. Places which could have benefited from wider footpaths (i.e. the food hub with footpath dining) stayed the same and places like outside the IGA will have a 6-metre-wide path for no good reason. The footpath will be wider than the street. Nothing is consistent about the streetscape. Outside REDACTED High St the current "informal" foot path is 3.2 metres. The new foot path will be 2.4 with a ridiculously large 3.6 metre nature strip (grass that will be trampled by passengers getting out of cars). Not only that but how are passengers with walkers meant to exit the vehicle? The IGA will also receive grass right next to where people park. Passengers will trample the grass when exiting and entering the vehicle. Has anyone considered people wanting to push a trolley to their car? Are people expected to push the trolley onto the grass or are they supposed to take the trolley from the crossing zone, onto the highway, and around to their car?

Random bits of grass and pine bark is form over function, and the form isn't even nice.

Continuing with IGA issues; The stage 2 plan has on street parking outside the IGA limited to 2.25 metres wide. Below is a list of average widths of vehicles (not including mirrors). One should also consider the fact that the driver must open their door directly onto the Highway.

1.75m wide for micro / light car

1.84m wide for mid suv

1.98m wide for larger suv | barely fits

2.3m wide for US style utes (ram 1500, silverado, f-150) | won't fit

Van widths

1.7m - 1.8m small

1.9m - 2.1m medium

2.1m - 2.5m large | won't fit

Caravans, trucks, busses, won't fit.

Is Council going to restrict the types of vehicles that can park outside the IGA?

The plan doesn't even comply with the Tasmanian Infrastructure Design Guidelines.

From the LGAT website:

Tasmanian Infrastructure

Design Guidelines

November 2025 – Version 1.0

### 3.5.1 On-street parking

#### Minimum requirements

On street parallel parking shall conform with the following minimum dimensions (unless otherwise compliant with AS2890 and permitted by Council):

- Single (car) space: 6.5m x 2.5m

Has the project manager informed Council the current plan is non-compliant without Council's approval or has Council already approved this?

Proposed changes to Stage 2:

The overly large “hardstands” (work being done on the corners of High Street and King St) should be reduced in size to allow for formal or informal turning lanes so people wanting to turn aren't blocking traffic. On the topic of the “hardstands” reducing their overall size is desirable. None of the three affected businesses (IGA, Harmony, the pub) want people loitering outside smoking/drinking. Side note: Theft and vandalism is on the rise in Campbell Town.

All sections of grass/pine bark removed from areas cars are supposed to park.

The width of on street parking outside the IGA increased to at least the minimum required by LGAT (2.5m, but 3m would be better)

No “signature trees” added under or even near powerlines. Tas Networks’ website clearly states “Avoid planting any tree or shrub that could grow within 3 metres of a powerline”. The trees will just end up being chopped to prevent them from becoming a hazard. Hacked apart trees look far worse than not having a tree, plus it’s a waste of time and money. Council already made this mistake south of the red bridge, please don’t repeat it.

Kind regards,

REDACTED

**From:** REDACTED

**Sent:** Sunday, March 29, 2026 9:59:15 PM

**To:** Cr Mary Knowles <[mary.knowles@nmc.tas.gov.au](mailto:mary.knowles@nmc.tas.gov.au)>

**Subject:** Street scape Campbell Town 2nd stage

I am at REDACTED High street. The plan for out the front is sum sort of a garden area that will block access to our gate, I did address it at the meeting at the sports complex. Also my front wall is a retaining wall and if it is undermined could damage it. This also affects both sides, REDACTED and REDACTED .please take note. I did mention the lack of rubbish bin,s in this section as rubbish is often dumped out the front of our houses. Parking is also limited and often can block access to our houses. We keep saying that parking is a problem but it doesn't seem to resolve itself in your plan for our Town. Please consider this as once it's done badly it's hard to fix,If it was done right out front of your home you'd probably want it done right. Thanks again please consider this as if it's yours.

Sent from my iPhone

From: REDACTED

Sent: Monday, 30 March 2026 5:19 PM

To: Northern Midlands Council <[council@nmc.tas.gov.au](mailto:council@nmc.tas.gov.au)>

Subject:

To Whom It May Concern

I believe the Northern Midlands Council and the State Government have missed a golden opportunity to further build and beautify the Campbell Town street scape. This area would have one of the highest concentration of coffee shops per metre of frontage to the main road. Thus parking should have been the prime consideration, to promote more jobs.

What has been achieved and will be achieved is a reduction in business and jobs.

A lot of young people in the Campbell Town area have taken advantage of the growth of jobs because of the abundance of jobs derived from easy access to a cup of coffee.

Why have the trees remained.

Why have so many parking spaces been lost on both sides of the road at the Queen and High street intersection.

Why have there been so many car parks been lost in High st outside the supermarket.

Are jobs no longer important.

After the crash of the Wool Industry, there were over 100 people unemployed in the area. It took a clear focus on creating opportunities which included harnessing the assets of the area.

This included potato growing, the convict trial, promoting the historical story's of the area, building points of interest in Valentine park, to name a few. Development of water assets making farming more viable.

All of this lead to an upward demand for jobs and opportunity.

This has now been reversed .

Cheers REDACTED

Sent from my iPad



# CAMPBELL TOWN

## STREETSCAPE DEVELOPMENT

### STAGE 2 - COMMUNITY CONSULTATION

#### FEEDBACK FORM

We would appreciate any feedback you may have on the plans for Stage 2 of the Campbell Town Streetscape Development project.

Identification details are optional.

Name: .....

Postcode: 7120 .....

I am a:  Resident of Campbell Town  Local business owner  
 Frequent visitor  Other (please specify): .....

Would you like to be updated about this project via email?  Yes  No

If you have ticked 'yes' above, please provide your email address below.

Email address: .....

#### Feedback:

Very hard to turn right into King street coming from south: - Why isnt there a slip lane. Per stage 2 King street intersection roadway diminished both sides per ① Hardstand area. Today 12/3 King street parking fully utilised - where will the new parking be? People with mobility issues cannot be expected to cross road with groceries.

Delivery trucks to IGA will have problems turning and exiting King Street.

Thank you for your feedback. We appreciate your interest and participation in this consultation process.



# CAMPBELL TOWN

## STREETSCAPE DEVELOPMENT

### STAGE 2 - COMMUNITY CONSULTATION

#### FEEDBACK FORM

We would appreciate any feedback you may have on the plans for Stage 2 of the Campbell Town Streetscape Development project.

Identification details are optional.

Name: .....

Postcode: .....

I am a:  Resident of Campbell Town     Local business owner  
 Frequent visitor     Other (please specify): .....

Would you like to be updated about this project via email?     Yes     No

If you have ticked 'yes' above, please provide your email address below.

Email address: .....

**Feedback:**

Along King Street new footpath - has a gap and not joined  
→ Complete the work the concrete path.

Thank you for your feedback. We appreciate your interest and participation in this consultation process.





# CAMPBELL TOWN

## STREETSCAPE DEVELOPMENT

### STAGE 2 - COMMUNITY CONSULTATION

8

#### FEEDBACK FORM

We would appreciate any feedback you may have on the plans for Stage 2 of the Campbell Town Streetscape Development project.

Identification details are optional.

Name: .....

Postcode: .....

I am a:  Resident of Campbell Town     Local business owner  
 Frequent visitor     Other (please specify): .....

Would you like to be updated about this project via email?     Yes     No

If you have ticked 'yes' above, please provide your email address below.

Email address: .....

Feedback:

king St - no turning lane.

No grass out front please  
wife used pathway.

Yellow line across  
driveway.

Retaining wall - 80 years old.  
Needs support during construction

patrol    \*Need new convict brot sign

check pedestrian paths

Add in a bin?

Do we need street trees? Most people  
don't want them.

Thank you for your feedback. We appreciate your interest and participation in this consultation process.



# CAMPBELL TOWN

## STREETSCAPE DEVELOPMENT

### STAGE 2 - COMMUNITY CONSULTATION

#### FEEDBACK FORM

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We would appreciate any feedback you may have on the plans for Stage 2 of the Campbell Town Streetscape Development project.

Identification details are optional.

Name: .....

Postcode: 7209 .....

I am a:  Resident of Campbell Town  Local business owner  
 Frequent visitor  Other (please specify): .....

Would you like to be updated about this project via email?  Yes  No

If you have ticked 'yes' above, please provide your email address below.

Email address: .....

**Feedback:**

1. Grass verge in front of High # in front of Supermarket. Litter is that necessary? Parking could be improved in both spots
2. Hard stand corners of King & High Sts - I can see turning out left & right on both sides will be difficult & dangerous. Even turning from High St, turning left or right into King St has no lanes to turn off. Traffic will back up behind.
3. Hard stand in front of The Foxhunders Return is way TOO wide!
4. Driveway for High St. south of our building to be retained!
5. Trucks & large overwidth vehicles (headers, mowers etc) will struggle to get through main business area. Some machinery 4.6 metres.

Thank you for your feedback. We appreciate your interest and participation in this consultation process.



# CAMPBELL TOWN

## STREETSCAPE DEVELOPMENT

### STAGE 2 - COMMUNITY CONSULTATION

#### FEEDBACK FORM

We would appreciate any feedback you may have on the plans for Stage 2 of the Campbell Town Streetscape Development project.

Identification details are optional

Name: .....

Postcode: .....

I am a:  Resident of Campbell Town  Local business owner  
 Frequent visitor  Other (please specify): .....

Would you like to be updated about this project via email?  Yes  No

If you have ticked 'yes' above, please provide your email address below.

Email address: .....

**Feedback:**

Pedestrian Safety / Vehicle safety  
Crossing road safety in the middle of the road.  
King Street intersection with highway  
enough space to turn right and  
have room to pass the turning vehicle  
Additional width for trucks parking.

Thank you for your feedback. We appreciate your interest and participation in this consultation process.





# CAMPBELL TOWN

## STREETSCAPE DEVELOPMENT

### STAGE 2 - COMMUNITY CONSULTATION

#### FEEDBACK FORM

We would appreciate any feedback you may have on the plans for Stage 2 of the Campbell Town Streetscape Development project.

Identification details are optional.

Name: .....

Postcode: .....

I am a:  Resident of Campbell Town  Local business owner  
 Frequent visitor  Other (please specify): .....

Would you like to be updated about this project via email?  Yes  No

If you have ticked 'yes' above, please provide your email address below.

Email address: .....

**Feedback:**

Doesn't need trees or crossing on Esplanade.

Pinch point coming off Bridge.

Cars coming out of Esplanade (one way street)

No allowance made for cars turning

People parking 90° in Esplanade. - needs more guidance on parking and one-way

Thank you for your feedback. We appreciate your interest and participation in this consultation process.





# CAMPBELL TOWN

## STREETSCAPE DEVELOPMENT

### STAGE 2 - COMMUNITY CONSULTATION

13

#### FEEDBACK FORM

We would appreciate any feedback you may have on the plans for Stage 2 of the Campbell Town Streetscape Development project.

Identification details are optional.

Name: .....

Postcode: .....

I am a:  Resident of Campbell Town  Local business owner  
 Frequent visitor  Other (please specify): .....

Would you like to be updated about this project via email?  Yes  No

If you have ticked 'yes' above, please provide your email address below.

Email address: .....

#### Feedback:

Hard funds are too far out.

No ped crossing at 16A/Leanes Shop

Bus drivers - not enough room around corner

Trucks unloading in back of supermarket

People not checking mirrors before getting out.

Throat of King Street cannot be narrowed.

Thank you for your feedback. We appreciate your interest and participation in this consultation process.

Caravan Park? Forward planning  
Feas. Study to formalise ~~to~~ St.



# CAMPBELL TOWN

## STREETSCAPE DEVELOPMENT

### STAGE 2 - COMMUNITY CONSULTATION

#### FEEDBACK FORM

We would appreciate any feedback you may have on the plans for Stage 2 of the Campbell Town Streetscape Development project.

*Identification details are optional*

Name: .....

Postcode: .....

I am a:  Resident of Campbell Town  Local business owner  
 Frequent visitor  Other (please specify): .....

Would you like to be updated about this project via email?  Yes  No

If you have ticked 'yes' above, please provide your email address below.

Email address: .....

**Feedback:**

Parting plans  
Extra parking on King Street (19th Side)  
Tourists exiting Esplanade. -  
Frequent visitor to King St (friend)  
Solid line @ King Street.  
Close off Esplanade.

Thank you for your feedback. We appreciate your interest and participation in this consultation process.



# CAMPBELL TOWN

## STREETSCAPE DEVELOPMENT

### STAGE 2 - COMMUNITY CONSULTATION

#### FEEDBACK FORM

We would appreciate any feedback you may have on the plans for Stage 2 of the Campbell Town Streetscape Development project.

Identification details are optional.

Name: .....

Postcode: 7210 .....

I am a:  Resident of Campbell Town  Local business owner  
 Frequent visitor  Other (please specify): .....

Would you like to be updated about this project via email?  Yes  No

If you have ticked 'yes' above, please provide your email address below.

Email address: .....

#### Feedback:

I was appressed to the street scape when I first heard about it... u u

Having seen Perth and how lovely and inviting C.T is going to be soon, Well done!

Thank you for your feedback. We appreciate your interest and participation in this consultation process.



# CAMPBELL TOWN

## STREETSCAPE DEVELOPMENT

### STAGE 2 - COMMUNITY CONSULTATION

#### FEEDBACK FORM

We would appreciate any feedback you may have on the plans for Stage 2 of the Campbell Town Streetscape Development project.

Identification details are optional.

Name: .....

Postcode: 7210 .....

I am a:  Resident of Campbell Town  Local business owner  
 Frequent visitor  Other (please specify): .....

Would you like to be updated about this project via email?  Yes  No

If you have ticked 'yes' above, please provide your email address below.

Email address: .....

#### Feedback:

excellent project and looking forward to the opening.

upgrade and beautification is welcomed by me.

Thank you for your feedback. We appreciate your interest and participation in this consultation process.



# CAMPBELL TOWN

## STREETSCAPE DEVELOPMENT

### STAGE 2 - COMMUNITY CONSULTATION

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#### FEEDBACK FORM

We would appreciate any feedback you may have on the plans for Stage 2 of the Campbell Town Streetscape Development project.

Identification details are optional.

Name: .....

Postcode: 7210 .....

I am a:  Resident of Campbell Town  Local business owner  
 Frequent visitor  Other (please specify): .....

Would you like to be updated about this project via email?  Yes  No

If you have ticked 'yes' above, please provide your email address below.

Email address: .....

#### Feedback:

Stay as Heritage Highway - driveway @ Highstreet added.

Pedestrian outstand on corner Kings + Highst  
smallers outside 116.

More parking.

Pleased median strip south of pub.

Improve slope outside IGA.

Thank you for your feedback. We appreciate your interest and participation in this consultation process.



# CAMPBELL TOWN

## STREETSCAPE DEVELOPMENT

### STAGE 2 - COMMUNITY CONSULTATION

#### FEEDBACK FORM

We would appreciate any feedback you may have on the plans for Stage 2 of the Campbell Town Streetscape Development project.

Identification details are optional.

Name: .....

Postcode: 7210 .....

I am a:  Resident of Campbell Town  Local business owner  
 Frequent visitor  Other (please specify): .....

Would you like to be updated about this project via email?  Yes  No

If you have ticked 'yes' above, please provide your email address below.

Email address: .....

**Feedback:**

Narrow parking outside the IGA won't be safe for people exiting onto the Highway.

I am concerned about the overall flow of traffic around King St / High St.

I think the town needs another carpark.

Thank you for your feedback. We appreciate your interest and participation in this consultation process.





# CAMPBELL TOWN

## STREETSCAPE DEVELOPMENT

### STAGE 2 - COMMUNITY CONSULTATION

#### FEEDBACK FORM

We would appreciate any feedback you may have on the plans for Stage 2 of the Campbell Town Streetscape Development project.

Identification details are optional.

Name: .....

Postcode: .....

I am a:  Resident of Campbell Town  Local business owner  
 Frequent visitor  Other (please specify): .....

Would you like to be updated about this project via email?  Yes  No

If you have ticked 'yes' above, please provide your email address below.

Email address: .....

#### Feedback:

- Addition of slip lanes into the King St. intersection

- Handstand outside IGA will encourage loitering and vandalism - safety issues for staff.

Thank you for your feedback. We appreciate your interest and participation in this consultation process.





# CAMPBELL TOWN

## STREETSCAPE DEVELOPMENT

### STAGE 2 - COMMUNITY CONSULTATION

#### FEEDBACK FORM

We would appreciate any feedback you may have on the plans for Stage 2 of the Campbell Town Streetscape Development project.

Identification details are optional.

Name: .....

Postcode: .....

I am a:  Resident of Campbell Town  Local business owner  
 Frequent visitor  Other (please specify): .....

Would you like to be updated about this project via email?  Yes  No

If you have ticked 'yes' above, please provide your email address below.

Email address: .....

#### Feedback:

Elderly crossing road.  
Depth of gutter.  
Gutter/drainage on business side.  
Coming out of tiny street will be better.

Thank you for your feedback. We appreciate your interest and participation in this consultation process.





# CAMPBELL TOWN

## STREETSCAPE DEVELOPMENT

### STAGE 2 - COMMUNITY CONSULTATION

21

#### FEEDBACK FORM

We would appreciate any feedback you may have on the plans for Stage 2 of the Campbell Town Streetscape Development project.

Identification details are optional.

Name: .....

Postcode: .....

I am a:  Resident of Campbell Town  Local business owner  
 Frequent visitor  Other (please specify): .....

Would you like to be updated about this project via email?  Yes  No

If you have ticked 'yes' above, please provide your email address below.

Email address: .....

#### Feedback:

TURNING LANES IN TO KING ST.

Elderly people -  
partially  
disabled.

PARALLEL PARKING IN QUEEN ST.

- LONG VEHICLE PARKING SIGN

NO NEED FOR PEDESTRIAN CROSSINGS

Plan needs to highlight central turning lane - line marking - road.

Underpass - not used.

Make pedestrians crossings.

Thank you for your feedback. We appreciate your interest and participation in this consultation process.

Esplanade - closure or cul-de-sac. - one way sign not working

Road on other side, - cul-de-sac

Driveways - different colour paint work

Car park - BWS - can't take trucks

Town services on tourism.

Thursday - Seniors Day - where do they park?

Community Car - where does this park

King Street intersection.

Some people have suggested  
roundabout.



# CAMPBELL TOWN

## STREETSCAPE DEVELOPMENT

### STAGE 2 - COMMUNITY CONSULTATION

#### FEEDBACK FORM

We would appreciate any feedback you may have on the plans for Stage 2 of the Campbell Town Streetscape Development project.

Identification details are optional.

Name: .....

Postcode: .

I am a:  Resident of Campbell Town  Local business owner  
 Frequent visitor  Other (please specify): .....

Would you like to be updated about this project via email?  Yes  No

If you have ticked 'yes' above, please provide your email address below.

Email address: ...

**Feedback:**

Width of tiny street - Dump site.  
Check swept paths  
Promotion of long vehicle parking  
Pedestrian Crossings - fine.  
Concret bricks

Thank you for your feedback. We appreciate your interest and participation in this consultation process.



# CAMPBELL TOWN

## STREETSCAPE DEVELOPMENT

### STAGE 2 - COMMUNITY CONSULTATION

23

#### FEEDBACK FORM

We would appreciate any feedback you may have on the plans for Stage 2 of the Campbell Town Streetscape Development project.

*Identification details are optional*

Name: .....

Postcode: 7210 .....

I am a:  Resident of Campbell Town  Local business owner  
 Frequent visitor  Other (please specify): .....

Would you like to be updated about this project via email?  Yes  No

If you have ticked 'yes' above, please provide your email address below.

Email address: .....

#### Feedback:

Thankyou for keeping wide the parking area south of the pub.

Concern @ Esplanade entry traffic exiting illegally.

\* Main concern - major - is intersection at King St,  
 - hardstand area reduced,  
 - turning lanes added (to help traffic flow)

- \* Please start works @ King St carparking first if poss.
- Please increase parking width outside IGA on High St.
- please make signage for parking, tickets etc clearer

We vrgently need more parking in town elsewhere for the future.

Thank you for your feedback. We appreciate your interest and participation in this consultation process.



# CAMPBELL TOWN

STREETSCAPE DEVELOPMENT

## STAGE 2 - COMMUNITY CONSULTATION

24

### FEEDBACK FORM

We would appreciate any feedback you may have on the plans for Stage 2 of the Campbell Town Streetscape Development project.

Identification details are optional.

Name: .....

Postcode: ROSS!

I am a:  Resident of Campbell Town  Local business owner  
 Frequent visitor  Other (please specify): .....

Would you like to be updated about this project via email?  Yes  No

If you have ticked 'yes' above, please provide your email address below.

Email address: .....

#### Feedback:

No consideration for businesses.

No consideration for tractors/large vehicles  
Permit:

Drainage. - Live eat. - water staying on road

✓ drain outside Liv eat. - Diner.

Elderly movements - park directly out the front

Trees under power lines - Death  
Lots of Council issues.

Thank you for your feedback. We appreciate your interest and participation in this consultation process.

Not enough width. Plenty of crossings  
proceeding.

Bus stop outside library.

Roadwork noise at night.

Trucks visiting Service Tas. - where do  
they park?

Park benches not being used.

People not able to park - go to Ross  
or Epping Forest.

Not going to make it safer.

Should have just fixed footpaths up.

Council doesn't care about tourists/  
businesses

Delivery trucks.

Councils taking up multiple spots.

Can ride on mowers access grass areas?

Loss of parking in Stage 1.



# CAMPBELL TOWN

## STREETSCAPE DEVELOPMENT

### STAGE 2 - COMMUNITY CONSULTATION

#### FEEDBACK FORM

We would appreciate any feedback you may have on the plans for Stage 2 of the Campbell Town Streetscape Development project.

Identification details

Name: .....

Postcode: .....

I am a:  Resident of Campbell Town  Local business owner  
 Frequent visitor  Other (please specify): .....

Would you like to be updated about this project via email?  Yes  No

If you have ticked 'yes' above, please provide your email address below.

Email address: .....

**Feedback:**

Mobility issues - need more space  
Landscaping - should be accessible  
Esplanade - doesn't need crossing?  
Don't take up footpath  
Live Eat - wheelchair access

Thank you for your feedback. We appreciate your interest and participation in this consultation process.



## AD DESIGN + CONSULTING

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NORTHERN  
MIDLANDS  
COUNCIL

## Queen Street & Commonwealth Lane - Right turning traffic movements



**Image 1. South bound car turning right with semi-trailer passing through**



**Image 2. Two (2) north bound cars turning right with car passing through**

P.O. Box 156  
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Tasmania's Historic Heart



NORTHERN  
MIDLANDS  
COUNCIL

## Queen Street & Commonwealth Lane - Right turning traffic movements



**Image 3. North bound car turning right with car passing through**



**Image 4. North bound car turning right with truck passing through**

P.O. Box 156  
Longford Tas 7301

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Tasmania's Historic Heart