

Campbell Town Development Plan

Prepared for: Northern Midlands Council

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transport infrastructure | community infrastructure | industrial infrastructure | climate change



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Executive Summary

The purpose of this study is to provide a broad framework to guide Council when it considers subdivision and rezoning proposals for Campbell Town.

The findings should be incorporated into the new Northern Midlands Planning Scheme which should come into effect in 2011 or 2012. There are some recommendations which Council can consider in terms of general policy development or as specific issues to address with further project work.

Campbell Town is a major pastoral centre on the Midland Highway - best known now as a stop for travellers on the highway. Recreational Vehicles (RVs) are using Campbell Town as a stopping point - parking in Wardlaw Park close to the Elizabeth River. This is a specific issue the report examines.

Campbell Town has a rich heritage and this is reflected in the good stock of heritage buildings within the town. No better example exists than the Red Bridge which is the main transport link north - south on the Midland Highway.

The Campbell Town Health and Community Service is a crucial asset to both the town and the surrounding region.

The current population of Campbell Town is 771 based on the 2006 Census. Unfortunately the population has been in steady decline for twenty years. The challenge facing council and the community is to halt this decline and aim for a positive growth by the end of the life of this plan (ten years).

Drivers for change in Campbell Town could be a greater emphasis on promoting the town's position on the Highway, developments which come from an irrigation scheme and value adding to local produce.

As a result of the declining population, demand for new houses and subdivided lots is low - at two to three per annum. Against that demand there is an extreme excess of zoned land. Council should resist the rezoning of any further land in Campbell Town for residential purposes. Indeed much of the Residential Reserved land in the town should be back zoned under the new Northern Midlands Planning Scheme. This will be discussed further in the site selection section of this report.

The study looked at twelve sites within the township, all of which have some potential for development. Each site was assessed against a given set of criteria and a summary comment made in regard to potential and possible yield.

The sites were then critically assessed against each other and priority given based on set criteria. The sites north of the Elizabeth River were the highest priorities based on location, ownership pattern, sealed road frontages and other services.

The draft plans were placed on public exhibition for one month and a number of constructive comments were received. These were presented to a Council workshop in May 2012 and the final plan was adopted by Northern Midlands Council at its general meeting of the 28th May 2012.

In regard to the parking of RVs it is noted that Wardlaw Park does not possess much in the way of amenities. It must be remembered in regard to RVs most are fully self contained in terms of toilets etc. This is not so for the itinerant campers who are also using this area.

There are two sites which this report considers for overnight RV parking.

The first option is making better use of the Showgrounds Oval. This option would result in a fee being charged for overnight parking and camping. A power upgrade would be required - which might attract a community grant. Fee charging is something alien to campers - but this is a community building exercise - not about appeasing campers. This site is very well placed to bring campers into the commercial area and spend money locally.

The second option is Lions Park - by the river - using existing services and being free. This site is more removed from the commercial area and there would be little local economic leverage from RVs and campers.

Whichever option council selects there will be a need for a comprehensive signage scheme to direct RV's and campers to the new site. There will also be the need for enforcement to move campers out of Wardlaw Park.

1. Background

The objective of this development plan is to provide a broad framework to guide Council when it considers subdivision and development proposals for Campbell Town.

The plan will have regard to:

- The demographics of the town in the Northern Midlands context
- The existing land use character of the town
- The adequacy of the town's parks and recreation space and playgrounds
- The overall stormwater drainage network of watercourses; floodways and piping to cater for the ultimate development capability of the catchment area
- The location and capacity of existing services
- Location of local and neighbourhood level services and facilities
- Street pattern, hierarchy and traffic flows
- Pedestrian movement and safety

This development plan will provide a description and analysis of the current environment, including the key parameters important to the community. The development plan then outlines the direction for future development in Campbell Town.

A number of priority sites will be highlighted. In broad terms the plan will outline issues relevant to each priority development site. It will not give a definitive assessment of each site - there will still be the need for detailed submissions from landowners in order to justify their proposals in terms of good planning.

This plan will however be a reference document for those needing to comply with the provisions of the current planning scheme and in particular clause 14.10 as it relates to the provision of development plans.

Reference will be made to the current Regional Planning process and the resultant Northern Midlands Planning Scheme.

The brief relates to the Reserved Residential and the Residential Serviced area of Campbell Town within the urban growth boundary as defined by section 15.14 of the Northern Midlands Planning Scheme 1995.

The final product relates to this report and maps/plans to illustrate various matters.

2. Campbell Town

Campbell Town is a major pastoral and tourist centre in the Northern Midlands, originally established in 1821 by Governor Macquarie as one of the four garrison towns and probation stations between Hobart and Launceston. The Elizabeth River, which runs through the heart of the town, was named after Macquarie's wife Elizabeth. The town is an important agricultural area and has been well known for its fine wool production. It is 134 km from Hobart and 68 km from Launceston.

Today the town is best known as a convenient rest stop on the journey north and south. It is a meeting place for business people who want to meet colleagues from other parts of the State and spread the driving amongst all parties. Tourism traffic using recreational vehicles (RVs) are increasingly visiting Campbell Town. To this end an RV Park has been established in Wardlaw Park with some Council support.

The original survey established large lots and these continue to provide the basis for the uniqueness of the town and its very rural setting where it is thought some 2000 sheep still graze around paddocks within the town boundary.

The town is split on the eastern side by the railway line, and is crossed by the Elizabeth River. This river and its historic Red Bridge provide a valuable open space and historic and picturesque backdrop to the town

The town is also a service centre for its wider agricultural hinterland. As opportunities brought about by irrigation schemes are realised, the agricultural future for centres like Campbell Town could be bright.

Major employment sectors are the primary industries, retail, construction and community and health services, accounting for around 70% of the working population.

Campbell Town has an interesting mix of constraints and opportunities to its future growth:

- Wide open streets which are visually pleasant, but can present safety issues for pedestrians crossing the road
- Dispersed population and low population density which is a definite lifestyle characteristic - but at the same time can be a barrier to the provision of new services
- Flooding of some areas and lack of water infrastructure in others
- Fragmentation caused by the railway line and the Midland Highway
- Larger lots which allow some sustainable horticulture - but at the same time challenge trends towards smaller lots and higher urban densities
- Attractive open spaces and beautiful settings
- A linear form along the Midland Highway with a compact commercial area
- The Midland Highway is a through route with heavy traffic, but it is the traffic which has brought to the town a positive economic benefit (as a stop centre)
- A good variety of options for sport and active participation
- The town is easily accessible by walking or cycling due to the terrain
- Any urban expansion will not impact adversely on agricultural land

3. Previous Studies

A number of previous studies have been completed for Campbell Town. These reports document community views and aspirations, therefore they represent important references for this development plan. These are:

Campbell Town District Forum Committee - Strategic Plan 1995

Red Bridge Conservation Report 1999 (1)

Elizabeth River Town Reach Proposal (2)

In summary, these reports highlight:

- Support for an attractive and well planned town with good range of retail facilities and regular community events
- The need for parks, connections and walkways with appropriate landscaping and outdoor furniture

- The need to utilise the strengths of the town, its unique river and heritage setting and character
- Attract additional community services
- Specific recommendations around Red Bridge and its importance to the town and region
- Specific recommendations relative to the Elizabeth River Town Reach proposal and the development of walkways and new riveredge plantings

3.1 Northern Midlands Council Strategic Plan – 2007 – 2017

As part of the development of their Strategic Plan the Northern Midlands Council took the innovative step of including a section relative to the views and aspirations of each of their key townships in the final document.

The section relative to Campbell Town notes:

“Campbell Town’s reducing population over the past 20 years is common to small remote towns and difficult to reverse, but recent improvements in High Street are evidence of resistance to decline, traffic on the highway is growing, and local effort has improved community services in the town. Campbell Town’s best growth scenario is for Council and community to pursue State and regional recognition and support, at every opportunity, for the creation of a strategic role for Campbell Town as the hub delivering commercial and community services to the central Tasmanian region. During the strategic review process the community identified the following priorities -

Top Priority

- *Solve issues related to tourism/visitation - including nomads, lighting features and signage*
- *Employee shortage/vocational training in hospitality*
- *Water*
- *Parking*
- *Community transport*
- *Medical/dental facilities, related vocational training/child care/aged care*

Second Priority

- *Heavy vehicles/bypass - more to the point a heavy truck route through the township*
- *Heritage projects*

Many of these priorities have little or no relationship to the purpose of this project. However, where possible the recommendations of this report will be related back to the outcomes of the Strategic Plan 2007-2017 - Campbell Town consultation process.

4. Regional Planning Process

Like all other councils across the State Northern Midlands Council has taken part in a Regional planning Process during 2009-2011. Sections of the draft Regional Land Use Strategy relevant to this study are reproduced below:

Northern Tasmania is experiencing declining household size with smaller families and increases in single person households. The population is ageing, with the greater proportion of the elderly being single or widowed. This will lead to a falling demand for traditional three to four bedroom family homes and increased demand for smaller, more manageable dwellings, as well as retirement accommodation and aged care facilities. There is likely to be a future increased demand for alternative forms of housing such as multiple units, smaller houses, supported housing, and affordable housing such as granny flats and other ancillary accommodation.

In formulating the Regional Strategy document a Settlement Strategy was undertaken for the whole region. This Strategy looked at towns and settlements from the innovative way of their primary role or function:-

- *Economic engines - concentration of economic activity that is scale significant on a regional basis; source of external income; higher productivity; able to generate multiplier effect, attracts workers from outside*
- *Suburban/dormitory - convenience settlements, close proximity to services and employment, comprise both inner and outer suburbs and townships*
- *Economic enablers - sub regional centres within a production zone; provide a mix of business and production services to support this; provide a mix of mid level services to community; majority of workers employed locally*
- *Amenity Centres - based on natural and/or built amenity and heritage. Attractive based on lifestyle, with some in close proximity of Launceston and others remote; limited range of basic to mid level services; generally made transition to amenity from an earlier foundation.*
- *Rural Service Centres - generally a historical location reflecting primary production or mining; continuing to provide limited range of local services, small population; location on route may ensure traveller services.*

The importance in defining settlements within a functional taxonomy is that it provides the basis for a policy debate between settlements and between settlements and the surrounding land.

The classification structure can be utilised in conjunction with standard settlement hierarchies such as those based on scale, indeed within greater Launceston, the area can be disaggregated to reflect most of the classification categories.

A key reason for developing this classification structure is to define the function of settlements; or with further information parts of larger settlements, in a way that establishes a strong linkage between broad policy development, the regional development plan and specific area land-use plans.

Applying the above functions to Campbell Town gives us an amenity centre and rural services centre. Campbell Town is too distant from Launceston (the main regional centre) to be classed as a dormitory suburb and it does not possess a large enough industry to be classed as an economic engine or enabler.

The Settlement Strategy then goes on set a policy position in regard to each of the centres and how they sit within their respective functions.

Settlement Policy Position

Limit residential growth within boundaries to service local growth demand while providing for mixed use and limited business service.

Residential development to support local growth and wellbeing factors such as proximity to family, community networks etc.

Protect agricultural land through a mix of urban boundary consolidation and limiting rural residential to less viable land.

It is clear then that the development of this strategy is in line with current Regional Planning thinking. Development plans are recognised as a method of successfully influencing the growth of a particular area, in accordance with an overall regional vision.

5. Study Area

The following map was prepared to assist with the process of community and council consultation. It depicts the important Elizabeth River which intersects the town, displays the open space and sporting fields and flood plains. It also illustrates the Midland Highway the railway line and the current planning scheme zones along with projected growth areas.

5.1 Purpose of the Development Plan

The preparation of Development Plans is one of the first steps in progressing proposals for the development of urban areas. Development Plans are a method of indicating the way in which an area is proposed for development as well as providing a broad framework to guide Council when it considers subdivision and development proposals.

Development plans are mentioned in clause 14.10.1 of the Northern Midlands Planning Scheme 1995 as being required when a development or use is deemed to be significant within a local context. It is not the purpose of this development plan to remove the need for detailed analysis of each site at the time of planning a development - more it is about giving a broad indication of the matters that are important to each site and the degree of further investigation required with a formal proposal to develop.

5.2 Community Consultation

To ensure a sound collaborative and transparent process, numerous opportunities were provided for the community to participate in the project, including:

- A traders drop in
- A walk the beat
- A drop in session
- A planning session with the subcommittee of the Northern Midlands Council
- A planning workshop
- Additionally, on-site visitations took place with various interested members of the community
- Survey questions were placed on the NMC website and stakeholders were able to electronically lodge responses to the survey questions or to provide additional information.
- Workshops were held with the NMC and their involvement and interest in the project has been vital.

The community expressed the need for consideration of the following factors:

- Improve the tree planting around the community to provide more visual appeal and shade
- To protect the heritage of the town character and assets which the community has worked hard to fund, build and maintain
- Improve the visual appeal and amenity value of the Elizabeth River and its surrounding land by providing walkways, outdoor furniture, tree planting and maintaining the open space to a high standard
- Reconsider the use of Wardlaw Park as an RV parking and camping area and develop an alternative proposal which would facilitate overnight parking thereby retaining Wardlaw Park for community enjoyment.
- Facilitate larger allotments which provide the opportunity for people to engage in lifestyle pursuits such as raising animals, vegetables and fruit growing
- Consider the land that is subject to flooding in new developments
- Improve the walking tracks around the town and river areas, provide shade trees, picnic areas and seating
- Embark on a signage program for unsigned areas and walkways
- Protect the Red Bridge from heavy traffic

- Encourage and support restoration of old buildings including weather board constructions

5.3 Demographics

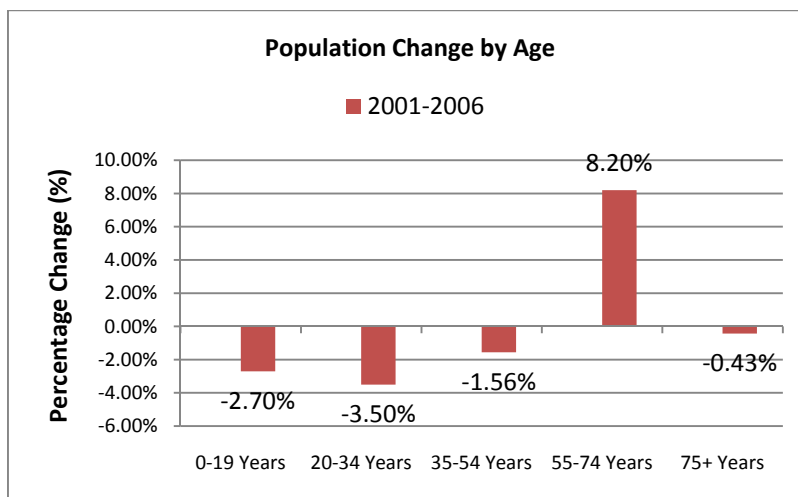
The following information has been obtained from the Australian Bureau of Statistics, 2006 census data.

Population

Campbell Town has a current population of around 771 persons based on the 2006 Census.

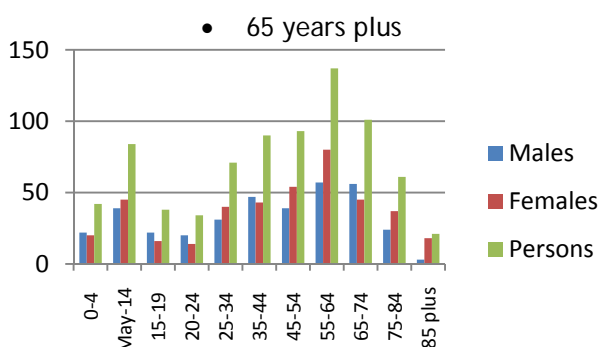
According to the 2006 Census between the years 1981 to 2006 the population of Campbell Town decreased from 879 persons to 771 persons.

The median age is 47 years (the state average is 38 years and the NMC area 38.8) with the highest proportion of people, 137, in the 55 - 64 year age bracket.



Ageing - Key age brackets are:

- 0 - 19 years
- 20 - 44 years
- 45 - 64 years



The age demographic information provides the following data:

- 21% of the population is aged between 0 and 19 years
- 25% of the population is aged between 20 and 44 years

- 30% of the population is aged between 44 - 64 years
- And 24% of the population are aged over 65 years

These figures indicate that 55% of the population are over 44 years of age.

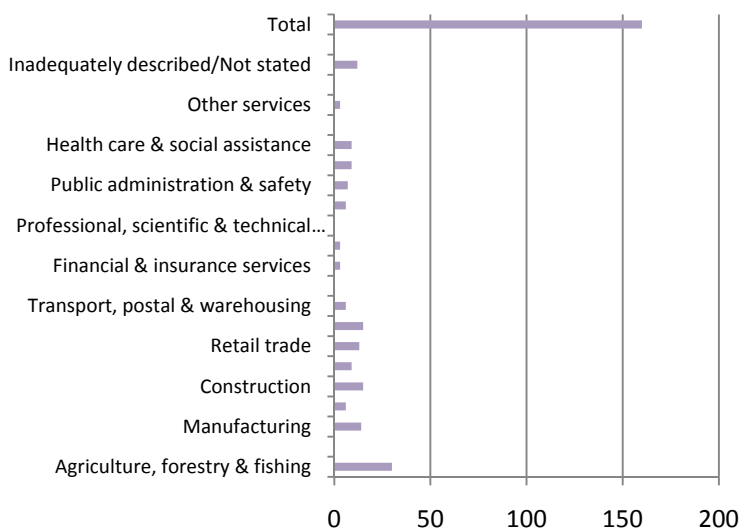
Householder Size

The average householder size is 2.3 persons per dwelling. This occupancy rate has remained static over the last ten years. This trend is against other centres in the north of the State and on mainland Australia where household sizes have dropped to around 1.8 persons per dwelling.

A reduction in household size can mean a natural demand for more dwellings - without increasing the population.

Industry of Employment

Employment is generated by the agricultural and forestry industry, the manufacturing industry, tourism industry and service industries, including education. The 2006 census data was unable to specifically capture employment generated by tourism, see employment statistics below.



Town	Median Weekly Family Income
Cressy	\$919
Evandale	\$1,048
Perth	\$1,054
Campbell Town	\$677
Longford	\$887
Launceston	\$1,013
Tasmania	\$1,032

Income

The median weekly family income (in 2006) was \$677. When compared to a weekly median family income in the other NMC towns represents the lowest median family income of the group, see table above. These averages in comparison to both Launceston and Tasmania indicate that the median income is lower in Campbell Town. This factor may influence the ability or desire to own houses in Campbell Town. Paying rent may be seen as a sound alternative to regular mortgage payments.

Travel method

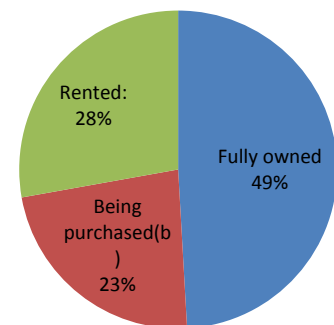
The preferred method to travel to work was by motor vehicles with 161 persons travelling to work by car, 16 people travelled by motor vehicles as a passenger, while 3 people travelled by truck and 3 people by bicycle, 31 walked to work.

Home ownership

72% of the population own their home.

Summary

In summary these statistics indicate that Campbell Town has a relatively healthy population mix with 25% of the population in the age bracket 0 - 19 years (compared to a State average of 19.7 %). However the age bracket over 65 years is higher than the state average at 24% (compared to 14.6 % State average). Therefore, Campbell Town does have a relatively higher proportion of older people within its population.



We may assume as the population grows older, householder size will also reduce. Therefore even though the population may be relatively stable, the demand for new homes to cater for a smaller older household may still increase. It will be important to consider the location of dwellings for older people, ensuring they can connect easily to services and have safe, accessible walking routes.

6. Target Population

At 771 people Campbell Town has been experiencing a decline in population since the 1996 census. Some movement in household size has seen a small demand for housing in the township - down from 2.2 people per house in 1996 to 2.14 in 2006.

The first objective of Northern Midlands Council and the community should be to stabilise the population and then look to increase the number to 800 people within five years. This will require a detailed assessment and series of recommendations as to how the reversal might occur.

7. Existing Land Use Pattern of Town

The street pattern in Campbell Town is generally that of rectangular grid that was set out soon after settlement. This pattern has been broken by the creation of the section of High Street between the northern end of town and William Street. This has created a few angled junctions that have inherent safety risks.

Bridge Street was the original main street and contains some of the older cottages in the town. High Street is now the main artery as it forms part of the Midland Highway. The annual average daily traffic flows in High Street varies from 4500 at the southern end to 6,200 at the northern end. This difference is due to local traffic linking to the north and to the balance of flow to and from other arterial routes.

A bypass has been suggested on a number of occasions over the decades - there is strong opposition from local businesses, but the community appears to be becoming gradually more supportive of the bypass concept because of the impact of traffic on the amenity of the town and its risk to the Red Bridge.

Both eastern and western bypass alternatives have been considered and both would be outside the existing town limits - they therefore would have little or no direct effect on infill development within the town. The benefit would be to the liveability of the town as a whole including safety and amenity. The down side would be a reduction in passing trade and this would need to be offset by economic growth within the town and creating of attractions to draw highway traffic to the town. At only 6000 vpd using the highway one would have to question the cost/benefit of a town bypass.

There are two other strategic transport routes within the town. Montague Street is the start of the Lake Leake Road (route no. B34) and it provides access to the East Coast and carries a significant traffic flow that would affect amenity in this part of town. The intersection of Montague Street with High Street is a square intersection with good site distance and signage and therefore currently presents no safety problems.

Pedder Street leads to Macquarie Road and on to Cressy (route no. C 522) and carries traffic to the rural hinterland and the central plateau. Traffic flows are relatively low and this traffic does not appear to be a significant intrusion to the amenity of Pedder Street, but it does generate additional traffic at the junction of Pedder, Glenelg and High Streets where the junction configuration is confusing.

Other than the three routes mentioned above all other streets in the town function as access streets.

Since the pattern of the town is a rectangular grid, development in a similar pattern should be encouraged, if indeed any such new streets are warranted with development proposals. Thus curving streets and cul de sacs should be avoided. However, cross intersections have higher accident rates to other alternatives and should be minimised. Thus the best option for infill development would be T junctions and road legs should be parallel with existing streets.

New intersections should be spaced well clear of other intersections and at locations where sight distance is good. Road layout should provide for efficient movement within the town, but without an encouragement to unnecessary through traffic on local streets.

Where no provision has been made for floodways between streets, roads should be laid out and designed to act as flood ways.

The commercial area of the town is located on High St and in effect is a strip type shopping centre based around a Highway. This is a good model for Campbell Town, due to its role now as a stop point north - south.

Residential areas of the town straddle the Highway and the side roads. Smaller lots are located closer to the High St and larger lots further out - presenting a solid interface between the urban and rural land uses.

8. Residential Density

Campbell Town has currently a variety of housing types and opportunities. This development plan recognises the opportunities within the town that will easily cater for a variety and mixture of residential types.

The current development pattern of the town is a mixture of lot sizes with larger rural lots being the most consistent use of land, this mixture of development provides for the differing requirements of the community.

The minimum lot size under the NMC Planning Scheme is 450 sqm. Currently there is a range of lots between 450m² and 6000m² within the town boundary.

There does not appear to be any explicit need to increase the density of the town. Nor does there appear a need to insist on low density development in order to protect environmental, landscape or other values.

Given Campbell Town's role as a regional centre, there is merit in continuing to allow a range of lot sizes.

There is space in this community to provide for:

- Retirement facilities/homes within walking distance to the main street services. This would provide walking access to parks, recreation, churches, bus stops, cafe and the hospital for elderly residents
- Larger rural type lots on Montague and Franklin Streets
- Allow a range of lot sizes between 450m² and 2000m² where appropriate services are available

Density

The town presently encompasses a total area of approximately 571 hectares, with a population of 771 and 335 dwellings.

A desk top review was conducted to establish the density ratio on a 'typical' land area within the town, this study indicates that the density ratio is low when compared to state norms.

Normally density is characterised by the number of dwellings per hectare. Often development in Tasmania is around 10 - 12 dwellings per hectare. Net density is portrayed in the examples below (the examples do not include roads or non residential land).

Example One

Description	Land bounded by High, Grant and Bond Streets - this area is a triangle piece of land on the northern section of the town. It appears to represent an example of low density housing in the town.
Land area	3 hectares or 30,000m ²
Dwellings	20
Dwelling density:	~6.5 dwellings per ha
Analysis	This density is low when compared to the state average but appears consistent with development in Campbell Town.

Example Two

Description	Land bounded by Pedder, Church, West and Glenelg Streets - this land is north west of the main street; it represents a typical area with medium density housing within the town.
Land area	15.7 hectares or 157,000m ²
Dwellings	35
Dwelling density:	~2 dwellings per ha
Analysis	This density is again low when compared to the state average but appears consistent with development in Campbell Town.

The density ratio for the town is not expected to change significantly with the proposed development opportunities outlined in this plan. However some strategic, higher density developments to cater for older or aged people is desirable in some locations.

Higher density levels are appropriate to cater for a certain demographic range of the community such as older people in aged care facilities. This type of housing may be appropriately accommodated close to town and community facilities such as the hospital.

This plan outlines two opportunities for higher density housing opportunities; north east and south east of William Street. Lower density development is more appropriate in the rest of the town, where the density of existing land use is somewhat lower as shown by the examples above.

9. Supply and Demand for Housing

An established way of calculating if there is an over or under supply of land use in any one location is the assessment of supply and demand of a particular land type. In discussion with council planning officers it has been established that there is a pattern of creating lots by subdivision which sees two to three housing lots per annum added to the land bank.

At the same time there is a traditional take up of building blocks of two to three new dwellings being completed each year in the township. These are not necessarily the same lots that have been created by subdivision in that year.

A new ten lot residential development in Bond St., at the northern end of the town, is testing the traditional demand of up to three lots per annum. At the time of writing one house and land package has been sold in this subdivision. It is hoped that this sign of confidence in Campbell Town is justified by land sales.

With a declining population the only obvious driver to increase demand for new housing would be a change in household size brought about by an ageing population.

Given the historical demand and current supply of residential lots in Campbell Town there is well in excess of one hundred years supply of land zoned residential serviced and residential reserved land. The norm for good land use planning and provision of infrastructure is a ten year supply.

10. Possible Drivers for Change

Given that unless there is some form of intervention or a change in economic activity, Campbell Town's population will continue to decline and the need for more housing will become an academic exercise.

Possible drivers for change include:

- Reinforcing the town's strategic location as a stop along the Midland Highway
- Building on the town's role as a centre for services and agriculture for the region
- Examine value adding opportunities for local produce
- Expand the town's role as a meeting place on the highway for short conferences for small groups - seek to secure overnight/two day meetings
- Work with others to explore benefits of irrigation schemes for the area
- Consolidate the town centre around the Main Street - thus making access to all services easy
- Examine services available from the Campbell Town Health and Community Service - recognising that this service has been using IT based medical services for a number of years. With the roll out of the National Broadband Network there will be opportunities to develop this service further.

The Settlement Strategy prepared by Pitt and Sherry for Northern Tasmania Development 2010 highlighted changes in agriculture as being one of the main drivers which could alter the historic demand for housing in Campbell Town. Empirical evidence suggests that with a strong irrigation scheme places like Campbell Town will evolve into service and processing centres for expanded agricultural product, leading to a greater demand for housing.

11. Parks and Facilities

Campbell Town has a large amount of open space and flat terrain, which encourages activities such as walking and cycling.

As Campbell Town appears to have enough open space, Council should focus its resources on the maintenance and enhancement of existing open space, rather than develop new areas.

While there is considerable open space in Campbell Town, there are a number of specific issues, including:

- There are limited active places for young people or children such as playgrounds
- There is no designated area where dogs can be safely exercised off leash
- Few of the well used walks within the town are formalised, for example many are inadequately sign posted, advertised, furnished, or connected
- Look at opportunities of linking open spaces areas with tree lined streets

There are many areas within the town boundary that could be used for greater enjoyment by local residents and visitors. Other than highlighting this matter further development of this idea is outside the scope of this study.

In addition to the children's playground facility at Valentine's Park, the school has excellent outdoor play equipment and the Education Department is encouraging schools to make their playgrounds available for out of school hour use.

Council could seek to secure a Memorandum of Understanding with the Department for the long term use of this facility. Campbell Town also has a skate park facility.

While the Valentine Park site is well suited for visitors, it may not be safely accessible to unaccompanied children from the majority of residential areas in the town. It may be that a site better suiting the needs of residents is necessary.

The pony club area at the corner of Glenelg Street and King Street is the former football ground and is currently used by the local pony club and hunt club on occasions.

This area represents a significant and important recreational area for the town. Lions Club Park has the significant back drop of the Elizabeth River and provides for recreational activities such as walking, cycling and picnic areas.

The flood plain between King Street and Franklin Streets represents over 8.5 hectares, and takes up a significant area north and south, east and west of the Elizabeth River. While some of the land is in private ownership much of the land title shows the Crown as the owner. This appears to be a significant open space asset for the community which could deliver opportunities which might include additional passive recreational areas.

There is a foot bridge over the Elizabeth River north west of the Red Bridge; however the subsequent walking route is undefined. A circuit is possible taking participants over this foot bridge, around the flood plains and back to the Midland Highway. Further work would be required to outline this route and to ensure that participants can safely traverse or cross the Midland Highway sections of the route.

The circuit walk from the Red Bridge around to the Old Bridge and back was developed as part of the Campbell Town Riverbank rejuvenation project in the mid 2000s.

12. Utility Services and Infrastructure

Drainage and watercourses

The Elizabeth River and its floodplain dominate the drainage of the town. Away from that corridor the land is generally well drained. Street surface drains along the residential streets appear adequate - most have good grade and are well formed and all drain directly or indirectly to the Elizabeth River.

Kerb and channel has been constructed in the main street and some side streets, but a substantial length of residential streets has only table drains. Table drains are part of the character of small country towns - their replacement should be considered against the loss of town character.

There is an underground storm water pipe network serving some of the town, mainly in High Street and Bridge Street. Gully pits are spaced more widely than standard and not always in the most effective locations. This would result in more storm water flow on road pavements than is desirable

There is potential in the current street layout and drainage system to incorporate elements of water sensitive urban design (WSUD) that would improve the environmental impact of the town on water quality and retention of runoff in the soils and ground water in the town. This could include drainage swales for silt removal, bio detention basins for biological treatment of storm water and road side rain gardens designed to foster growth of ground plants and reduction of storm water runoff.

It should be noted that the state government has released its State Storm Water Strategy which encourages water sensitive urban design to improve the environment or to lessen impacts on the natural water cycle.

The impending introduction of treated water and water metres to the town will highlight the need for minimization of garden watering using the reticulated supply. WSUD provisions can reduce the dependence of gardens on the reticulated water supply as well as encourage reuse of storm water using water tanks.

Flood prone land- areas south of the river

Much of the river flats currently zoned residential is potentially flood prone - this particularly relates to land fronting sections of Franklin Street, Edgar Street, Forster Street, High Street and Montague Street. A major secondary water course passes through these areas and there is a convict built culvert under High Street near Edgar Street junction.

River flats between Bridge Street and High Street on the south side of Elizabeth River include a secondary water course of the main river (this is the original course of the Elizabeth River). Some residential lots abut this area of river flats and development will need to be restricted to above the 100 year ARI flood level.

The Northern Midlands Council has a map of flood prone land available as an overlay and this is shown in the development map.

Water Supply

Ben Lomond Water (BLW) is the corporation responsible for water supply in Campbell Town. BLW is currently developing a water treatment plant for Campbell Town and Ross, which is to be located in Bedford Street adjacent to the Elizabeth River and the old Mill Race. The current water supply is unfiltered, but chlorinated for disinfection; however, it is prone to unacceptable coliform outbreaks, which necessitate boil water alerts.

The water supply distribution in the town is via a rising main from a pump station located adjacent to the proposed water treatment site. The rising main connects with reticulation lines throughout the town and fills the reservoir in Bond Street. The supply back feeds from the reservoir when the pumps are off.

All of the land within the town boundary north of the river as far as Bond Street is suitable for development except that some land that is too high to get adequate water pressure. BLW may in the future be able to address this restriction by use of booster pumps, but a back up power supply would be needed for such an arrangement. Until this water pressure limitation is overcome this land can not be developed and its zoning should reflect that restriction.

Details of the supply limitations are as follows:

- The supply height level of the reservoir in Bond Street will dictate the level of development of medium density housing without further works
- The top water level of the reservoir is 236.45 metres - it is normal practice in Tasmania to allow a minimum of 30 meters of height difference from the top water level of the reservoir to the highest land to be serviced by the water supply - a lower standard has been applied at Campbell Town
- BLW currently reference WSAA guidelines for minimum pressure and these set down a desirable minimum of 20m of head for service pressure (static pressure less pressure loss due to pipe friction and turbulence) - BLW is developing its own standards and has advised that some local historical standards are likely to be revised upwards
- Loss of pressure will increase with distance from the reservoir - close to the reservoir development might be permitted up to 215 metre contour and that should be the upper limit for residential zoning in this plan

- The existing Campbell Town water supply has direct supply to reticulation from the trunk mains that feed the reservoir - as a result higher water pressures will be experienced when the pumps are operating and lower water pressures when the pumps are off and the reservoir is feeding the town

Other water supply issues for development are:

- The treatment plant capacity to be 2.8 ML/day
- Current average consumption is 1.4 ML/day during the summer period (Oct-Mar), but peak day consumption is of the order of 2.6 ML/day
- Consumption per tenement is expected to drop substantially once water meters and two part pricing take effect
- There are currently no water mains in many of the street sections on the perimeter of the town - this includes some sections that front land suitable for residential development
- The majority of the reticulation network made up of 100 mm diameter pipes, but, pipelines on the edge of system tend to range in size from 50 mm to 80 mm diameter - these are not suitable for fire hydrants
- Developer charges are yet to be calculated for the Campbell Town Ross Water Supply System

Sewerage

Campbell Town has a reticulated sewerage scheme owned and operated by Ben Lomond Water. The wastewater treatment lagoons are located on the edge of the flood plain of the Elizabeth River off the end of Harrison Street.

The wastewater treatment plant has a licensed flow limit of 325 kL/day Annual Daily Water Flow. Current inflow at WWTP is estimated to be of the order of 180-200 kL/day ADWF.

Ben Lomond Water will need to improve the effectiveness of the plant if it is to comply with accepted modern practice. It is understood that the plant does not always meet its permit conditions. In addition, the state government has foreshadowed a higher standard for effluent discharged to inland waters.

Developer charges are yet to be calculated for the Campbell Town wastewater System. The reticulation network for the north of the township for the most part drains to the southeast and the gravity delivery main to the final pump station is currently sized at 225 diameter and is known to have suffered from blockages in the past - this main and connecting 150 diameter pipes to the northwest will need to be assessed for capacity limitations if future development occurs.

The reticulation network for the south of the township drains to Edgar Street Sewage Pump Station and from here is pumped across the river into the 225 dia. gravity main discussed above.

Capacity has not yet been assessed by BLW for existing High Street, Pedder Street and West Street sewage pump stations and rising mains.

There is no sewer infrastructure on Clare Street, Grant Street is not sewered north of Bond Street, and Bridge Street is not sewered north of Pedder Street.

The Edgar Street Sewer Pump Station and rising main will need to be assessed further to determine capacity limitations if future development occurs.

There is no sewer infrastructure on Sprent Street, Montagu Street and Franklin Streets are not sewered east of Bedford Street.

12.1 Other Services – Power, Telecommunications, Gas

Power & Telecommunications

It is not expected that the town will grow at a rate where the providers of telecommunications and electricity capacity in the town cannot cope with the demand.

Natural Gas

The Tas Gas pipe line is located approximately 30 kilometres from Campbell Town. Natural gas to the community would improve the quality and standard of living in Campbell Town and reduce the carbon footprint of dwellings as well as reduce the cost of heating and cooling for families and businesses. However it appears unlikely to be made available in the foreseeable future as the distance to the gas main may be cost prohibitive.

At 2011 rates the cost of connecting gas to Campbell Town is estimated to be between \$6 - 9 million, Final costings will be developed if this ever becomes a seriously considered project.



13. Community and Neighbourhood Facilities

Campbell Town District High School

Campbell Town has a Kinder to year 10 district high school. In discussions with the Education Department it is noted that there is capacity within the school at all levels to cater for the target population of 800 persons. The school is well located within the town to serve the bulk of the population. Good pedestrian links can be established between the school and the priority development sites on the western side of the town.

Campbell Town Health and Community Service

The town boasts a district hospital/community health service which services the rural hinterland. The hospital supports a range of health services needed for the area. Campbell Town Health and Community Service has a layer of protection from state government budget cuts as it is a federally recognized multi-purpose service model with the federal funding tied to state levels of commitment.

The Campbell Town Health and Community Service provides a diverse, broad array of on-site and community services beyond its minimal number of 'hospital' /medical beds. Campbell Town Health and Community Service already uses IT based medical services, and that it is important that this service be promoted, maintained and expanded.

Meeting Place

The importance of Campbell Town as a meeting place for people located in Hobart, Launceston or the north coast should not be underestimated. The town set itself up in the mid 2000s to promote itself and the Meet and Greet central point.

The Grange was one of the first places to establish a service of providing a working space for such meetings. Others such as Zeps, Banjos, the hotels, the upgraded Town Hall and the bowls and golf clubs have followed. Meetings are now an important element in Campbell Town's economic base.

Commercial Shopping Centre

With few exceptions the commercial development of Campbell Town is that of a linear pattern based around a through road. This is a strength of the town which should not be weakened. Any attempt to develop retail services off the Main St or its immediate side streets should be resisted as a threat to the long term viability of the town.

Industrial area

There is a clearly defined industrial area on Montagu St. Campbell Town has resisted the temptation to develop an industrial area on one of its main entrances - Montagu St being a lesser entrance than the Midland Highway. The capacity of this industrial land to cater for future rural services should be examined. This will become increasingly important with the investment in irrigation infrastructure and expected need for agri-support businesses.

Toilets High Street

The greatest investment that has taken place in Campbell Town in recent years has been the toilet block in Valentines Park. There is empirical evidence that the survival of rural towns depends on them finding a point of difference and then developing that in the best possible way. The upgrade of the toilet block proved to be the catalyst for a new future for Campbell Town following the closure of the Saxon woodheater factory. Campbell Town is now the preferred stopping point for people travelling the Midland Highway.

Campbell Town has capitalized on a number of factors such as location, toilets, and parkland, linked to good food and coffee. Consider capital investment on the toilets, including that they be themed like Perth and Cressy, in line with other priority projects and during budget discussions.

Midlands Rural and Remote Service

Campbell town has had this service two days per week and over the next 12-18 months, as demand warrants, the service can grow to 3-5 days per week. A long day child care centre is currently being constructed.

14. Heritage Values

There are important connections to European, indigenous and convict histories in Campbell Town. While much of the indigenous history is still to be interpreted, the importance of this history is noted.

The European pastoral history depicts the settlement of Campbell Town as an important route to the north and northwest and as a vital fine wool growing region, exporting the important wool clips back to England. The expansion of the pastoral industry, the development of the historic homes of the district and much of the infrastructure of the town - including the historic Red Bridge - were made possible by convict labour.

The historic elements in the town include the dwellings and buildings of the convict era, the first weather board and stone cottages, early stables and structures and water infrastructures. Some of these heritage buildings are documented in the Tasmanian Heritage Register; the Australian Heritage Database and/or the Australian Heritage Places Inventory.

However there are other buildings and places which may in time be also heritage listed or protected for their unique character, including significant old trees in the town.

Heritage in Tasmania is important as an economic enabler; people continually travel to Tasmanian towns to view and to understand the early history. Preserving this heritage is therefore important to Campbell Town for a variety of reasons. This plan is conscious of the need to expand urban development in sympathy with, and with consideration of, these heritage values.

15. Roads, Traffic and Pedestrian Movement

The state owned Midland Highway forms the backbone of the town - it is named High Street within the town. This has a wide road reservation and a very wide pavement within the shopping precinct (about 22m). The central 7.2 metres of the pavement is maintained by Department of Infrastructure, Energy and Resources.

The shoulders and footpaths of High Street are the responsibility of Council to maintain. Between the Red Bridge and William Street these areas are sealed and the edges of the road pavement have kerb and channel. Beyond that the shoulders are mostly gravel surfaced and some sections have kerb and channel.

Elsewhere in the town there is kerb and channel in many of the side streets, but footpaths are limited to a few sections of street off High Street.

Road and footpath pavements appear to be generally in good condition.

There are historic road and footpath features in a few locations in the town. These include a long line of commemorative bricks in the footpath in the centre of town, the Red Bridge and long established street trees on the road pavement. There are many historic buildings in the town, with stone facades dominating High Street and historic stone and timber clad buildings throughout the town. However, there is an opportunity to greatly enhance the historic feel of the town with the use such features as bluestone flagging as thresholds to junctions, stone kerbing, historic signage, old style street furniture, etc.

The historic convict built Red Bridge built in 1834 now carries much heavier loads than was envisaged at the time of its construction. Although it was strengthened some years ago by the addition of pre-stressed cables this heavy traffic and the volume of light traffic pose a significant risk to the structural integrity and parapets of the bridge. The bridge is a significant tourist attraction for the town and a major historic icon for

Tasmania. It also presents a beautiful backdrop to the park and walkways on the Elizabeth River.

High Street is relevant to this project as it forms the focus for the town and pedestrians, motorists and cyclists need to cross it frequently during the course of their activities. The unusually wide payment width creates significant road safety issues which are discussed elsewhere in this report.

It is important that replacement street furniture, barriers and signs are sympathetic to the character of heritage buildings and features in the town. There are a number of examples where changes in colour and material should be considered in this regard.

15.1 Road Safety

There have been 38 recorded accidents in the town since 1 January 2006 (all involved at least property damage). Of these only two were serious and one required first aid treatment. All except nine were in High Street, with the majority of those being between William and Queen Street junctions. Five accidents were off road, but at community facilities.

The most common types of accidents were those involving parking manoeuvres, rear end impacts, collisions with cars emerging from driveways and collisions with parked vehicles or other objects.

The two serious accidents were a single vehicle accident on a quiet back street (loss of control) and a collision at the intersection of Montague and High Street.

This record suggests no major safety concerns, but that may not necessarily be the case. There are a number of pedestrian crossing locations, roadside hazards and intersection designs that may present risks that need to be addressed. In these cases the frequency of accidents may be low but the impact severe (death or serious injury).

Campbell Town presents 3.5 kilometres of 50 or 60 kph speed limits for through traffic on the Midland Highway. More than half of this distance is a wide road with a low density of frontage housing, few side streets and minimal 'side friction' (kerb side activity), but within the shopping precinct there is considerable side friction and cross road activity.

The three significant substandard intersections in the town are the ones noted in other parts of this report and the ones on either side of Red Bridge where the bridge parapets obstruct site distance. The risk at the bridge has been removed recently by one way restrictions on traffic movements at the junctions.

In addition, the uncontrolled level crossing of Franklin Street has extremely poor sight distance both to view on-coming trains and to traverse the sharp crest in the road. Any further residential development in this precinct will increase the traffic flow and therefore the risk of an accident at the crossing. A safety review should be undertaken before any further development in the precinct is permitted.

The wide shoulders of High Street in the shopping strip reduce side friction for through traffic, but create some confusion for traffic movement and expose pedestrians to a wider than usual road crossing - there is a need to provide kerb extensions to reduce the crossing width and control longitudinal vehicle travel on the road shoulder.

The angle parking on the frontage of Valentine Park causes vehicles to reverse out towards the traffic stream - in addition sight distance for reversing vehicles is impeded by the trunks of street trees and the angle of exit - road safety in this strip needs to be addressed.

The lack of footpaths in the side streets is a safety concern - the Council needs to progressively develop a footpath on at least one side of every street with residences or businesses. However where pedestrian and vehicle volumes are low the risk may not justify the expense.

There are many road side hazards along High Street and a number in the side streets of the town. Power poles and street trees close to the edge of the traffic lanes are a major hazard. In addition the parapets of the Red Bridge and the ends of safety fences also present substantial hazards.

15.2 Landscaping Roads and Reserves

The trees in the town of Campbell Town are a mixture of English, native and fir trees. The wide open streets provide a wonderful opportunity to make a significant and improved environmental statement in the town by planting trees along streets and in open spaces as appropriate. This would improve the visual appeal of the town and link the open space networks in the town.

It is vital when selecting tree planting locations that trees are planted well clear of structures especially those of heritage significance. The roots of trees have the potential to cause serious damage to walls, foundations and culverts.

It is also important that the location and canopy of street trees take account of site lines for vehicles especially at junctions and driveway accesses.

There are already some locations where trees have been planted inappropriately and should be relocated.

There is also an opportunity to use street tree planting as a community building exercise. There are many rural communities who are using local committees to plan and implement local street tree planting schemes. Council needs to act as the facilitator for such committees - this is worth exploring for the community of Campbell Town.

15.3 RV Parking Location

Wardlaw Park was previously a significant community green space; however it is now degraded due to the impacts of camping traffic on the area. The issues include:

- The area is sign posted to be used by self contained RV only, however recreational campers also use the area
- The low topography and its potential for flooding make it unsuitable for toilets or a sewerage disposal point for recreational users or recreational vehicles
- The lack of formalised vehicle access is impacting on the grass and degrading the site
- The community have expressed concerns over the health impacts of campers utilising Wardlaw Park where there are no toilet facilities.

The community suggests there are alternative places which would be more suitable. The Lions and Willows Park might provide alternative accommodation for RV parking. The alternative area is easily walkable to the main street and would appear to provide a solution for both the parking and facilities required for the recreational vehicles and the communities desire to have Wardlaw Park returned to community use.

There is another option for a new site for RV vehicles -the Showgrounds. Of the two, Lions Park and Showgrounds, the Showgrounds is the site which should be given serious consideration by council and the community.

This is the preferred site due to its location, the ability for the Show Society to generate income, making better use of established community facilities, investing in a facility in order to make it sustainable and due to the location close to the town centre and retail facilities.

This suggestion means that RV vehicles will have to pay to stay in Campbell Town; there will have to be enforcement by council (to prevent campers staying in other locations) and the council and community will have to secure funding (maybe by a grant) for a power upgrade at the Showgrounds. Whether this option is accepted or not the Showgrounds need a major power upgrade in order to maintain the viability of what is Australia's longest running Agricultural Show.

If this option is accepted the dump point for RV vehicles should be moved from Wardlaw Park to the Showgrounds - again this work could be added as a grant application.

The alternative is Lions Park where there are already toilets and a dump point for RV vehicle waste. This site would probably be the preferred site for RV users in that it has river views, toilets and it is free!!!

16. Recommendations

New Areas for Zoning

- Council should resist the temptation to rezone any further land in Campbell Town for residential use until such time as there has been a significant take up in the land already zoned for residential purposes

Reducing the Land Bank

- Consider back zoning all reserved residential land (not covered by the selected sites) to rural zone (as a holding option) or rural living (under the new planning scheme template). Under the new template for planning schemes there is no provision for reserved residential land. Resist the temptation to zone all Reserved Residential land to Residential General - the land cannot be developed, there is no need for most of it - do not build up hopes artificially.

Working with Landowners

- Council should adopt a positive strategy of working with willing landowners to open up areas of Campbell Town for future development. Council will need to identify owners of land currently zoned for residential serviced land and develop scenarios for development which respect the current land use pattern. This strategy will be particularly important in areas where Council, through this plan, is trying to instil a change in housing density or introduce a new product - like retirement living areas.

Priority Servicing

- Having identified priority residential areas council needs to work with agencies like Ben Lomond Water to make sure the promised upgrades to services occur - otherwise development will be restricted in the township. With low demand for housing it will be very easy for Ben Lomond Water to see Campbell Town as a low investment priority.

Respecting Heritage

- Undertake a heritage study of the area ensuring heritage areas places, trees and infrastructure are appropriately recognised and protected
- Protect important areas that surround heritage places as appropriate

- Ensure developments near a heritage place is sympathetic to the needs of that place
- Develop design guidelines to ensure materials used for town infrastructure is sympathetic to Campbell Town heritage and is consistently applied, with colours and materials and styles of construction.
- Encourage the take up of digital tourism interpretation.

Developing and Linking Open Spaces

- Recognise that Campbell Town has sufficient open space areas at present.
- Develop an open space development policy for the town so that cash in lieu of land for subdivision can be spent on local facilities.
- Develop a comprehensive signage scheme for the township with the intention of linking open spaces, moving visitors around the town and highlighting historic features of Campbell Town
- Wardlaw Park/The Esplanade
 - Improve and return Wardlaw Park for community use
 - Sign post the existing walk with a descriptive sign of the route destination and estimated walking time
 - Repair and reinstate seating as required
 - Develop a maintenance program to revegetate or care for existing vegetation
 - Maintain a weed eradication program
 - Complete the stone wall at the eastern end of the walk
 - Link the route to another attraction or the town centre as appropriate
- Showgrounds

Work with the Show Society to establish the Showgrounds as the preferred location for RV vehicles - recognising that a fee will be charged as a sustainable way to maintain the facility.

 - Apply for grant funding for a power upgrade to the Showgrounds.
 - Provide interpretative signage
- The Flood Plain
 - Dedicate area as an off-leash dog exercise area
 - Formalise local walking trails from the footbridge to High Street
- Link open spaces with road reserve tree planting to create attractive walking corridors

Domestic Water Use

- Develop planning provisions that require water sensitive urban design (WSUD) in developments and subdivisions
- Develop an education program to encourage residents to incorporate WSUD in the re-development of their established gardens

Flooding

- Define and map the 100 year ARI flood area and level
- Restrict development to land that can sustain development with a suitable clearance above this flood level

- Restrict developments that obstruct existing flood ways
- Do not permit any landfill in the floodplain
- Progressively upgrade the minor drainage system to a standard that provides at least 10 year ARI protection in accordance with *Engineers Australia's Australian Rain fall and Runoff*
- Delineate a the major drainage system paths for the town and ensure these are protected from further encroachment by development

Working with Ben Lomond Water

- Council to work with Ben Lomond Water (BLW) to define its supply standards in the town, with regard to maximum water supply level and then exclude land above that level from the residential zoning
- Council encourage BLW to upgrade the size of all water mains so that adequate fire fighting coverage can be provided to residential areas in the town boundary
- Council consult BLW before amending development controls to ensure proper coordination between provision of necessary upgrades and the growth of the town
- Council encourage Ben Lomond Water to complete its analysis of the adequacy of the existing sewerage system and to upgrade the elements that are currently substandard

17. Site Selection

The following is a list of sites which through application of the factors listed in the report and a site visit have been deemed as suitable for development.

Each site will be looked at as a single entity even although there might be more than one land owner. Opportunities for consolidated developments will be explored. Comments will be made around a range of factors based on a site visit and basic desktop investigation only - these comments will not negate the need for more detailed examination at the time of subdivision or the subject of further investigation as a special project. The degree of detail needed will depend on the level of development proposed. A single house on an existing lot will require less detail than say a multi-lot subdivision covering a number of owners.

Site 1 – Pedder St – West St – Church St

AREA - 13.4 ha

ZONING - Residential Serviced and Recreation Active (1 lot)

NUMBER OF OWNERS - 8 owners of vacant land

LAND USE - the land suitable for development is vacant - the surrounding development is of large lots with single houses - lots range from 750 to 5500 sqm. All surrounding roads are sealed with no kerb and channel drainage.

BUILT AND SPATIAL FORM - existing houses are set back from 6.5m to 15m from the road frontage. There are a number of heritage properties in this precinct which are located up to or close to the edge of the road reserve. All buildings are of low profile - single storey or have dormer type windows to give the second level.

TOPOGRAPHY - generally flat

SOILS - generally class 4 or 5 agricultural land

LANDFORMS - none

SLOPE - gentle slope to west

STABILITY OF LAND - no evidence of land slip

DRAINAGE - looks well drained but more detailed investigation required

DEGREE OF ERODABILITY - no evidence of erosion

VIEWS - views to west and north

SOLAR ORIENTATION - due to current lots size there is ample opportunity for good solar design

PREVAILING WINDS - Generally westerly

LOCATION OF SIGNIFICANT TREES EXISTING ON SITE - none on site

NATIVE AND EXOTIC FLORA - the LIST website record of sightings of threatened flora and fauna does not note any sightings on this site. However, more detailed studies will be required to justify any development application to subdivide.

AREA OF HIGH ENVIRONMENTAL VALUE - None

PROXIMITY TO PUBLIC TRANSPORT ROUTES AND FACILITIES - The site is less than 900m from the High St and the commercial centre of Campbell Town. The only public transport route is in High St.

PROXIMITY TO COMMUNITY FACILITIES AND CAPACITY - the land parcel is close to the Campbell Town District High School and the local hospital/health centre.

SUMMARY - This is a good site for development. The subdivision is fairly simple for the large lots which should take advantage of the sealed roads. There is little benefit in forming new roads to create a denser development. The diversity of land ownership would make the formation of a central road very difficult without council statutory intervention in the way of compulsory purchase of land for road purposes. Setting aside individual titles the subdivision yield in this area is 9 lots. The block of land fronting West St is in single ownership. Council could work with this landowner to develop a more innovative layout for this area - still making use of the existing sealed road.

SITE 2 – Church St and West St – part blocks

AREA - 3.5 ha

ZONING - Residential Serviced

NUMBER OF OWNERS - 4

LAND USE - vacant or single houses

BUILT AND SPATIAL FORM - this site is generally large lots between 4000 and 7000 sqm. Consideration is only being given to half of each of the lots as the south section of each is zoned reserved residential.

TOPOGRAPHY - the land parcel is generally flat

SOILS - generally class 4 or 5 agricultural land

LANDFORMS - none

SLOPE - gentle slope to west

STABILITY OF LAND - no evidence of land slip

DRAINAGE - looks well drained but more detailed investigation required

DEGREE OF ERODABILITY - no evidence of erosion

VIEWS - views to west and north

SOLAR ORIENTATION - due to current lots size there is ample opportunity for good solar design

PREVAILING WINDS - Generally westerly

LOCATION OF SIGNIFICANT TREES EXISTING ON SITE - none on site

NATIVE AND EXOTIC FLORA - the LIST website record of sightings of threatened flora and fauna does not note any sightings on this site. However, more detailed studies will be required to justify any development application to subdivide.

AREA OF HIGH ENVIRONMENTAL VALUE - There is a heritage cemetery with a frontage to Church St which will impact on the development of this area.

PROXIMITY TO PUBLIC TRANSPORT ROUTES AND FACILITIES - The land parcel is less than 900m from the High St and the commercial centre of Campbell Town. The only public transport route is in High St.

PROXIMITY TO COMMUNITY FACILITIES AND CAPACITY - the land parcel is close to the Campbell Town District High School and the local hospital/health centre.

SUMMARY - there are development limitations in regard to impact on heritage buildings in this area. Any application for subdivision should consider the impact on heritage features in this area. The potential yield from this area is 8 lots. The final lot pattern will follow the existing and make use of the sealed road frontage. Even with heritage limitations this is a simple site to develop, given services are available in the road reserve.

SITE 3 – Pedder St and East St

AREA - 4.7 ha

ZONING - Residential Serviced

NUMBER OF OWNERS - 1

LAND USE - Vacant - grazing

BUILT AND SPATIAL FORM - this site is located to the east of town recreation grounds. There is little development around the site. The railway line forms the eastern boundary of the site. It is also something which will have to be taken into account in the final development of the site in terms of noise and vibration.

TOPOGRAPHY - Generally flat

SOILS - Class 4 and 5 agricultural land

LANDFORMS - None

SLOPE - gentle slopes to the east

STABILITY OF LAND - no evidence of land slip

DRAINAGE - looks well drained, but will need greater investigation with development

DEGREE OF ERODABILITY - no evidence of erosion

VIEWS - views to the east and north

SOLAR ORIENTATION - good opportunities to incorporate solar design into layout

PREVAILING WINDS - Generally westerly

LOCATION OF SIGNIFICANT TREES EXISTING ON SITE - none

NATIVE AND EXOTIC FLORA - none evident - but more detailed studies required

AREA OF HIGH ENVIRONMENTAL VALUE - none

PROXIMITY TO PUBLIC TRANSPORT ROUTES AND FACILITIES - this site is only 300 m from High Street and commercial facilities. High St is the only public transport route in the town.

PROXIMITY TO COMMUNITY FACILITIES AND CAPACITY - the land parcel is close to the Campbell Town District High School and the local hospital/health centre.

SUMMARY - This is a site in a single ownership. It is close to services and the Main St. It would make an ideal site for a mix of smaller lots (say 700 sqm) and even a retirement type development. It is important that the scale and built form of Campbell Town is respected with any higher density development and that extensive planting be incorporated into the design. There are important views across this land from the Highway - any new development should take those views into account with the siting of new buildings. This is a site where, with an intervention from council in terms of technical support or advice, a new development could create products not currently available in Campbell Town - say an integrated retirement village. Site could yield around 30 lots.

SITE 4 – South of William St

AREA - 1.3 ha

ZONING - Residential Serviced

NUMBER OF OWNERS - 1

LAND USE - vacant with no obvious use

BUILT AND SPATIAL FORM - this is an internal block with residential development on three sides. The railway line provides a substantial barrier to future development. It will have to be taken into account in the final development of the site in terms of noise and vibration.

TOPOGRAPHY - generally flat

SOILS - Class 4 and 5 agricultural land

LANDFORMS - none

SLOPE - gentle slope SW

STABILITY OF LAND - no evidence of landslip

DRAINAGE - appears to be well drained

DEGREE OF ERODABILITY - no evidence of erosion

VIEWS - being an internal block there are few views to consider

SOLAR ORIENTATION - there is opportunity to build solar orientation into this one owner site

PREVAILING WINDS - Generally westerly

LOCATION OF SIGNIFICANT TREES EXISTING ON SITE - none

NATIVE AND EXOTIC FLORA - none evident. More detailed assessment required at time of development

AREA OF HIGH ENVIRONMENTAL VALUE - none

PROXIMITY TO PUBLIC TRANSPORT ROUTES AND FACILITIES - this site is only 300 m from High St and commercial facilities. High St is the only public transport route in the town.

PROXIMITY TO COMMUNITY FACILITIES AND CAPACITY - the land parcel is close to the Campbell Town District High School and the local hospital/health centre.

SUMMARY - Being in a single ownership this would be an excellent site for council to work with the landowner to develop concepts around an integrated strata title development, maybe taking account of the needs of the elderly or developing a theme like good solar design in medium density developments/ water efficiency principles or the like. Site could yield around 20 dwellings.

SITE 5 – Franklin to Montagu Sts

AREA - 9.4 ha

ZONING - Residential Serviced (the bulk) and Low Density Residential 2 (most easterly portion)

NUMBER OF OWNERS - 5 owners

LAND USE - predominantly vacant land used for grazing. There is a single dwelling on a lot at the intersection of Franklin and Bedford St.

BUILT AND SPATIAL FORM - sealed roads define and also bisect this site. There is a scattering of residential development around the site on the southerly and westerly sides. Grazing land is evident to the north and east. The house at the intersection of Franklin and Bedford St is heritage listed. The greatest limiting factor to development would be the crossing of the railway and the inherent risk that goes with that manoeuvre for both vehicles and pedestrians.

TOPOGRAPHY - generally flat

SOILS - Class 4 and 5 agricultural land

LANDFORMS - none

SLOPE - gentle slope to south

STABILITY OF LAND - no evidence of land slip

DRAINAGE - generally good

DEGREE OF ERODABILITY - no evidence of erosion

VIEWS - views to north

SOLAR ORIENTATION - ample opportunity to build solar access into a layout design

PREVAILING WINDS - Generally westerly

LOCATION OF SIGNIFICANT TREES EXISTING ON SITE - none

NATIVE AND EXOTIC FLORA - none evident

AREA OF HIGH ENVIRONMENTAL VALUE - none evident

PROXIMITY TO PUBLIC TRANSPORT ROUTES AND FACILITIES - this site is only 300 m from High Street and it's commercial facilities. This is not as positive a factor as it might seem, being that the land is south of the river and anybody wanting to access the shops has a considerable walk along the highway. High Street is the only public transport route in the town.

PROXIMITY TO COMMUNITY FACILITIES AND CAPACITY - the land parcel is 1.5 km south of the Campbell Town District High School and the local hospital/health centre.

SUMMARY - This would be a good site to attempt a comprehensive development involving multiple land owners. It would need some coordination by council and some legal intervention regarding cost sharing for services and the like. Various densities of development could be explored. Some consideration would need to be given to the impacts of the railway and the crossings in Franklin and Montagu Streets. Developed for a range of lot sizes, this site could yield some 50/60 lots.

SITE 6 – Forster, Montagu, Bedford St and Railway line

AREA - 12.7 ha

ZONING - Residential Serviced

NUMBER OF OWNERS - 3

LAND USE - Grazing

BUILT AND SPATIAL FORM - Mainly surrounded by grazing with a small scattering of residences on larger lots

TOPOGRAPHY - A flat site in the main, with a low lying area to the east

SOILS - Class 4 and 5 agricultural land

LANDFORMS - none

SLOPE - gentle slope easterly towards gully and then a southerly slope

STABILITY OF LAND - no evidence of land slip

DRAINAGE - of the 12.7 ha, approx 4.7 ha would appear to be subject to flooding. This aspect will require a greater degree of study than can be covered by this report.

DEGREE OF ERODABILITY - there is no evidence of erosion on this site

VIEWS - views to the south

SOLAR ORIENTATION - ample opportunity to build solar access into a layout design

PREVAILING WINDS - Generally westerly

LOCATION OF SIGNIFICANT TREES EXISTING ON SITE - none

NATIVE AND EXOTIC FLORA - none evident

AREA OF HIGH ENVIRONMENTAL VALUE - none evident

PROXIMITY TO PUBLIC TRANSPORT ROUTES AND FACILITIES - this site is only 300 m from High Street and it's commercial facilities. This is not as positive a factor as it might seem, being that the land is south of the river and anybody wanting to access the shops has a considerable walk along the highway. High Street is the only public transport route in the town.

PROXIMITY TO COMMUNITY FACILITIES AND CAPACITY - the land parcel is 1.5 km south of the Campbell Town District High School and the local hospital/health centre.

SUMMARY - Developed to the scale of 800 sqm lots could see 100 new lots created in the flood free area. The flood area could form an open space link from the south of the town to the river, avoiding the Highway. As the flood area involves private land this would have to be discussed in detail with the impacted landowners.

SITE 7 – Mason, Forster and High St



AREA - 4.3 ha

ZONING - Residential Serviced

NUMBER OF OWNERS - 2

LAND USE - Grazing

BUILT AND SPATIAL FORM - Mainly surrounded by grazing with a small scattering of residences on larger lots. On the west side of High St are residences on smaller lots.

TOPOGRAPHY - Higher elevation than some areas

SOILS - Class 4 and 5 agricultural land

LANDFORMS - none

SLOPE - easterly slope

STABILITY OF LAND - no evidence of land slip

DRAINAGE - appears to be well drained

DEGREE OF ERODABILITY - there is no evidence of erosion on this site

VIEWS - views to the south

SOLAR ORIENTATION - ample opportunity to build solar access into a layout design

PREVAILING WINDS - Generally westerly

LOCATION OF SIGNIFICANT TREES EXISTING ON SITE - none

NATIVE AND EXOTIC FLORA - none evident

AREA OF HIGH ENVIRONMENTAL VALUE - none evident

PROXIMITY TO PUBLIC TRANSPORT ROUTES AND FACILITIES - this site has frontage to High Street and commercial facilities. The land is south of the river so anybody wanting to access the shops has a considerable walk along the highway. High Street is the only public transport route in the town.

PROXIMITY TO COMMUNITY FACILITIES AND CAPACITY - the land parcel is 1.5 km south of the Campbell Town District High School and the local hospital/health centre.

SUMMARY - This site could be developed as the interface between the rural land to the south and the urban area of the township. Working on larger lots with no new roads and no access to the Highway this site could yield around 8/10 lots.

SITE 8 – New St

AREA - 7000 sqm

ZONING -Residential Serviced

NUMBER OF OWNERS - 1

LAND USE - grazing

BUILT AND SPATIAL FORM - one house as a neighbour. No sealed roads. Opposite golf course

TOPOGRAPHY - relatively flat

SOILS - Class 4 and 5 agricultural land

LANDFORMS - none

SLOPE - southerly gentle slope

STABILITY OF LAND - no evidence of erosion

DRAINAGE - appears to be well drained

DEGREE OF ERODABILITY - no evidence of erosion

VIEWS - south over golf course and to west

SOLAR ORIENTATION - given the size of the lot there would be ample opportunity to introduce solar design into a lot layout.

PREVAILING WINDS - Generally westerly

LOCATION OF SIGNIFICANT TREES EXISTING ON SITE - none

NATIVE AND EXOTIC FLORA - none evident

AREA OF HIGH ENVIRONMENTAL VALUE - none

PROXIMITY TO PUBLIC TRANSPORT ROUTES AND FACILITIES - this site is 300 m west of High Street and 600m south of commercial facilities. The land is south of the river so anybody wanting to access the shops has a considerable walk along the Highway or alternatively Bridge St.. High Street is the only public transport route in the town.

PROXIMITY TO COMMUNITY FACILITIES AND CAPACITY - the land parcel is 1.5 km south of the Campbell Town District High School and the local hospital/health centre.

SUMMARY - Any subdivision of this land will have to balance the cost of forming roads with the return on terms of lots. Given that this is at the interface with the urban and rural area the least impact development may be 4 lots. This level of development would then correspond to the surrounding lot size.

SITE 9 – Leake, Mason and New St

AREA - 1.9 ha

ZONING - Residential Serviced

NUMBER OF OWNERS - 2

LAND USE - grazing

BUILT AND SPATIAL FORM - this site is the westerly interface between the rural and urban area. There is one house on a large rural lot to the south. Leake and Mason Sts are sealed. New St is unformed.

TOPOGRAPHY - elevated site

SOILS - Class 4 and 5 agricultural land

LANDFORMS - none

SLOPE - gentle slopes in multi-directions, being an elevated site

STABILITY OF LAND - no evidence of land slip

DRAINAGE - site appears to be well drained

DEGREE OF ERODABILITY - site looks stable with no erosion

VIEWS - views to south, north across the town and west

SOLAR ORIENTATION - the creation of larger lots gives the opportunity to introduce solar design

PREVAILING WINDS - Generally westerly

LOCATION OF SIGNIFICANT TREES EXISTING ON SITE - none

NATIVE AND EXOTIC FLORA - none evident

AREA OF HIGH ENVIRONMENTAL VALUE - none

PROXIMITY TO PUBLIC TRANSPORT ROUTES AND FACILITIES - this site is 300 m west of High Street and 600m south of commercial facilities. The land is south of the river so anybody wanting to access the shops has a considerable walk along the Highway or alternatively Bridge St. . High Street is the only public transport route in the town.

PROXIMITY TO COMMUNITY FACILITIES AND CAPACITY - the land parcel is 1.5 km south of the Campbell Town District High School and the local hospital/health centre.

SUMMARY - Any subdivision of this land will have to balance the cost of forming roads with the return on terms of lots. Given that this is at the interface with the urban and rural area the least impact development may be 5 large lots. This level of development would then correspond to the surrounding lot size.

SITE 10 – Bridge, Montagu and Mason St

AREA - 4.1 ha

ZONING - Residential Serviced

NUMBER OF OWNERS - 1

LAND USE - vacant grazing land

BUILT AND SPATIAL FORM - this site has three sealed road frontages. There is a mix of residential lot sizes around this site - from lots of around 1000 sqm to 3500 sqm. The predominant house style is single storey, single dwellings constructed of brick or weatherboard.

TOPOGRAPHY - this is an elevated site - with a shallow gully to the east

SOILS - class 4 and 5 agricultural land

LANDFORMS - none

SLOPE - north, west and south

STABILITY OF LAND - no evidence of erosion

DRAINAGE - well drained

DEGREE OF ERODABILITY - no evidence of erosion

VIEWS - views over town and to west

SOLAR ORIENTATION - being in single ownership and one lot there is ample opportunity to introduce solar design into this site

PREVAILING WINDS - Generally westerly

LOCATION OF SIGNIFICANT TREES EXISTING ON SITE - none

NATIVE AND EXOTIC FLORA - none evident

AREA OF HIGH ENVIRONMENTAL VALUE - none

PROXIMITY TO PUBLIC TRANSPORT ROUTES AND FACILITIES - this site is 300 m west of High Street and 600m south of commercial facilities. The land is south of the river so anybody wanting to access the shops has a considerable walk along the Highway or alternatively Bridge St. . High Street is the only public transport route in the town.

PROXIMITY TO COMMUNITY FACILITIES AND CAPACITY - the land parcel is 1.5 km south of the Campbell Town District High School and the local hospital/health centre.

SUMMARY - Being in one ownership this site would be one of the easiest to develop in a way deemed to "fit" to the character of the town. Taking the smaller lot size as the norm this site could yield 40 lots. More than likely, any development of this site will present a range of lot sizes, so the optimum will not be achieved. The more realistic yield will be around 20-30 lots.

SITE 11 – Bridge and Montagu St

AREA - 9000 sqm

ZONING - Residential Serviced

NUMBER OF OWNERS - 1

LAND USE - vacant with no obvious use

BUILT AND SPATIAL FORM - on the edge of the township, so an important site on the urban / rural interface. Bridge St is the only sealed road servicing the site and this will influence how the site is developed into the future. Development around this site is based around larger lots

TOPOGRAPHY - relatively flat

SOILS - Class 4 and 5 agricultural land

LANDFORMS - none

SLOPE - gentle to the west

STABILITY OF LAND - no evidence of erosion

DRAINAGE - appears well drained

DEGREE OF ERODABILITY - no evidence of erosion

VIEWS - views to west

SOLAR ORIENTATION - large lots will allow solar design to be considered in the layout

PREVAILING WINDS - Generally westerly

LOCATION OF SIGNIFICANT TREES EXISTING ON SITE - none

NATIVE AND EXOTIC FLORA - none

AREA OF HIGH ENVIRONMENTAL VALUE - none

PROXIMITY TO PUBLIC TRANSPORT ROUTES AND FACILITIES - this site is 300 m west of High Street and 600m south of commercial facilities. The land is south of the river so anybody wanting to access the shops has a considerable walk along the Highway or alternatively Bridge St. . High Street is the only public transport route in the town.

PROXIMITY TO COMMUNITY FACILITIES AND CAPACITY - the land parcel is 1.5 km south of the Campbell Town District High School and the local hospital/health centre.

SUMMARY - Being on the urban / rural interface the best development outcome for this site will be two or three large lots with frontage to Bridge St (making use of the sealed road) and presenting a development in keeping with the surrounding lots.

SITE 12 – High and Mason St

AREA - 7530 sqm

ZONING - Residential Serviced

NUMBER OF OWNERS - 2

LAND USE - vacant grazing

BUILT AND SPATIAL FORM - large lots facing High St with smaller lots facing Mason St. Heritage building on adjoining High St site. Substantial hedge to Mason St.

TOPOGRAPHY - lower lying but flat site

SOILS - Class 4 and 5 agricultural land

LANDFORMS - none

SLOPE - basically flat

STABILITY OF LAND - no evidence of land slip

DRAINAGE - lower lying but seems to be well drained

DEGREE OF ERODABILITY - no evidence of erosion

VEWS - no real views out of this site. The importance of this site is more the views into the site and the relationship to heritage structures.

SOLAR ORIENTATION - large lots can take advantage of solar access

PREVAILING WINDS - Generally westerly

LOCATION OF SIGNIFICANT TREES EXISTING ON SITE - none. But significant hedge to Mason St

NATIVE AND EXOTIC FLORA - none

AREA OF HIGH ENVIRONMENTAL VALUE - none

PROXIMITY TO PUBLIC TRANSPORT ROUTES AND FACILITIES - this site is 600 m south of Campbell Town's commercial facilities. The land is south of the river so anybody wanting to access the shops has a considerable walk along the Highway or Bridge St. High Street is the only public transport route in the town.

PROXIMITY TO COMMUNITY FACILITIES AND CAPACITY - the land parcel is 1.5 km south of the Campbell Town District High School and the local hospital/health centre.

SUMMARY - Any development of this site should follow the two titles, respecting the existing pattern of development and the proximity of heritage buildings. Yield is then two.

SITE 13 – Bedford and Tolesse St and Unnamed Road Reserve



AREA - 15.2ha

ZONING - Reserved Residential

NUMBER OF OWNERS - 2

LAND USE - vacant grazing - old bottle dump

BUILT AND SPATIAL FORM - large lots facing Torlesse St with partial frontage to railway reserve.

TOPOGRAPHY - lower lying but flat site

SOILS - Class 4 and 5 agricultural land

LANDFORMS - none

SLOPE - basically flat

STABILITY OF LAND - no evidence of land slip

DRAINAGE - lower lying but seems to be well drained

DEGREE OF ERODABILITY - no evidence of erosion

VIEWS - no real views out of this site.

SOLAR ORIENTATION - large lots can take advantage of solar access

PREVAILING WINDS - Generally westerly

LOCATION OF SIGNIFICANT TREES EXISTING ON SITE - none.

NATIVE AND EXOTIC FLORA - none

AREA OF HIGH ENVIRONMENTAL VALUE - none

PROXIMITY TO PUBLIC TRANSPORT ROUTES AND FACILITIES - this site is 600 m south of Campbell Town's commercial facilities. The land is south of the river so anybody wanting to access the shops has a considerable walk along the Highway or Bridge St. High Street is the only public transport route in the town.

PROXIMITY TO COMMUNITY FACILITIES AND CAPACITY - the land parcel is 1.5 km south of the Campbell Town District High School and the local hospital/health centre.

SUMMARY - Any development of this site is severely fettered by being within the attenuation area associated with the sawmill. The surrounding industrial area means that this site would not be the most desirable location given the availability of other land in Campbell Town. Given the gross oversupply of land for residential purposes in the town it is recommended that consideration be given to back zoning this land so as not to send misleading signals regarding its development potential.

18. Yield, Supply and Priority Sites

Given that there are twelve sites discussed above with a total area of 57.63 ha there would appear to be an ample supply of Residential Serviced land within the township. Applying the minimum lot size to this area represents some 1440 lots - or 480 years supply of land.

Applying the comments discussed in this study this excessive figure of lots can be cut down to around 280 lots - which still represents nearly 100 years supply of land based on historical demand.

Selecting sites based around some priority is then important:-

- Willing landowners
- Sealed roads
- No servicing requirements
- Create range of lots sizes
- Closer to High St
- Demand for specialist development (like retirement village)

At this stage the obvious priority areas are the sites north of the Elizabeth River - sites 1-4 listed in this report. They are relatively simple to develop, can be staged around ownership or are in single ownership and are closest to the High St commercial area.

Of the sites south of the river those sites where no servicing is required would be the obvious priority areas for subdivision - sites like 9 and 12 would be the highest priority sites.

19. Site Development Consideration

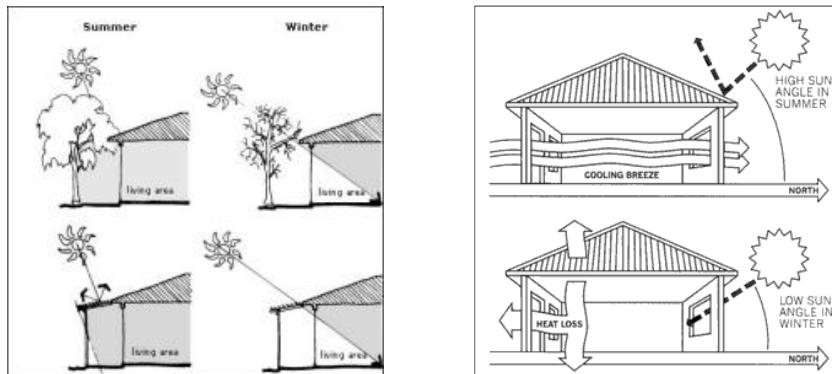
19.1 Energy Efficient Subdivision Principles – (solar orientation)

Good solar orientation increases the energy efficiency of a home, making it more comfortable to live in and cheaper to heat and/or cool.

Solar orientation can be achieved by facing a dwelling north. When living areas face north, these areas can be flooded with warming winter sun. During summer, when the sun sits higher in the sky, correctly designed eave-overhangs, and the use of vegetation will ensure north-facing windows are less exposed to direct sunlight and are therefore cooler.

Information on energy efficient principles is freely and readily available from many sources. It is also noted that amendments to the Building Code of Australia now require a higher level of energy efficiency for residential dwellings.

However, it remains desirable for Council to promote these principles during the design phase of any residential development.



Passive Solar Orientation: Energy Rant - showing solar benefits
<http://www.energyrant.com/passive-solar-systems/>

Solar Principles

- Lot subdivisions should provide for the maximum number of dwellings to be orientated north
- Provide appropriate information to consumers on passive heating and cooling of homes, including:
 - The benefit of smaller - smarter homes, smaller homes provide larger areas for outdoor activities including the opportunities for gardens, trees and vegetable gardens
 - The siting of living rooms to the north with larger windows and smaller windows to the south for the bedroom windows provide maximum opportunities for passive heat control
 - Insulation to prevent heat entry in summer and heat loss in winter
 - Incorporate designs with windows and doors that allow important cross ventilation opportunities passively cooling the home
 - Double glazing to control heat entry and loss through windows
- Layout of roads, footpaths, walking tracks, cycleways - road layouts should follow the grid iron pattern of the town. Curved, flowing road design should be avoided. For sites off the High St a footpath should be provided along one side of the public road. Walking tracks should link open space areas - unused road reserves with no obvious future use for development should be used as walkways to link other streets. Due to the low traffic volumes there is no need to plan for cycleways off the High St
- Road plantings - street trees should be used to link open space areas and to present a preferred walking route into town from residential areas of Campbell Town. Either an existing town committee or a new committee should be examined with a view to advancing the street tree programme.
- Location and mix of medium density developments - the twelve sites identified each will have their own development character based around density. Ideas for their development are included in the site assessment section. Generally sites on the urban - rural interface should be larger than lots closer to the town centre. The overall outcome should be to create a product that is not only desirable, but also respects the pattern of development in close proximity to the individual site.
- Nominate sites for certain house types - the internal lot facing William St should be examined for a higher density development, such as a retirement village due to its location close to High St and its relatively flatness.

Where sites are in a single ownership or there are multiple owners who are keen to develop council should take a proactive role in working with these people to secure a suitable development for the site.

- Building envelopes if required - building envelopes should be one of the issues considered when council takes its proactive role in the development of the town. There might be a case for establishing a building envelope on a site where an owner wants to build a house on a large lot and there is still development potential for the remaining land. That way a plan can be developed for the longer term use of the site, should demand for land increase.
- Staging - the first priority should always be for lots that are fully serviced and cause no burden on service providers. The second matter to consider in terms of staging is the willing land owner - that is someone who is prepared to work with council to achieve a good result and then prepared to invest in the plan. The third priority would be land which requires some infrastructure issues resolved and where there is an obvious pattern of development which will result - i.e. follow the sizes of surrounding lots. The final priority will be sites with multiple landowners, where there are servicing and physical constraints on development.
- Preferred location of neighbourhood facilities - Based on historical housing demand and population changes it is not anticipated that any new neighbourhood facilities will be required in the near future. The first priority should be to use existing capacity in shops, school and medical facilities. The temptation to locate commercial facilities off the High St should be resisted in the interest of creating a critical mass of shops and services which will make the town more sustainable.

Concept



- 1 Tennis Courts
- 2 Bicentennial Park
- 3 War Memorial Oval
- 4 Showground
- 5 Valentines Park
- 6 Lions Park
- 7 Wardlaw Park
- 8 Community Open Space & Food Plain
- 9 Cemetary
- Existing Open Space
- Potential New Residential Land
- Town Boundary
- Existing Primary Vehicular traffic
- Pedestrian Link Opportunities
- No development zone boundary
- Preferred RV Park
- RV exclusion zone



Concept



Site 1



Site 2



Site 3



Site 4



Site 5



Site 6



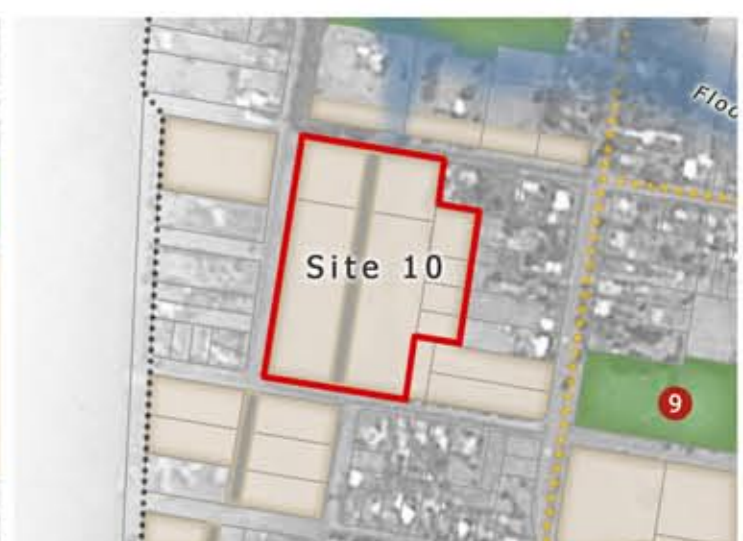
Site 7



Site 8



Site 9



Site 10



Site 11



Site 12



Site 13



transport infrastructure | community infrastructure | industrial infrastructure | climate change



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