

Evandale Development Plan

Prepared for: Northern Midlands Council

Prepared by: Ian Abernethy
May 2012 (Rev02)

transport infrastructure | community infrastructure | industrial infrastructure | climate change



pitt&sherry

sustainable*thinking*[®]




Table of Contents


| | |
|--|----|
| Executive Summary | i |
| 1. Background | 1 |
| 2. Evandale | 1 |
| 3. Previous Studies | 2 |
| 3.1 Goldin Report 1990 | 2 |
| 3.2 Wendy Morris Plan and Report 1990 | 5 |
| 3.3 The Glen Smith Report 1992 | 8 |
| 3.4 The Cambock Lane Guidelines | 8 |
| 3.5 David Denman Study 2011 | 9 |
| 3.6 Northern Midlands Strategic Plan 2007 - 2017 | 9 |
| 4. Other Studies | 10 |
| 5. Regional Planning Process | 11 |
| 6. Study Area | 13 |
| 7. Purpose of the Development Plan | 15 |
| 8. Community Consultation | 15 |
| 9. Demographics | 17 |
| 10. Target Population | 20 |
| 11. Existing Land Use Pattern of Town | 20 |
| 12. Community Services and Strengths | 20 |
| 13. Residential Density | 21 |
| 14. Supply and Demand for Housing | 22 |
| 15. Possible Drivers for Change | 22 |
| 16. Parks and Facilities | 23 |
| 17. Utility Services and Infrastructure | 24 |
| 17.1 Water Supply | 24 |
| 17.2 Sewerage | 24 |
| 18. Heritage Values | 26 |
| 19. Roads, Traffic and Pedestrian Movement | 27 |
| 20. Recommendations | 28 |
| 21. Bypass | 30 |
| 22. Site Selection | 31 |
| 23. Yield and Supply | 37 |
| 24. Site Development Consideration | 37 |

© 2012 pitt&sherry

This document is and shall remain the property of **pitt&sherry**. The document may only be used for the purposes for which it was commissioned and in accordance with the Terms of Engagement for the commission. Unauthorised use of this document in any form is prohibited.

Prepared by:  _____ **Date:** 30 May 2012
Ian Abernethy

Reviewed by:  _____ **Date:** 30 May 2012
Dion Lester

Authorised by:  _____ **Date:** 30 May 2012
Dion Lester

| Report Revision History | | | | | |
|-------------------------|---------------------------|-------------|-------------|---------------|----------|
| Rev No. | Description | Prepared by | Reviewed by | Authorised by | Date |
| 00 | Evandale Development Plan | I Abernethy | D Lester | D Lester | 29/09/11 |
| 01 | Evandale Development Plan | I Abernethy | D Lester | D Lester | 06/03/12 |
| 02 | Evandale Development Plan | I Abernethy | D Lester | D Lester | 30/05/12 |

| Rev No. | Description | Prepared by | Reviewed by | Authorised by | Date |
|---------|---------------------------|-------------|-------------|---------------|----------|
| 00 | Evandale Development Plan | I Abernethy | D Lester | D Lester | 29/09/11 |
| 01 | Evandale Development Plan | I Abernethy | D Lester | D Lester | 06/03/12 |
| 02 | Evandale Development Plan | I Abernethy | D Lester | D Lester | 30/05/12 |

Executive Summary

Evandale is a vibrant community of some 1016 persons located approx 20 km from Launceston. The town is recognised as one of Tasmania's significant heritage places.

Whilst the population has grown in the last twenty years the growth has been slow. Evandale has been the subject of many studies which have all concluded that an ideal population for the town is around 2000 people.

Demand for new housing in Evandale has been consistent at around 8 dwellings per annum. The current land supply based on this demand equates to around 285 years.

There are significant servicing issues to address in Evandale before much of the Residential zoned land can be developed. Given the low demand for new homes, service providers like Ben Lomond Water will be hard pressed to invest in the town on essential services.

There are really only three areas in Evandale which are suitable for residential development. All of these areas have some complication to address before development can occur.

New development needs to take account the heritage values within Evandale. The Evandale Heritage Guidelines (the Denman report) will be incorporated into the interim planning scheme for the Northern Midlands and will cover the historic protection areas. Other elements of the report will be applied to the remainder of Evandale.

The one outstanding issue that Council needs to address is the bypass. A bypass of Evandale town centre can never be justified in terms traffic volume - it might be justified in terms of heritage protection. The community want clear direction from Council on this matter.

The extension of the Cambock Lane development is the logical priority project for Evandale - it needs intervention from Council to bring landowners together - it needs to set out road connectivity and open space areas - it needs to create a range of lot sizes from smaller lots to larger lots on the urban/rural interface.

It would be very easy to recommend that two of the three sites in Evandale be back zoned from Reserved Residential to Rural use due to demand. However to get some long term planning into the township and give long term certainty to landowners the two sites should remain in residential zoning.

Evandale is a township with potential for more development to reach the expected population of 2000 if servicing issues can be resolved and provided heritage preservation is recognised within any development.

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.

1. Background

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

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 issues important to the community. The development plan then outlines the direction for future development in Evandale.

A number of priority sites will be identified. In broad terms the plan will highlight 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 Evandale within the urban growth boundary as defined by section 15.14 of the Northern Midlands Planning Scheme 1995.

2. Evandale

Evandale is a Georgian village south of Launceston, best known for its 19th-century buildings and historic streetscape.

The area was discovered by Europeans in 1811 by Governor Lachlan Macquarie but the town was not settled until 1816. It was named after George William Evans, a painter and surveyor, and was home to John Kelly, whose son was the bushranger Ned Kelly. Evandale's indigenous history is still being uncovered.

The heritage values of Evandale have been noted in various studies as outlined in this document. It is crucial that special consideration is given to new developments ensuring that they are sympathetic to the heritage of the village and enhance, rather than detract from the unique qualities of the town.

3. Previous Studies

Previous studies have attempted to document the unique values and character of Evandale and to guide its future expansion in an appropriate way such as Goldin 1990, Wendy Morris, 1991, Glen Smith 1992. The important elements of these reports are very briefly summarised below, they represent an important and valuable reference document to this development plan.

3.1 Goldin Report 1990

This report poses and attempts to deal with nine issues:

- What future character do the residents want Evandale to have in terms of future residential development
- What is an appropriate population size for Evandale
- What development options are available
- Is the amount of commercial land adequate
- Infrastructure growth requirements
- Sewerage
- Roads and traffic
- Transport
- Public open space

The recommendations in response to those questions are:

- Council should continue its present course of protection of its historic buildings and precinct
- The town of Evandale should be kept as a village community
- Council should reflect these views in its determination of subdivision, development and building applications
- A population of approximately 2000 is seen as an appropriate size given present demand and the requirement to protect the village character of Evandale
- Three development proposals were considered and recommendations made on Option 1
- To minimise the architectural differences between the new areas and the older historic areas, and to require a green belt to provide a distinct edge to the town of Evandale after the population reaches 2000 limit
- That new residential development, outside the historic precinct, should be encouraged to be in harmony with the historic character of Evandale
- House design guidelines be prepared to assist future residents to design new houses which would complement the historic character
- New roads should be similar in design to those which already exist in the historic areas of Evandale. That is, short, straight sections of roads, in an almost grid like system and angled in some instances
- Cul de sacs should not be permitted
- Roads should provide linkages
- Roads should take into consideration topography
- Developments should take advantage of views and solar energy
- Maintain the colours of existing footpaths

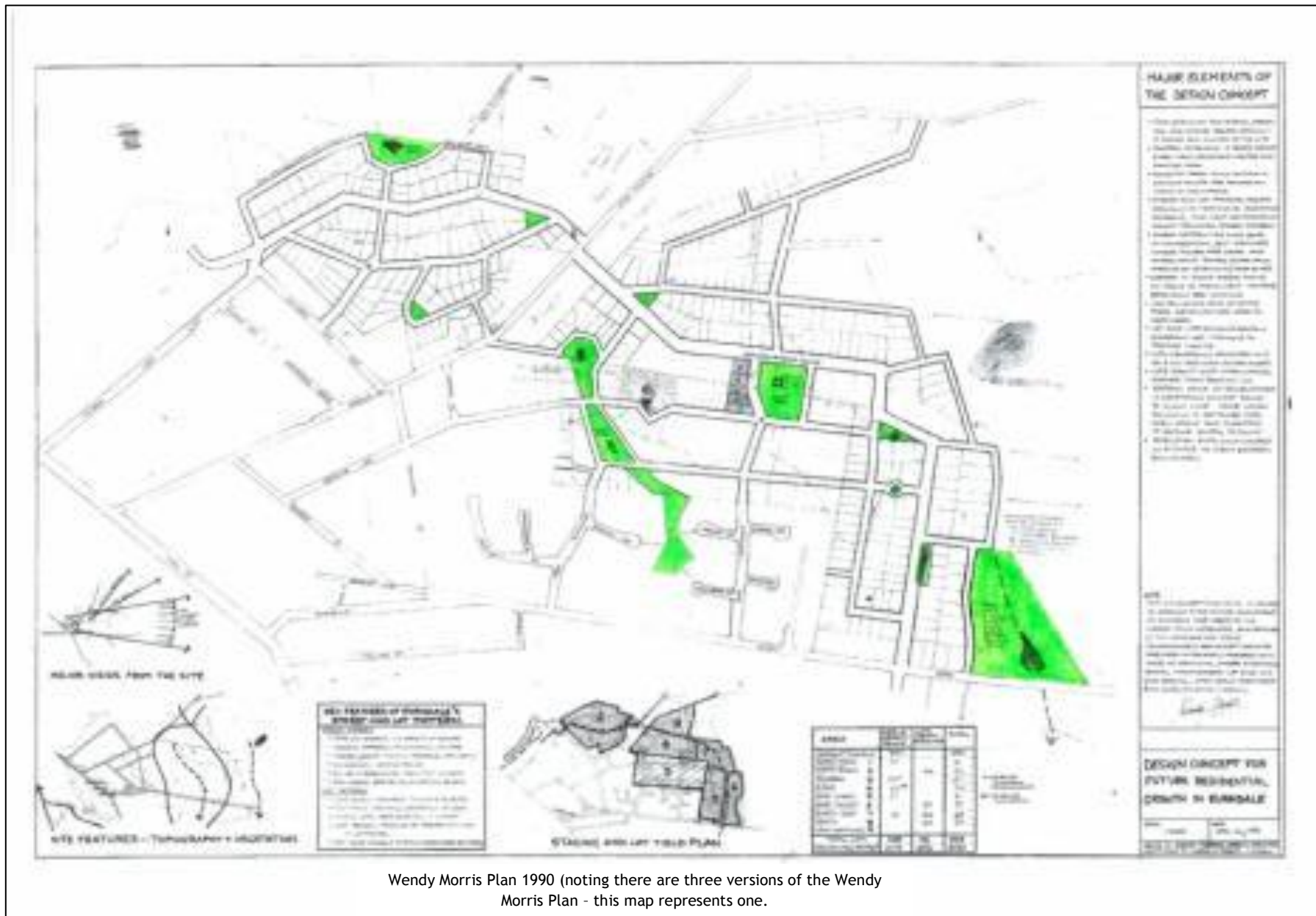
- Street trees consistent with existing trees
- Roads widths consistent with existing
- 5% open space for new developments
- A rectangular park in new subdivisions to be encouraged
- Approval required to remove existing vegetation
- At least one large park
- Pedestrian and cycle ways to provide safe access to parks, school, business areas
- Pocket parks to provide linkages
- Pathways to be treed
- A variety of lot sizes
- Develop a bypass option - the option identified is displayed below

3.2 Wendy Morris Plan and Report 1990

In 1991 Wendy Morris developed a development map which outlined how Evandale might have planned growth. Largely this development map was supported by the community. However it is well recognised and noted by Morris that the plan required refinement.

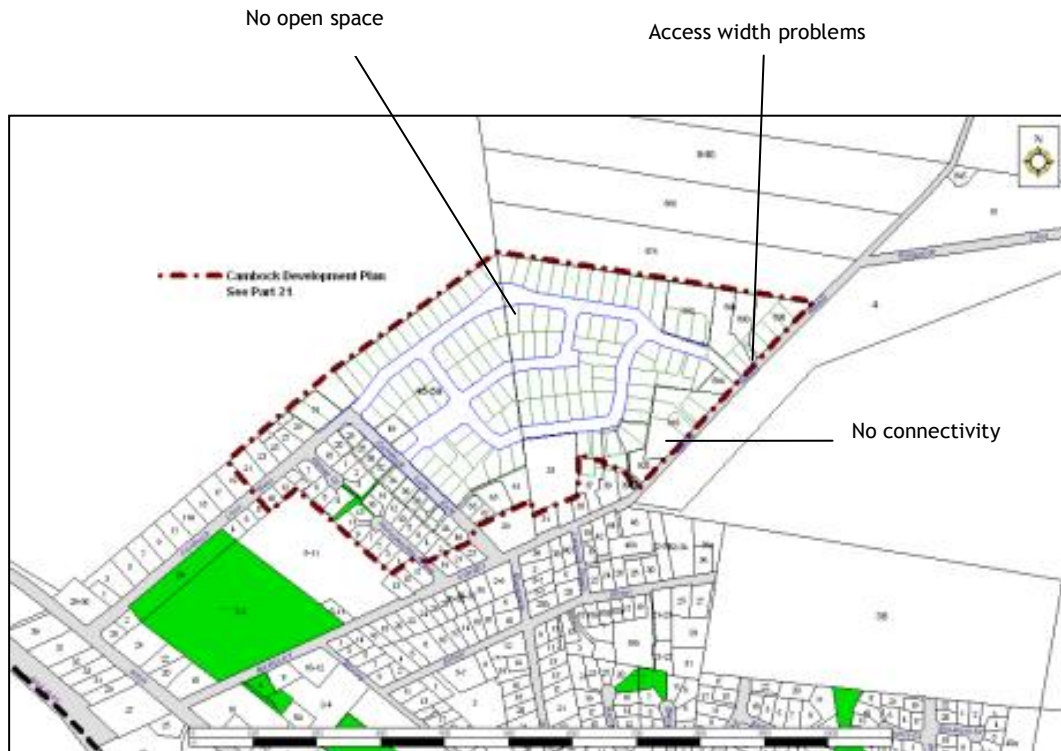
In particular to promote sustainable development in the use of passive solar design elements where possible and to achieve open space and connectivity to join the new to the old.

The Morris plan worked hard to achieve a balanced and blended new development area. Morris's key design principles were based on capping the population at around 2600 persons and development that enhanced the rural landscapes and reflected the existing village whilst directing growth away from the airport. The road layout worked well in isolation but did not link to other possible development areas.

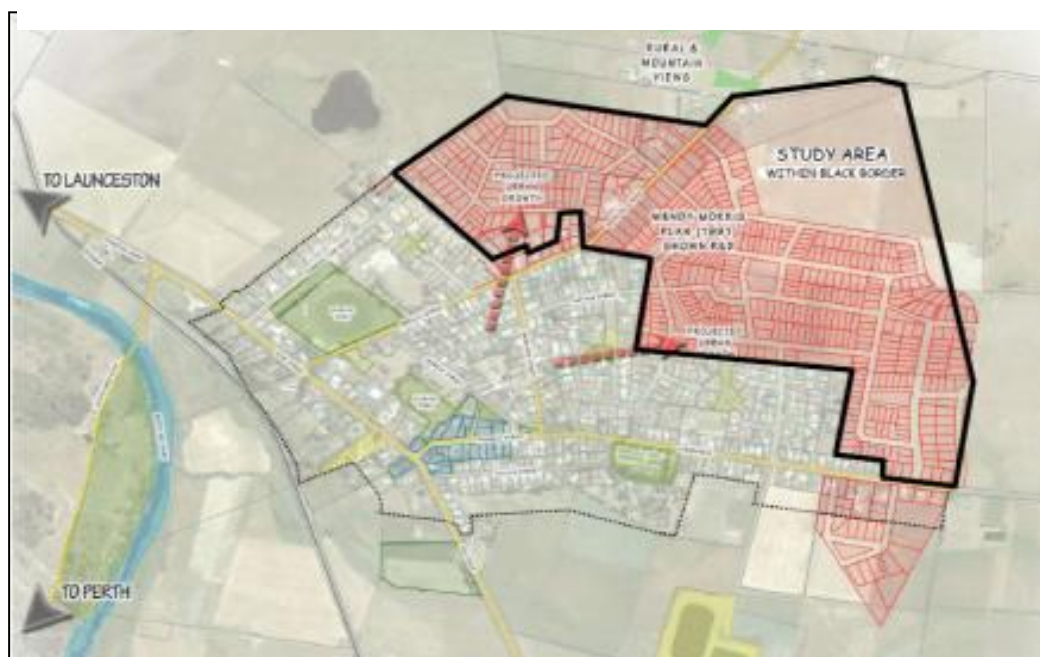


The plan identifies the need for open space in the form of pocket parks, a large park and parks that follow natural drainage landforms. As can be seen on the map on the previous page.

The following diagrams represent the Wendy Morris precinct plan as adopted and displayed in the Northern Midlands Planning Scheme 1995, and an alternative Wendy Morris Plan as overlaid over the village. There are a number of problems which can be identified in these plans; including open space connectivity, road and access provision. Pocket parks also place a severe burden on council as the maintainer of these areas.



Wendy Morris Plan 1990 as adopted by the Northern Midlands Planning Scheme



The diagram shown above is one of the Wendy Morris Development plans - overlaid on the existing Village

3.3 The Glen Smith Report 1992

This report details a Stage Two Evandale Urban Design process following Stage One and the process undertaken by Wendy Morris. The report notes that ‘like many towns of this nature, Evandale has inevitably been faced with development pressures, not only within its historic precinct but in the undeveloped rural approach to the township, particularly to the south and east. At the same time the quality of the heritage found in the town is very much the basis for its attractiveness, not only to the touring public but to those who live there’.

The report recommends that the preservation and enhancement of this character be maintained. The report highlights the need to maintain the character of the town throughout, rather than just the historic precinct. Further it discusses a number of issues in relation to; new developments, the layout of subdivisions, design aspects, traffic and parking.

This report documents various recommendations in relation to heritage precinct development, street design, power poles, lighting, street furniture, street plantings, setbacks, orientation, scale, outbuildings, plan form, roof forms, verandahs, windows, doors, and roofs, wall finishings, and paint colours. There is a strong reliance on the enforcement of covenants on the land along with guidelines to control development.

The report discusses future growth and the necessity to provide for traffic flow. It discusses the current population of 750 people and notes that at the time of writing it was thought that a bypass route would not be cost effective. Finally it discusses the current development which is favouring the cul-de-sac type layout, suggesting that this style of development has no forward strategy and therefore ' it is believed that if Evandale is to retain the historic precinct then some overall consideration must be given to design, layout and inter-connectivity.

3.4 The Cambock Lane Guidelines

These guidelines were produced by the Evandale Council (before council amalgamations) to assist homebuyers and builders in the Cambock Lane Subdivision in interpreting the intent of the covenants on the original subdivision. Those covenants were imposed on the subdivision in response to the community concern about preserving the character of the Evandale Village. Cambock Lane was included in the Evandale Residential Special Area precinct due to its important location at the entry to the township. It further notes that the appeal of Cambock Lane and the way in which it fits in with the Evandale Village character will be better achieved by attention to:

- Plan form
- Roof configuration
- Proportion of windows
- Placement of windows in the walls
- Colour and texture of roof and walls
- and landscaping

The aims of the guidelines were:

- To give broad framework within which new houses can be designed
- To be in context with the historical village of Evandale
- To achieve a harmonious streetscape within Cambock Lane and
- To enable any new development to be sensitive addition to the total skyline on the approach to Evandale.

3.5 David Denman Study 2011

Northern Midlands Council commissioned David Denman to revise the Cambock Lane guidelines and make recommendations as to heritage matters within the township. The Evandale Heritage Guidelines (the Denman report) will be incorporated into the interim planning scheme for the Northern Midlands and will cover the historic protection areas. Other elements of the report will be applied to the remainder of Evandale.

3.6 Northern Midlands 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 Evandale notes:

“Its landscape and historic character is quite unique in Australia.” (Scott & Furphy, 1976 Study).

“Evandale occupies a unique place in Tasmania’s past ... The historic pattern of the town has endured and a sufficient number of good Victorian and Georgian buildings sustain its character within that pattern. The special qualities that contribute so much to Evandale’s individual and unique character survive in a delicate and fragile state of balance.” (Penny Goldin, 1990 Study).

Evandale’s heritage and ambience have made it one of Tasmania’s major tourist attractions and event locations, and a highly desirable residential growth area. This popularity will continue to create issues in the community and perpetual management pressures on council, which will eventually have to resolve an impasse between growth interests and heritage values in its stewardship of this irreplaceable and vulnerable treasure.

During the strategic review process the community identified the following priorities -

- Tourism, marketing
- Green belt
- Plan administration / governance - clarify ‘guidelines’ and make mandatory
- More effective mechanisms for good design
- Infrastructure capacity
- Ensure a consistent / adequate water supply into the future
- Youth, including need for a pool
- Retention of the ‘Village’

Council understands that the agenda of the Evandale community is –

Heritage Protection

- Retain and protect the historic rural setting and hard edge of the village
- Retain and protect the historic precinct and its heritage assets
- Ensure there is succession planning for street trees and others in the public spaces

Tourism

- More effective packaging and marketing of the tourism product of the village
- Sustain, enhance and market the visitor events calendar of the village
- Further improve heritage presentation and interpretation of the village
- Manage the road approaches so as to complement the character of the village
- Improve the parking and other visitor facilities to better cope with visitor impact
- Divert heavy vehicles out of Russell Street, and the historic precinct
- Plan a through traffic route for all vehicles which does not transit the historic precinct

Planning & Development

- Strengthen and enforce development controls and building standards
- Ensure new development respects the historic character of the village on all significant criteria based on compatibility of density, form, scale, and presentation consistent with the Glen Smith Study and P Goldin Report recommendations
- Street network and treatment of the rest of the village to be consistent with the Wendy Morris Plan principles
- Plan residential capacity at existing density for a target population of 2,000
- Develop policy detailing the extent, sequence, thresholds and process for release of residential land for development to meet the population target
- Develop policy to cope with any subsequent residential development pressure
- Direct further commercial development into the existing centre
- Develop a strategy to provide sufficient space to accommodate the commercial needs of the target population in the existing centre without loss to its character
- Develop policy for subsequent pressure for additional commercial space
- Develop a detailed servicing plan for the village to ensure infrastructure capacity for the target population

Community Facilities

- Assist the community to develop a strategy for development of a swimming pool
- Enhance the relationship between the village and the South Esk River

Council Communication

- Encourage business / residents to work with Council and the District Committee to drive the agenda

4. Other Studies

Evandale does seem to have had its fair share of studies carried out in past years, on a whole range of related topics. There are other studies which could have been mentioned above but due to the passing of time are becoming somewhat out of date. The clear message from the community does remain consistent - heritage, open spaces, population and consider the bypass. The new message from the last round of consultation is why more studies? The call is for action.

5. 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 typology to Evandale gives us an amenity centre and suburban/dormitory centre. Evandale does not possess a large enough industry to be classed as an economic engine or enabler.

In looking at supply of residential land the Settlement Strategy came to the conclusion that Evandale had limited amount of suitable land. Albeit that there is ample zoned land - but with infrastructure limitations.

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

Settlement Policy Position

There is a strong potential to attract new productive and higher wealth population to the region on basis of lifestyle. The growth capacity is significant and dispersed but potentially limited in each location based on maintaining amenity and infrastructure constraints.

Need for transport access investment for closer in settlements;
Develop as discrete settlements separated by open spaces and green belts rather than corridors;

Protecting local environmental amenity, landscape and landform is critical;

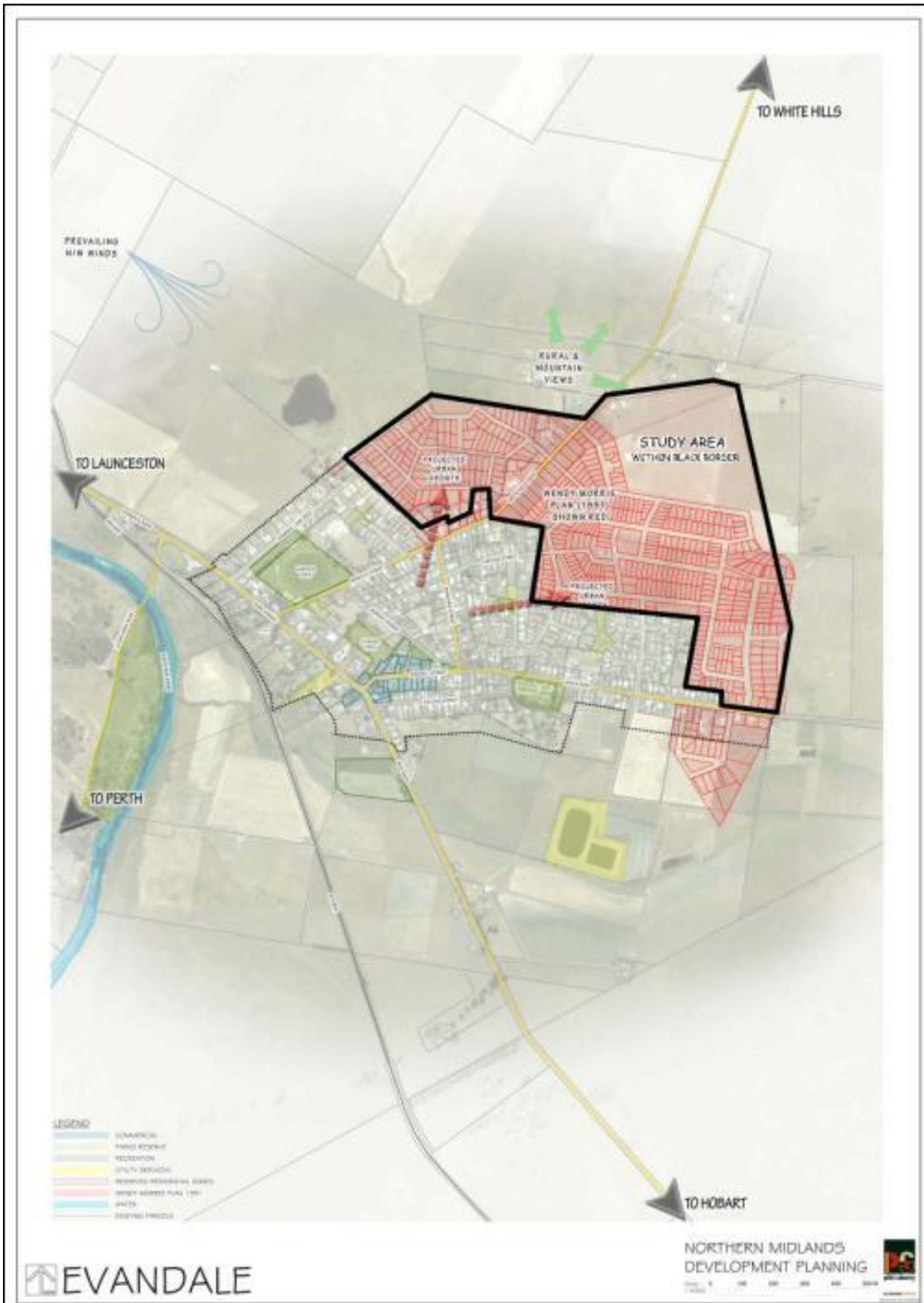
Ensure the settlements are of a scale enabling viable infrastructure delivery;

Provide for local retail and commercial services within the clusters.

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.

6. Study Area

The following map was prepared to assist with the process of community and council consultation. Overlaid on the Evandale map is the Wendy Morris plan for subdivision as it currently stands.



7. 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.

8. 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 planning session with the subcommittee of the Northern Midlands Council (NMC) and
- A planning a design 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 Objectives of the Community Consultation Strategy were to:

- Introduce the project of a Evandale Development Plan
- Involve the community
- Seek their thoughts on the opportunities and constraints for the town
- Develop the key features that need to be considered in any plan

Community Comments included the following:

Take into consideration previous plans including:

- Cambock Lane Design Guidelines 2004
- Wendy Morris Plan of 1991
- Goldin, P and Associates, 1990 Evandale Planning Study
- Smith, G, 1992, Evandale Urban Planning Design Project for the Municipality of Evandale,
- NMC Strategic Plan, Part 2

- What needs protecting:
 - The heritage buildings
 - Visual appeal
 - Village atmosphere
- New developments should take into consideration:
 - Building in sympathy with the existing village atmosphere and built form
 - Links and walkways, pedestrian safety and movement
 - Protection of old trees and hedges
 - Solar orientation opportunities for new subdivisions
 - Maintaining a hard edge to the village
 - To ensure that road hierarchy and traffic flows are appropriately maintained and reflect the original character of the village
 - A link road or bypass ensuring trucks and heavy vehicles avoid the centre of town
 - Hedges, fences and pavements are consistent with the Cambock Lane Guidelines throughout new developments
 - New developments reflect the elements as outlined in the Cambock Lane Guidelines
 - A mixture of block sizes as appropriate to the town are developed - including some larger rural residential blocks
 - Drainage and natural water courses be taken into account when designing new subdivisions
- Consideration of the scale and density for the Village of Evandale
 - The town should be capped at around 2000 people -at the current density ratio of 2.5 persons per household - equates to around 800 dwellings
- The things that are important to the community are;
 - Maintaining a village and village attractions
 - Attractive gardens that provide beauty
 - The large amount of existing open space which provides the setting for the village
 - Attractive approaches are important to provide visual interest and appeal
 - That fences, setbacks, garages, footpaths large trees, edges and roof are in sympathy to the existing character of the town
 - Developments which do not reflect the character of the village are not supported
- Cambock Lane Guidelines where appropriate should be incorporated into the planning scheme
- Cul-de-sac type developments are not supported in the village
- Remove heavy vehicles from the main street which damage the old buildings
- Preventing axe handle or inner lot subdivisions
- New developments to provide a variety of block sizes, including larger allotments to cater for the needs of the community
- Improved provision of open space that is appropriate, in the right location, is connected and reflects the current open space feel of the community - e.g. large parks, smaller parks and pocket parks

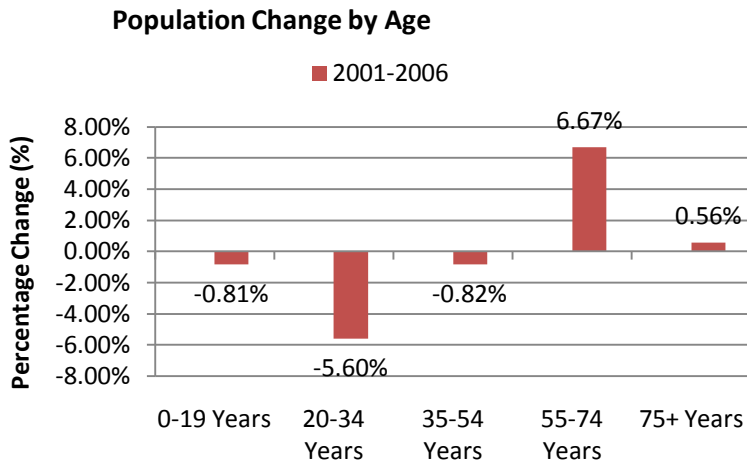
- In particular the development plan as outlined by Wendy Morris is problematic, for example:
 - There are at least three plans produced by Wendy Morris
 - The Council has one of these plans endorsed
 - This plan has sufficient lots to cater at the present housing density rates for over 2000 people
 - The blocks are considered too small
 - Open space is not connected
 - Open space of 5% on each title is not adequately provided - open space should reflect the current open space which is around 10%
 - Some roads appear to have dangerous or unnecessary intersections or corners
 - Solar orientation opportunities should be provided in new developments
 Other considerations include:
 - There should be traffic calming options on Cambock Lane and school zone limits
 - A well lit and safe walking route established from Cambock Lane through the school to the town centre
 - Care should be exercised when developing the detention basin to ensure that the historic brick water tunnel is not damaged (there is an air shaft located on the north west corner of the proposed detention basin)
 - There is a sub-standard intersection from Cambock Lane onto the Evandale Road which will need consideration
 - The land presently zoned residential should be back zoned to Reserved Residential and part of the land currently zoned reserved residential should be zoned residential as it is more appropriate to develop this land first.
 - There should be a large park in the middle of the residentially zoned land
 - There should be a variety of lot sizes
 - There should be bike paths and walking tracks incorporated into designs at the onset

9. Demographics

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

Evandale has a current population of 1016 persons. There has been a steady increase from 614 persons in 1981. The median age is 39 years; the state average is 38 years.

The population Change by Age graph below shows that the village demographics have changed since the 2001 census, with a reduction in the number of people under 54 years and an increase in the population in the 55 years plus category.



Ageing – and Key Age Brackets

The important age brackets for consideration are:

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

In these age brackets the following demographics are noted:

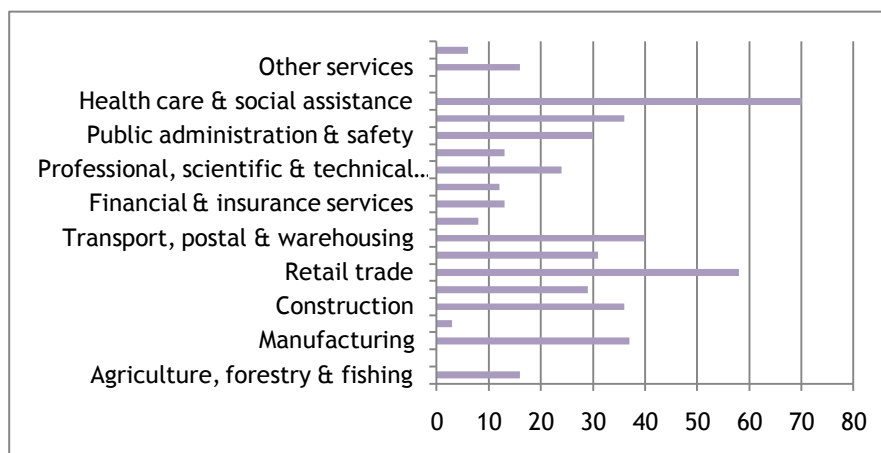
- 30% of the population is aged between 0 - 19 years
- 31% of the population is aged between 20 - 44 years
- 26% of the population is aged 45- 64 years
- And 13% of the population are aged 65 and over

Household size

The average household size is 2.6 persons per dwelling.

Industry and employment

The graph below shows the predominant employment groupings for residents of the town is in the retail trade, health care and social assistance, there is less reliance on agricultural, mining and construction. As there are few businesses and industry in the town it is considered that most of the employment is generated outside the Evandale town boundaries.



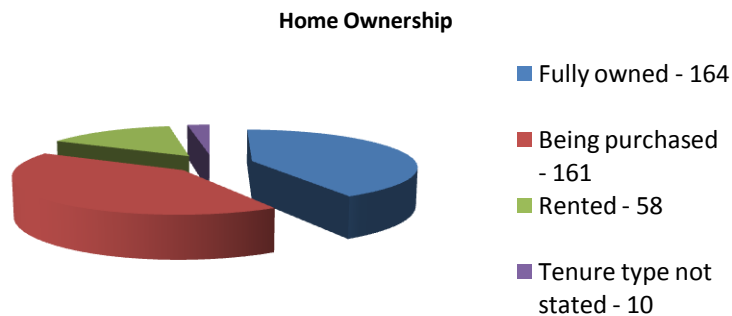
Income

The median weekly family income in the 2006 census year was \$1048 which is higher than three other towns in the study group, and higher than the median family income both for Launceston and Tasmania of \$1,032.00.

| Town | Median weekly family income |
|---------------|-----------------------------|
| Cressy | \$919 |
| Evandale | \$1,048 |
| Perth | \$1,054 |
| Campbell Town | \$677 |
| Longford | \$887 |
| Launceston | \$1,013 |
| Tasmania | \$1,032 |

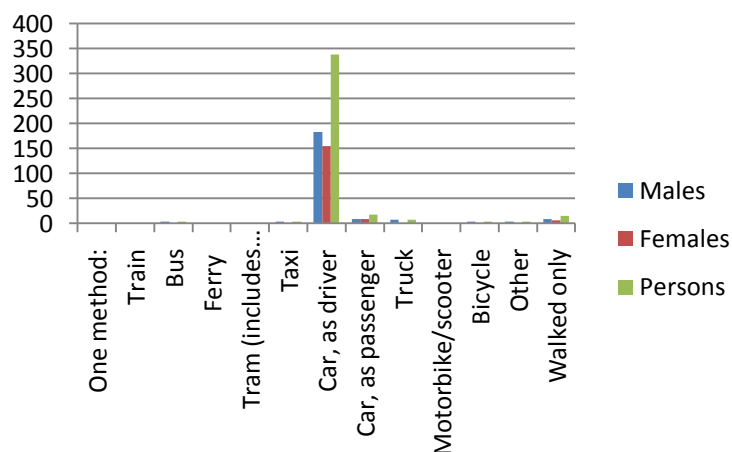
Home ownership

Home ownership in Evandale is represented by the following pie chart, indicating that home ownership is dominant in the Village.



Travel method

As to be expected with limited alternative options available the preferred method of travel is by car.



Summary

In summary these statistics indicate that the Evandale has 30% of its population under 19 years compared to the state average of 19.7%. In the 65 years and over bracket it is noted that Evandale has a population of 13% compared to the state average of 14.6%. These figures suggest that Evandale is attracting younger people and families which are lowering the average age of residents, proving that Evandale is a desirable place to raise families.

10. Target Population

There has been much discussion as to the most suitable population for Evandale, a population that will support local services whilst at the same time not detracting from the character of the village by putting undue pressure on housing and other community services.

There is some acknowledgement that a population of around 2000 persons would be suitable for Evandale, given that the population is currently just over 1016 persons and in 1981 it was around 614 persons; whether the target population is 1800, 2000 or 2400 person becomes somewhat academic over the life of this plan - estimated to be around ten years.

Using the growth pattern above, in ten years time the population of Evandale could be around 1200 people with no interventions or changes in circumstances. Applying the household size of 2.6 persons gives a need for around 70 new dwellings over the next ten years - 7 per annum.

11. Existing Land Use Pattern of Town

Evandale is a small rural township located close to the South Esk River, some 20 km south of Launceston. Evandale is recognised as a significant heritage township. As such the township has a unique, almost organic street pattern within the older centre of Evandale.

More modern developments in the south and east of the town have introduced cul de sac type road layouts.

The township is set in rich farmland, with superb views over rolling grazing lands to the foothills of Ben Lomond. Evandale is only 4km from Launceston airport. It is outside the attenuation distance defined for the airport - as such any growth is not going to be effected by the airport.

Whilst a strong community in its own right, Evandale today is a dormitory suburb for Launceston. The services available therefore reflect the needs of a local community with access to a wider range of shops and recreation facilities in Launceston.

12. Community Services and Strengths

Evandale has a primary school with a student population of 180 and a capacity of 225 students. Numbers have fluctuated considerably since a high in 2002 of 219 students and a low in 2005 of 166 students. Over the next five years school numbers are expected to drop further to 167 students. (figures provided by the Dept of Education).

There is a range of recreational areas and open spaces. The South Esk River provides a major recreation feature for the town.

Other community type services are limited in the township due to the close proximity of Launceston as a major centre for health and shopping services.

The Sunday market is a visitor icon, attracting many hundreds of people to the township. As a result of the market and the influence of talented residents the township has developed a theme based around crafts, local produce and quality goods. Residents are also attracted to Evandale because of the good range of heritage buildings and charming streetscapes.

These are the things which make Evandale unique and a desirable place to live.

13. Residential Density

This plan provides enough lots to service around 2000 residents for the total village of Evandale. This density is considerably smaller than the development proposal and outlined in the Wendy Morris Plan.

The town of Evandale with its total residents according to the 2006 ABS data is around 1059 persons and a land area of approximately 101 hectares containing current housing development. The town boundary equates to approximately 149 hectares.

According to the 2006 census there are 398 dwellings in Evandale, density ratio approximately 3.9 dwellings to a hectare - (across the total area).

While development approvals figures are not available for the years 2007 - 2009; there were 3 house approvals in 2010-2011 and 5 grouped housing approvals. When compared to Longford with 24 houses in and 8 grouped housing applications and Perth with 21 housing applications and 15 grouped housing applications, these figures indicate there is a trend for higher density developments in the towns of Longford and Perth.

The minimum lot size under the NMC Planning Scheme is 450sqm. There appears no reason to modify this minimum lot size.

A desk top review was conducted to establish the density ratio on two 'typical' land areas within the town; this study indicates that the density ratio is mixed depending on the location in Evandale.

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).

The example suggests that residential development in and around the central trading district is slightly higher than the state average.

Higher density is appropriate around the town centre, providing residents with access to services within walking distance. This is consistent with older residents requiring more frequent access to such services.

Example One

| | |
|------------------|--|
| Description | Land bounded by Russell and Collins Streets |
| Land Area | 3 hectares |
| Dwellings | 45 |
| Dwelling density | 15 dwellings per hectare |
| Analysis | This density is higher when compared with the state average. |

Example Two

| | |
|------------------|---|
| Description | Land bounded by Cambock Lane, Gover Court and Honeysuckle Grove |
| Land Area | 1.8 hectares |
| Dwellings | 28 |
| Dwelling density | 15.5 dwellings per hectare |
| Analysis | This density is higher when compared with the state average. |

14. 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. In recent years lot creation as come in the form of larger number of lots - thus creating a glut of land for residential use.

In Evandale there were 3 house approvals in 2010-2011 and 5 grouped housing approvals.

Vacant, zoned residential land could yield around 2000 lots (based on the minimum lot size). This equates to around 285 years supply of residential land. The accepted supply/demand model is ten years supply of any land use type. This allows greater certainty in the planning of public infrastructure.

15. Possible Drivers for Change

Based on historical trends Evandale's population is expected to grow at a steady pace for the next ten years.

Factors which could change this growth (either increase or decrease) include:

- Demand for living "out of town" may increase and Evandale is well placed to fill increased demand.
- The opposite might occur with continuous rising petrol prices.
- An aging population might move out of Evandale to be closer to medical services.
- The growth of the industrial area around the airport could see employees wishing to live in a quality environment close to their place of employment.
- Desire to live in a heritage setting.

16. Parks and Facilities

Open space is a valuable community asset, providing a range of personal, social, environmental and economic benefits, including: opportunities for a diverse range of physical activities, including organised sports and informal recreation - usually free of charge. Open space contributes to the 'livability' of towns and cities, including linear linkages for alternative transport (e.g. off-road cycling and walking routes), providing safe spaces to gather and socialise, and enhancing scenic quality; 'green spaces' for relaxation, contemplation.

Open space provides play opportunities for people to connect with, and learn about their local environment, contributing to psychological as well as physical well-being; conservation of natural and cultural values, such as native flora, wildlife habitat, cultural heritage and aesthetic values; contributing to the viability of local economies through encouraging capital investment; encouraging healthy lifestyles and providing opportunities for physical activity" Tasmanian open space policy and planning framework 2010:5.

This Development Plan allows for the appropriate open space on each independent title, connecting pedestrian access as appropriate and providing open space that allows communities to move and connect to walk ways, small parks and larger open space and to community activities.

Currently the Evandale community with around 1016 people enjoy open space of around 11hectares, or around 8% of land. The accepted percentage of open space to overall developed land is around 10%.

Evandale currently supports a wide range of open space areas from sports ovals to small pocket type parks. During the community consultation much reference was made to the quality of the landscape setting of Evandale - with much being attributed to the open spaces and parks within the town. The community see connecting existing parks and providing parks in the right location as being desirable.

Landscaping Roads and Reserves

The trees in the town of Evandale are predominately non-native trees. The wide open streets provide an opportunity to make a significant and improved environmental statement by planting more trees along streets and in opens spaces as appropriate.

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

Plans for new developments should include roadside reserve plantings to increase the amount of foliage and shade available for residents. This will in turn meld new developments into the existing environment and help to maintain the aesthetics of the village.

17. Utility Services and Infrastructure

17.1 Water Supply

The water supply of Evandale is provided from the Longford Water Treatment Plant and controlled by a reservoir at Devon Hills. The supply line from the reservoir also serves the growth areas of Western Junction Industrial Area and Launceston Airport precinct. Growth in these areas will therefore compete for water supply capacity with growth in Evandale.

Industrial growth and extension of the supply of water from the Longford WTP to Evandale has consumed much of the spare capacity of the system that already supplied Longford, Perth, Western Junction and Evandale. It is therefore probable that expansion of the Longford WTP will be necessary before there can be substantial growth in Evandale. Ben Lomond Water has advised that it is currently considering an alternative supply for this augmentation.

The pumped main that supplies Devon Hills Reservoir can be boosted to increase capacity before it is necessary to duplicate this pipeline. The gravity main from the reservoir to Evandale would require duplication at an early stage of the expansion of Evandale. It has been estimated that this will occur after an additional 150 lots, but this is subject to competing growth at Western Junction. In addition some of the existing trunk mains within Evandale may also require duplication.

The policy of payment of headworks charges on developments by Ben Lomond Water allows a pool of money to be established for infrastructure improvements. Ben Lomond Water will also work with developers to share the cost of infrastructure.

17.2 Sewerage

The Evandale Sewerage Scheme consists of gravity sewers draining to treatment ponds south of Logan Road. The treatment ponds have the capacity to serve a population of 1500, so there is some growth capacity. However, for the development in the eastern end of the town a new gravity sewer main will be required.

The area to the north of Cambock Lane East slopes steeply to the north and will require gravity sewers, a pump station, emergency storage and a rising main. This can ultimately be pumped to the new gravity sewer east of White Hills Road, but as an interim measure could be delivered into the existing gravity sewer in White Hills Road.

The comments relative to water headworks charges also apply to sewers.

17.3 Stormwater

There are currently challenges in dealing with stormwater in a number of areas of Evandale. Allowing more development on already zoned land may exacerbate stormwater problems in the township. The low land at the North of the town will require careful regulation of stormwater discharges to adjacent land. There will also need to be provision of stormwater detention ponds and floodways to provide a major drainage system in accordance with modern standards for stormwater management and environmental protection.

In regard to stormwater system development, the proposals of the Evandale Planning Study 1990 are supported. The two valleys through the north eastern extensions to the town and the valley through the northern extension should be drained by a mixture of piped flow (the minor drainage system) and roadways and open space floodways (the major drainage system).

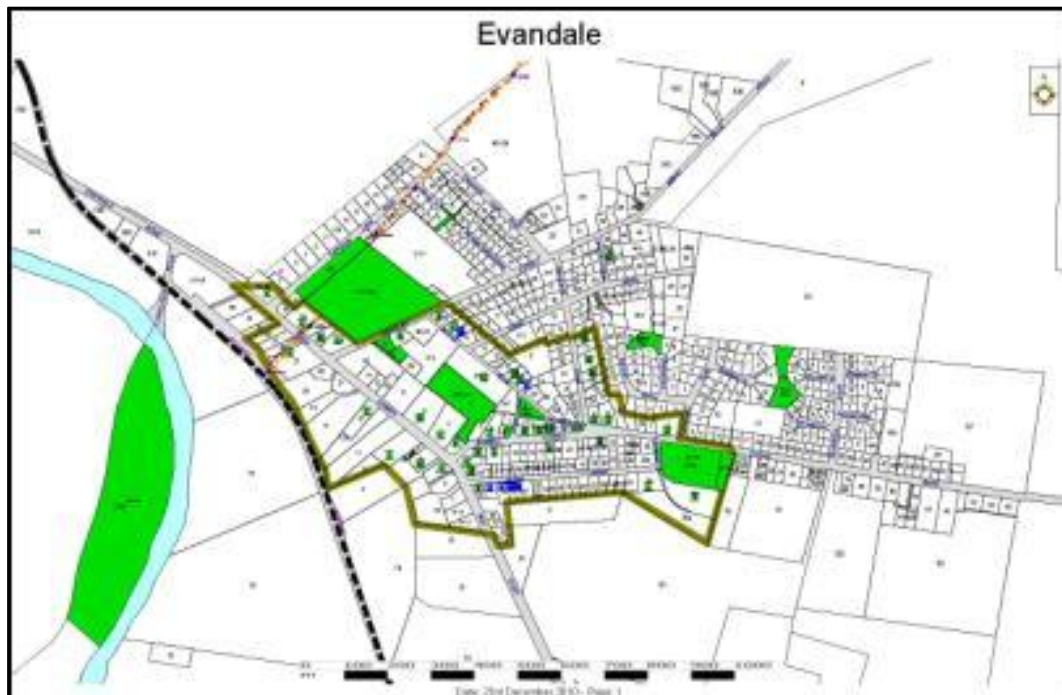
To avoid increasing peak flows to the water courses downstream of the discharge points (for flows up to 1 in 100 Annual Recurrence Interval) it will necessary to include detention basins in the design.

For the water course at the eastern limit of the town this can be accommodated in a strip between the link road and the town/property boundary where the water course leaves the area.

For the valley running south towards the end of Coachmans Road this should consist of a stormwater main under a grass swale, with the latter acting as a floodway. A detention basin located where this valley reaches the rear of existing lots would protect the downstream piped system and floodways from increased peak flows.

18. Heritage Values

The historic precinct is outlined by the dark green border in the diagram below; this precinct represents the original village of Evandale and should be subject to the Denman Heritage Guidelines, if approved. It can be noted from this diagram that the historic precinct represents a cultural significant backdrop for the village with new developments radiating from the original settlement. The red dotted line represents the historic, convict built; brick water system which planned to supply Launceston with potable water.



Extract from the NMC Planning Scheme 1995 depicting the existing heritage area - outlined in olive

The building materials are important in the preservation of the fabric of the village. The most commonly used materials are painted weatherboards and painted or rendered brickwork. There are some buildings which are in 'face' brickwork, the colour range being orange/red tones as evidenced in the Post Office Building, the Community Centre, the Former Council Chambers and Public School and "Blenheim".

History of Design Standards for the Village of Evandale

The Cambock Lane Design Guidelines were developed by the previous Evandale Council to assist homebuyers in the Cambock Lane subdivision in interpreting the intent of the covenants on the original subdivision. The covenants were imposed on the subdivision by the original developer in response to community concern about preserving the character of the Evandale village.

In response to the community's continuing desire for protection of the heritage fabric of Evandale, the Northern Midlands Council is revising the Cambock Lane Design Guidelines and new guidelines will be available in the form of the Denman Heritage Design Standards V1- 2011. At the time of writing council has not formally adopted these new guidelines.

Landscaping, trees and hedges

Part of the reason Evandale is unique is the quality, size and history of the vegetation in the village. The town is characterised by the significant European tree lined streets, and the predominate use of hedges. Interestingly, the trees are in the main within private property and overhang the road reserve to give the impression of street trees. The papers referenced in this document along with the community express the important setting and cultural background that these trees and vegetation provide.

This plan recognises the need to preserve and enhance these qualities that provide the attractive setting for the village.

Evandale to Launceston Water Scheme

In 2010 the Tasmanian Heritage Council gave permanent listing status to the historic Evandale to Launceston water reticulation scheme. This project was to feed water from Evandale to Launceston and dates from around 1835 - 1838. The Scheme consists of a series of tunnel pipes, shafts and closer to Launceston, viaducts.

This historic infrastructure is located around Cambock Lane area of the township and then heads north east towards Launceston. One of the sites selected for development assessment would be impacted by this historic feature.

19. Roads, Traffic and Pedestrian Movement

There are two distinct road patterns within Evandale. There is the modern cul de sac layouts and then there is the more organic layout of the older parts of the settlement.

For the majority of the times of days the road layout works well in moving the residents of Evandale. There are two issues which need some discussion. The weekly Evandale market is a great economic driver for the town. It draws many hundreds of people to the town - most arriving in cars. This influx puts pressure on traffic flow and parking in the town on one day a week. There is a tendency with visitors to park further afield from the market and to explore around the town on foot.

Whilst parking and traffic flow might be a bit of an inconvenience on a Sunday, it is not suggested that the market should be restricted to reduce visitor numbers. Indeed, many locals are planning things like garage sales and vehicle sales around the Sunday peak visitation.

The other traffic aspect to discuss is heavy vehicle movement through Evandale. In all the previous studies and in the community consultation the subject of heavy vehicles (mainly log trucks) has been a dominant topic.

The traffic volumes in Evandale hardly justify the expense of a town centre bypass. However the positive impacts such a road could have on preserving the character of the town and avoiding damage to heritage buildings is the single most determining factor in making the bypass a serious proposal. This study recommends further development of the bypass idea.

The impact of heavy traffic on the old, central area of Evandale is reduced considerably by the load restrictions placed on the gravel section of Logan Road. This was a favourite route for log trucks coming off the ranges around Upper Blessington. This initiative diverts this traffic through St Leonard's and on to the highway.

20. Recommendations

New Areas for Zoning

- Council should resist the temptation to rezone any further land in Evandale for residential use until such time as there has been a significant take up in the land already zoned for residential purposes
- Council should consider zoning site 2 below for General Residential use under the new Northern Midlands Planning Scheme

Reducing the Land Bank

- Consider back zoning all reserved residential land (excluding site 2) 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

Working with Landowners

- Council should adopt a positive strategy of working with willing landowners to open up areas of Evandale 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 or in the area of the bypass if it becomes a priority project.

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.

Respecting Heritage

- Develop the Denman Heritage Standards to an acceptable standard and adopt as appropriate in the NMC Planning Scheme- replacing the Cambock Lane Guidelines.

Trees

- Significant trees should continue to be protected from encroachment
- A specific heritage tree study should be undertaken for Evandale and the findings be incorporated into the Northern Midlands Planning Scheme (along the lines of the work by Denman).

Developing and Linking Open Spaces

- Open space provisions should not be constrained by title boundaries. The outcome should be useable, relevant open space. Provide the appropriate open space linkages required for overland water flows and places for residents to use for recreational purposes.
- Link open spaces with road reserve tree planting to create attractive walking corridors.

Connectivity

- All new subdivisions to be connected to walkways and open space, have a small playground or park within a five minute walk and have access and connectivity to larger parks where toilets, and play equipment and drink fountains are located.

- Safety is encouraged by open and clear designs
- Traffic calming is used appropriately where necessary which facilitates connectivity and access
- Connections are attractive
- Connections are easy to maintain
- Connections are appropriate to promote village character
- Adhere to council design standards
- Provide safe access for residents to community places and activities

Town Bypass

- That the council sponsor a study into a feasibility and design for a town bypass as a method of removing heavy vehicles from the town and helping preserve the heritage character of the central area.
- That council seek grant funding for the implementation of this bypass

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

Working with Ben Lomond Water

- 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
- That council work with Ben Lomond Water to ensure priority development areas can be fully serviced
- That the 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

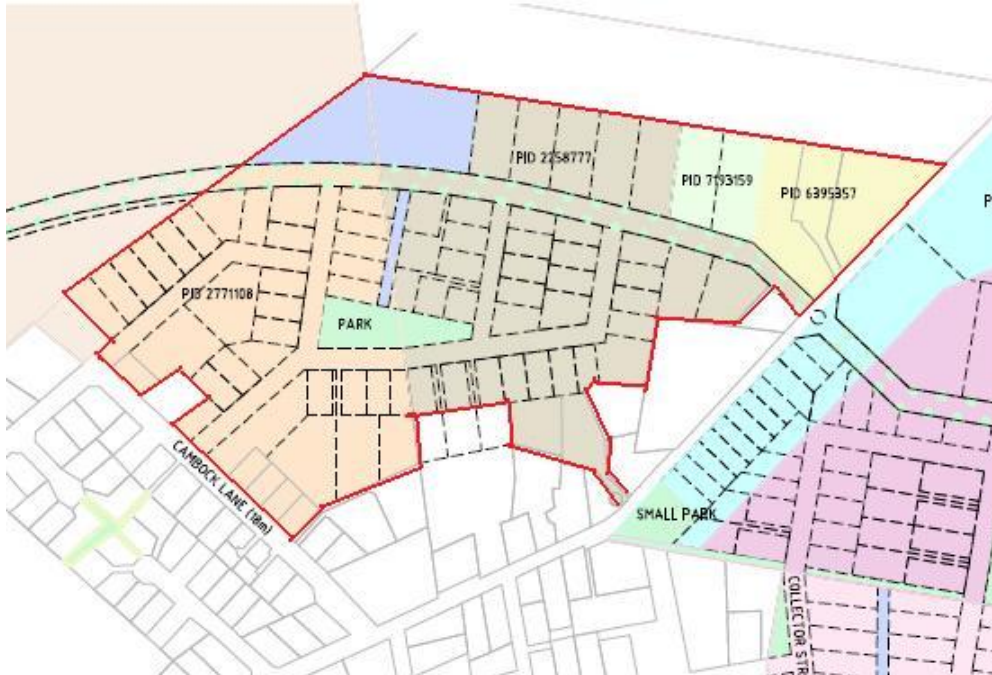
Cycle Paths

- As a specific study, council to commission a detailed study into cycle usage within Evandale, the specific needs of this group, the links and routes out of town and the infrastructure needed to present a comprehensive cycle plan.

22. Site Selection

The following are 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 despite there might be more than one lar owner. Opportunities for consolidated developments will be explored. Comments will be made around a range of factors - these comments will not negate the need for more detailed examination at the time of subdivision. 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 – Cambock Lane to Whitehills Road



The red line defines the site.

AREA - Approx 15n ha

ZONING - RESIDENTIAL SERVICED

NUMBER OF OWNERS - 4 owners

LAND USE - Grazing land abutting the urban area of Evandale

BUILT AND SPATIAL FORM - The development around this site is all low level buildings of single storey or buildings with second floors of dormer style windows. Within the centre of the site is a heritage style building which needs to be retained in the final subdivision design, without detracting from the visual appeal of the property.

TOPOGRAPHY - The site is slightly undulating. There is a high point where an existing house sits. A low point to the north will be able to provide a stormwater detention basin

SOILS - Reference to the Tasmanian Land Capability system shows that this site, like the rest of Evandale has class 4 soils -these are not deemed to be prime agricultural land.

LANDFORMS - Other than the high point where the current house sits, the site has no distinctive landforms,

SLOPE - The site is has a gentle slope away from Cambock Lane northwards.

STABILITY OF LAND - there is no evidence of land slip on this site

DRAINAGE - The site appears to be well drained - to a low point to the north

DEGREE OF ERODABILITY - There is no evidence of erosion on the site

VIEWS - There are good views to the north and on part of the site to the east.

SOLAR ORIENTATION - There is ample opportunity to introduce solar principles into the design of the layout and the ultimate housing designs.

PREVAILING WINDS - From the north west

LOCATION OF SIGNIFICANT TREES EXISTING ON SITE - There are a number of trees in the centre of the site which the final design should respect by forming into open space or using them to link other open space areas.

NATIVE AND EXOTIC FLORA - Non evident - but a full flora and fauna study should be carried out prior to any development.

AREA OF HIGH ENVIRONMENTAL VALUE - The Evandale to Launceston Heritage Water Scheme crosses this site in the NW corner. The location of this significant heritage feature should be taken into account when considering development of this area. Its protection will influence the pattern of development and the final lot yield from this site.

PROXIMITY TO PUBLIC TRANSPORT ROUTES AND FACILITIES - Evandale has a limited access to a public transport system

PROXIMITY TO COMMUNITY FACILITIES AND CAPACITY - The site is directly north of the Evandale town centre. The site is very close to Evandale Primary School and the major open space areas of Morven and Pioneer Parks

SUMMARY - The subdivisional yield for this site is shown as 74 lots - the final yield may change when one takes into account the existing house and tree retention. A further factor which could influence lot yield will be the final determination in regard to the bypass. A possible route for a bypass could be through the centre of this site.

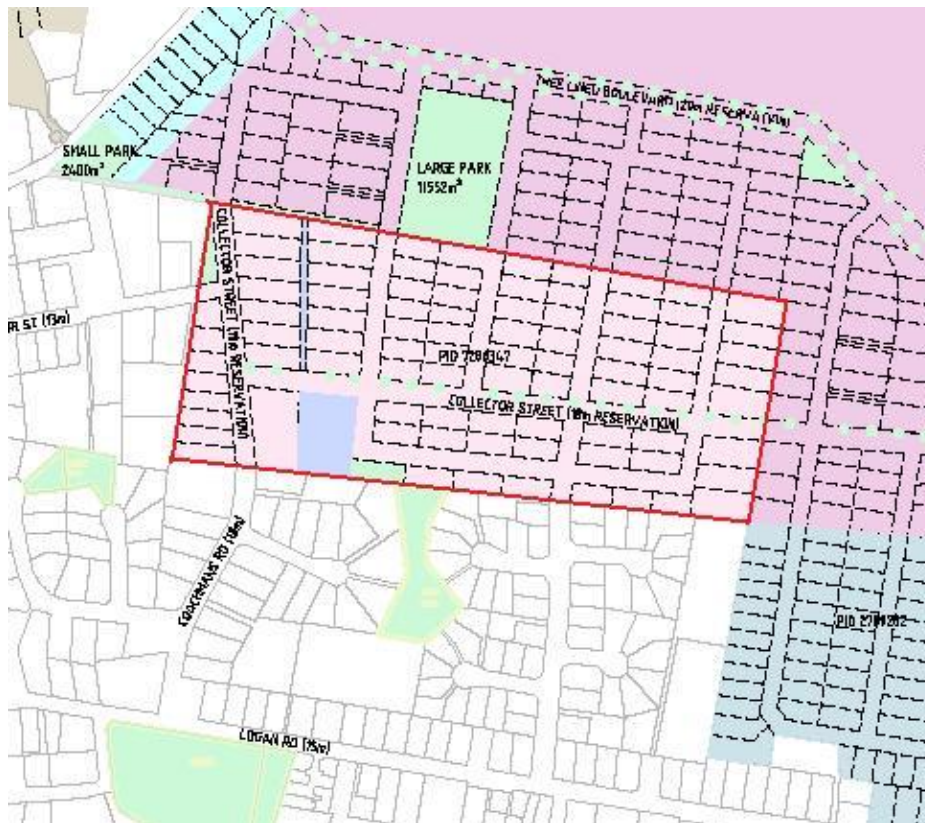
Full water and sewer design will be required before development can commence. Contemporary stormwater design to minimise surface pollutants entering the ground water or nearby water bodies should be utilised. Consideration should be given to having larger lots to the north and east to act as an interface between the urban and rural areas - and to define the final extent of Evandale in that direction.

Even with the above matters to resolve this site is the area which should be developed as a priority due to its zoning, expansion of existing urban area and linkages from Cambock Lane to Whitehills Road.

WILLING PARTNERS - This site is ideal for testing the ability of council to bring together a number of land owners and to reach agreement on a range of issues below. Without this positive intervention this area is unlikely to develop due to the number of landowners and complex issues to be resolved.

Out of any such "Willing Partners" project will come:

1. An agreed road and open space layout
2. An agreed design for services and their staging
3. An agreed strategy for equitable funding of the services required to develop this area.
4. A final layout for each land parcel - it is important not to get hung up on the previous lot layouts - they are after all only one person's opinion of how an area can be developed. It is more important to set broad principles which should be followed and leave the final design to the landowner and their advisors. After all they are the ones taking the financial risk and seeking a return on their investments.

SITE 2 – Arthur Street and Coachman's Rd

The red line defines the site.

AREA - Approx 12 ha

ZONING - Reserved Residential

NUMBER OF OWNERS - single owner

LAND USE - grazing land surrounding existing urban area

BUILT AND SPATIAL FORM - The surrounding urban form is that of single storey houses. The newer houses are serviced off roads with a cul de sac type layout. This road pattern is out of character with the traditional street pattern for Evandale.

TOPOGRAPHY - Generally flat land

SOILS - Class 4 soils - these are not deemed to be prime agricultural land.

LANDFORMS - There are no distinct landforms on this site

SLOPE - The site has a gentle slope eastwards and to the south.

STABILITY OF LAND - there is no evidence of land slip on this site

DRAINAGE - The site appears to be well drained - to a low point to the south

DEGREE OF ERODABILITY - There is no evidence of erosion on the site

VIEWS - There are good views to the north east and on part of the site to the east.

SOLAR ORIENTATION - There is ample opportunity to introduce solar principles into the design of the layout and the ultimate housing designs.

PREVAILING WINDS - Generally north-westerly

LOCATION OF SIGNIFICANT TREES EXISTING ON SITE - There is a hedge running generally north-south across the site.

NATIVE AND EXOTIC FLORA - Non evident - but a full flora and fauna study should be carried out prior to any development.

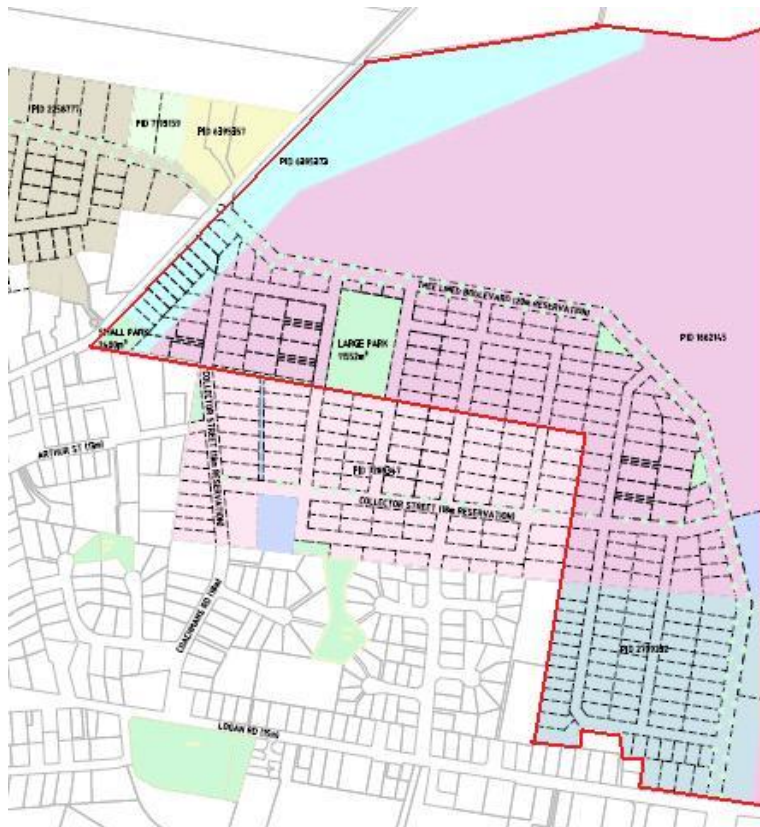
AREA OF HIGH ENVIRONMENTAL VALUE - None evident

PROXIMITY TO PUBLIC TRANSPORT ROUTES AND FACILITIES - Evandale has a limited access to a public transport system

PROXIMITY TO COMMUNITY FACILITIES AND CAPACITY - The site is directly north east of the Evandale town centre. The site is east of Evandale Primary School and north of the major open space area of Falls Park.

SUMMARY - The indicative yield for this site is some 88 lots. The site is a natural extension of the urban area and can be developed with little or no visual impact on the surrounding heritage area of Evandale. This site is not impacted by any of the shown bypass routes. Being in a single ownership this site would be relatively easy to develop and to link to existing road networks.

This site would be the highest priority area for development but for the Reserved Residential zoning. Its single ownership and secluded location from the heritage area still makes this an attractive site for development. Under the new Northern Midlands Planning Scheme this site should be considered for a General Residential zoning.

SITE 3 – Whitehills Road to Logan Road

The red line defines the site.

AREA - Total of 63 ha

ZONING - Reserved Residential

NUMBER OF OWNERS - 3 owners

LAND USE - Grazing land between the rural and urban interface

BUILT AND SPATIAL FORM - The surrounding urban form is that of single storey houses. The newer houses are serviced off roads with a cul de sac type layout. This road pattern is out of character with the traditional street pattern for Evandale.

TOPOGRAPHY - Generally flat land

SOILS -Class 4 soils -these are not deemed to be prime agricultural land.

LANDFORMS - There are no distinct landforms on this site

SLOPE - The site is has a gentle slope eastwards and to the south.

STABILITY OF LAND - there is no evidence of land slip on this site

DRAINAGE - The site appears to be well drained - to a low point to the east

DEGREE OF ERODABILITY - There is no evidence of erosion on the site

VIEWS - There are good views to the north and east.

SOLAR ORIENTATION - There is ample opportunity to introduce solar principles into the design of the layout and the ultimate housing designs.

PREVAILING WINDS - Generally north-westerly

LOCATION OF SIGNIFICANT TREES EXISTING ON SITE - None

NATIVE AND EXOTIC FLORA - Non evident - but a full flora and fauna study should be carried out prior to any development.

AREA OF HIGH ENVIRONMENTAL VALUE - None evident

PROXIMITY TO PUBLIC TRANSPORT ROUTES AND FACILITIES - Evandale has a limited access to a public transport system

PROXIMITY TO COMMUNITY FACILITIES AND CAPACITY - The site is north east of the Evandale town centre. The site is east of Evandale Primary School and north of the major open space area of Falls Park.

SUMMARY - The indicative yield from this site is some 133 lots. This allows for residential scale lots and larger lots on the rural / urban interface. The site development is influenced by any chosen bypass route - more so than site 1 in that two suggested bypass routes traverse this site.

Due to the zoning, bypass implications, multiple ownerships and supply of suitable existing residential land this site would be a lower priority for development.

23. Yield and Supply

Given that there are three sites discussed above with a total area of 90 ha there would appear to be an ample supply of Residential Serviced / Reserved Residential land within the township. Applying the lot numbers quoted above (a total of 295 lots) to this area represents some 42 years supply of land. This theoretical number will reduce in reality when firm subdivision layouts are developed around the special needs of each site under consideration.

Selecting sites based around some priority is then important:

- Willing landowners
- Sealed roads
- No servicing requirements
- Create range of lots sizes
- Low impact on heritage area of Evandale
- Demand for specialist development (like retirement village)

24. Site Development Consideration

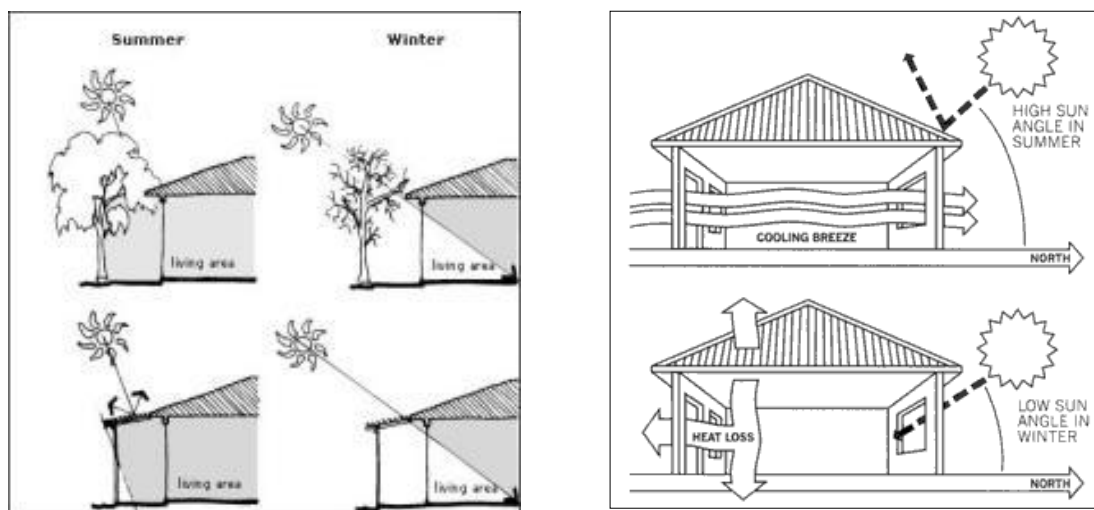
Energy efficient subdivision principles – (solar orientation)

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 or urban agriculture
 - The siting of living rooms to the north with larger windows and smaller windows to the south for the bedrooms 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 ventilations opportunities passively cooling the home
 - Double glazing to control heat entry and loss through windows

Conclusion/summary

- Layout of roads, footpaths, walking tracks, cycle ways - road layouts should follow the design of the heritage area of the town. Curved, flowing road design should be avoided. Footpaths should be provided to reflect those available within existing linking public roads. Walking tracks should link open space areas - street trees should define these walking tracks and link open spaces. Due to the low traffic volumes there is no need to plan for specific cycleways within the township.
- Road plantings - street trees should be used to link open space areas and to present a preferred walking route into the town centre from residential areas of Evandale. 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 three 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.
- 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.
- In regard to staging sites 1 and 2 (despite site 2 zoning) are seen as higher priorities than site 3. This is based on the council taking a proactive role in bringing owners together to achieve a good design solution, working with Ben Lomond Water to resolve servicing matters and achieving strong connectivity in terms of road network.
- Preferred location of neighbourhood facilities -The first priority should be to use existing capacity in shops, school and community facilities. The temptation to locate commercial facilities away from the central area should be resisted in the interest of creating a critical mass of shops and services which will make the town more sustainable and less of a dormitory settlement.

transport infrastructure | community infrastructure | industrial infrastructure | climate change



pitt&sherry

Canberra
1st Floor
20 Franklin Street
PO Box 4442
Manuka ACT 2603
T: (02) 6295 2100
F: (02) 6260 6555

Devonport
1st Floor
35 Oldaker Street
PO Box 836
Devonport Tasmania 7310
T: (03) 6424 1641
F: (03) 6424 9215

Hobart
GF, 199 Macquarie Street
GPO Box 94
Hobart Tasmania 7001
T: (03) 6210 1400
F: (03) 6223 1299

Hobart Building Surveying
199 Macquarie Street
T: (03) 6210 1476
F: (03) 6223 7017

Launceston
4th Floor
113 - 115 Cimitiere Street
PO Box 1409
Launceston Tasmania 7250
T: (03) 6323 1900
F: (03) 6334 4651

Melbourne
Level 1, HWT Tower
40 City Road, Southbank VIC 3006
PO Box 259
South Melbourne Victoria 3205
T: (03) 9682 5290
F: (03) 9682 5292

sustainable*thinking*[®]

E: info@pittsh.com.au
www.pittsh.com.au

incorporated as
Pitt and Sherry (Operations) Pty Ltd
ABN 67 140 184 309



TASMANIAN AWARDS FOR
ENVIRONMENTAL EXCELLENCE

Winner - Tasmanian Large
Business Sustainability
Award 2011

