

# NORTHERN MIDLANDS COUNCIL PRIORITY PROJECTS 2019



January 2019



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• Ben Lomond's spectacular rugged peaks



# Avoca Strategic Projects

## About Avoca

Avoca, a small rural town, is located 81kms south-east of Launceston on the Esk Highway – 25kms from that highway's intersection with the Midland Highway. The town is a popular rest stop for travellers to and from the East Coast.

Avoca is situated on the banks of the South Esk river near the confluence with the St Paul's river; renowned fishing waters. The area was officially settled in 1834 as a farming, coal and tin mining village. Mines in the area have closed and Avoca serves now only as a farming community.

Boucher Park, in the heart of the town, is the focal point for town activities. The park is home to the museum/visitor centre, Cenotaph, public toilets, public BBQ and children's playground. These facilities are high usage by locals and passing travellers.

The 2016 ABS Census recorded the town's population as 216 people, with a median age of 44 years. 11.2% of the town's residents aged over 15 years were recorded as unemployed, compared to the state average of 7%. The median household income was \$637, compared with the state average of \$1,100.

The town has services including a small primary school with a swimming pool, Post Office, service station, small general store and takeaway, and a museum/visitor centre situated in the old schoolhouse.



• Avoca Town Entrance Statement

# Avoca Strategic Projects (continued)

## The need for change

The museum/visitor centre in the old schoolhouse is managed by volunteers who not only staff the facility but also need to fundraise to meet the centre's operational costs. Power is one of the highest costs incurred.

The children's playground is old and the equipment in dire need of upgrading.

There are many rich and engaging untold stories associated with the Avoca Cenotaph.

## The vision

Avoca will boast:

- a community managed museum and visitor centre that is viable in terms of being able to meet operational costs into the future
- a refreshed and serviceable children's playground with a farming theme, and night security lighting at Boucher Park
- entertaining and educational Cenotaph interpretation.

## Progress to date

Council has secured a State Government grant of \$23,000 to purchase and install solar panels and a heat pump at the Museum and Visitor Centre.

The preferred new playground unit has been selected: a life-size tractor and trailer unit that has many play options including climbing and a slide. The cost of the play unit and high quality softfall has been quoted as \$42,700.

The cost of purchasing and installing night security lighting has been quoted as \$64,000.

## Where to from here?

Council is seeking funding partners to enable the purchase and installation of:

1. The new children's playground: \$42,700
2. Night security lighting: \$64,000
3. Cenotaph Interpretation Project: \$2,000.



• Avoca Cenotaph at Boucher Park



• Proposed Playground Equipment

# Ben Lomond Strategic Projects

## About Ben Lomond National Park

The Ben Lomond ski field, a mere 60 minute drive from Launceston (50kms) and Launceston Airport (60kms), is the most accessible alpine environment in Australia.

The magnificent mountain is dominated by an alpine plateau over 1500 metres high and surrounded on all sides by precipitous escarpments. It is also the main destination for downhill skiing in Tasmania.

Its stark, treeless landscape is visible from the majority of Tasmania's north and the road to the top, known as Jacob's Ladder, leaves an indelible mark in everyone's memory!

The national park plays an invaluable role in regional wildlife conservation. Of the larger mammals, Bennett's wallabies and wombats are common and are regularly seen in the village during summer and winter. Pademelons are abundant in wet gullies and areas with thick undergrowth while Forester kangaroos have been recorded along the south-west edge of the park.

Being able to drive to the plateau, visitors can readily enjoy striking mountain-top features such as dolerite columns and scree slopes. The vegetation of Ben Lomond is different to other parts of Tasmania and in the summer months, the wildflower displays are a visual delight.

The village on the plateau comprises ski lodges of varying architecture and age, a day shelter, hotel (being rebuilt after a fire) Ben Lomond Snow Sports (ski and toboggan hire, lessons) and Alpine Enterprises (tow and lift operators).

Snowfall on the mountain is inconsistent and as a result, the length of the ski season (if any) each year is unpredictable. The starts and stops during a season are extremely detrimental to snowfield use and threaten the viability of the businesses in the Alpine Village.

Ben Lomond Snow Sports and Alpine Enterprises collaborated several years ago to purchase and install two snowmaking guns for the beginner's ski area and the area along the Bass ski tow. These have partially addressed the snow cover issues in these areas of the ski field.

## The need for change

Tourism numbers in Tasmania dramatically slump in the winter months, with accommodation occupancy rates in Northern Tasmania dropping from a summer high of 80-90% to a winter low averaging 20% or less. Accommodation businesses, eateries and tourist attractions struggle to stay viable over the winter months and many close for this period. The impact is highly negative on the region's economy.

One drawback to Northern Tasmania during the winter is the opportunity to ski on Ben Lomond. However, snowfall on the mountain is inconsistent and as a result, the length of the ski season (if any) each year is unpredictable. This makes it problematical for interstate visitors who want to book their holiday to be in the state when the ski field is coated in snow and fully operational.

Snowmaking is the only way to bridge the inter-seasonal breaks and to guarantee a starting date for a consistent ski season.

The walking and cycling trails on Ben Lomond are rudimentary and in desperate need of upgrading.



# Ben Lomond Strategic Projects (continued)

## The vision

Ben Lomond will have a guaranteed ski season of at least 12 weeks, with a known start date and consistent, uninterrupted snow cover, as well as improved infrastructure on the slopes and in the Alpine Village to meet the needs of the significantly increased number of people visiting the mountain to ski, and for recreational snow play.

The most obvious reason for our state's low winter tourism numbers is Tasmania's low winter temperatures. This project will capitalise on that fact and turns our winter temperatures from a negative to a positive in terms of attracting visitors to Northern Tasmania. Thus Ben Lomond becomes a key economic driver in the region, significantly contributing to Tasmania's economic health and growth.

Further, Ben Lomond will be known as one of Tasmania's iconic walks.

## Progress to date

In 2014 Council collaborated with Parks and Wildlife Services, State Growth, Launceston City Council, Regional Development Australia, Northern Tasmania Development, the Ben Lomond Committee and two private individuals to fund a feasibility study to clarify the sustainability of Ben Lomond as a financially viable, seasonally reliable, beginner to low/intermediate ski and snow play destination.

The study report identified an investment of \$1.8 million (current as of 2015) in the Ben Lomond ski field will provide a major tourism and recreational product of state significance, capable of generating new and complimentary tourism investment in Northern Tasmania and contributing to the economic growth of the wider region. A variety of growth scenarios suggest regional spending increases from \$3.6m to \$5.4m. Jobs growth is estimated between 24.6 – 33.1 FTEs.

The project involves the purchase and installation of another ten snow gun systems, improving the ski fields including grooming and drainage works to remove water and improve snow retention, the installation of a Fun Air bag and Magic carpet (primarily aimed at the junior and beginner skiers), enhancement of the terrain park, ski village signage upgrade, boardwalk replacement, construction of an additional toilet/shelter facility and the construction of a new dam to meet the water requirements of the additional snowmaking guns.

Council is preparing an application to the state government to position Ben Lomond as the state's next iconic walk.

## Economic impact

Economic impact modelling for this development indicates the combination of all direct, industrial and consumption effects would result in an estimated rise in output of \$1.18 million annually in the Northern Midlands, and would result in a total estimated increase of 22 jobs in the Northern Midlands. This represents a Type 2 employment multiplier of 1.71.

## Where to from here?

Council is seeking:

1. Funding partners to enable the full implementation of recommendations of the Ben Lomond Tourism Feasibility Study: \$2 million (current as of 2018)
2. State Government funding to position Ben Lomond as the state's next iconic walk.



• Ski Lodge, Ben Lomond Alpine Village

# Campbell Town Strategic Projects

## About Campbell Town

Conveniently located in the heart of Tasmania, close to the midpoint of the Midland Highway, Campbell Town is a popular stopping point for tourists and Tasmanians travelling between Hobart and Launceston.

Founded in 1821, the town was established as a strategic pastoral centre and servicing point for travellers on the Midland Highway.

The town has a rich colonial history, and many fine examples of colonial architecture including the iconic Red Bridge.

The 2016 ABS census recorded a population of 996 for Campbell Town. Consistent with other rural areas of Tasmania the Census data indicates the local population is ageing, with 26.5% of the town's residents being aged over 65 years. The median age is 50 years. 33.3% of households are single persons. The town's unemployment rate was recorded as 5.8% compared to the state average of 7%. The median household weekly income was recorded as \$781 compared to the state average of \$1,100.

The town has a range of businesses, community, health and education services that support the town's residents and people living in the rural properties of the district.

The town centre also features a variety of retail and service facilities catering to passing travellers, including eateries, speciality gift shops, unique award winning bookshops, an art gallery, antiques, pharmacy and service stations. The town has a range of meeting venues that are increasingly attracting statewide meeting due to the town's strategic location in the heart of the state.

The town has a recreation ground, swimming pool, bowls and golf clubs, a self-contained motorhome park, and beautiful river walks. The convict brick trail runs through the town and entices visitors to stroll the main street footpaths reading the bricks' intriguing inscriptions.



• Red Bridge crossing the Elizabeth River



# Campbell Town Strategic Projects (continued)

## The need for change

Whilst the town has many fine examples of colonial architecture, the town's main street is in dire need of a makeover to capitalise on existing assets, improve urban design and landscaping, and to address traffic management and pedestrian safety concerns. In 2016 Council commissioned the Campbell Town Urban Design and Traffic Management Strategy to identify practical urban and landscaping design measures to improve the centre of the town.

The town is divided in two by the Midland Highway that carries a high volume of traffic, including many heavy vehicles. The school, the medical centre and aged care facility, and the majority of the town's residences are on the opposite side of the highway to the recreation ground, swimming pool, IGA supermarket, town hall, library, post office and pharmacy.

The War Memorial Oval sport and recreation precinct is at the northern end of the town. The precinct's clubhouse, amenities and grandstand have reached the end of their serviceable lifespan. The precinct's public toilet block is dilapidated and of a very poor standard. The town's tennis club is wanting to relocate to the precinct. The town's Cenotaph is in the precinct and needs upgrading and landscaping to enable this vitally important community focal point to be showcased and respected.

The town has an historic walk that leads visitors past many of the town's attractions and points of interest. The interpretive signage on the walk (41 signs in total) is in dire need of refreshing.

## The vision

Campbell Town will boast:

- a reinvigorated main street with a coordinated, functional streetscape and reconfigured parking
- rehabilitated riverbank areas along the picturesque Elizabeth River and upgraded walkways
- an upgraded and expanded sport and recreation complex at the War Memorial Oval precinct comprising a new multi-functional centre with fully inclusive changerooms and a function room with a 200 person capacity, a new car park and toilet facility, tennis/netball courts, upgraded Cenotaph and new entrance to the swimming pool via the multi-function centre
- a Midland Highway underpass to enable safe passage from the eastern side of the town to the western side
- new town walk interpretive signage
- a fenced dog exercise park
- entertaining and educational Cenotaph interpretation.



• Cenotaph at Campbell Town War Memorial Oval



• Campbell Town main street

# Campbell Town Strategic Projects (continued)

## Progress to date

Council has secured an Australian Government grant of \$750,000 towards the new multi-function centre at the War Memorial Oval Precinct. Council has committed the remaining \$1,825,237 to bring this project to fruition. Work commenced onsite in September 2018.

The cost of developing two tennis/netball courts at the War Memorial Oval precinct has been estimated as \$275,000. Council has secured a Sport and Recreation grant of \$80,000 and a Tasmanian Community Fund grant of \$55,000 towards the project. Council has committed \$140,000 to bring this project to fruition. It is anticipated onsite work will commence late 2018.

A State Government grant of \$70,000 has been secured for the Cenotaph upgrade project. Council has committed \$88,000 to bring this project to fruition. It is anticipated the work will commence following the completion of the multi-function centre in March 2019.

Council secured a State Government interest free loan to fund the installation of floodlights at the War Memorial Oval. The work has been completed.

The cost of the remaining oval precinct upgrade including the installation of an irrigation system to the oval, a new electronic scoreboard, interchange benches and the removal of the perimeter asphalt and ground resowing has been estimated as \$347,000. AFL Tasmania has committed \$150,000 towards this project.

Council has applied to the Australian Government's Safer Communities Program 2018 for funding to install a comprehensive CCTV camera system at the War Memorial Oval precinct.

A State Government interest free loan of \$1 million has been secured towards the implementation of the Urban Design and Traffic Management Strategy. Detailed planning work is underway.

The State Government has committed to fund the Midland Highway underpass: cost estimate \$1.5 million.

The new town walk interpretive signage design work is underway.

## Economic impact

### Campbell Town Urban Design Strategy

Economic impact modelling for this development indicates the combination of all direct, industrial and consumption effects would result in an estimated rise in output of \$2.14 million annually in the Northern Midlands, and would result in a total estimated increase of 36 jobs in the Northern Midlands. This represents a Type 2 employment multiplier of 1.91.

## Where to from here?

Council is seeking funding partners to enable the full implementation of the Urban Design and Traffic Management Strategy, the War Memorial Oval Precinct Master Plan, the Interpretive signage project and the Cenotaph Interpretation Project.

1. Urban Design and Traffic Management Strategy: \$6 million in total
  - \$1 million works underway, eastern side of Midland Highway from William Street to Commonwealth Lane
  - \$5 million works remain unfunded
2. War Memorial Oval Precinct Master Plan
  - furnishing of the multi-function centre including kitchen, office and function room fit-outs and audio system: \$88,350
  - car park: \$75,000
  - CCTV camera system if the application to Safer Communities is unsuccessful: \$34,650
3. Interpretive signage project: \$39,914
4. Cenotaph Interpretation Project: \$2,000.



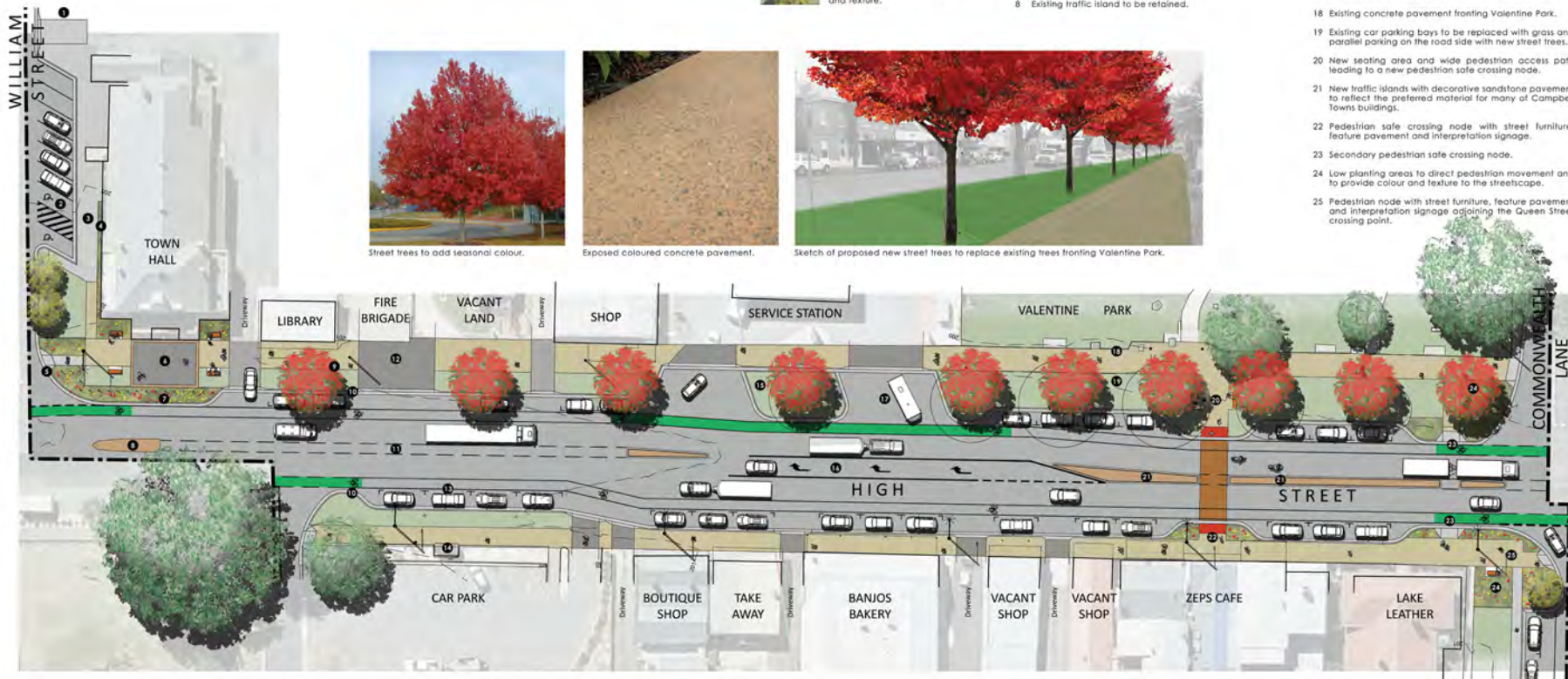
LOCATION PLAN

#### PLAN LEGEND

- Existing contour lines.
- New road pavement where required to blend with existing roadway.
- Feature concrete driveway and footpath pavement with sandstone paver finishing.
- New and existing grass areas to add greenery to the streetscape.
- New dedicated bike lane with coloured surface to provide differentiation.
- Existing trees to be retained.
- Medium size street trees to provide shade, form, colour and texture.

#### NUMBER LEGEND

- 1 Extent of works along William Street to terminate at the property boundary of the Town Hall rear parking lot.
- 2 New designated angled car parking bays including two disabled parking bays with easy access to the Town Hall forecourt.
- 3 New wheelchair accessible footpath connecting the new car parking bays to the Town Hall forecourt.
- 4 Existing vegetation to be replaced with new less intrusive planting to provide colour and texture against the Hall.
- 5 New kerb and channeling to formalise the William Street intersection with pedestrian access to connect the Town Centre with the Campbell Town Memorial Oval.
- 6 Feature pavement to the Town Hall forecourt to consist of sandstone pavement trim with a decorative pavement infill.
- 7 Garden bed with bollards provides a safe and colourful foreground to the Town Hall, and assists in the change in levels between the roadway and the Town Hall forecourt.
- 8 Existing traffic island to be retained.
- 9 New ornamental street trees with bold leaf colour during Autumn to provide seasonal colour and texture along the streetscape, as well as shade in summer. New trees shall replace the existing street trees fronting Valentine Park.
- 10 New kerb and channeling moved closer to the road center to reduce the width of asphalt pavement.
- 11 Existing line marked turning lane to be retained.
- 12 Dashed line indicates the alignment of a series of convict arrow pavement insets that connect each of the 24 convict ship elements, leading visitors to explore the whole streetscape and adjoining businesses.
- 13 New car parking bays to replace the relocated bus stop.
- 14 Existing bus stop to be relocated.
- 15 New kerbed grass area to increase the visual entry and exist driveways of the service station.
- 16 New turning lane into the service station.
- 17 new narrowed 'Left Only' exit from the services station.
- 18 Existing concrete pavement fronting Valentine Park.
- 19 Existing car parking bays to be replaced with grass and parallel parking on the road side with new street trees.
- 20 New seating area and wide pedestrian access path leading to a new pedestrian safe crossing node.
- 21 New traffic islands with decorative sandstone pavement to reflect the preferred material for many of Campbell Towns buildings.
- 22 Pedestrian safe crossing node with street furniture, feature pavement and interpretation signage.
- 23 Secondary pedestrian safe crossing node.
- 24 Low planting areas to direct pedestrian movement and to provide colour and texture to the streetscape.
- 25 Pedestrian node with street furniture, feature pavement and interpretation signage adjoining the Queen Street crossing point.



Street trees to add seasonal colour.



Exposed coloured concrete pavement.



Sketch of proposed new street trees to replace existing trees fronting Valentine Park.

## CAMPBELL TOWN STREETScape REDEVELOPMENT

High Street (from William Street to Commonwealth Lane / Queens Street), Campbell Town Tasmania

## Stage 1 Concept Plan

0 1 2 5 10m  
10 October 2018  
Issue D





# Cressy Strategic Projects

## About Cressy

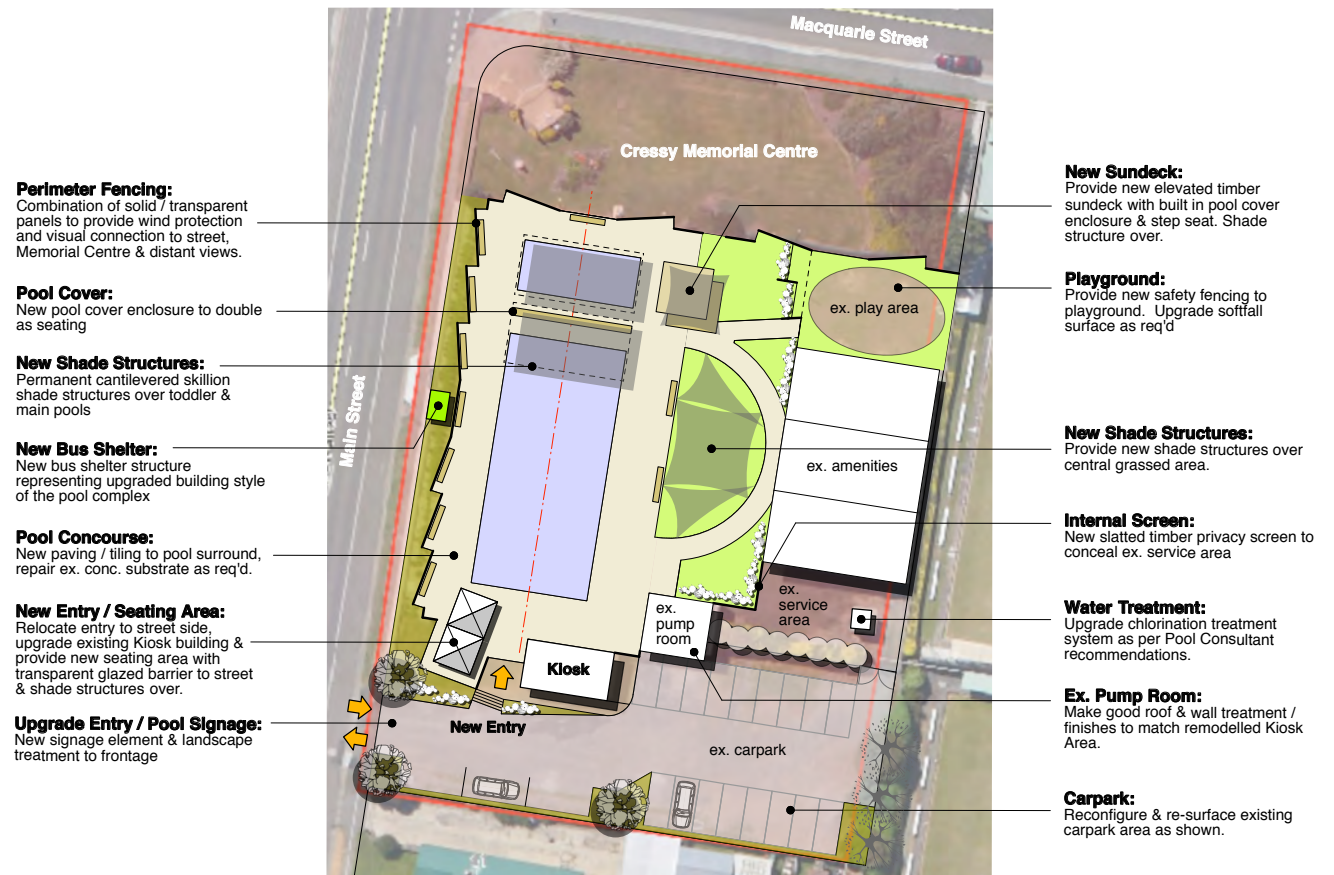
Cressy, a small rural town 11kms south of Longford, was established in the 1850s as the main centre for the Cressy Company – a large agricultural company which owned a significant proportion of the Norfolk Plains.

Cressy is known as Tasmania's 'Trout Capital' and this is reflected in the town's 'troutified' theming. The town offers access to Brumby's Creek and the Weirs, along with the Macquarie, Lake and Liffey rivers – all top spots that attract anglers from around the world. Cressy is also strategically located on the highway to Central Tasmania where anglers access the internationally renowned fishing in the Great Lakes.

The most recent ABS Census data (2016) records the population of Cressy as 1,111 people, with a median age of 39 years. 21.2% of the population is aged 0-14 years and 14.8% are aged over 65 years. The town's unemployment rate was recorded as 5.4% compared to the state average of 7%. The median weekly household income was \$1,084 compared to the state average of \$1,100.

Cressy District High School is the feeder high school for children from Longford and Bracknell Primary Schools. The town has the only public swimming pool in the 'top end' of the Northern Midlands. The town has basic services including a small supermarket/post office/newsagency, service station, takeaway shop, bakery and a hotel offering backpacker accommodation: an essential service supporting the berry farms and local meat company that employ seasonal workers. Sport and recreation facilities include the local recreation ground and a bowls club.

There are many rich and engaging untold stories associated with the Cressy Cenotaph.



• Cressy Swimming Pool Master Plan

# Cressy Strategic Projects (continued)

## The need for change

The Cressy Swimming Pool was opened in 1965 and is owned by the Northern Midlands Council. A Special Committee of Council comprising local community members manages the complex, with a formal management agreement in place between Council and the Committee.

The Cressy Swimming Pool is the only public pool in the 'top end' of the Northern Midlands and thus it draws its patrons from Cressy, Longford, Perth and Evandale, and surrounding farming properties. The complex comprises the main pool, a toddler's pool, changerooms and toilets (renovated in 2010), an antiquated kiosk and office, and a grassed sitting/play area.

In 2017 Council commissioned the development of a master plan for the pool complex. The plan identified the top three priorities as: renovation of the kiosk/office, installation of a shade structure over the toddler's pool and the development of a younger children's playground area.

The town's recreation ground has basic facilities and infrastructure of varying age and serviceability that has been developed over the years in an ad-hoc manner.

In 2016-2017 Council collaborated with the local community and sporting organisations to develop a master plan for the recreation ground.

The plan articulates the case for upgrading the recreation ground not only for the benefit of Cressy residents, but also other Northern Midlands' sporting organisations that will need to utilise the Cressy Recreation Ground whilst their grounds undergo extensive renovations in forthcoming years (namely, the users of Evandale's Morven Park, and the Longford and Perth Recreation Grounds).



• Cressy Recreation Ground



• Cressy War Memorial Centre

## The vision

Cressy will boast:

- an upgraded swimming pool complex including a renovated kiosk/office, a new entrance, a shade structure over the toddler's pool and a younger children's playground area
- an upgraded and expanded sport and recreation complex
- entertaining and educational Cenotaph interpretation.

# Cressy Strategic Projects (continued)

## Progress to date

Council has secured a State Government grant of \$100,000 towards the implementation of the swimming pool master plan.

The younger children's playground, comprising three play units – a Double Tower climbing and play unit with a slide, a Crazy Scrambler ride and a Dune Buggy ride – with high quality softfall - has been costed as \$38,946. An application has been lodged with the Tasmanian Community Fund for \$16,973 and an expression of interest lodged with the Australian Government's Stronger Communities Program for \$16,973. That expression of interest was successful and Council has submitted a full application.

The design of the recreation ground clubhouse's changerooms upgrade and bar/function facility has been finalised.

## Economic Impact

### Cressy Recreation Ground

Economic impact modelling for this development indicates the combination of all direct, industrial and consumption effects would result in an estimated rise in output of \$0.88 million annually in the Northern Midlands, and would result in a total estimated increase of 17 jobs in the Northern Midlands. This represents a Type 2 employment multiplier of 1.71.

## Where to from here?

Council is seeking funding partners to enable the full implementation of the swimming pool and recreation ground master plans, and the Cenotaph Interpretation Project.

1. Recreation Ground Master Plan  
– see Figure 1 for costing
2. Swimming Pool Master Plan  
– see Figure 2 for costing
3. Cenotaph Interpretation Project: \$2,000.

**Figure 1: Recreation Ground Master Plan costs**

	COST
Clubhouse and visitor change room building refurbishments	\$360,000
Oval upgrade (crowning, playing surface, drainage, irrigation, fencing)	\$450,000
Asphalt driveway entry/exit area	\$94,620
Demolition of scorer's box	\$3,600
New electronic scoreboard	\$18,000
Oval lighting (recycled from other ovals)	\$24,000
Two coat bitumen seal to designated parking area (including access road)	\$45,000
Reduce size of storm water swale along southern boundary	\$12,000
Two coat bitumen seal to oval loop road	\$90,000
Bollard placement to control parking and traffic movement	\$43,800
New maintenance shed and pavement	\$96,000
New cricket net alignment	\$54,000
Stump removal and levelling of area around buildings	\$8,400
New timber fence along Macquarie Street	\$40,500
Trimming of hedgerow trees	\$7,200
Installation of dump point	\$8,400
Spectator seating	\$36,000
Removable commercial grade umbrellas	\$30,000
Park regulation signage	\$2,400
Dog waste bag dispenser and bin	\$2,400
Rollover kerb and sealed parking bays along Macquarie Street	\$42,000
Shade tree planting	\$24,000
Revegetating of steep bank of vehicle based spectator mound	\$18,000
<b>Total</b>	<b>\$1,510,320</b>

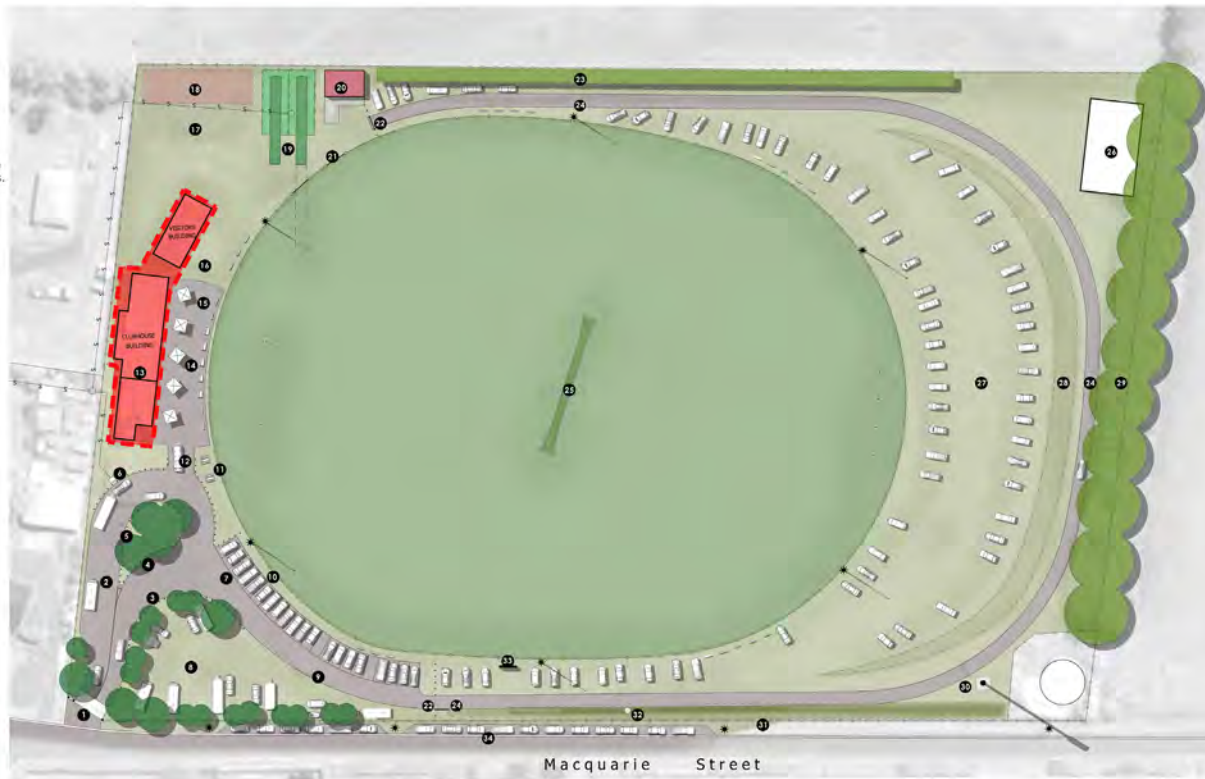
**Figure 2: Swimming Pool Master Plan costs**

	COST
Water treatment (completed)	\$27,600
Entry signage	\$12,420
Resurface existing carpark	\$55,062
Pool surrounds	\$270,480
New entry	\$96,600
Shade structures	\$129,720
Sun deck	\$29,808
Playground	\$32,154
Internal screen	\$12,420
Bus shelter	\$13,800
Design fees allowance	\$68,000
<b>Total</b>	<b>\$748,064</b>



## PLAN LEGEND

-  Existing trees to be retained.
-  New shade trees.
-  Grass areas.
-  Bollards to restrict vehicle access.
-  New car parking.
-  Spectator bench seating.
-  Extent of clubhouse refurbishment works.



## NUMBER LEGEND

- 1 Existing entry pavement to be retained with gate pillars and gates refurbished, a drink fountain with dog bowl and dog waste bin installed, and park regulation signage clearly positioned.
- 2 New asphalt one way driveway into the recreation ground, with a pull over section for RV's and caravans to access the proposed dump point.
- 3 New asphalt one way driveway to control outflow traffic.
- 4 Traffic island with grass and trees to provide a feature to the entry area and bollards to restrict vehicle access.
- 5 Existing stormwater manhole to be retained, with the existing over head power line installed underground.
- 6 Proposed location of dump point with sewer connection to the nearest sewer main within adjoining property.
- 7 Formalised carpark with asphalt and line marking.
- 8 Designated overnight stay area with shade trees and bollards to segregate the area and to control traffic.
- 9 Existing scorer's box to be demolished and replaced with an electronic scoreboard.
- 10 Upgrade existing oval perimeter fence with white painted steel post and rails and a chain mesh infill.
- 11 Picnic tables over concrete slabs with removable umbrella sockets provide shaded seating near the side line.
- 12 Designated pedestrian access and emergency vehicle parking during games, with informal vehicle access during other times.
- 13 Existing buildings to be refurbished (by others).
- 14 Removable commercial grade umbrellas to provide shade to the clubhouse fore court area during summer and bench seating and bench / table seating for spectators along the side line.
- 15 Existing two coat bitumen surface to be retained.
- 16 Retain existing grass area fronting visitor rooms.
- 17 Relocate cricket nets, remove tree stumps and level out the area behind the visitor rooms for informal outdoor activities.
- 18 Designated location for any future building.
- 19 New cricket nets to allow for building works with run up (dashed line), for bowling practice.
- 20 New three bay maintenance and storage shed with power, water and sewer connection and concrete entry.
- 21 Slide rail for maintenance access to oval.
- 22 Restrict access to loop road with bollards and slide rail.
- 23 Retain and prune back existing Macrocarpa trees.
- 24 Upgrade gravel loop road to a two coat bitumen seal.
- 25 Refurbish oval including Division Two playing surface, regulation cricket pitch, irrigation, drainage and lighting.
- 26 Existing maintenance shed to be retained for storage use.
- 27 Vehicle based spectator bank to be retained.
- 28 Sleep bank of spectator area to be planted out.
- 29 Existing Macrocarpa trees to be retained and trimmed back to widen the corridor along the existing loop road.
- 30 Proposed location for mobile communications tower.
- 31 Replace existing hardwood fence with treated pine and metal post fence fronting Macquarie Street.
- 32 Existing stormwater swale to be reduced in depth with additional gully pits connected to existing inlet pit.
- 33 New remote operated electronic scoreboard to replace existing scorer's box.
- 34 New roadside parking bays along Macquarie Street to alleviate congestion within the recreation ground.



## CRESSY RECREATION GROUND

Macquarie Street

Cressy

Tasmania

## Preliminary Master Plan

0 5 10m  
September 2017  
Issue B



# Evandale Strategic Projects

## About Evandale

Evandale, situated on the banks of the South Esk river, is 20kms south of Launceston, and just a few kilometres beyond Launceston Airport.

Evandale is recognised as one of the best preserved historic towns in Australia. Its late Georgian and early Victorian buildings and relatively untouched streetscape offer a unique glimpse into Australia's past, with some buildings dating back to 1809.

The most recent ABS Census data (2016) records the population of Evandale as 1,345 people, with a median age of 48 years. 16% of the population is aged 0-14 years and 22.7% are aged over 65 years. The town's unemployment rate was recorded as 4.8% compared to the state average of 7%. The median weekly household income was \$1,071 compared to the state average of \$1,100.

The Evandale Market at Falls Park draws a crowd of locals and visitors every Sunday. The town has an array of speciality and gift shops, eateries, historic hotels with beer gardens, antique shops, and a post office. The town's sport and recreation facilities are centralised at Morven Park and comprise an oval that hosts cricket and football (both male and female, junior and senior teams), a clubhouse, skate park, outdoor community gym, tennis courts and a model railway that offers rides on Sundays. The town's primary school is adjacent to Morven Park.

During February the town hosts the National Penny Farthing Championships, drawing enthusiasts from across Australia and around the world. Around the March long weekend the town again is awash with national and international visitors enjoying the Glover Art Exhibition and related social activities.

Evandale is a 'town on the build': with an average of six development applications lodged each year since 2015. A major new subdivision is to occur in Cambock Lane involving the development of 120 residential lots.

Nile Road is a through road that runs south from Evandale through to the township of Nile, in parallel to the Midland Highway, before connecting to Glen Esk Road, which eventually connects to the Midland Highway at Conara. The National Trust owned Clarendon Homestead and its spectacular gardens at Nile is a major tourist drawcard.

Honeysuckle Banks parkland is located on the banks of the South Esk River on the northern outskirts of Evandale. The reserve is popular with visitors and locals alike, with activities ranging from walking, cycling and dog exercising, to picnicking, fishing and canoeing.



• Evandale Market at Falls Park



• "Time Traveller" sculpture, Evandale



# Evandale Strategic Projects (continued)

## The need for change

In 2016 Council commissioned the development of the Morven Park Recreation Ground 2030 Master Plan in response to the identified need to upgrade and expand facilities and infrastructure to meet the growing demand on the recreation ground from the football and cricket clubs as their membership has mushroomed in recent years with the acceptance of female players. There are now more female players than male players registered with the Evandale Football Club yet the current clubhouse has no amenities suitable for use by female players and officials.

The current facilities and presentation of Honeysuckle Banks are well below the standard expected in one of Tasmania's key tourism towns.

Access to Nile and Evandale from the south via Nile Road is hindered by a small 8km unsealed section of the road. To visit Clarendon and Evandale, visitors from the south in rental vehicles (that are exposed to \$9,000 extra liability for permission to use the vehicles on unsealed roads) have to travel north beyond Evandale to then back track to the town and Clarendon. Equally tourists in rental cars who have visited Clarendon, have to back track to Evandale and out onto the Midland Highway to be able to continue their journey south. This inconvenience is having a negative impact on the economy of Nile and Evandale as visitors are deterred from visiting due to the travelling time impost of the unsealed section of Nile Road.

## The vision

Evandale will boast:

- an upgraded and expanded sport and recreation precinct comprising an expanded clubhouse with inclusive changerooms, upgraded infrastructure and access, and an indoor training centre
- new Cambock Lane subdivision with 120 residential lots
- an upgraded Honeysuckle Banks reserve with designated carparking areas separate to pedestrian areas, walking trails and landscaping (developed with awareness of the regular flooding experienced in the reserve)
- Nile Road fully sealed from Evandale to Glen Esk Road
- entertaining and educational Cenotaph interpretation.



• Honeysuckle Banks



• Morven Park Recreation Ground



# Evandale Strategic Projects (continued)

## Progress to date

### Morven Park Recreation Ground

The cost of implementing stage one of the Morven Park Recreation Ground (upgrade and expansion of the clubhouse to create four inclusive changerooms for players and officials) is \$921,600. Council has committed \$439,300, AFL Tasmania has committed \$61,000 and an application has been lodged with the State Government's Levelling the Playing Field Program for \$430,300.

The State Government has committed \$33,000 towards the upgrade of the cricket pitch and \$30,000 towards the new electronic scoreboard. The total cost of the scoreboard is \$64,000 and Evandale Football Club has committed \$15,000 (\$5,000 cash and \$10,000 in-kind) and Council has committed \$5,000. The scoreboard has been ordered and will be installed by the end of 2018.

The State Government has committed \$158,000 towards the recreation ground upgrades. The expenditure of the grant is being negotiated.

Council has applied to the Australian Government's Community Sport Infrastructure Grant program for \$413,250 towards addressing the oval's poor drainage and turf issues. Council has committed \$138,765 in-kind towards the project.

Council has upgraded the floodlighting at the oval.

The Rotary Club of Evandale has applied to the Tasmanian Community Fund for a grant to enable a shade gazebo to be installed over the picnic table adjacent to the skate park and outdoor gym equipment.

Morven Park Management Committee is committed to improving the training facilities at the recreation ground by adding three more exercise units to the outdoor gym. The total cost of the project (including softfall) is \$14,612. A grant of \$5,550 has been secured from the Tasmanian Community Fund, Council committed \$5,000 and negotiations are underway towards securing the remaining \$4,062.

Evandale Tennis Club is applying to the Australia Post grant program for \$500 towards the installation of a drinking fountain (human and canine access points) to be installed near the skate park and outdoor gym.

With regard to the Cambock Lane subdivision, Council is liaising with the developer and preparing a stormwater and open space strategy. Economic impact modelling for this development indicates the combination of all direct, industrial and consumption effects would result in an estimated rise in output of \$2.9 million annually in the Northern Midlands, and would result in a total estimated increase of 12 jobs in the Northern Midlands – this represents a Type 2 employment multiplier of 1.41.



• Water Tower – corner of High Street and Cambock Lane west, Evandale

# Evandale Strategic Projects (continued)

## Economic impact

### Morven Park Recreation Ground

Morven Park Recreation Ground: economic impact modelling for this development indicates the combination of all direct, industrial and consumption effects would result in an estimated rise in output of \$1.12 million annually in the Northern Midlands, and would result in a total estimated increase of 21 jobs in the Northern Midlands. This represents a Type 2 employment multiplier of 1.71.

## Where to from here?

Council is seeking funding partners to enable the full implementation of the Morven Park Recreation Ground and Honeysuckle Banks Master Plans, the sealing of the unsealed section of Nile Road and the implementation of the Cenotaph Interpretation Project.

1. Morven Park Recreation Ground Master Plan
  - see Figure 3 for costing
2. Honeysuckle Banks Master Plan
  - see Figure 4 for costing
3. Nile Road Sealing: \$2.3 million
4. Cenotaph Interpretation Project: \$2,000.

**Figure 3: Morven Park Recreation Ground Master Plan costs**

	COST
New building works to clubhouse	\$921,600
Redevelopment of main entry off Barclay Street	\$19,800
Asphalt pavement (bus turn area and emergency vehicle parking area)	\$100,200
Two coat bitumen seal to car parking areas	\$57,600
Two coat bitumen seal to oval loop road	\$50,400
Bollard placement to control parking and traffic movement	\$139,800
Demolition of existing buildings no longer required	\$12,600
New maintenance shed and pavement	\$120,000
Realign light rail loading / unloading area	\$4,200
New cricket net alignment	\$48,000
Fencing to light rail area	\$30,000
New fence along Barclay Street	\$45,600
Removal of Macrocarpa trees	\$60,000
Removal of dump point	\$2,400
Removal of hedges adjoining pedestrian entry areas.	\$2,400
Restoration works to tennis pavilion	\$18,000
Pavement and furniture works to tennis court area	\$6,000
Pedestrian lighting	\$78,000
New picnic shelter and picnic settings	\$24,000
New playground and park seating	\$96,000
Park regulation signage	\$6,000
Skate park additions	\$60,000
<b>Total</b>	<b>\$1,902,600</b>

**Figure 4: Honeysuckle Banks Master Plan costs**

	COST
Demolition	\$1,431
Earthworks	\$60,751
Roadworks	\$107,533
Hard landscaping works	\$89,120
Soft landscaping works	\$17,135
<b>Total</b>	<b>\$275,970</b>





# Launceston Airport and TRANSlink Strategic Projects

## About the Launceston Airport and TRANSlink Precinct

Western Junction starts at the Breadalbane roundabout and stretches south to the boundary with Evandale. It is bordered to the west by Devon Hills and to the east by Youngtown and Relbia. Launceston Airport and the TRANSlink commercial, industrial and logistics precinct are within the Western Junction boundaries.

The TRANSlink precinct is located adjacent to Launceston Airport and has sustainable competitive advantages including:

- being centrally located to a range of transport modes: only 15 minutes from the heart of Launceston city, less than two hours by road to all cities in the state, one hour by air to Melbourne and less than one hour by road to a deep water port
- extensive flat sites zoned for industrial use
- separation from residential areas
- high quality development including landscaping and site planning requirements
- highly competitive rating and fees schedules.

The precinct has grown from a small nucleus of low-key business developments in the late 1980s to a thriving business estate, currently home base for more than 70 businesses employing a total workforce in excess of 1,250 (not including the businesses and workforce at Launceston Airport).

These businesses are engaged in a diverse array of activities including freight, transport and couriers; civil construction and contractors; car rentals; food wholesalers and distributors; furniture manufacturers; engineering and related services; and support services such as cafés and a service station. Major businesses in the precinct include Statewide Independent Wholesalers, Haywards Steel Fabrication and Construction, Roberts Wool Office and Store, Vos Construction and Joinery, Tas Freight, SRT Logistics, Avis Rent-A-Car and Baker Civil Contracting.

There are currently 58 vacant lots with a total area of 59 hectares in the TRANSlink precinct, and a further 120 hectares in the adjacent primary industry zone to the south-east available for future expansion of the precinct.



• TRANSlink (northern end - looking south west)

# Launceston Airport and TRANSlink Strategic Projects (cont.)

## The need for change

### Stormwater

The existing TRANSlink stormwater infrastructure was designed and constructed in the 1980s. The stormwater network was designed with sufficient capacity to deal with the run-off from a 1 in 5 year storm event – in accordance with Council and businesses expectations of the 1980s. These expectations have changed in the past 35 years, as the implications of global climate change have been realised and in some locations, tragically experienced.

There is an acceptance by the scientific community that global climate will change significantly this century as a result of the increase of greenhouse gases within the atmosphere. The Climate Futures for Tasmania Project has modelled climate change in Tasmania. The project predicts that the general long term influence of climate warming in the Northern Midlands is for a slight increase in annual average rainfall by the end of this century. Although there will only be a slight annual increase the rainfall will tend to consist of heavier rainfalls interspersed by longer dry periods. These changes to the frequency of high intensity extreme precipitation events are more important than mean changes with respect to infrastructure design and flood risk.

### Rail Spur

To maximise the potential for intermodal transport and logistics, rail must be collocated with the airport and TRANSlink precinct via a spur off the main line, preparing the hub for crucial future growth on the site.

### Gas Reticulation

There is no natural gas pipeline to the airport and the TRANSlink precinct. Currently businesses opting to utilise gas are required to buy bottled gas.

## The vision

Sustainable economic growth and increased employment opportunities achieved in Tasmania's Northern Midlands by;

- upgrading and expanding the stormwater infrastructure in the TRANSlink Precinct to ensure the viability of existing precinct businesses and to open up an additional 59 hectares for development
- creation of a rail spur linked to a precinct terminal at Western Junction
- provision of natural gas to Western Junction by the installation of an 8km extension from the existing pipeline at Youngtown.

## Progress to date

Council has collaborated with other relevant stakeholders to develop the Launceston Gateway Precinct Master Plan, a strategic long term plan for an integrated intermodal transport and logistic hub, large scale warehousing and allied businesses, to service the state. The over-arching strategy will see consolidated services around the ever-expanding TRANSlink Precinct, Launceston Airport and the Western Junction rail node.

This multi-stakeholder, collaborative initiative, identified in the Greater Launceston Plan, will facilitate long term economic growth.

## Economic impact

### Intermodal Facility

Economic impact modelling indicates that, for this estimated \$70.4million project, the combination of all direct, industrial and consumption effects would result in an estimated rise in output of \$28.8 million annually in the Northern Tasmanian Region, and would result in a total estimated increase of 452 jobs in the Northern Tasmanian Region. This represents a Type 2 employment multiplier of 2.19.

### TRANSlink Stormwater

Economic impact modelling for this development indicates the combination of all direct, industrial and consumption effects would result in an estimated rise in output of \$4.84 million annually in the Northern Midlands, and would result in a total estimated increase of 35 jobs in the Northern Midlands. This represents a Type 2 employment multiplier of 1.41.

## Where to from here?

Council is seeking funding partners to enable the full implementation of the:

1. TRANSlink Stormwater Renewal Master Plan including the creation of the missing road link between TRANSlink Avenue and TRANSlink Avenue South):
  - total project cost is \$5,482,805
  - two TRANSlink businesses have committed \$1,215,780 to the project and Council has committed \$1,525,623
  - funding source for the remaining \$2,741,402 is sought
2. Launceston Gateway Precinct gas reticulation: \$2.2 million
3. Expansion of TRANSlink area to the south, including progressing the preliminary concept plans for a TRANSlink Intermodal Facility that would include a 24/7 freight hub and a new railway line extending from the existing line for access to a concrete apron for loading/unloading, a warehouse and administration building. This proposal has yet to be released for community consultation – estimated project cost \$70.4 million.





# Longford Strategic Projects

## About Longford

Longford, situated 15kms from Launceston Airport, and only 21kms south of Launceston, provides all the advantages of country living in a small rural town, within easy reach of the array of services and employment opportunities of the city.

The 2016 ABS census recorded a population of 3,863 for Longford. The local population is ageing, with 24.6% of the town's residents being aged over 65 years. The median age is 47. 30.3% of households are single persons. The town's unemployment rate was recorded as 6.9%, compared to the state average of 7%. The median household weekly income was recorded as \$1,006 compared to the state average of \$1,100.

Longford residents enjoy a safe, modern lifestyle in a charming Georgian heritage town that has excellent services including an award winning medical practice, high quality community managed aged care facility, excellent primary school and nearby award winning district high school, contemporary IGA shopping plaza, antique gallery – plus more.

The town has an array of well preserved convict-built buildings and grand estates that relive the past, including the major drawcards of World Heritage Listed, Convict-Built, Brickendon and Woolmers Estates. The spirit of a bygone era comes to life with a stroll around the streets of Longford and through the arboretum and spacious grounds of Christ Church, adjacent to the vibrant Village Green in the heart of the town.

Longford is the ideal place for lovers of sport and recreation – with vibrant clubs including football, cricket, bowls, golf and little athletics, a competition standard velodrome, thriving health and well-being fitness centre, water-based and fishing activities on the town's picturesque Macquarie and South Esk Rivers; and flat walking and cycling trails in and around the town.

Longford is a 'town on the build': with an average of 31 development applications lodged each year since 2015.



• Heritage Corner, Longford – Photo: Dan Fellow

# Longford Strategic Projects (continued)



• Longford Recreation Ground stadium concept

## The need for change

In 2014 Council commissioned the Longford Visitor Appeal Study with the objective of determining how to make the town more attractive to visitors – with the aim of bringing more visitors to the town, holding them in the town for longer and thus increasing the town's share of the tourist dollar yield. The study report stated that presently there were few reasons for visitors to stop and explore Longford. The town entrance was described as very commercial with a strong agricultural feel. The streetscape was uninviting, business opening hours unfriendly and eating options limited. However when considering the longer term potential, the study consultant stated there are many positive aspects to Longford, with the setting and history providing for a number of exciting opportunities.

Council subsequently commissioned a study to determine how to reinvigorate the town's main street whilst preserving the town's heritage and character, encouraging flexible and multiple-use within existing buildings, and addressing traffic management and pedestrian safety concerns associated with the heavy traffic movement through the town.

At the same time Council commissioned the development of the Northern Midlands Health, Fitness and Sports Centre Master Plan. This high volume usage sports centre, located in Longford, was built in 1983-84 and was definitely showing its age in terms of design and serviceability.

In parallel with the development of the sports centre master plan, Council collaborated with the Longford community and sporting organisations to develop a master plan for the adjacent Longford Recreation Ground.

The State Government has committed to relocating the Tasmania Police Northern Divisional Headquarters from Deloraine to Longford.

## The vision

Longford will boast:

- a reinvigorated main street with strategically located parklets
- a town entrance statement and reinvigorated Illawarra Road entrance roundabout
- a contemporary destination playground on the town's Village Green
- a destination dog park and agility exercise area at Coronation park in southern Longford
- a variety of new residential options
- a coordinated and expanded sport and recreation precinct comprising an upgraded sports centre, upgraded and expanded recreation ground stadium and functions building, an upgraded oval and a new training field
- the new divisional Tasmania Police Headquarters
- walking/cycleways connecting the town to Perth, and around the town
- digital and visual Interpretation relating to the town's racing and artistic heritage
- entertaining and educational Cenotaph interpretation.

“So different to city living, but so close.”

# Longford Strategic Projects (continued)

## Progress to date

Council, the Tasmanian Community Fund and Variety Tasmania have collaborated to develop a destination playground on the Village Green that includes younger children's play units reflecting the town's motor racing history, and a Kompan Icon Play Space for older children and adults (Kompan Icon Play Spaces are the electronic playground of the future which, by combining the joys of outdoor play with the immersion of video games, brings together two central elements of children's modern need for play): total cost \$444,000.

Council secured a State Government interest free loan of:

- \$1.1 million to fund the expansion of the sports centre to create a new gym/weights room, aerobic/fitness room, children's play area, toilets, changerooms and carpark
- \$250,00 to install new floodlights at the recreation ground.

The cost of the upgrade and expansion of the recreation ground stadium including the changerooms and function area has been costed as \$1,180,000. Council has secured \$80,000 from Sport and Recreation Tasmania, and \$233,409 is being sought from the State Government's Levelling the Playing Field 2018 Grant Program. Council has committed \$866,591 to enable the project to be completed in 2018/2019.

Council has committed a further \$120,000 for the refurbishment of the grandstand, \$40,000 for a new storage shed and \$195,000 for the upgrade of the recreation ground entrance/carpark.

Longford Cricket Club has secured a State Government grant of \$10,000 towards a storage shed and \$30,000 towards new cricket nets.

Longford Football Club has secured a State Government grant of \$30,000 towards an electronic scoreboard.

Longford Little Athletics has secured a State Government grant of \$20,000 towards new equipment.

Residential infilling and new subdivisions are underway in southern Longford.

Discussions are underway with Tas Police with regard to the location for the new Divisional Police Headquarters, and State Growth with regard to the reinvigoration of the Illawarra Road town entrance roundabout.

Council has developed the plans and received costings for the new training field at the recreation ground.

Council is progressing the plans for parklets on the main street.

## Where to from here?

Council is seeking funding partners to enable the full implementation of the four master plans.

1. Longford Visitor Appeal Study
  - digital and visual interpretation relating to the town's racing and artistic history (motor racing, Tom Roberts, Michael McWilliams, as a starting point) - \$4,000
2. Longford Urban Design Strategy
  - see Figure 5 for costing
3. Northern Midlands Health, Fitness and Sports Centre
  - Stage two of the sports centre upgrade comprises the conversion of the existing gym into a store, conversion of the existing toilets and changerooms into community meeting rooms, renovation of the dysfunctional entrance and office area into a welcoming and serviceable entrance and reception, treatment rooms for visiting health professionals and landscaping of the grounds: cost \$603,772
4. Longford Recreation Ground 2030 Master Plan
  - see Figure 6 for costing
5. Council is also seeking \$2,000 towards the Cenotaph Interpretation Project.



# Longford Strategic Projects (continued)

**Figure 5: Longford Urban Design Strategy costs**

	COST
Illawarra Road roundabout	\$181,010
Directional signage	\$44,600
Interpretation signage	\$35,200
Remove portion of Christ Church hedge	\$8,500
Raised road to Heritage Corner	\$61,250
Pedestrian crossing node (x6)	\$405,000
Kerb buildouts to Marlborough Street	\$65,000
Kerb extensions to intersections (x5)	\$438,750
Planting and Tom Roberts outdoor gallery at Village Green	\$28,000
Planting along Tannery Road and Marlborough Street	\$74,500
Post and rail fence (precast concrete)	\$75,000
Plain concrete pavement to Tannery Road & Wellington Street	\$228,500
Coloured concrete pavement to Marlborough Street	\$142,500
Precast concrete pavement to Marlborough Street	\$162,500
'Discover Longford' concrete loop walk	\$605,100
Stokes Park parkland development	\$300,000
Formalised turn-around and parking to boat ramp area	\$200,000
Carins Park picnic shelter and connection path	\$28,500
Destination dog exercise park	\$50,000
Pedestrian crossing and earthworks over railway near bridge	\$60,000
Replication of the historical railway bridge columns	\$10,000
Public amenities and associated earthworks for Mill Dam Reserve	\$85,000
Replacement of furniture to Mill Dam Reserve	\$15,000
Levee pathway and access ramps	\$231,000
Viewing platform and access path	\$186,450
Riverbank stabilisation	\$140,000
Revegetation along river bank and Mill Dam Reserve	\$120,000
<b>Total</b>	<b>\$3,981,360</b>

**Figure 6: Longford Recreation Ground 2030 Master Plan**

	COST
Function room building refurbishments	\$61,250
Maintenance facility	\$103,200
Traffic management and car park	\$536,000
Oval upgrade	\$570,000
Cricket nets	\$90,000
Little Athletics relocation	\$32,000
New training field	\$1,076,000
Expansion of sports centre by the addition of another stadium to accommodate more indoor sports including cricket and netball	\$4,215,000
Development of tennis and netball courts	\$160,000
<b>Total</b>	<b>\$ 6,843,450</b>





#### ACTIVATION PROJECT CHARACTER IMAGES



**LONGFORD URBAN DESIGN STRATEGY**

Longford

Tasmania

**Activation Projects Master Plan**

0 50 100m  
May 2017  
Final Issue







#### LEGEND

- 1 Widened entry and refurbished gates, pillars and ticket booth.
- 2 Existing trees to be retained with lower branches removed.
- 3 Defined intersection with clear directional signage directing traffic either to the parking areas or around the oval (one-way).
- 4 Revitalised building apron with planting beds to soften the built forms and a definitive coloured pathway guiding visitors to the main entry of the clubhouse and stadium.
- 5 Disabled, club presidents and dignitaries parking area.
- 6 Formalised parking area consisting of 55 line marked bays and trees for summer shade.
- 7 Landscape buffer between car park and adjoining residences.
- 8 Controlled access adjoining the stadium to eliminate conflicts with pedestrians and vehicles.
- 9 Refurbishment of existing club rooms including restricting current main access and providing through access to the viewing area.
- 10 Upgrade primary access with highlighted pathways, better lighting, and an undercover entry transition area.
- 11 Refurbishment of stadium building including player facilities, alternative room usage, time keepers box within the seating section of the grandstand, oval lighting switchboard, PA system upgrade, stadium seating, and waterproofing roofs.
- 12 Remove the 'Fred Mulga Davies' stand and the adjoining visiting teams / umpires building, to make way for a new facility to include visitors change room, umpires change room, and public toilet facilities. The new change rooms shall cater for both genders.
- 13 Demolish existing toilet facilities and include in new building for visiting teams and umpires.
- 14 Reduce extent of gravel hardstand by incorporating bollards around car park and open grassed areas.
- 15 Upgrade oval lighting to allow for safer night time training.
- 16 Outdoor bar to be relocated to old kiosk within the stadium building.
- 17 Time keepers building to be demolished and relocated to stadium grandstand.
- 18 Sealed car park consisting of 30 line marked bays and trees for summer shade.
- 19 2m wide concrete pathway connecting the Sports Centre with the other areas of the recreation ground facilities.
- 20 16m x 8m Storage and maintenance shed consisting of four partitioned bays for each major user group. sealed access to the shed provides all weather access.
- 21 Two tennis courts with plexipave pavement and linemarking, with a 1.8m (h) black PVC coated chainmesh fence surround.
- 22 Car park extension to accommodate stadium duplication.
- 23 Existing Longford Sports Centre (LSC).
- 24 Potential duplication of the LSC stadium (diagrammatic only), with more multi-purpose rooms, storage, spectator stands, offices, and an open cafe/seating area to increase usability and facilities for the wider community and the recreation ground user groups.
- 25 Two new netball courts with plexipave pavement and linemarking.
- 26 Bollards to replace existing chain mesh fence to provide better connections across the grounds.
- 27 Compacted roadbase with grass cover to provide all weather car based spectator parking all year round.
- 28 Existing gravel loop track to be upgraded to a two-coat bitumen seal.
- 29 Existing oval surface to be regraded, and irrigation system upgraded to include fertigation.
- 30 Existing score keepers box and adjoining irrigation pump house to be retained with the addition of a new electronic scoreboard.
- 31 Existing drainage to be rectified and compacted roadbase with grass cover installed to provide all weather parking all year round.
- 32 Re-graded area for car based spectator parking.
- 33 Relocated Longford District Little Athletics Club (DLAC), storage shed to be closer to athletic activities.
- 34 1.2m (h) Rural ring-lock type fencing along full length of creek boundary.
- 35 DLAC Javelin court relocated to open space.
- 36 900mm (h) Chainmesh fencing between roadway and long jump courts.
- 37 Regraded, grassed and irrigated field to allow for little athletics activities, and senior and junior cricket and football training activities.
- 38 DLAC long jump courts relocated to open space.
- 39 DLAC discus relocated to open space.
- 40 New three bay cricket nets for cricket club use only.
- 41 DLAC shot put court to be relocated to allow for LSC extensions.



## LONGFORD RECREATION GROUND

Smith Street

Longford

Tasmania

## Draft Master Plan

0 5 10 25m  
9 September 2016  
Issue C





# Perth Strategic Projects

## About Perth

Perth, a National Trust classified town situated 19 kms south of the city of Launceston and only five minutes from Launceston Airport, is currently bisected by the Midland Highway.

Perth is a rapidly growing township, with the town's population, recorded as 2,965 at the 2016 ABS Census, experiencing a 59% increase between 1996 and 2016. The typical Perth household can be described as a couple with children aged under 16 years living in their own home and paying off a mortgage.

Many of Perth's residents are employed in Launceston due to the short daily commuting distance. The town offers a rural lifestyle amenity while still providing the convenience and facilities of being in close proximity to a city.

The Perth town centre has the usual smattering of local shops and eateries, a hotel-motel, antique store and Post Office. The town also has a doctor's surgery, primary school, recreation ground, community centre, early learning/ child care centre, car repair business, exclusive car sales business, honey company/factory, Lion's Park (playground, public toilets and BBQ), Eskleigh Foundation (residential home for younger people with disabilities), and a service station.

The William Street River Reserve is situated on the banks of the South Esk River on the southern boundary of the town. The reserve is a popular walking, dog exercise, picnic and recreation area. The reserve is home to a large variety of wildlife – green and gold frogs, native hens, bandicoots, wallabies, platypus and possums.

Perth is a 'town on the build', averaging 30 dwelling approvals annually since 2015.



• William Street River Reserve



# Perth Strategic Projects (continued)

## The need for change

Perth's strong population growth has outstripped the ability of the town's facilities to meet community needs. The current primary school configuration is barely adequate for the current school population, let alone the increasing enrolments in forthcoming years. The child care centre which is collocated with the community centre is at capacity and having to compete with other community groups for use of the community centre rooms and amenities. The recreation ground has an array of ageing sporting facilities, a tired skate park and an inadequate sized oval. The William Street River Reserve walking trail is in need of extension and upgrading. There is an unmet need for other off-road walking and cycling opportunities.

For many years there has been a call for the Midland Highway to bypass Perth, ending the historical cutting of the town in two by the highway. In 2017 the State Government announced the Perth Bypass had been given high priority and would be complete by 2021. Stage One, from Breadalbane to Perth has been completed, and Stage Two, around the north and west of Perth to connect with the Perth bridge is under construction.

Thus by 2021, the Midland Highway traffic will no longer travel through Perth. Other towns in Tasmania have been bypassed (Ross in 1971, Oatlands in 1981 and Deloraine in 1989), with varying economic and social impacts — positive and negative — being experienced by these communities post-bypass. Learnings from these experiences drove the desire by Council and the State Government to commence planning for Perth's future post the bypass.

The resultant plan, the Perth Structure Plan, developed after extensive community and business consultation, values the town's existing attractions and natural assets, encourages the enhancement and growth of businesses, re-invigorates the town centre, establishes a preferred pattern for urban consolidation and future residential growth, and improves physical and social connectivity.

In parallel with the development of the Perth Structure Plan Council has collaborated with the Department of Education and the Perth community to develop the Perth Community Centre and Early Learning Precinct Master Plan. Council has also collaborated with the Perth community and sporting organisations to develop the Perth 2030 Recreation Ground Master Plan.

Sheepwash Creek runs through the north of the town. It has the potential to become an attractive, appealing open space corridor. In recognition of this potential, Council commissioned the development of the Sheepwash Creek Water Sensitive Urban Design Open Space Corridor Master Plan.

The implementation of these master plans will enhance Perth's natural charm and reinforce its unique character. Significantly more families will be attracted to choose Perth as their home, given its planned redevelopment and growth, and close proximity to Launceston and the airport.

There are many rich and engaging untold stories associated with the Perth Cenotaph.



• Perth Community Centre



• Perth Cenotaph

# Perth Strategic Projects (continued)

## The vision

Perth will boast:

- a reinvigorated town centre
- coordinated, functional streetscape including new town access roundabouts
- 1,000 additional residential allotments and an additional five hectares of commercial space due to the impact of the bypass
- a variety of new residential lifestyle options, and a population increase to 6,000
- Sheepwash Creek Water Sensitive Urban Design Open Space Corridor, reaching from the northern entrance to Perth to the southern outlet at the CBD
- a coordinated Early Learning Precinct
- an expanded community centre
- an upgraded oval, new facilities including an inclusive clubhouse and a multi-purpose concrete loop track at the Recreation Ground
- upgraded River Reserve with a 2km walking trail
- walking/cycleways connecting Perth to Longford, Evandale and Launceston
- walking/cycleway (4kms) around Perth adjacent to the highway
- entertaining and educational Cenotaph interpretation.

## Progress to date

Council and the State Government have collaborated to commence implementation of the four master plans and to date have achieved:

- completion of stage 1 of the Sheepwash Creek WSUD Open Space Corridor
- acquisition of the land to allow the Sheepwash Creek development to progress to Stages 2-4
- remodelling of the town centre intersection: Main Road and Talisker Street
- upgrade of the recreation ground clubhouse kitchen and upgrade of the oval lighting
- planning of the walk/cycle way routes
- design of the town access roundabouts
- approval to prepare a concept plan for the River Reserve walkway.

Council is applying to the Building Better Regions Fund 2018 for funding towards the upgrade and expansion of the Perth Early Learning Centre.

## Economic impact

### Sheepwash Creek water sensitive urban design development

Economic impact modelling for this development indicates the combination of all direct, industrial and consumption effects would result in an estimated rise in output of \$3.7 million annually in the Northern Midlands, and would result in a total estimated increase of 71 jobs in the Northern Midlands. This represents a Type 2 employment multiplier of 1.71.

### Perth Community Centre & Early Learning Centre

Economic impact modelling for this development indicates the combination of all direct, industrial and consumption effects would result in an estimated rise in output of \$1.95 million annually in the Northern Midlands, and would result in a total estimated increase of 42 jobs in the Northern Midlands. This represents a Type 2 employment multiplier of 1.35.

### Perth Structure Plan

Economic impact modelling for this development indicates the combination of all direct, industrial and consumption effects would result in an estimated rise in output of \$1.43 million annually in the Northern Midlands, and would result in a total estimated increase of 24 jobs in the Northern Midlands. This represents a Type 2 employment multiplier of 1.91.

### Perth Recreation Ground

Economic impact modelling for this development indicates the combination of all direct, industrial and consumption effects would result in an estimated rise in output of \$1.35 million annually in the Northern Midlands, and would result in a total estimated increase of 26 jobs in the Northern Midlands. This represents a Type 2 employment multiplier of 1.71.



# Perth Strategic Projects (continued)

## Where to from here?

Council is seeking funding partners to enable the full implementation of the four master plans and Cenotaph Interpretation Project as follows:

1. The Perth Structure Plan
  - Cycle/walk ways within the town (Youl Road, Drummond Street, Main Road): \$183,800
  - River reserve walkway concept plan development
    - see Figure 10 for costing
  - Streetscape: \$4 million
2. Sheepwash Creek WSUD Open Corridor Master Plan Stage Two, Three and Four
  - see Figure 7 for costing
3. Perth Community Centre and Early Learning Centre Master Plan
  - see Figure 8 for costing
4. Perth Recreation Ground Master Plan
  - see Figure 9 for costing
5. Cenotaph Interpretation Project: \$2,000.

**Figure 7: Sheepwash Creek WSUD Open Corridor Master Plan costs**

Stage Two	COST
Phillip Street to Edwards Street (20,800m <sup>2</sup> ) (excludes land buy-back)	\$416,000
Frederick Street section - Cromwell Street to Napoleon Street (4,500m <sup>2</sup> )	\$90,000
Railway Line (Youl Road) to Drummond Street (37,200m <sup>2</sup> ) (excludes land buy-back)	\$744,000
Playground	\$300,000
<b>Stage Three</b>	
South of Drummond Street Open Space (approximately 122,000m <sup>2</sup> )	\$2,000,000
Pathway network (approximately 2.8kms) - throughout the corridor	\$500,000
Wetlands (approximately 2,500m <sup>2</sup> )	\$550,000
Swales (approximately 8,000m <sup>2</sup> )	\$1,400,000
Playground:	\$300,000
<b>Total*</b>	<b>\$6,300,000</b>

*\*Stage Four yet to be costed.*

**Figure 8: Perth Community Centre and Early Learning Centre Master Plan costs**

	COST
New building area	\$1,975,000
Landscaping	\$44,000
Verandah/covered way	\$30,000
Utility	\$8,000
Softfall play area	\$44,000
Refurbish amenities and activity area	\$198,000
Footpaths/paving	\$32,000
<b>Total</b>	<b>\$2,331,000</b>

**Figure 9: Perth Recreation Ground Master Plan costs**

	COST
Oval upgrade	\$927,030
Relocate and upgrade cricket nets	\$108,000
Multi-purpose concrete loop track	\$163,800
Clubhouse and changeroom upgrades	\$100,440
Scoreboard upgrade	\$12,000
Maintenance facility	\$117,660
Tennis courts and shelter	\$269,400
Trees and vegetation buffers	\$21,504
Boundary fencing	\$30,648
Usability of all areas	\$137,940
Other - service locations	\$6,000
Sealed entry drive, car parking and road base roadway	\$331,440
Removal of skate park	\$45,960
Connect with the Primary School / Streetscape	\$20,000
<b>Total</b>	<b>\$2,291,822</b>

**Figure 10: South Esk River reserve concept plan costing**

	COST
Charles Berryman Picnic Reserve	\$12,000
Old Punt Road Footpath	\$20,000
Perth River Park Reserve	\$18,000
Perth River Park Reserve Riverbank rehabilitation	\$60,000
Directional signage	\$25,000
William to George Street Link	\$340,000
George Street footpath	\$40,000
George Street Park	\$780,000
George Street Park to Samclay Court	\$15,000
George Street Park to Perth Mill Road	\$45,000
Perth Mill Road Asphalt Pathway	\$20,000
Perth Mill Road Pathway to Old Mill Site	\$45,000
Old Mill Site	\$130,000
Riverbank rehabilitation between George Street Park and the Old Mill Site	\$100,000
South Esk River bank walking track	\$30,000
<b>Total</b>	<b>\$1,680,000</b>



#### NUMBER LEGEND

- 1 Sheepwash Creek flows from the north of Phillip Street and into the existing residential area.
- 2 Phillip Street footpath connects into the shared pedestrian and cycle path that leads from Phillip Street south to Drummond Street.
- 3 Open grassed swale provides a large wide overland stormwater flow path from the upper catchment of Sheepwash Creek through to Drummond Street and beyond.
- 4 2.6m (w) Shared pedestrian and cycle path network connecting the adjoining residential areas with the WSUD open space corridor.
- 5 Overland stormwater flow for annual to 1 in 20 year flood events are diverted through the sediment basins and into the wetlands for water filtration.
- 6 Gabion walls along the edge of the overland flow paths are designed to channel flooding events greater than 1 in 50 year events down stream to Drummond Street.
- 7 Informal seating provides opportunities for rest and relaxation along the pathway network.
- 8 Wetlands with varying water depths to provide a variety of aquatic plants for water filtration and for local fauna habitat.
- 9 Structured gabion walls and rock riffles dissipate the flow of water during flooding events, and provide separation between wetland water bodies.
- 10 Edward Street to be reconstructed as a causeway to allow stormwater to flow unrestricted over the road.
- 11 Riffles consisting of large rocks and boulders to areas where the overland flow requires dissipation prior to spilling out over the open grassed channel.
- 12 Pedestrian safety crossing over the railway line.
- 13 Bridge structures to provide access over the overland flow paths to allow continued use during minor flooding events.
- 14 Modified railway bridge to increase the width and height of the culverts to allow greater flows through to the large open space down stream.
- 15 Rock lined low flow stormwater swale to capture additional overland flows along side Youl Road.
- 16 Trash rocks installed at stormwater outlets to capture large particles of rubbish before entering the overland stormwater swales and wetlands.
- 17 Small play area providing nature based play and learning opportunities through natural materials and play structures.
- 18 Combination of wetland plants and large rock and boulders riffle to further dissipate the stormwater flows heading down stream from Drummond Street.
- 19 Large open detention basin profiled to capture large quantities of stormwater prior to flowing downstream from Drummond Street.
- 20 Shared pedestrian and cycle path to continue on to Longford.
- 21 Existing culverts under the railway line and Youl Road to be increased to allow for greater stormwater flows during flooding.
- 22 Low bridge structure for the shared pedestrian and cycle path provides access over the rock lined stormwater swales.
- 23 Rock lined low flow stormwater swale connecting the upstream residential areas to Sheepwash Creek.
- 24 Shared pedestrian and cycle path extend through future residential areas to the west of Street and connects up with the track that runs along the new highway bypass vegetation buffer.

## SHEEPWASH CREEK WSUD OPEN SPACE CORRIDOR

Phillip Street to Drummond Street

Perth

Tasmania

## Concept Plan

0 50 100m  
3 July 2018  
Issue C



**LANGE**  
design  
landscape architecture





## LEGEND



- 1 Upgrade existing vehicle entry/exit to a concrete pavement threshold, with boom gate access control.
- 2 Up-grade and re-position existing ticket box for game day collections.
- 3 Designated emergency parking during game days.
- 4 Existing Oak tree to be fully removed.
- 5 New coach / player boxes to be re-positioned to align with new oval.
- 6 New shade structures to compliment the architecture of the existing change rooms, to provide all-weather protection for spectators during game days.
- 7 Existing change rooms to be retained with improvements to flooring.
- 8 New table and chair seating area with pop-up umbrella stands for spectators during game days.
- 9 Existing clubhouse to be retained.
- 10 New concrete pavement to provide all-weather access from the car park to the clubhouse area.
- 11 New grassed buffer between the road and existing buildings to provide better visual amenity.
- 12 New asphalt roadway providing all-weather access into the recreational grounds.
- 13 New multi-purpose concrete loop track consisting of low berms, humps and obstacles for bicycles, scooters and skateboards. New tree planting to provide seasonal change and sunshine during winter and shade during summer.
- 14 Existing scout hall to be retained.
- 15 New formalised asphalt car park with 38 bays.
- 16 New maintenance shed with partitions to allow separate storage bays for the general maintenance crew, the football club, and the cricket club.
- 17 New 6 x 4m tennis shelter with seating underneath.
- 18 The addition of two tennis courts relocated from the school, adds to the recreational precinct providing greater use of the recreational grounds.
- 19 New three bay cricket nets with synthetic turf wickets over concrete pavement.
- 20 New large shrub vegetation buffer along the side boundaries to provide privacy for the adjoining residences and to provide a backdrop to the tennis courts and cricket nets.
- 21 New compacted road-base roadway extending from the asphalt roadway and continuing around the oval for additional car parking and maintenance access.
- 22 New avenue of Blackwood trees (*Acacia melanoxylon*), to provide visual amenity to the recreational grounds and to provide shaded area for spectators during summer game days.
- 23 Open space for informal training sessions and kick-about space during game days.
- 24 Small shade / screening trees along the boundary to add to the backdrop of the recreational grounds.
- 25 Existing Oak tree to be removed to allow for the extension of the football oval.
- 26 6m (w) grassed buffer between the roadway and the oval perimeter fence to allow for spectator car parking during game days.
- 27 Extent of existing oval (shown dashed).
- 28 Existing cricket pitch to be reconstructed to fit with the extension of the football oval.
- 29 Extent of existing vegetation to be removed (shown dashed).
- 30 New vehicle exit point with concrete pavement threshold and controlled with a boom gate to be opened up after full time to provide an alternative exit point.
- 31 Existing grassed embankment to be retained.
- 32 Existing timber paling fence to be replaced with a 1500mm high chainwire and rail fence.
- 33 New formalised pedestrian access to link the recreational grounds with the adjoining school and community centre.
- 34 Existing visitors coach/player boxes to be renewed and repositioned to align with new oval extension.
- 35 Existing scoreboard structure to be demolished and replaced with a new electronic scoreboard, positioned closer to the extended oval perimeter fence.
- 36 Existing visitor change rooms to be retained.
- 37 Existing timber paling fence to be replaced with a 1500mm high chainwire and rail fence.
- 38 New 6m (h) chainmesh screen to protect adjoining residences and traffic from wayward footballs.
- 39 Existing structures and planting to be demolished to provide better visual access over the grounds.

## PERTH RECREATIONAL GROUND

fairfough street

perth

## Master Plan

tasmania

0 5 10 25m  
13 February 2016  
Issue 0





# Ross Strategic Projects

## About Ross

Conveniently located in the heart of Tasmania, close to the midpoint of the Midland Highway, Ross is a popular stopping point for tourists and Tasmanians travelling between Hobart and Launceston.

Ross is one of Tasmania's most significant heritage townscapes. Graced with beautifully preserved Georgian architecture, one of the oldest bridges in Australia with design and decorative carvings of such a high quality they won the convict-labourers an official pardon, a timeworn elm tree lined main street, thought-provoking female factory site and historical references to the convict era, are at almost every turn.

The most recent available Census data (2016) recorded a population of 404 for Ross township. Consistent with other rural areas of Tasmania the Census data indicates the local population is ageing, with 29.2% of the town's residents aged over 65 years. The median age of residents is 50 years. 35.3% of households are single persons.

The town's businesses are predominantly located either side of Church Street from the intersection with Badajos Street to the southern end of Church Street. They comprise eateries, speciality gift shops, a grocery/newsagency, historic Man O' Ross hotel, town hall and the Tasmanian Wool Centre.

The town has a recreation ground, ageing swimming pool and a children's playground.



• Historic sandstone bridge over the Macquarie River at Ross



• Ross Cenotaph



• Church Street, Ross

# Ross Strategic Projects (continued)

## The need for change

Ross is understandably a popular tourist destination. The 2017/18 Tasmanian Visitor Survey reports that close to 68,000 visitors to the state in that year stopped and looked around Ross, and another 16,158 stayed at least one night in the town. The fact that the survey reports another 33,000 visitors in that year passed by the town without stopping indicates that the town has the potential to significantly increase its tourist dollar yield by enticing more tourists to stop and stay in the town.

As noted earlier, Ross has an array of businesses and attractions but it doesn't have a village green. The need for such a public space in the heart of the town was raised with the Northern Midlands Council by the town's Local District Committee in 2014 and has stayed as a top priority project on the District Committee's agenda.

In early 2016 a vacant block at 33 Church Street was put up for sale. The block has a total area of 5,631sqm with 59m street frontage. The District Committee requested Council give consideration to buying the land for development as a village green.

Council purchased the land in mid-2016 and engaged consultants to develop the Ross Village Green Master Plan. The consultants were required to consider the site in relation to its land use and historical and social context in order to ensure the master plan 'fits' with the existing township and complements Ross' existing characteristics.

They were also required to gauge the local community's aspirations and values through ongoing consultation during the development of the master plan. The consultants were asked to ensure the master plan balanced the feedback received from the community, Council, and the project's heritage consultant, whilst maintaining best practice design principles.

In 2017 Council commissioned the development of a master plan for the Ross swimming pool.

The Heritage Highway Tourism Region Association has identified the need for new tourism experiences at Ross and has included the town in the Association's 2018-2019 Augmented Reality pilot project. This will result in the production of an innovative, cutting edge tourism product utilising augmented reality and 3D to showcase the rich heritage of Ross.

In the heart of the town is located the Ross Cenotaph which includes a 15 pounder field gun (circa 1889) that was used by volunteer military units prior to Federation, and later as part of the fledgling Australian army. There are many rich and engaging untold stories associated with the Ross Cenotaph.

## The vision

Ross will boast:

- a parklands style Village Green with a stone amphitheatre, large pavilion, bandstand, water sensitive urban design wetlands, nature based play area, harbour, landscaping, seating and sculptures
- an upgraded swimming pool complex
- a state-of-the-art, WOW! new tourism experience incorporating augmented reality and 3D
- digital interpretation of the Cenotaph gun
- entertaining and educational Cenotaph interpretation.



• Ross Town Entrance Statement

# Ross Strategic Projects (continued)

## Progress to date

Council has secured a State Government interest free loan of \$300,000 toward the implementation of the Village Green master plan. Work has commenced on stage one of the project. See Figure 11 for stage one costs which have already been funded.

The Heritage Highway Tourism Region Association and Council have committed funding towards the Augmented Reality project. An application has been made to the Tasmanian Community Fund for a grant, and a request submitted to the State Government Tourist Destination Action Plan grant program. Handbuilt Creative Pty Ltd, Richmond based experience designers and technologists, has been contracted to undertake the project.

Research is underway with regard to the Cenotaph gun interpretation project.

## Where to from here?

Council is seeking funding partners to enable the full implementation of the two master plans, the Augmented Reality project and the Cenotaph gun interpretation project.

1. Ross Village Green Master Plan
  - Stage 2: see Figure 12 for costing
2. Ross Swimming Pool Master Plan
  - see Figure 13 for costing
3. Cenotaph Interpretation Project: \$2,000
4. Augmented Reality project:
  - the Heritage Highway Tourism Region Association has applied to the Tasmanian Community Fund for \$32,000 towards this \$71,000 project. If this funding application is unsuccessful, the Association will be seeking another funding partner to contribute the \$32,000.

**Figure 11: Stage one of the Village Green works costs (already funded)**

	COST
Earthworks, fencing, root barriers & gravel	\$101,189
Accessible picnic table	\$7,000
Lighting	\$40,500
Pavement	\$101,080
Trees & landscaping	\$40,400
Entry arbor	\$15,000
<b>Total (excl. GST)</b>	<b>\$ 305,169</b>

**Figure 12: Ross Village Green Master Plan costs (Stage 2)**

	COST
Built infrastructure: walls, toilet & pavilion	\$89,350
Play area, incl. earthworks, softfall, seating, landscaping, equipment, etc.	\$63,950
Furniture	\$42,000
Pavement & footings	\$56,990
Landscaping	\$39,644
Trees, shrubs, plants	\$56,205
Sculptures, artworks & footbridge	\$20,200
<b>Total (excl. GST)</b>	<b>\$ 368,339</b>

**Figure 13: Ross Swimming Pool Master Plan costs**

	COST
Playground	\$117,300
Water treatment (completed)	\$27,600
Entry signage	\$12,420
Extend existing carpark	\$6,624
New parking	\$62,100
Amenities	\$426,365
Pool surrounds	\$162,840
Kiosk	\$44,160
New entry	\$29,946
Shade structures	\$27,600
Paddlers pool	\$17,250
Design fees allowance	\$95,000
<b>Total (excl. GST)</b>	<b>\$1,029,205</b>



PREVAILING WINDS

**Existing Carpark:**  
Modify existing parking area & provide direct access to play areas

**Playground:**  
Redevelop play area with contemporary play structures representing specific local elements & character

**Perimeter Fencing:**  
Combination of solid / transparent panels to provide wind protection and visual connection to play area & distant views.

**Suspended Concrete Deck:**  
New synthetic turf over suspended conc. deck areas.  
Excavate under for storage / equipment.

**New Shade Structures:**  
Combination of contextual roof forms & tensile shade structures

**Pool Surrounds:**  
New paving / tiling to pool surround, repair ex. conc. substrate as req'd.

**New Amenities Building:**  
Replace existing amenities building including new accessible area & designated equipment store.

**Water Treatment:**  
Remove existing chlorine gas system & replace with tablet chlorination in pump room.

**New Entry / Pool Signage:**  
Relocate gravel path to street edge, New signage element & landscape treatment to frontage

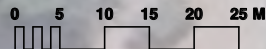
**Tree Removal:**  
Existing vegetation to be removed shown hatched

**Ex. Pump Room:**  
Option 1 - Install new filtration & chemical treatment system in ex. structure, make good roof & wall finishes  
Option 2 - Remove ex. structure & relocate equipment under suspended concrete decks

**Kiosk / Entry:**  
New Kiosk (approx. 3.6m x 3.6m) & formalised entry including accessible path from carpark.

**Paddlers Pool:**  
Replace tiled lining & install new glass balustrade.

**New Parking / Vehicle Access:**  
Decomposed granite parking area with cast iron bollard perimeter.



## Ross Swimming Pool Master Plan

Northern Midlands Council

Preliminary





## Contact Us

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