



PERTH STRUCTURE PLAN

A STRATEGY FOR THE FUTURE

MARCH, 2017 (FINAL REPORT)

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1 INTRODUCTION

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Figure 1: Location Plan

1.1 OVERVIEW

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

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

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

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

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

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

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

1.2 PROJECT AIMS

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

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

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

1.3 REPORT PURPOSE

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

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

SECTION 1: Introduction:

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

SECTION 2: Context

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

SECTION 3: Existing Conditions Analysis

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

SECTION 4: Demand Assessment

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

SECTION 5: Stakeholder Engagement

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

SECTION 6: Opportunities and Constraints

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

SECTION 7: Urban Design Principles

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

SECTION 8: Development Plans

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

SECTION 9: Structure Plan

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

SECTION 10: Implementation Plan

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

SECTION 11: Conclusion

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

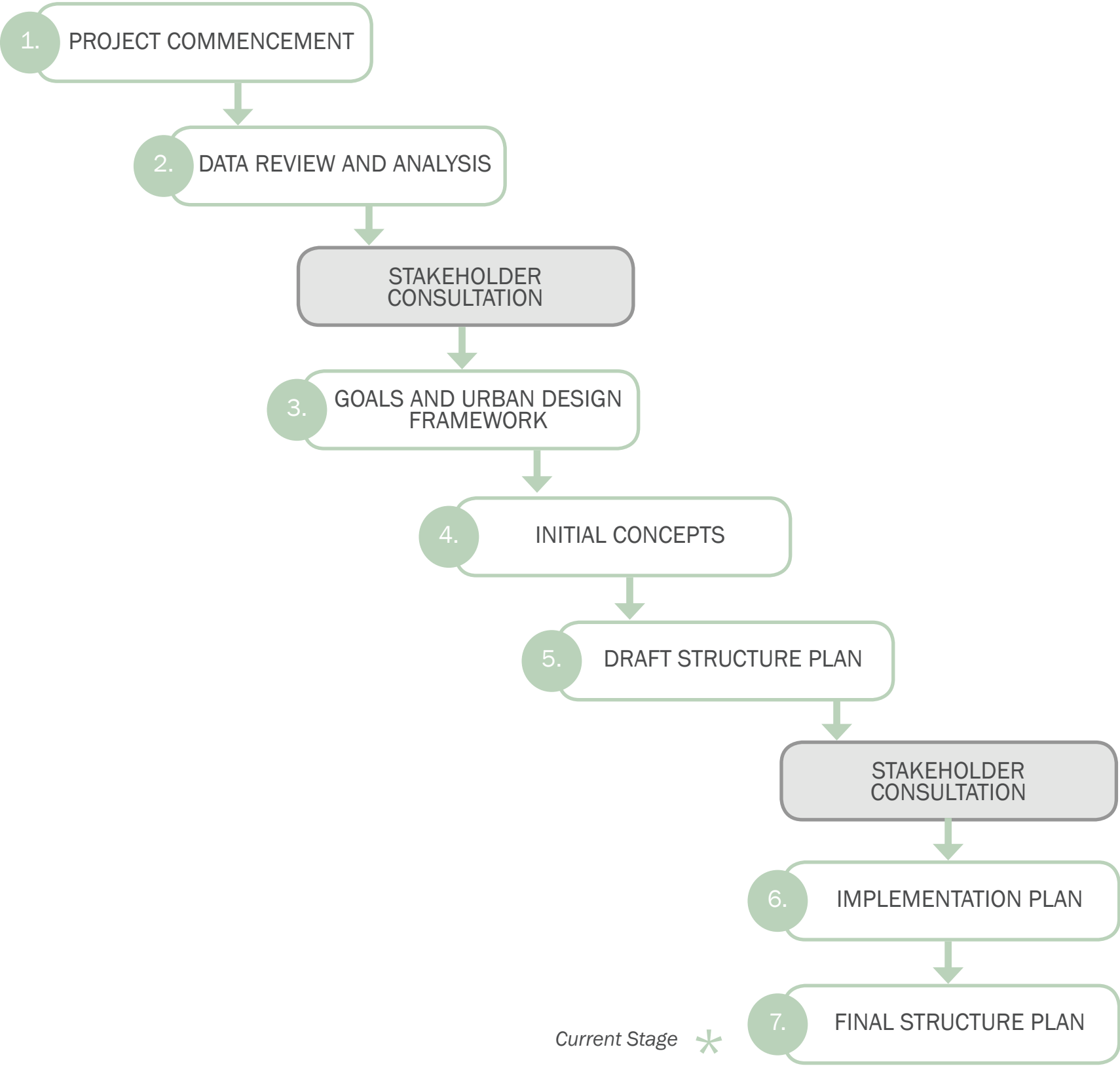
SECTION 12: Acknowledgements

1.4 PROCESS

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

This process is illustrated in Figure 2.

Figure 2: Project Process





2 CONTEXT

2 CONTEXT



Figure 3: Regional Context Map

2.1 REGIONAL CONTEXT

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

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

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

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

2.2 STUDY AREA

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

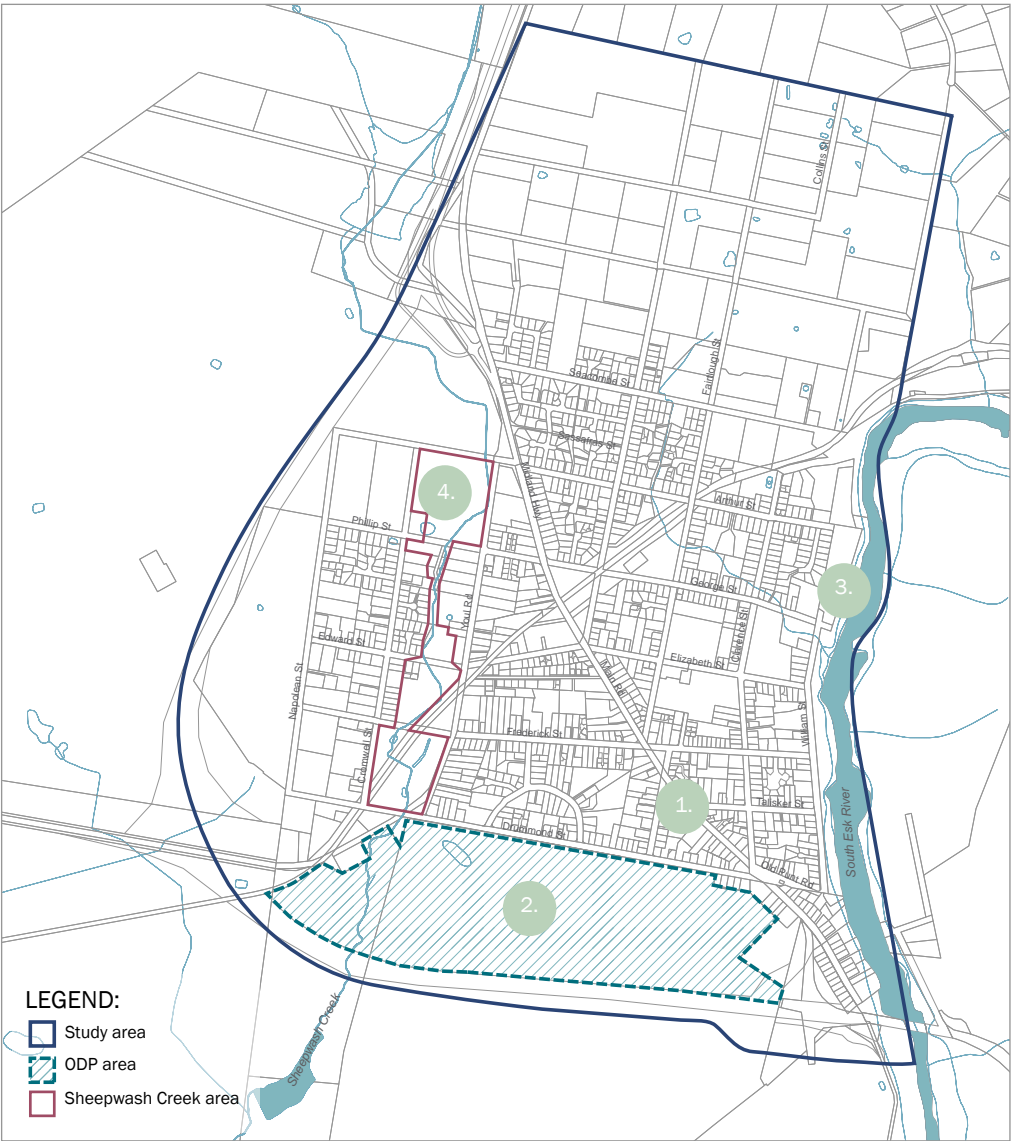
At present, Perth has an estimated resident population of 2,800 and has been gaining an increased share of the population in the Northern Midlands local government area. This trend is forecast to continue in the future given Perth’s strategic position and fewer development constraints, as compared with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

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

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

The study area is illustrated in Figure 4.

Figure 4: Study Area context



1. RETAIL CENTRE



2. SOUTH PERTH AREA



3. SOUTH ESK RIVER AREA



4. SHEEPWASH CREEK AREA



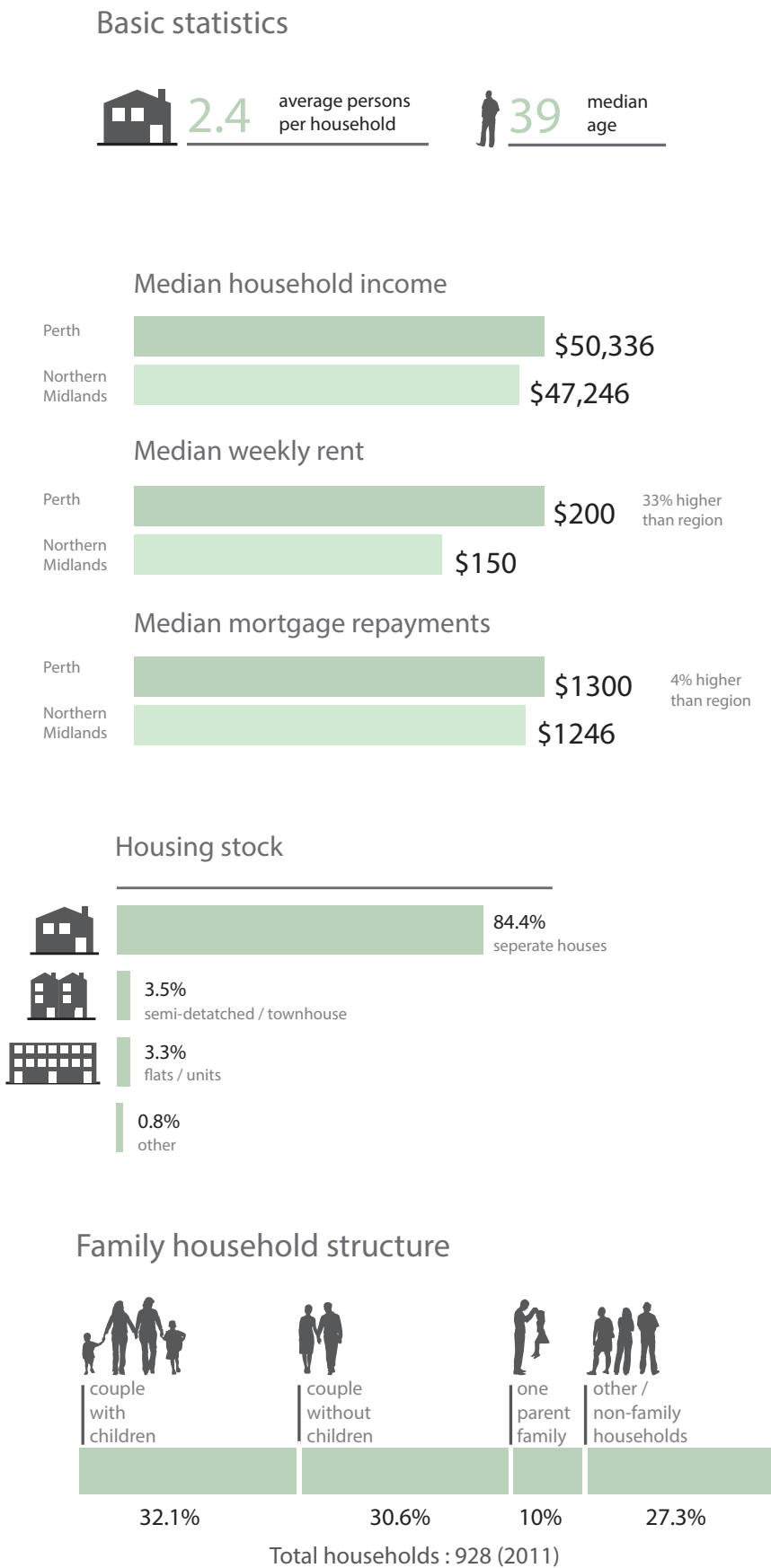
2 CONTEXT

2.2.1 POPULATION AND DWELLING CHARACTERISTICS

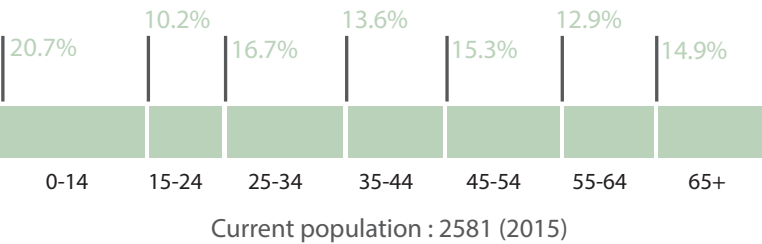
The Perth township and surrounding area has been steadily growing over the past decade. The population and dwelling characteristics for Perth is summarised below and represented in Figure 5 to the right.

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

Figure 5: Population and Dwelling Characteristics



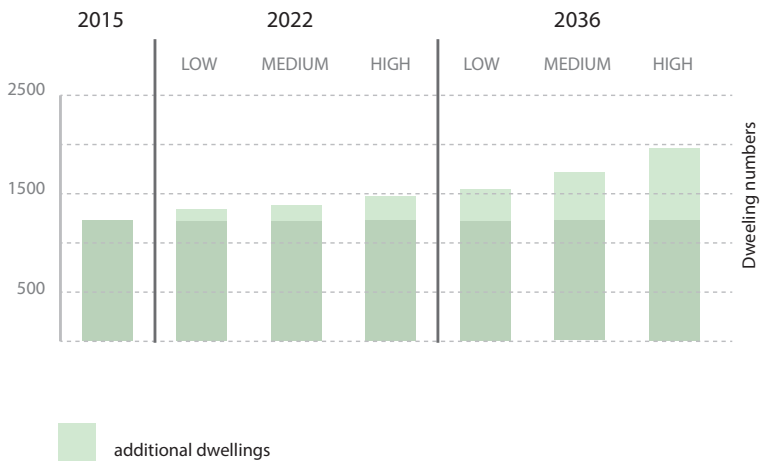
Age Profile



Projected Growth



Projected Growth - Perth (Dwellings)



2.3 PLANNING FRAMEWORK

2.3.1 Regional Land Use Strategy of Northern Tasmania

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

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

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

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

2.3.2 Northern Tasmania Housing Study

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

The key trends and recommendations of the study include:

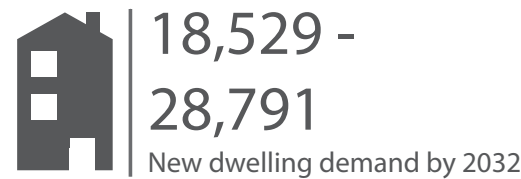
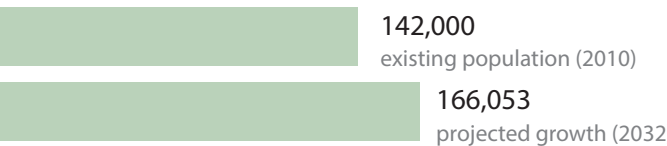
- Decreasing household size which will stimulate the demand for new, smaller dwellings at a range that may offset any downturn due to slow population growth.
- Emerging demand for smaller lots and greater housing diversity (i.e. more semi-detached houses). This would create a competitive advantage in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

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

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

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

Figure 6: Regional growth statistics



2.3.3 Northern Tasmania Industrial Land Use Study

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

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

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

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

2.3.4 Greater Launceston Plan

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

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

Regional Framework Plan

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

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

2.3.5 Northern Midlands Interim Planning Scheme

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

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

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

2 CONTEXT

2.3.6 Launceston Gateway Freight Demand Study (Draft)

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

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

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

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

2.3.7 Perth Development Plan

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

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

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

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

2.3.8 Council’s Strategic Plan 2007-2017

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

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

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

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

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

ISSUE	PRIORITIES
Traffic Management	<ul style="list-style-type: none">• Implement highway bypass• Improve safety and amenity for pedestrians along Main Road• Re-consider speed limits for Main Road• Create a safe Devon Hills highway exit / emergency access
Land Use	<ul style="list-style-type: none">• Resolve land use conflicts
Open Space and Recreation	<ul style="list-style-type: none">• Improving access and facilities at the river edge• Develop a parks and recreation strategy
Planning and Development Control	<ul style="list-style-type: none">• Address industrial/residential zoning conflicts in west Perth• Employ greater controls to value heritage



3 EXISTING CONDITIONS ANALYSIS

3 EXISTING CONDITIONS ANALYSIS

3.1 LAND USE AND BUILT FORM

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

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

Residential area

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

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

Commercial Area

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

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



View of Perth Post Office (Main Road)



Public parking area adjacent to IGA supermarket



View looking south along Main Road



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



Light industrial development along Napoleon Street



View of new retail conversion along Main Road



View looking north along retail spine (Main Road)



Residential dwelling within retail zone (Main Road)



View looking south east along Main Road

Rural area

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

Community Uses and Services

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

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

Built form

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

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

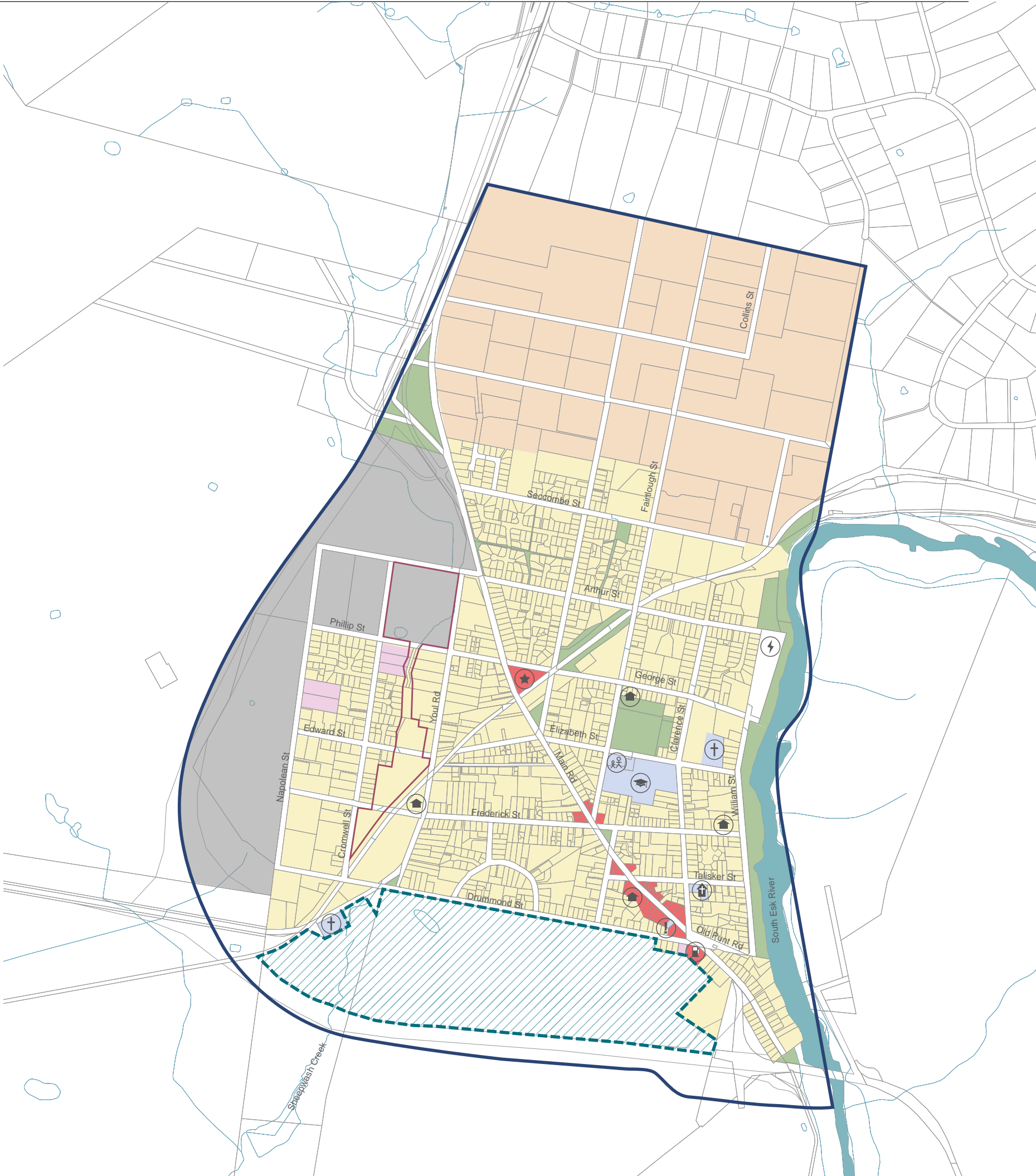
Higher density residential development is located around the town centre, with land on the periphery featuring lower density development. Land zoned as ‘General Residential’ around the town centre affords more convenient access to the town’s services. Overall the town is comprised of a relatively low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

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

LEGEND:

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

Figure 7: Land Use Context Plan



3 EXISTING CONDITIONS ANALYSIS

3.2 TRANSPORT, PARKING AND MOVEMENT

3.2.1 VEHICULAR MOVEMENTS

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

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

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

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

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

LEGEND:

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

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

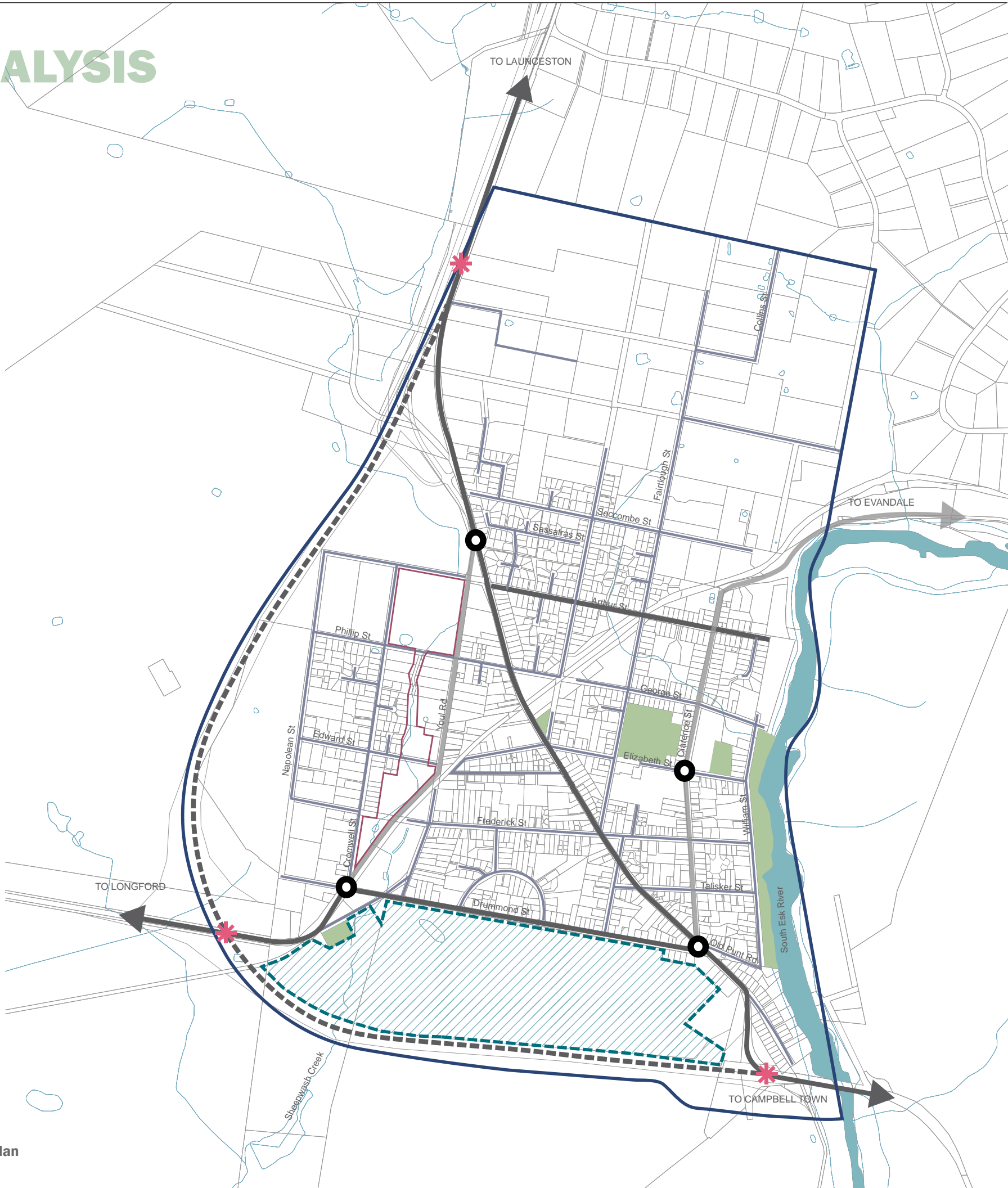


Figure 8: Vehicle Movements Plan

3.2.2 OTHER MOVEMENTS

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

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

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

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

LEGEND:








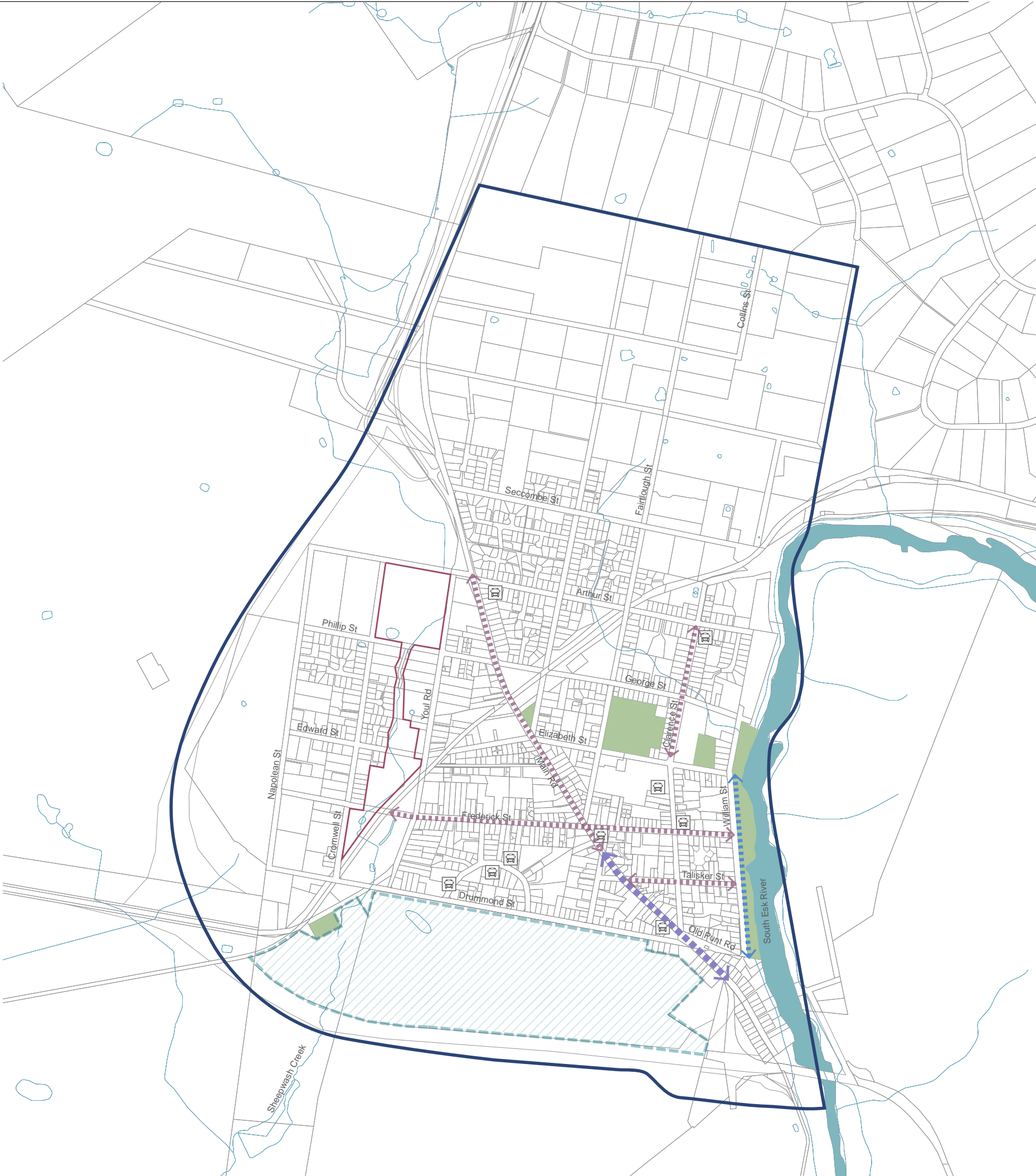
-  Study area
-  ODP area
-  Sheepwash Creek Area
-  Designated pedestrian / cycle path
-  Retail spine movements
-  Path network
-  Bus stop

Figure 9: Other Movements Plan



3 EXISTING CONDITIONS ANALYSIS

3.3 LANDSCAPE CHARACTER / OPEN SPACE

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

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

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

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

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

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

LEGEND:

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

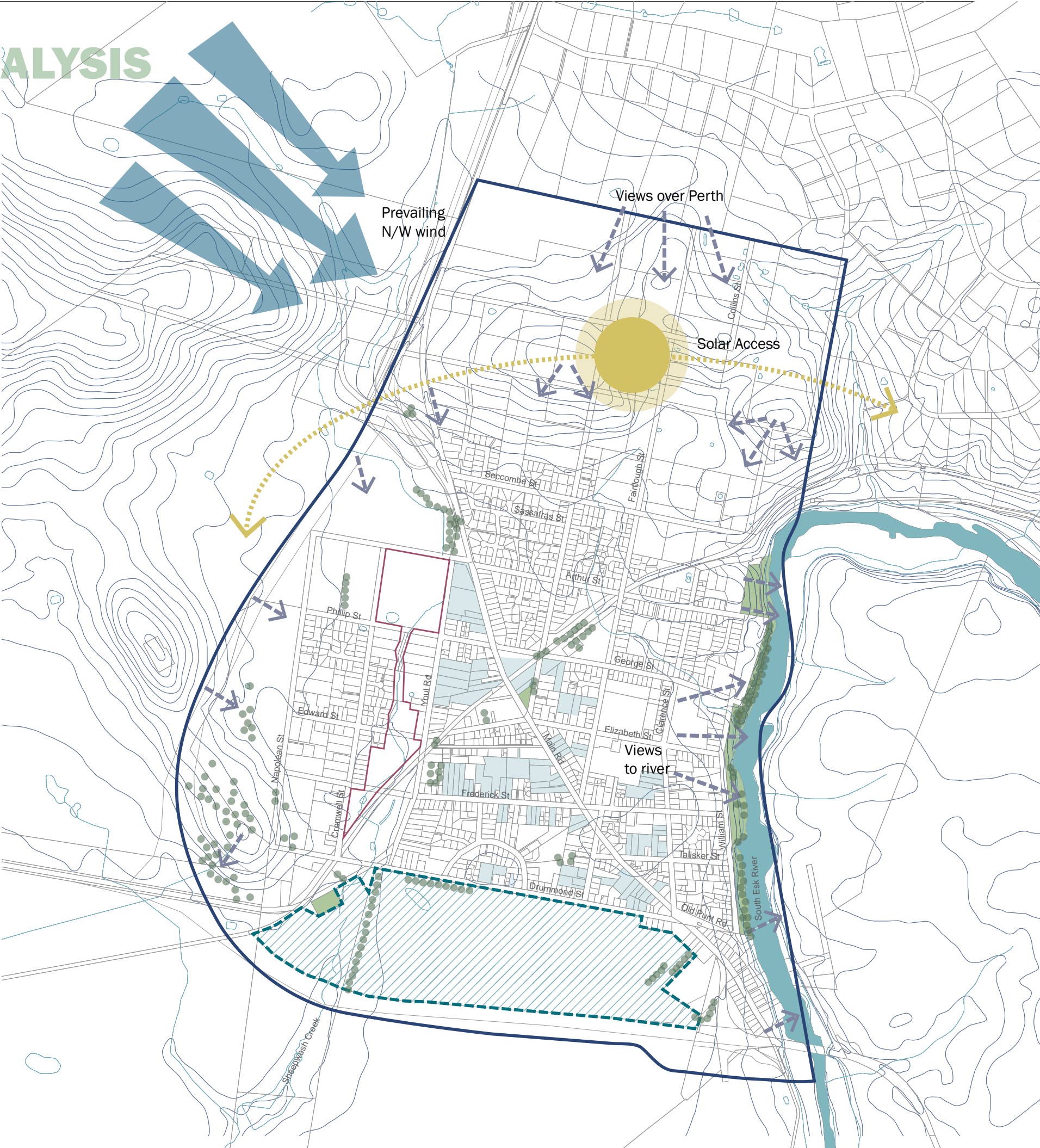


Figure 10: Other Movements Plan

3.4 UTILITIES AND INFRASTRUCTURE

Water Infrastructure

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

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

Sewer Infrastructure

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

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

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

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

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

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

Stormwater Infrastructure

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

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

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

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

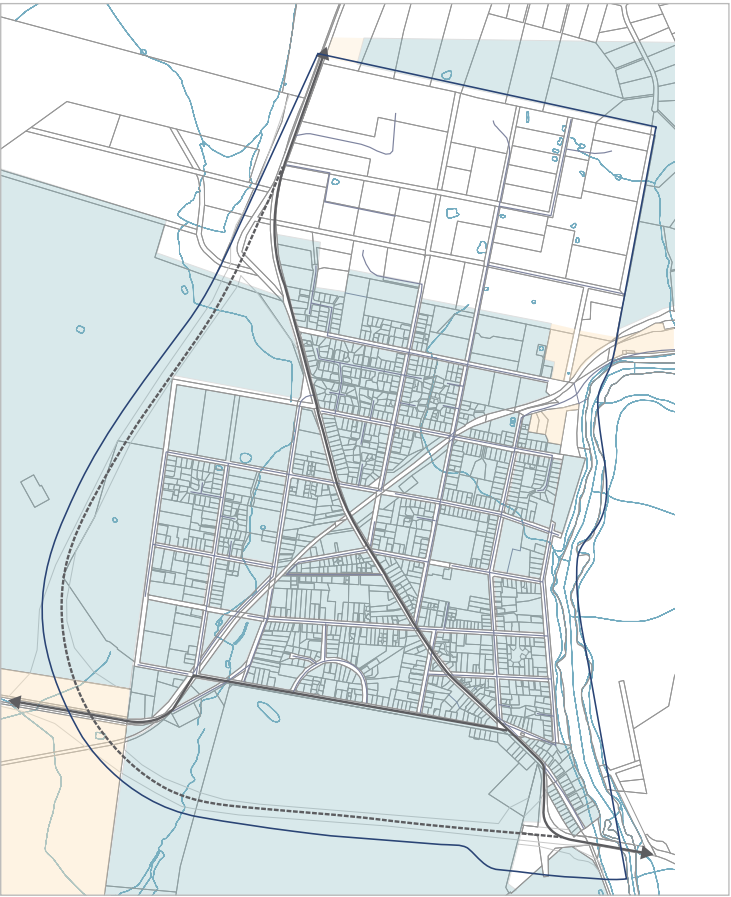
- South Perth Development Area, south of Drummond Street;
- Land west of Napoleon Street and north of the Drummond Street intersection; and
- Land north of Phillip Street (subject to the nature and intensity of development).

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

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

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

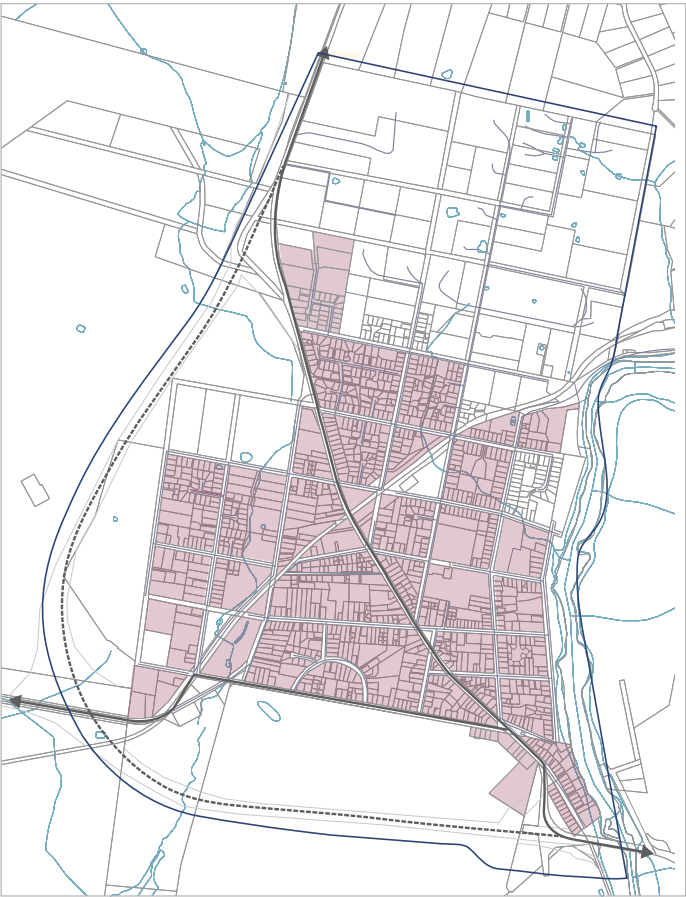
Figure 11: Water Services / Network Plan



LEGEND:

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

Figure 12: Water Services / Network Plan



LEGEND:

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



4 DEMAND ASSESSMENT

4 DEMAND ASSESSMENT

4.1 SUMMARY

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

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

Factors influencing population growth in the area include:

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

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

Residential Demand

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

Retail / Commercial

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

Office and Business

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

Community Services

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

Industrial Land

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

4.2 KEY RECOMMENDATIONS

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

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

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

5 STAKEHOLDER ENGAGEMENT



5 STAKEHOLDER ENGAGEMENT

5.1 OVERVIEW

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

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

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

5.2 COMMUNITY INPUT AND FEEDBACK

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

Community responses were targeted around several key themes including:

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

Figure 13: Stakeholder feedback - key themes

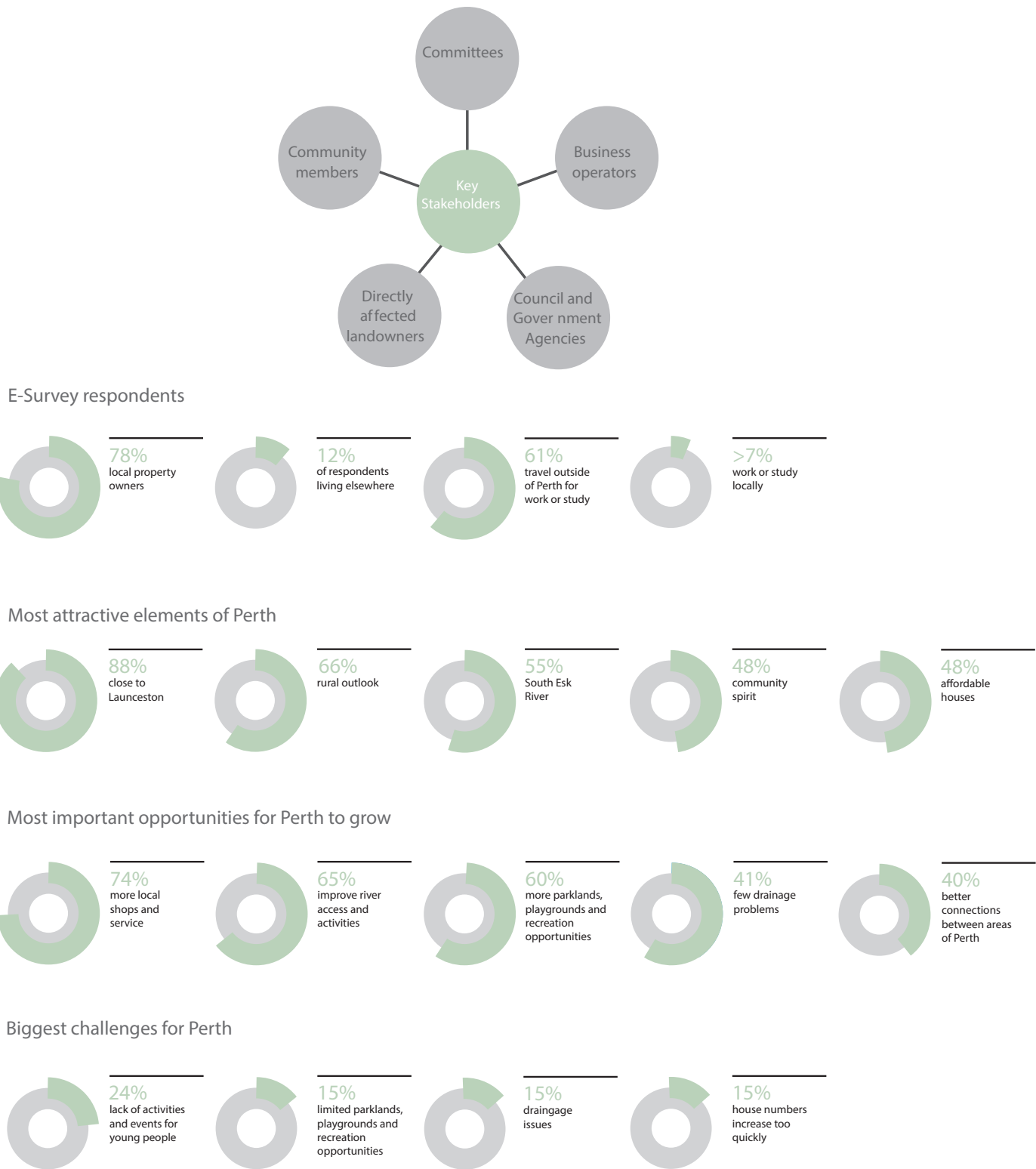


Figure 14: Stakeholder engagement feedback - detailed responses

1. STRATEGIC GROWTH OPPORTUNITIES

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

2. BENEFITS

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

3. CHALLENGES

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

ONLINE SURVEY - COMMUNITY FEEDBACK

4.

LAND USE

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

6.

TRAFFIC MANAGEMENT

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

8.

FACILITIES AND AMENITIES

Ideas put forth by the community include:

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

10.

OTHER

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

5.

COMMERCIAL DEVELOPMENT

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

7.

INTEGRATED WATER MANAGEMENT

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

9.

OPEN SPACE NETWORK

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

6 OPPORTUNITIES AND CONSTRAINTS



6 OPPORTUNITIES AND CONSTRAINTS

6.1 OVERVIEW

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

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

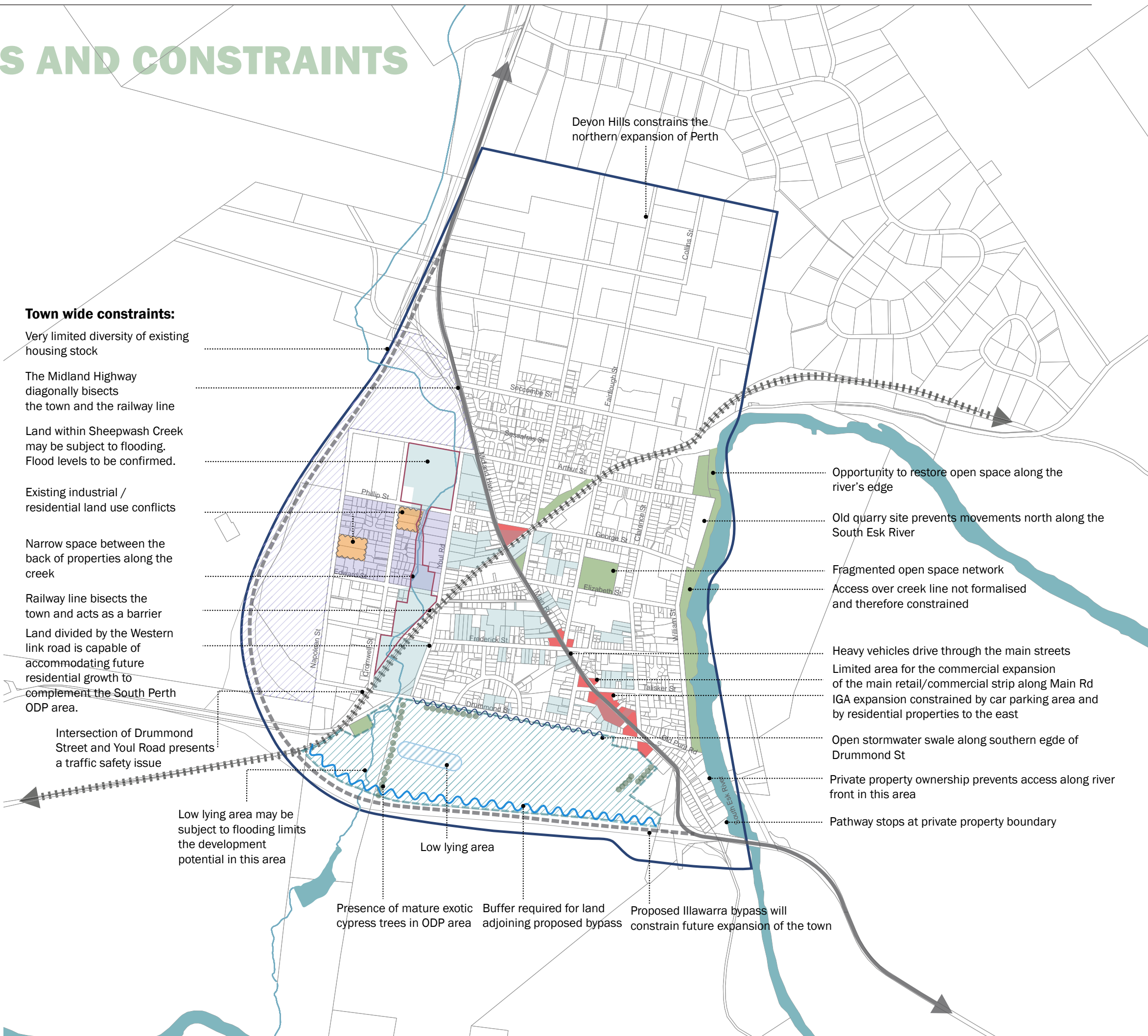


Figure 15: Constraints Analysis Plan

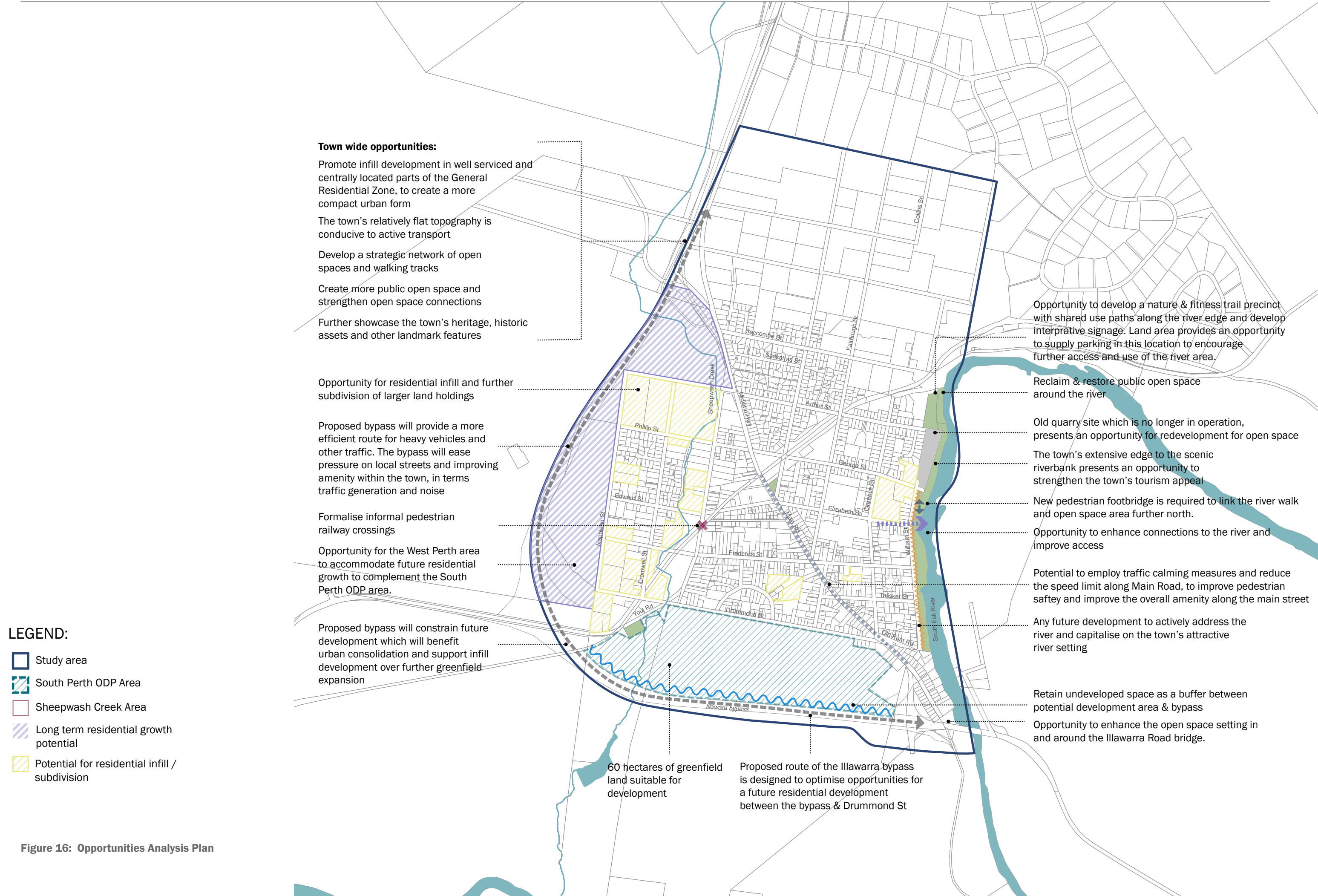


Figure 16: Opportunities Analysis Plan



7 URBAN DESIGN PRINCIPLES

7 URBAN DESIGN PRINCIPLES

7.1 OVERVIEW

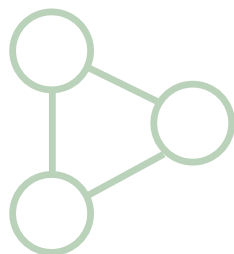
The urban design principles detailed in this section, have been established in accordance with the objectives set out for this project, as well as, the results and findings of the context analysis.

DISTINCT



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

CONNECTED



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

SUSTAINABLE



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

COMPACT



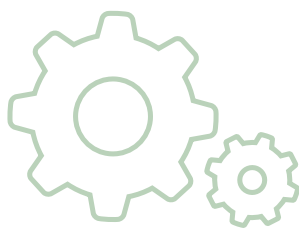
- 1. Consolidate residential development and increase residential densities in areas with sufficient infrastructure capacity, to promote a more compact urban fabric.
- 2. Given the importance of agriculture and farming in the region, avoid fragmentation of surrounding rural land for residential purposes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

LIVEABLE



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

EFFICIENT



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

8 DEVELOPMENT PLANS



8 DEVELOPMENT PLANS

8.1 SOUTH PERTH - ODP

8.1.1 Overview

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

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

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

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

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

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

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

8.1.2 Design Strategies

Land Use

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

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

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

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

Transport and Movement

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

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

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

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

Landscape and Open Space

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

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

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

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

Environmental Management

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

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

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

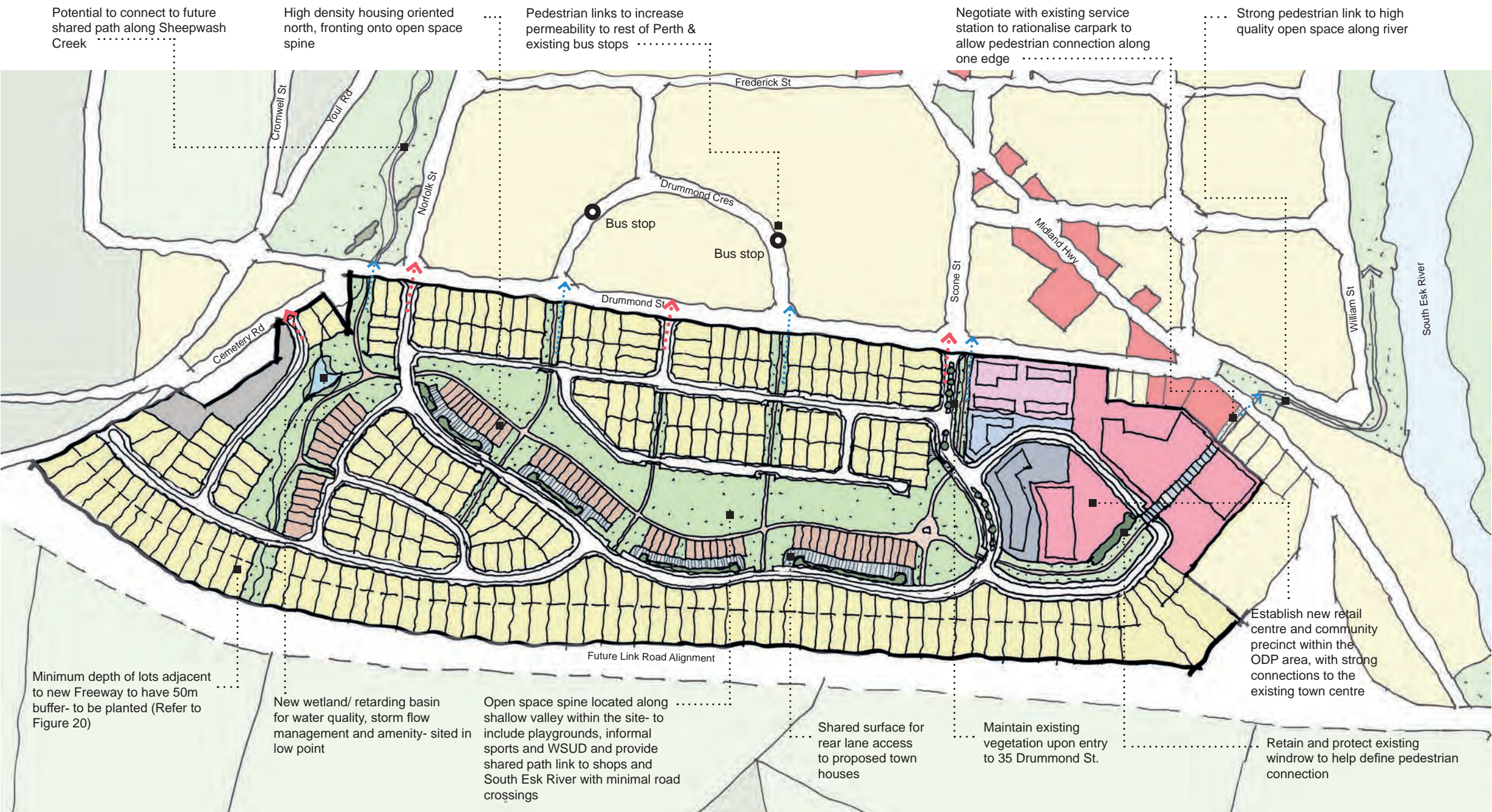
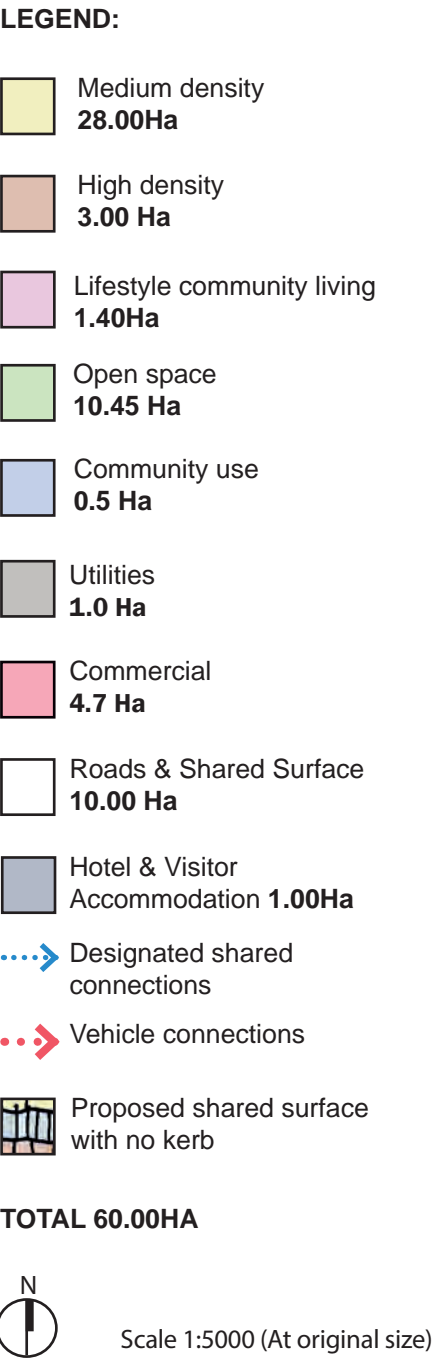
Through future design guidelines and planning controls, existing built heritage will be protected and where possible, further showcased through preservation of sight lines and other building design controls.

Figure 17: South Perth ODP - Option 1



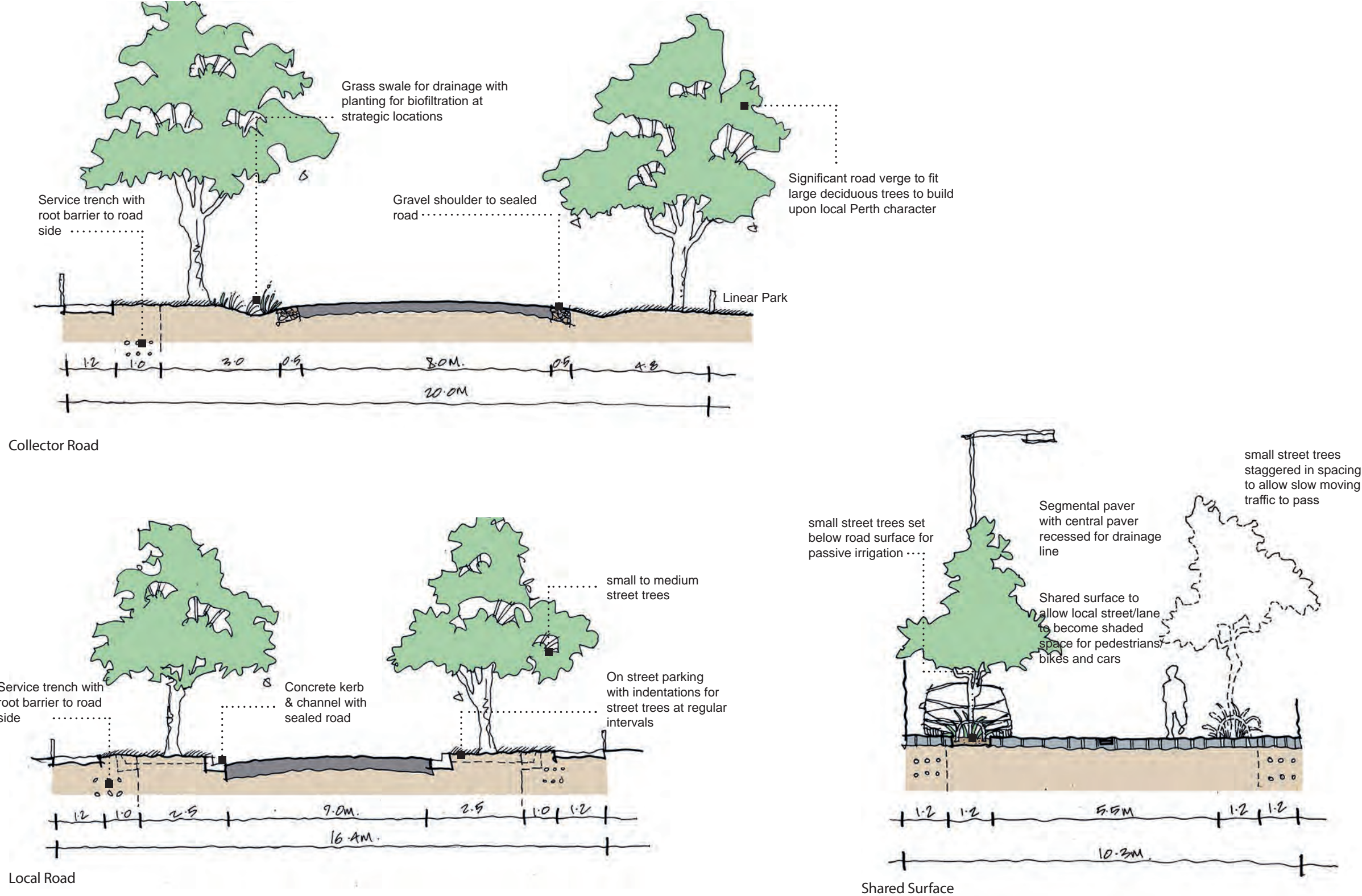
8 DEVELOPMENT PLANS

Figure 18: South Perth ODP - Option 2



SOUTH PERTH ODP: OPTION 2 CONCEPT (PREFERRED)

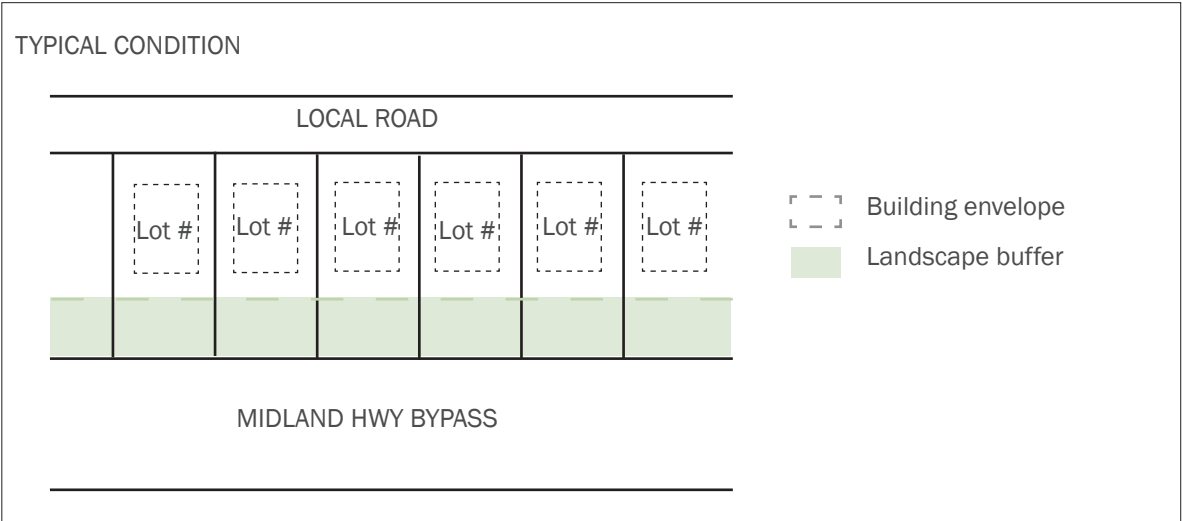
Figure 19: South Perth ODP - Typical Road Sections



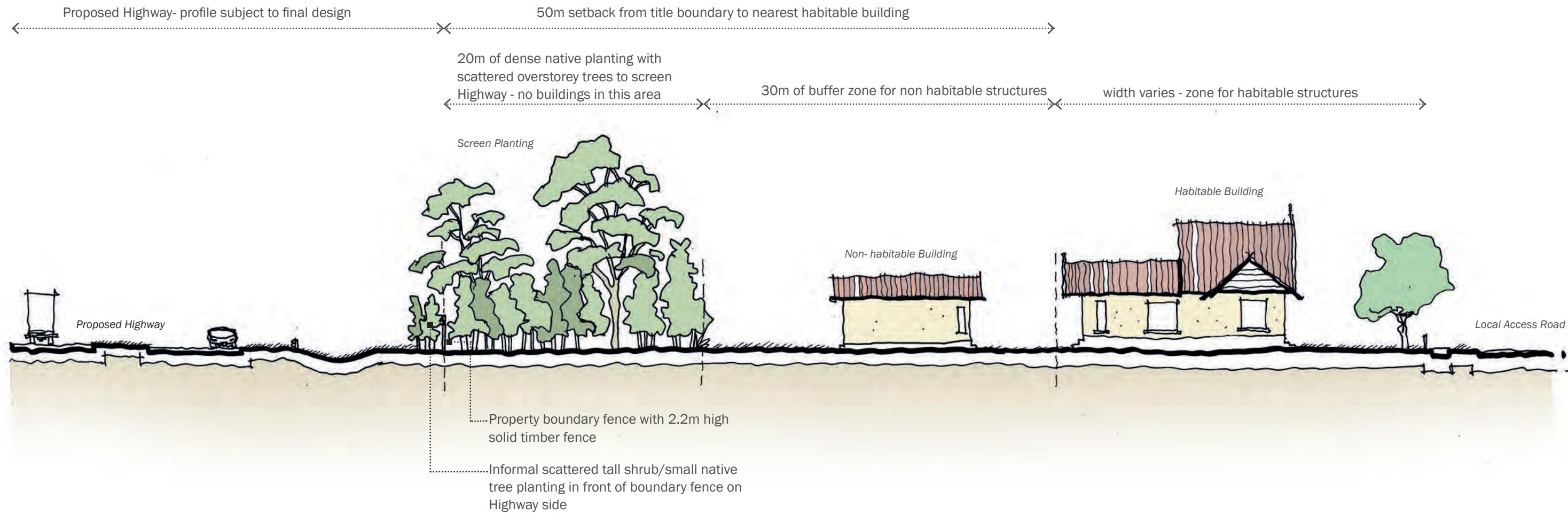
SOUTH PERTH ODP: TYPICAL ROAD SECTIONS

8 DEVELOPMENT PLANS

Figure 20: Design Guidelines - Landscape Buffer



DESIGN GUIDELINES



DESIGN GUIDELINE - LANDSCAPE BUFFER

Figure 21: Sheepwash Creek Development Plan

8.2 SHEEPWASH CREEK

8.2.1 Overview

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

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

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

8.2.2 Design Strategies

Land Use

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

Transport and Movement

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

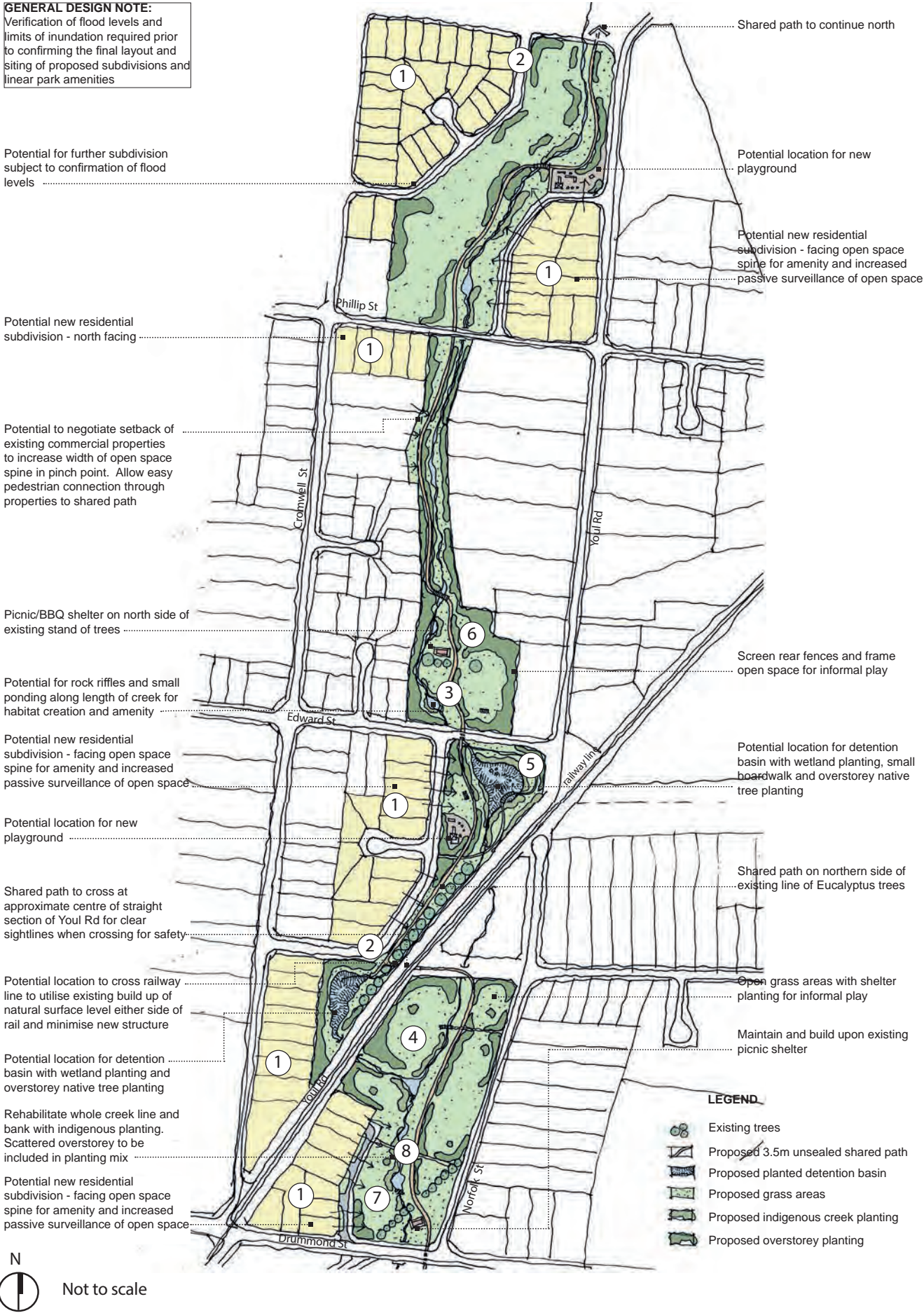
Landscape and Open Space

- 4 Establish a strong linear open space network along the Sheepwash Creek reserve, incorporating amenities for seating.
- 5 Provide water sensitive urban design solutions to incorporate drainage features, including detention basins and drainage paths into the overall open space concept.
- 6 Provide additional amenities for seating and informal play areas, to create a multi-functional and attractive open space area for residents and visitors.

Environmental Management

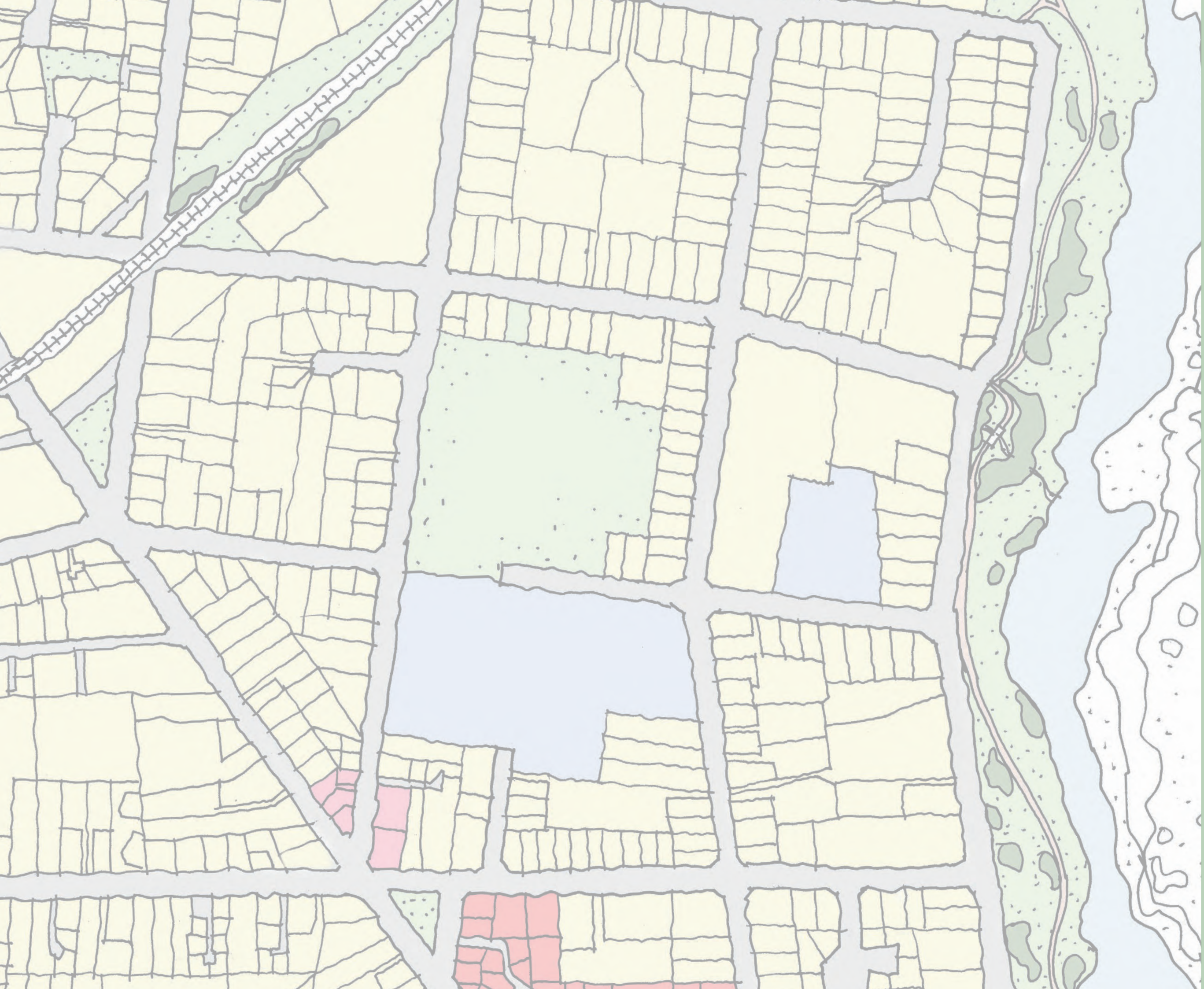
- 7 Manage flooding through integrated water management.
- 8 Rehabilitate the river embankment and edge conditions around Sheepwash Creek with indigenous planting.

NOTE: Concept prepared prior to plan of subdivision over lot 301 Edward Street, Perth. Final Structure Plan illustrates approved subdivision layout.



SHEEPWASH CREEK: DEVELOPMENT CONCEPT PLAN

9 STRUCTURE PLAN



9 STRUCTURE PLAN

9.1 OVERVIEW

The Structure Plan for Perth provides an integrated strategy and framework for the future development of the town. The Structure Plan sets out the preferred land use and structure for Perth to accommodate future residential growth and the provision of supporting services and facilities.

Growth is primarily focused within the South Perth ODP area and land along Sheepwash Creek. Other infill opportunities have also been nominated in the north-western portion of the town. The South Perth development plan is however, designed to meet a major portion of the expected population increase.

9.2 DESIGN STRATEGIES

A number of key design strategies underpin the Structure Plan for Perth. These are as follows:

9.2.1 Urban Design

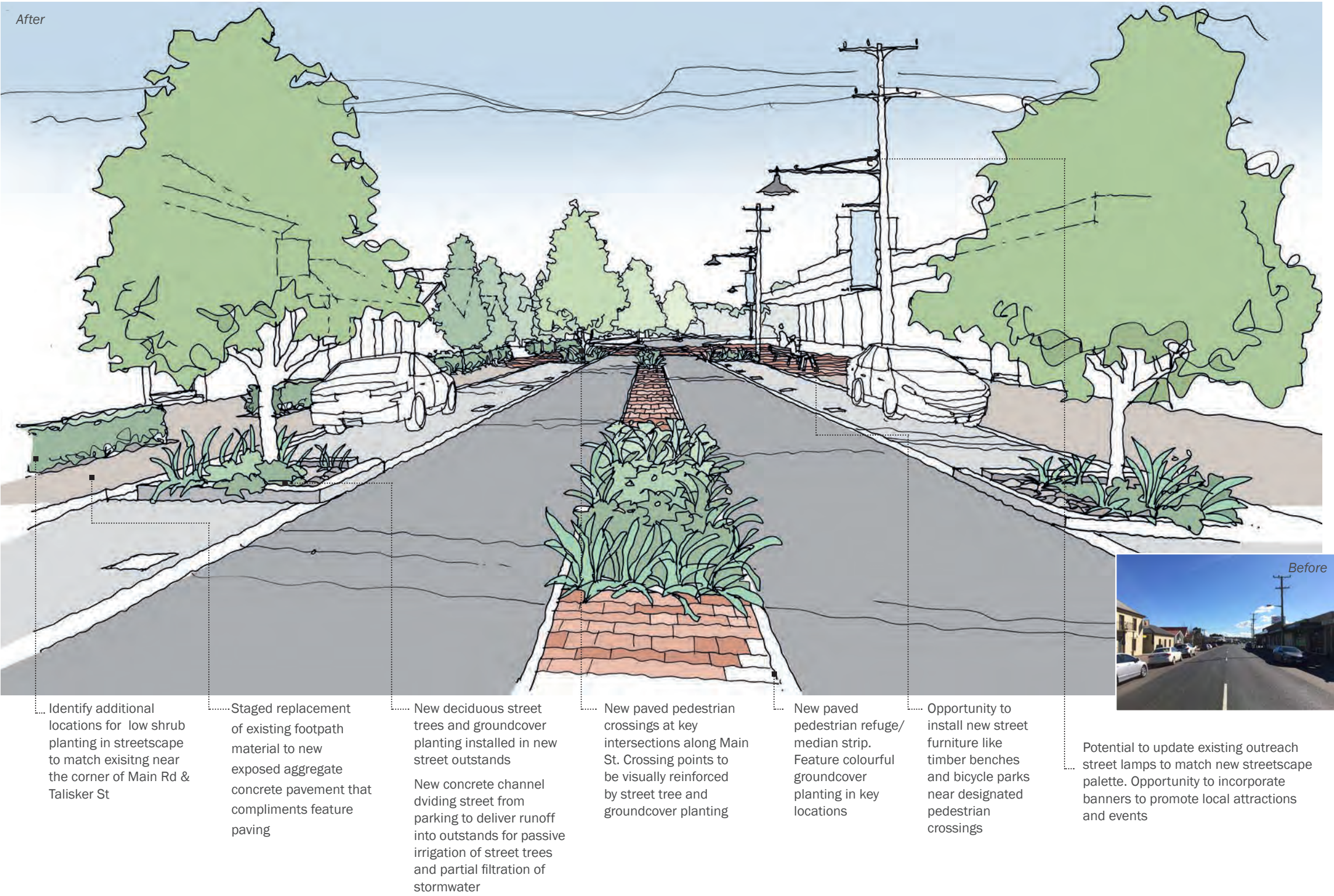
- Establish a distinctive retail centre within the town, which is highly accessible and functional.
- Implement streetscaping works along Main Road, incorporating additional street trees, improved footpaths, provision for cycling lanes, new street furniture and traffic calming measures, to enhance the local setting and provide a pleasant and safe environment, particularly for pedestrians and cyclists (Refer to Figure 22).
- For the new South Perth community, establish a development plan which caters for future growth, as well as, the needs and aspirations of the community.
- Through future design guideline provisions, advocate new development which makes a positive contribution to the street and surrounding setting.

9.2.2 Retail Centre

- Undertake streetscaping and improvement works to enhance the retail centre setting (Refer to Figure 22).
- Establish a framework for future expansion of the retail centre, based on the projected demand for general goods and services, specialty and food and beverage (F&B) retail (Refer to the retail analysis presented with Structure Plan options).
- Reinforce a strong and active retail edge along Main Road, through targeted zoning and regulatory provisions.

Figure 22: Perspective of Main Road with streetscape improvements

View looking north along Main Road, within Town Centre



MAIN ROAD, PERTH

ILLUSTRATIVE CONCEPT - STREETScape UPGRADE

9.2.3 Land use and built form

- Establish a sustainable vision and land use framework to guide future development within Perth.
- Within the retail zones, establish a higher density and greater mix of retail and other complementary uses, to promote more vibrancy and activity along the main retail spine.
- Through the design guidelines and recommended planning scheme amendments, encourage built form which is responsive to its setting and in-keeping with the nature of surrounding development.

9.2.4 Transport and movement

- Promote safe and efficient transport networks.
- Establish a greater network of designated shared use paths for pedestrian and cycle access, including town wide leisure trails around the open space network.
- Ensure the Drummond South residential community is well integrated and connected to the wider transport networks, both existing and planned within Perth.
- Implement streetscape and path improvements along Arthur Street, to provide a high quality east-west connection from the South Esk River to the open space and path network adjacent to the bypass, to the west (Refer to Figure 23).

9.2.5 Parking

- Parking areas within Perth is presently quite limited. Parking is predominately provided via on-street parking, with two shared parking areas located in the retail centre, adjacent to the IGA supermarket and for the Perth Hotel and Motel.
- Future parking for retail and community activities should be provided in accordance with the prescribed parking rates, but should be located in a manner which is well screened from the street network.
- Parking areas should be functional, providing for safe and efficient movements to key facilities and services within Perth.

9.2.6 Landscape and Open Space

- Preserve views and the state of the natural environment, through sensitive and responsive design approaches.
- Ensure water sensitive urban design (WSUD) design responses are used wherever possible, to prevent flooding and create sustainable and desirable open space amenities.
- Establish further open space and recreational areas, for a variety of passive and active recreational activities.

9.2.7 Utilities and servicing strategy

- Focus growth within areas which are already serviced by utilities and infrastructure.
- Reserve an adequate land area for utilities plant and equipment required to meet the additional demand for utility services, based on emerging community areas and growth.
- Determine and address the capacity and adequacy of existing utility services and where necessary, address any shortfalls or service shortages.

Figure 23: Streetscape and pathway works along Arthur Street



BEFORE



AFTER

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



OPTION 1 - DESIGN STRATEGIES

Land Use

- 1 Foster a more compact form by promoting infill residential, within suitable areas.
- 2 To avoid land use conflicts, rezone industrial land in the north western part of Perth, and relocate such activities, to a suitable location, outside the study area.
- 3 Rezone a significant portion of strategic land areas within the town centre, for retail and commercial uses. This strategy relies upon acquisition of strategic land holdings.
- 4 Land on the western and north western edge, to provide strategic reserves for future residential growth.
- 5 Opportunity to re-develop strategic corner site in prominent location, to create a community centre and open plaza space for gathering.

Transport and Movement

- 6 Undertake streetscape improvements along Main Road, including landscaping, traffic calming measures and street furniture, to enhance the town centre setting.
- 7 Extend the local connector road network to provide a logical road layout within the new development areas (South Perth and Sheepwash Creek), which is well integrated with the surrounding road network.
- 8 Create a new shared use path network through open space spines within the South Perth Area and along Sheepwash Creek.
- 9 Strengthen the path network and accessibility along the South Esk river foreshore.
- 10 Create a new footbridge to extend the pathway network along the South Esk River.
- 11 As a longer term solution, close western portion of Drummond Street to minimize traffic conflicts at this location.
- 12 Implement bicycle lanes and new footpaths along Arthur Street, as well as, streetscaping improvement works, to provide an efficient east-west connection for pedestrians and cyclists.
- 13 Indicative only - Proposed Midland Highway Perth Link Road Connections. The road design location of entry and exit points to Perth will be determined during future planning and design development by the Department of State Growth.

Landscape and Open Space

- 14 Establish a strong linear open space network within the South Perth area and along Sheepwash Creek.
- 15 Transform former quarry site into an open space park and corridor for recreation. Master plan prepared independently for this area.
- 16 Employ water sensitive urban design practices for stormwater drainage.
- 17 Provide additional facilities and amenities within open space assets.
- 18 Improve the open space amenity beneath and around the Perth Bridge, including improved access for persons with a disability associated with Eskleigh Home.
- 19 Preservation of existing mature trees along entrance to 35 Drummond Street.

Environmental Management

- 20 Manage flooding through integrated water management.
- 21 Protect and rehabilitate river environments.

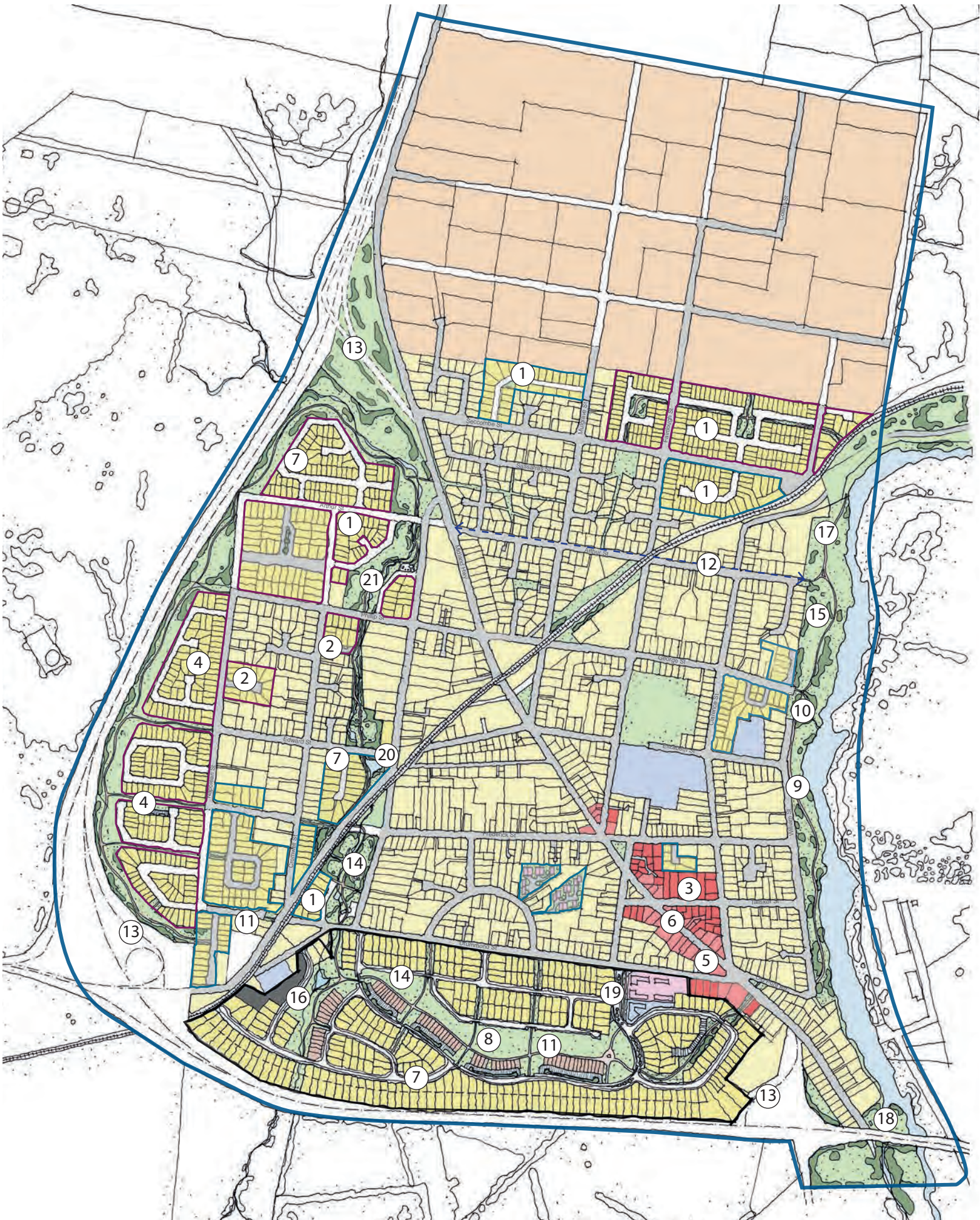


Figure 24: Structure Plan - Option 1

STRUCTURE PLAN: OPTION 1

RETAIL EXTENSION ANALYSIS

OPTION 1A

Option 1A is intended to extend the existing retail zone, to the north and east along Talisker Street. This option relates to the Option 1 Structure Plan. The proposed extension would serve to meet the additional retail floor space demand, while also creating better connections with community uses (e.g Primary School and child care centre) north and the river precinct to the east.

This option is considered optimal in terms of enabling the expansion of the existing IGA supermarket on the corner of Main Road / Talisker Street.

There are several options for expansion of the IGA supermarket to meet the demand, based on the town’s projected growth. Each option has a varied degree of impact on the adjoining retail tenancies.

The proposed rezoning of land around the existing retail centre, will require significant acquisition and investment by Council and/or third party developers over time.

While land is re-zoned to allow for retail uses, there is no control over the take-up rate, unless a significant direct investment is made.

OPTION 1A: EXTENSION OF EXISTING RETAIL CENTRE (NORTH AND EAST)



COMMERCIAL / RETAIL DEMAND

	LAND AREA	ESTIMATED YIELD - FLOOR SPACE
EXISTING RETAIL	25,803 sq.m	5,980 sq.m (current)
PROPOSED RETAIL	40,917 sq.m	8,327 - 12,490 sq.m
TOTAL RETAIL	66,720 sq.m	14,307 - 18,470 sq.m
Notes: * Based on assumed take up rates of between 50 - 75% of land rezoned for retail / commercial purposes. ** Assuming 20% site cover, 1 floor for heritage properties and 50% site cover, 1 floor for unconstrained properties.		

IGA EXPANSION OPTIONS



- OPTION 1A.1: 1819 sq.m
- Preserve Main Road retail edge.
 - Minimise re-development of adjoining retail properties.
 - Assumes 80% site cover and undercover carparking arrangement.

- OPTION 1A.2: 2570 sq.m
- Re-development option for IGA and adjoining retail premises.

- OPTION 1A.3: 2436 sq.m
- Re-development option for IGA and adjoining retail premises.
 - Opportunity to create an integrated, mixed use precinct, incorporating specialty retail.
 - Lower impact on adjoining retail premises than Option B.

Existing IGA floor area: 240 sq.m
Floor area demand (2036): +1,260 sq.m
Total supermarket floor area: 1500 sq.m

9 STRUCTURE PLAN

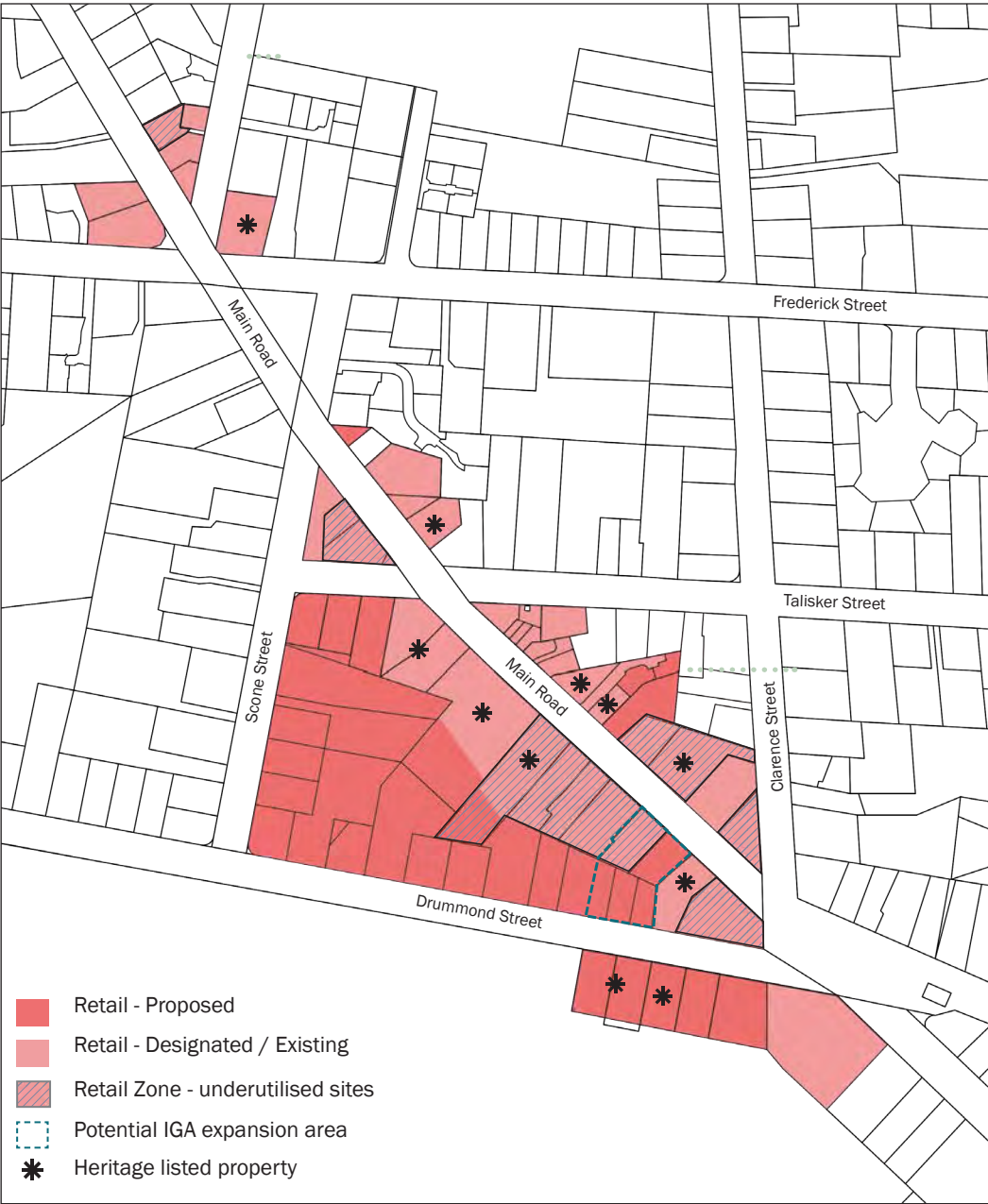
OPTION 1B

Option 1B is intended to extend the existing retail zone, to the south along Drummond Street. The proposed retail extension would create a better connection with the South Perth ODP area, in line with projected floor space requirements for the town.

Based on preliminary analysis, there is suitable land within the proposed retail zone extension area, to provide for a new supermarket site. The proposed supermarket site would require the full or partial acquisition of 5 lots.

In a similar manner to Option 1B, while land is re-zoned to allow for retail uses, there is no control over the take-up rate, unless a significant direct investment is made.

OPTION 1B: EXTENSION OF EXISTING RETAIL CENTRE (SOUTH)



COMMERCIAL / RETAIL DEMAND

	LAND AREA	ESTIMATED YIELD - FLOOR SPACE
EXISTING RETAIL	25,803 sq.m	5,980 sq.m (current)
PROPOSED RETAIL	33,227 sq.m	7,874 - 11,812 sq.m
TOTAL RETAIL	77,205 sq.m	13,854 - 17,792 sq.m
Notes: * Based on assumed take up rates of between 50 - 75% of land rezoned for retail / commercial purposes. ** Assuming 20% site cover, 1 floor for heritage properties and 50% site cover, 1 floor for unconstrained properties.		

IGA EXPANSION OPTIONS



Existing IGA floor area: 240 sq.m
Floor area demand (2036): +1,260 sq.m
Total supermarket floor area: 1500 sq.m

- OPTION 1B.1: 2585 sq.m
- Re-location alternative, based on Option 2 retail strategy.
 - Dual frontage optimal for access and egress.
 - Assumes re-development / re-location of Police Station.

OPTION 2 - DESIGN STRATEGIES

Land Use

- ① Foster a more compact form by promoting infill residential, within suitable areas.
- ② To avoid land use conflicts, rezone industrial land in the north western part of Perth, and relocate such activities, to a suitable location, outside the study area.
- ③ Establish new retail centre and community facilities within South Perth Area. Strengthen also the direct retail spine along Main Road.
- ④ Land on the western and north western edge, to provide strategic reserves for future residential growth.
- ⑤ Opportunity to re-develop strategic corner site in prominent location, to create a community centre and open plaza space for gathering.

Transport and Movement

- ⑥ Undertake streetscape improvements along Main Road, including landscaping, traffic calming measures and street furniture, to enhance the town centre setting.
- ⑦ Extend the local connector road network to provide a logical road layout within the new development areas (South Perth and Sheepwash Creek), which is well integrated with the surrounding road network.
- ⑧ Create a new shared use path network through open space spines within the South Perth Area and along Sheepwash Creek.
- ⑨ Strengthen the path network and accessibility along the South Esk river foreshore.
- ⑩ Create a new footbridge to extend the pathway network along the South Esk River.
- ⑪ As a longer term solution, close western portion of Drummond Street to minimize traffic conflicts at this location.
- ⑫ Implement bicycle lanes and new footpaths along Arthur Street, as well as, streetscaping improvement works, to provide an efficient east-west connection for pedestrians and cyclists.
- ⑬ Indicative only - Proposed Midland Highway Perth Link Road Connections. The road design location of entry and exit points to Perth will be determined during future planning and design development by the Department of State Growth.

Landscape and Open Space

- ⑭ Establish a strong linear open space network within the South Perth area and along Sheepwash Creek.
- ⑮ Transform former quarry site into an open space park and corridor for recreation. Master plan prepared independently for this area.
- ⑯ Employ water sensitive urban design practices for stormwater drainage.
- ⑰ Provide additional facilities and amenities within open space assets.
- ⑱ Improve the open space amenity beneath and around the Perth Bridge, including improved access for persons with a disability associated with Eskleigh Home.
- ⑲ Preservation of existing mature trees along entrance to 35 Drummond Street.

Environmental Management

- ⑳ Manage flooding through integrated water management.
- ㉑ Protect and rehabilitate river environments.

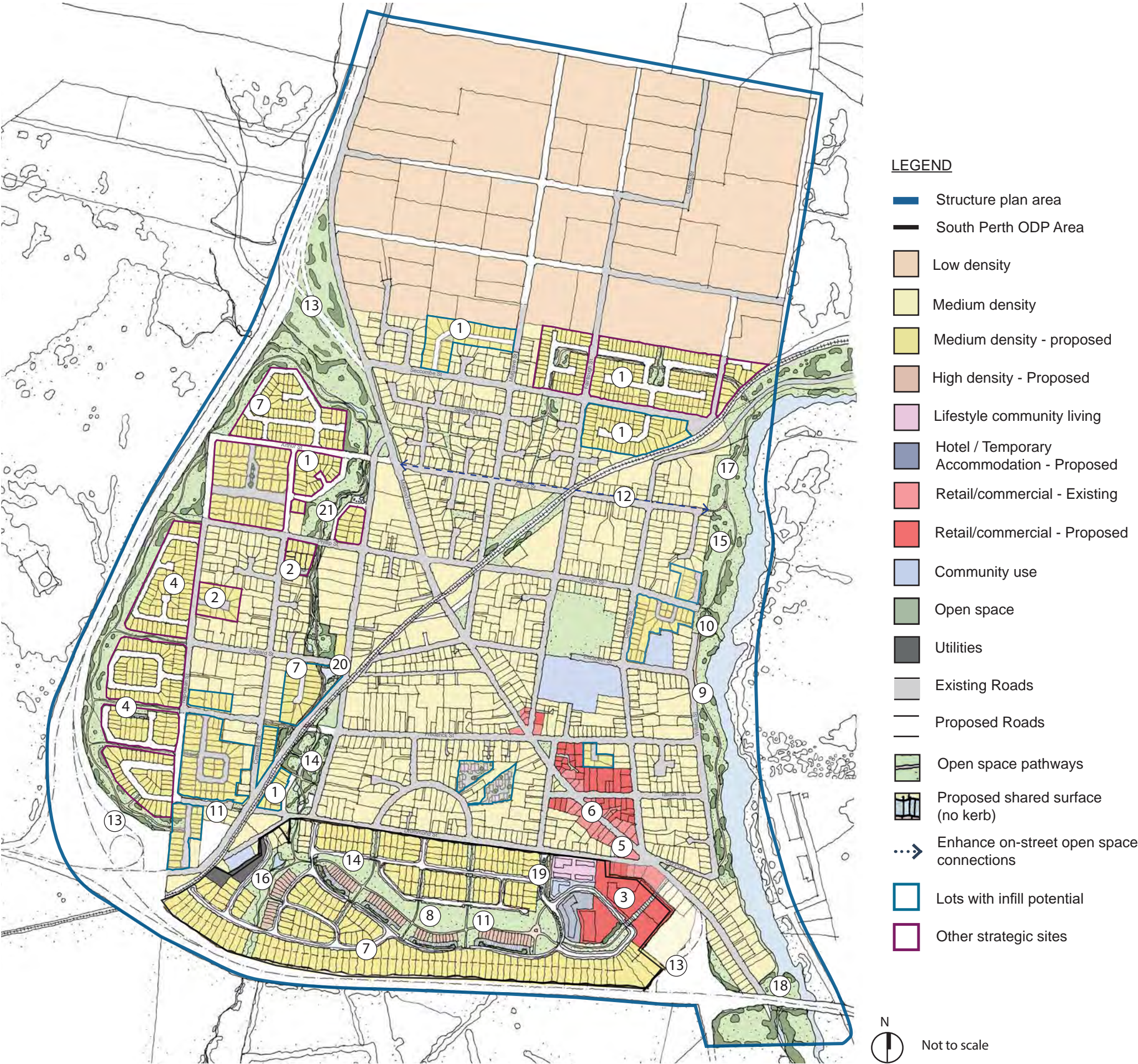


Figure 25: Structure Plan - Option 2

STRUCTURE PLAN: OPTION 2 (PREFERRED)

9 STRUCTURE PLAN

OPTION 2

Option 2 reflects a new retail centre within the South Perth ODP area.

While the primary focus shall be upon the new retail centre, this option is also intended to promote infill retail development of under-utilised properties, being used for residential purposes at present.

The retail allocation within the South Perth ODP area allows for associated uses, such as a child care centre and other complementary functions.

OPTION 2: EXTENSION OF EXISTING RETAIL CENTRE (NORTH AND EAST)



- Retail - Proposed
- Retail - Designated / Existing
- Retail Zone - underutilised sites
- Proposed new retail zones (inc. potential IGA site)
- Heritage listed property

	LAND AREA	ESTIMATED YIELD - FLOOR SPACE
EXISTING RETAIL	25,803 sq.m	5,980 sq.m
PROPOSED RETAIL	74,813 sq.m	19,790 - 22,327 sq.m
TOTAL RETAIL	86,813 sq.m	25,770 - 28,307 sq.m
Notes: * Based on assumed take up rates of between 35 - 50% of land rezoned for retail / commercial purposes. * Range calculated on the basis of ODP retail options. * Note: Additional land allocated for retail purposes within the South Perth ODP retail, to include potential additional uses such as a child care centre, and other associated / complementary service retail functions.		



10 IMPLEMENTATION PLAN

10 IMPLEMENTATION PLAN

10.1 OVERVIEW

This section identifies proposed initiatives and actions, for the effective implementation of the Development Plans, Structure Plan and associated works. Identification of the required actions, priorities and timeframes, is designed to assist Council in their decision making and delivery of the initiatives which are proposed.

While the majority of actions will be driven by Council, collaboration and investment by other key stakeholders, land owners and investors, shall be necessary to accommodate the projected growth and provide for a range of services.

10.2 IMPLEMENTATION PLAN

The following implementation plan has been prepared based on the below considerations:

- Logical sequencing to deliver planned initiatives in an efficient manner;
- Timing of major infrastructure works which are already planned for Perth, namely the proposed bypass;
- Projected growth and absorption rates, based on a high scenario and Perth’s increasing competitiveness as an affordable and accessible alternative to Launceston;
- Assigning responsibilities to relevant stakeholders and other parties, in order to best deliver the proposed initiatives; and
- Level of priority in terms of the above considerations and the extent to which the initiatives achieve the project aims and objectives.

10.3 STAGING AND LAND RELEASE

Based on population projections for Perth, it is expected that there will be demand for an additional 206 dwellings by 2022 and a further 605 dwellings by 2036. On average, this equates to a demand of 29 dwellings per annum, over the next 20 years.

In developing the Structure Plan, Council has investigated the land use and yield potential for the South Perth and Sheepwash Creek areas. These land assets will be critical in meeting the projected growth and demand for residential properties over the coming years. There are also a number of privately owned properties also determined to have subdivision potential. This includes both infill lots within the existing growth boundary, and land on the western and north-eastern periphery of Perth.

It is recommended that Council work with land owners, so that land is strategically released for development and/ or sale. This will promote the logical expansion of Perth, to accommodate growth in the short, medium and long term.

DEVELOPMENT PLANS

USE GUIDELINES		PRIORITY	DEVELOPMENT TIMING			RESPONSIBILITY
#	DESCRIPTION	(Low / Medium / High)	Short term	Medium term	Long Term	Who
SOUTH PERTH ODP AREA						
1.1	Apply for Planning Scheme Amendment to cover the proposed rezoning of land within the South Perth ODP and other relevant sites.	High	X			NMC / LO / BO / EC
1.2	Engage external consultant to prepare detailed design package (inc. civil and utility services layouts) for the South Perth ODP area, based on the proposed concept layout.	High	X			NMC / LO / EC
1.3	Work with external consultants and the Department of State Growth to determine off ramp location and any amendments required to conceptual design in respect of vehicular access points.	High	X			NMC / DSG / EC
1.4	Liaise with infrastructure authorities to determine utility upgrades required to service the development.	High	X			NMC / Relevant Authorities
1.5	Negotiate with Service Station owner and operator, in respect of required access easement for pedestrian movement.	Medium	X			NMC / LO
1.6	Call for expressions of interest to determine interested parties to establish residential development, lifestyle community housing and/ or retail centre (Option 2 only).	Medium	X			NMC / PD / BO
1.7	Seek State Government Funding to establish further community facilities to support the growing population within the South Perth ODP area.	High	X			NMC / TSG
1.8	Engage external consultant(s) to design the proposed community infrastructure and assets required for the South Perth ODP area, including but not limited to, cycle and pedestrian paths, water sensitive urban design features, open space linkages, recreation facilities, public amenities and the like.	Medium	X			NMC / CO / EC
1.9	Review and modify as required, the proposed staging plan to fund and deliver the scheme in incremental phases.	Medium	X			NMC / LO
1.10	Engage contractor to deliver the proposed scheme or stage.	Medium		X		NMC / LO / C
1.11	Establish ongoing maintenance and upkeep responsibilities, based on land ownership arrangement.	Medium		X		NMC / LO / C
SHEEPWASH CREEK						
2.1	Prepare detailed flooding study and stormwater strategy for the Sheepwash Creek area.	High	X			NMC / EC
2.2	Commence negotiations with land owners to acquire land along Sheepwash Creek, to deliver further proposed lots.	High	X			NMC / LO
2.3	Engage external consultant to prepare detailed design package for Sheepwash Creek area, including final subdivison.	Medium		X		NMC / LO / EC
2.4	Release land parcels for sale.	Medium		X		NMC / LO / EC
2.5	Establish ongoing maintenance and upkeep responsibilities, based on land ownership arrangement.	Medium		X		NMC

Parties:	NMC	Northern Midlands Council	PD	Private Developer	BO	Relevant business operators
	TSG	Tasmanian State Government	C	Contractor	EC	External consultant
	DSG	Department of State Growth	LO	Relevant land owners	GC	General community

STRUCTURE PLAN

USE GUIDELINES		PRIORITY	DEVELOPMENT TIMING			RESPONSIBILITY
#	DESCRIPTION	(Low / Medium / High)	Short term	Medium term	Long Term	Who
LAND USE						
3.1	Apply for Planning Scheme Amendment to cover the proposed rezoning of land for retail and residential purposes.	High	X			NMC / LO / BO / EC
3.2	Work with current Industrial Land owners to look at alternative suitable locations outside of the Perth study area boundary, which could meet short and longer term storage, warehousing and other light industry demands.	High	X			NMC / LO / BO
3.3	Seek State funding to develop prominent corner site at the south eastern edge of town (corner of Main Road and Drummond Street), to establish a state-of-the-art community centre.	Medium	X			NMC / LO / PD
3.4	Monitor new subdivision proposals and land released, so that land is released in line with market absorption rates.	High	X	X	X	NMC
3.5	Liaise with infrastructure authorities to determine utility upgrades required to service the development.	High	X			NMC / Relevant Authorities
TRANSPORT AND MOVEMENT						
3.5	Engage consultant to prepare detailed landscaping and civil design package for streetscape improvements to Main Road.	High	X			NMC / EC
3.6	Engage consultant to prepare detailed design package for new and/or improvements to the pathways along the South Esk River, in order to be DDA compliant. This package of work would also include a new footbridge.	Medium	X			NMC / EC
3.7	In the longer term, examine the benefits of closing the western portion of Drummond Street, to maintain safe conditions at the intersection of Drummond Street, Illawarra Street and Youl Road.	Medium	X			NMC / EC
3.8	Engage consultant to prepare detailed design package for streetscaping improvements, bicycle lanes and new footpaths along Arthur Street, Main Road and Drummond Street.	High		X		NMC / EC
3.9	Work with the Department of State Growth and other key stakeholders, to determine the location of on and off ramps to the new bypass within Perth. Where required, work with land owners and revise the Development Plans for the South Perth ODP area.	High	X			NMC / DSG / EC
3.10	Engage consultant to prepare detailed design package for cycling links to old Midland Highway and to Illawarra Road to provide a connection to Longford.	High	X			NMC / EC
LANDSCAPE AND OPEN SPACE						
3.11	Undertake all necessary remedial works and implement a new park within the former quarry space.	Medium		X	X	NMC / EC
3.12	Undertake an audit of existing open space furniture, particularly along the South Esk River and beneath Perth Bridge and implement further furniture, where required. A consistent style and quality of furniture should be implemented within new open spaces proposed within the South Perth ODP area and along Sheepwash Creek.	High		X		NMC / EC
ENVIRONMENTAL MANAGEMENT						
3.13	Prepare a stormwater and environmental management strategy for Perth, covering rehabilitation and improvement works to Sheepwash Creek, within the South Perth ODP area and along the South Esk River.	Medium	X			NMC / EC
3.14	Work with community groups to be involved in replanting and clean-up initiatives along River environments and within open spaces.	Medium	X	X		NMC / EC
STAGING						
4.1	Work with landowners to develop a staging plan.	High	X			NMC / LO

Parties:	NMC	Northern Midlands Council	PD	Private Developer	BO	Relevant business operators
	TSG	Tasmanian State Government	C	Contractor	EC	External consultant
	DSG	Department of State Growth	LO	Relevant land owners	GC	General community





CONCLUSION AND ACKNOWLEDGEMENTS

11 CONCLUSION

The Structure Plan is intended to set out a coherent strategy for the logical, efficient and sustainable growth and development of the community, both in the short and longer term.

As detailed in the report, the Structure Plan is underpinned by a series of strategies in relation to land use, transport and movement networks, open space and landscape, urban design and servicing.

This report reflects the advice and input received from the Northern Midland Council and other key stakeholders.

As the 'Gateway to the Heritage Highway' the township of Perth has great potential to accommodate a large portion of the region's expected growth.

Implementation of the proposed Development Plans and Structure Plan will require significant investment and governance by Council and others, to deliver a scheme which will promote Perth as a thriving and dynamic centre to live, work and visit.

12 ACKNOWLEDGEMENTS

The Development Plans and Structure Plan presented in this report have been developed in collaboration with the Northern Midlands Council and other key stakeholders.

GHD would like to thank the following parties, for their input, and participation during the project:

- Northern Midlands Council;
- Steering Committee;
- Department of State Growth;
- Perth Local District Committee;
- Directly impacted business and land owners; and
- Members of the general community.



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