

Bagdad-Mangalore Structure Plan

**“Valley growth
with country feel”**

Prepared for Southern Midlands Council

SOUTHERN
MIDLANDS
COUNCIL



**JENSEN
PLUS**

Planning
Landscape Architecture
Urban Design
Social Planning



Acknowledgements

We acknowledge the following stakeholders and communities:

- _ The Traditional Owners of the region, the Paredarerme people
- _ Southern Midlands Council
- _ Landowners + residents of the area
- _ Government agencies

Project Team

Jensen PLUS, in collaboration with Sugden & Gee and Pinion Advisory, have been engaged by Southern Midlands Council to prepare a structure plan for the Bagdad-Mangalore area.

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Produced by Jensen PLUS
Level 1, 21 Roper Street
Adelaide 5000 South Australia
08 8338 5511
admin1@jensenplus.com.au
www.jensenplus.com.au

JENSEN PLUS
Planning
Landscape Architecture
Urban Design
Social Planning

JENSEN PLUS
Planning
Landscape Architecture
Urban Design
Social Planning

Sugden & Gee
Ingenuity

pinion
ADVISORY



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This section sets an approach to guide project priorities and sequence of implementation projects.

The background image is a landscape photograph showing a hillside with sparse vegetation and trees under a blue sky with white clouds. A large, semi-transparent orange circle is overlaid on the right side of the image, containing a dark silhouette of a tree. The text is placed within this circle.

1. The Plan for Bagdad-Mangalore at a Glance

**This section
gives a snapshot
of the project
objectives and
framework plan**

1. The Plan for Bagdad-Mangalore At A Glance

Vision statement

"By 2055 our valley communities around Bagdad and Mangalore have grown into attractive villages, where new housing and infrastructure has been built to manage growth, and to keep the country feel."

Aim

Prepare a new and overarching vision and structure plan for the Bagdad-Mangalore valley, replacing the 2010 Plan.

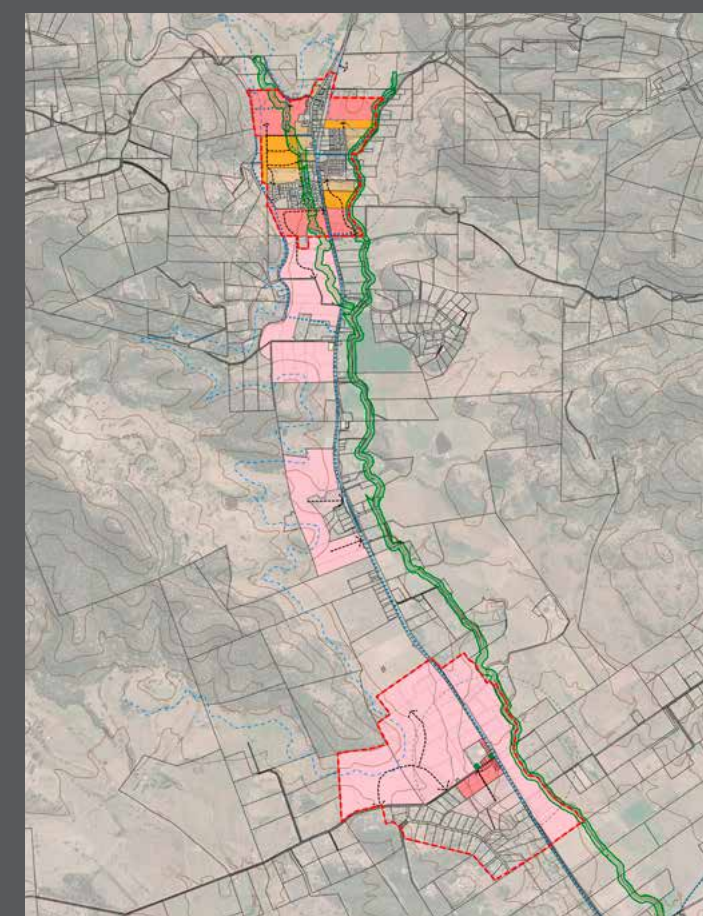
Vision + Guiding Principles

A vision statement and six guiding principles are the foundation of the Structure Plan and to shape the development of the area over the next 30 years and beyond.

Structure Plan

A structure plan has been developed to provide planning directions over the next 30 years and beyond.

- _ The Structure Plan proposes land use changes to support housing growth, with a focus on the villages of Bagdad and Mangalore.
- _ New local roads and paths, and other supporting infrastructure, is also planned to support land use changes over time.
- _ If supported by population growth, consumer demand, and infrastructure, the Structure Plan shows how significant development could be accommodated, for 2000-3000 new residents.



Guiding Principles



1. Growing valley



2. Infrastructure supporting growth



3. Keep the country feel



4. Attractive "village centres"



5. Promote destinations

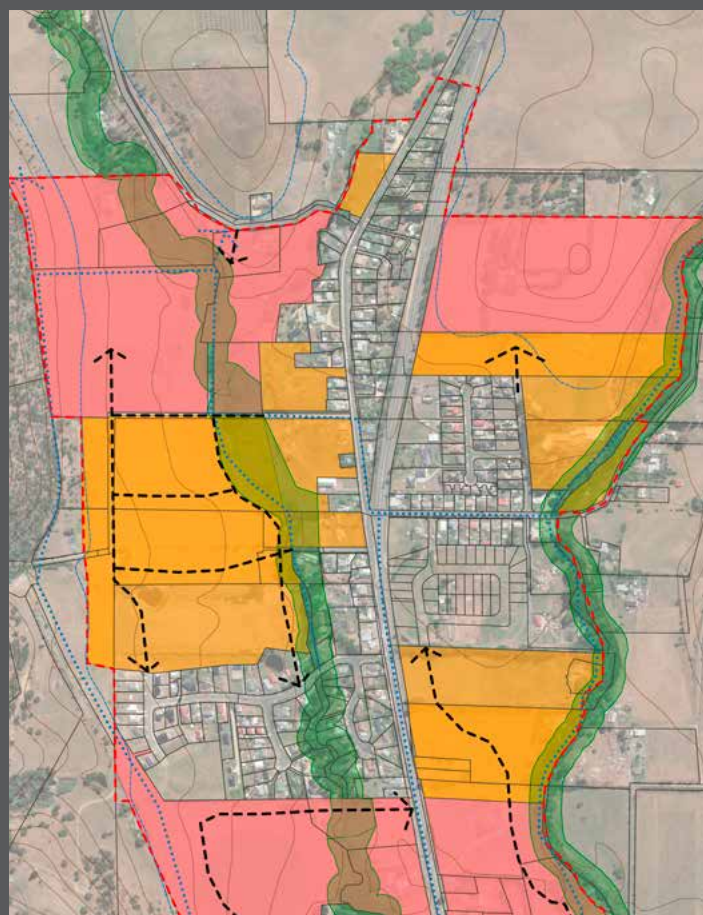


6. Connected valley

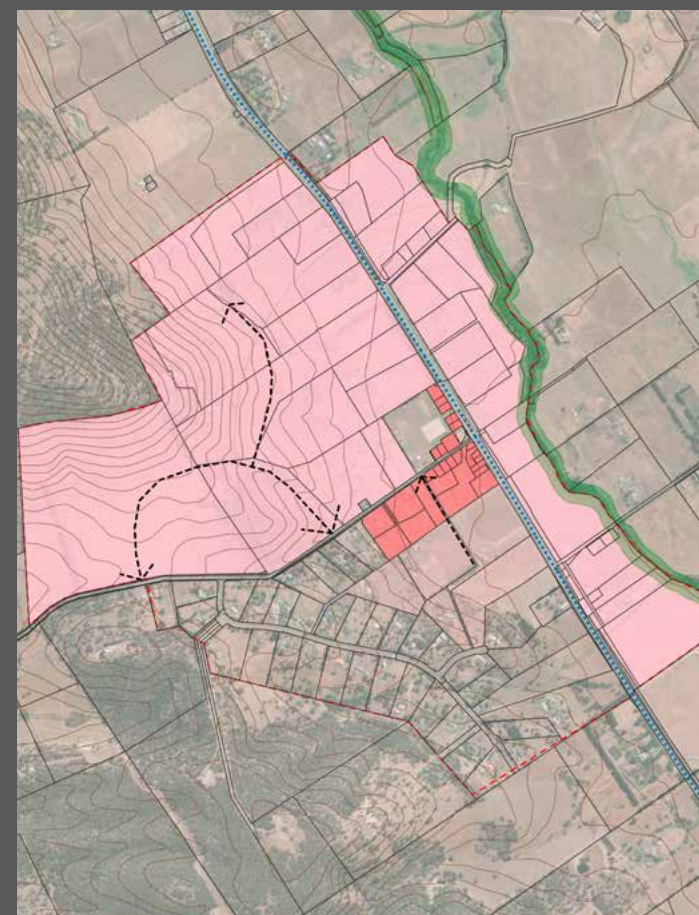
The Plan for Bagdad-Mangalore At A Glance _ key elements



Community engagement informing Structure Plan, including February 2025 Co-Design Workshop.



Supporting growth of Bagdad over time with well-planned Village and Low Density Residential options, supported by new sewer and community infrastructure.



Expansion of Mangalore village with Rural Living style of land development in a spacious, rural setting.



Urban design concepts for local shops and public realm enhancements to streetscapes and public spaces, including village centre of Bagdad (pictured).

A scenic view of a rural landscape featuring a green field with sheep grazing in the foreground, a line of trees in the middle ground, and rolling hills in the background under a clear sky. Several semi-transparent brown circles are overlaid on the image, serving as design elements for text placement.

**This section
introduces the
project outcomes,
methodology, study
area + conceptual
framework.**

2. Introduction

- Introduction
- Methodology
- Study Area
- Historic Development Patterns
- Conceptual Framework



2. Introduction

The Bagdad-Mangalore Structure Plan seeks to plan a future in a way which supports community aspirations, and match growth with infrastructure delivery in the long term.

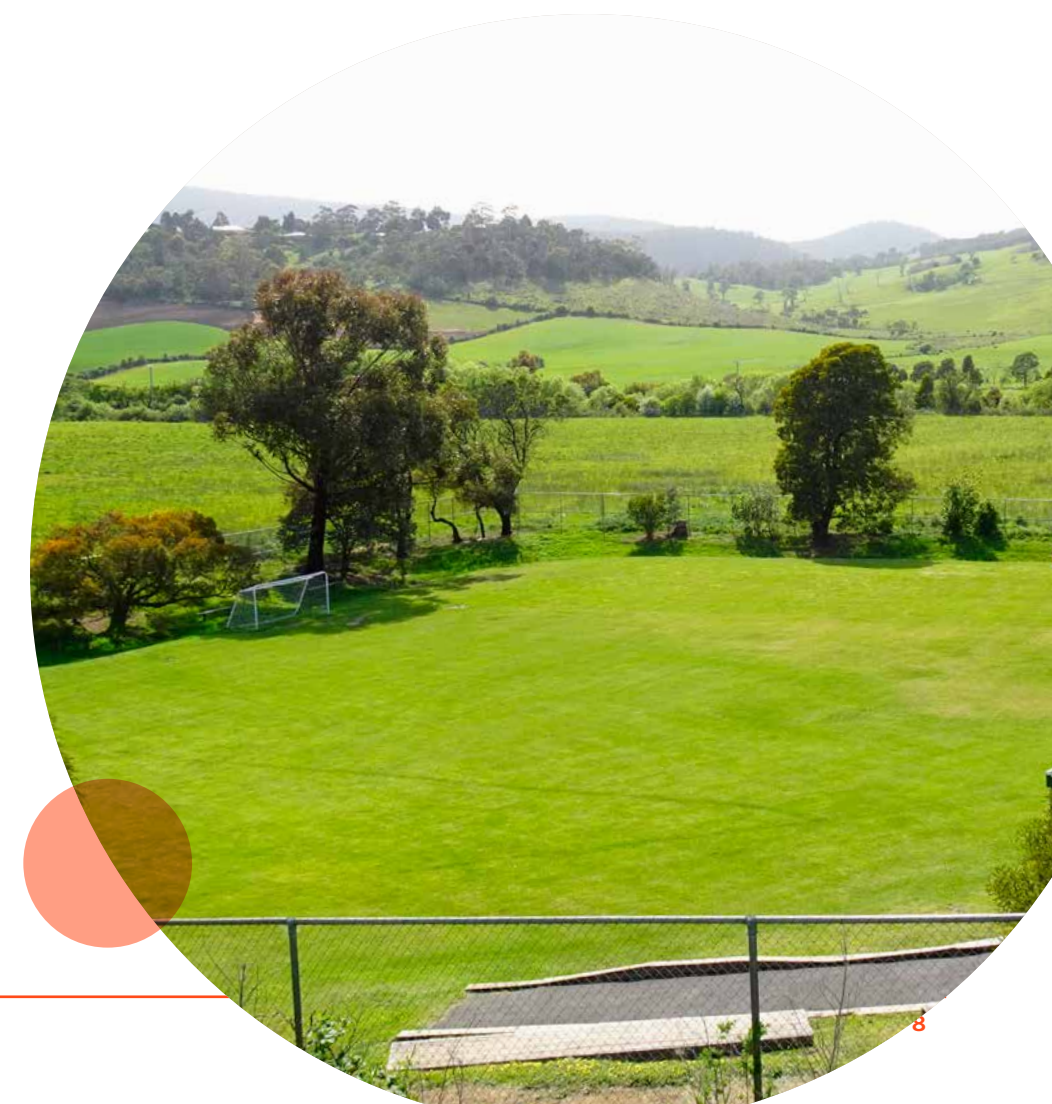
Jensen PLUS was engaged by the Southern Midlands Council to develop a Structure Plan for the future growth of Bagdad-Mangalore.

Bagdad and Mangalore are small townships situated in a valley along the Midland Highway, just 40 minutes north of the Hobart CBD by car. The valley boasts a spacious and natural setting, with rising and falling land forms contributing to attractive views. These qualities make living in the Bagdad-Mangalore increasingly sought after.

There is currently demand for new housing lots in the area (especially rural-living), and this is occurring against the backdrop of a general housing shortage across Southern Tasmania, fuelled by a population boom starting in the 2010s.

Now is the right time for a new structure plan to facilitate residential growth, especially since the current one is outdated. This work will feed into the Draft Southern Tasmania Regional Land Use Strategy 2010-2035 (STRLUS), which is currently on public consultation.

In summary, the Bagdad-Mangalore Structure Plan represents an opportunity to provide a strategic growth direction for the valley that is best for supporting new residential possibilities, as well as other lifestyle and business opportunities for the local community, whilst also respecting the natural character of the township - the reason for people wanting to live in the Valley.



2. Introduction

2.1 Aim

New overarching vision + structure plan for the Bagdad-Mangalore valley, replacing the 2010 Plan

2.2 Objectives

- 30-year local settlement strategy for area, informing the Southern Tasmania Regional Land Use Strategy (STRLUS).
- **Plan for growth in population through retention of population and accommodation of new residents in suburban and rural living settings.**
- Recommendations for community facilities to support population.
- **In conjunction with TasWater, options for the area's sewerage treatment system (and other infrastructure needs).**
- Safe and efficient traffic management, Local Road

Network Plan, and extension of the walkway/cycle way link to Brighton.

- **Desirable planning scheme amendments to achieve vision.**
- Economic development strategies to support local business and service providers.
- **Reassessment of the real agricultural worth of land zoned 'Agriculture' in the valley.**
- Settlement and townscape improvement priorities.
- **Open space plan including parks and recreation facilities, green corridors and wildlife corridors.**
- Informed by community needs and engagement.



2.3 Methodology

Stage 1 Project Initiation + Early Engagement

- September 2024**
 - Project start up**
 - _ Review background documents
 - _ Initiation meeting
 - _ Stakeholder engagement plan
- October-November 2024**
 - Early Engagement + Survey**
 - _ Engagement with Working Group
 - _ Stakeholder Engagement
 - _ Community Survey

October 2024

Site visit

- _ Understanding the precinct and sharing of information



Stage 3 Co-Designing Structure Plan with Community Input

- January 2025**
 - Co-Design Workshop**
 - _ Identify gaps, opportunities and constraints with the community
 - _ Outline scenarios for vision
 - _ Guiding principles

November-December 2024

Investigations + Early Engagement

- _ Collate data and perform statistical analysis
- _ Engagement Summary
- _ Identify priority issues, constraints

Stage 2 Investigations

- June-September 2025**
 - Engagement**
 - _ Prepare engagement materials
 - _ Engagement
 - _ Engagement Summary

March 2025

Draft Structure Plan

- _ Growth scenarios
- _ Existing social + physical infrastructure and benchmarks
- _ Engagement outcomes
- _ Reporting

Stage 4 Draft Structure Plan

Late 2025

Final Structure Plan Framework

- _ Final reporting





2.4 Study Area

The study area is the land surrounding the towns of Bagdad and Mangalore within a Valley bisected by the Midlands Highway.

The study area is land surrounding the towns of Bagdad and Mangalore within a valley in the Southern Midlands Council.

Bagdad is located about 40km to the north of Hobart and Mangalore is located south of Bagdad.

The study area is bound by the identified corridor of a future Midlands Highway bypass to the east, Southern Midlands Council (and Rifle Range Road) boundary to the south, elevated ridges to the west, and rising land at the head of the valley to the north. The study area is bisected by the Midland Highway, Tasmania's main north-south transport route.

Bagdad and Mangalore are townships, with community services in Bagdad serving as the hub of local activity. The area is semi-rural, and consists primarily of rural residential areas and farming land.

The towns are nestled in a valley, surrounded by natural beauty and distinctive environmental features. These areas are defined by its network of creeklines and vegetation.



Midlands Highway within a valley offering wide views of the surrounding landscape.

2.4 Study Area (cont.)





2.5 Historic Development Patterns



Oakwood, Mangalore 1966 Tasmanian Archives



Bagdad c1860s State Library Tasmania



Wybra Hall, Mangalore, built 1900s ourtasmania.com.au



Shene stables, 1930 Tasmanian Archives

2.6 Conceptual framework _ Strategic Planning + Urban Design

Contemporary strategic planning models suggest that community and environmental planning benefits can be achieved in a balanced way.

"Ultimate" scenario planning

Planning for an 'ultimate' scenario allows for a long-term (30+ years) plan to pursue strategic opportunities, and address the region's challenges, in a sustainable and collaborative manner.

This approach can be used to set a development footprint (at a high-level) that will prioritise the opportunities, land constraints and community values, instead of being driven solely by shorter term trends and targets in population and housing.

The 'ultimate' scenario could be described as the maximum desired development of the area, and the desired form of this development, taking into account good planning principles.

Ensuring sufficient land for future housing needs

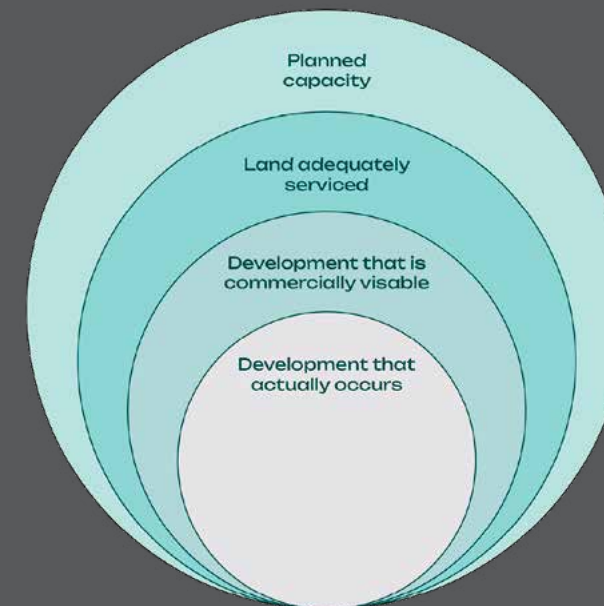


Image: The Auckland Plan, Quantify Strategic Insights, as reproduced in Greater Adelaide Regional Plan 2025

Identifying (e.g. zoning) land for future development is no guarantee that development will take place.

Infrastructure availability, commercial viability, landowner intentions, constructions delays, and many other factors influence actual provision of constructed allotments for housing and other land uses.

Long term plans must provide an sufficient supply of land (i.e. beyond the minimum to support a population) to account for these factors.

Circular and sustainable economy



Image: Kate Raworth, Doughnut Economics 2012

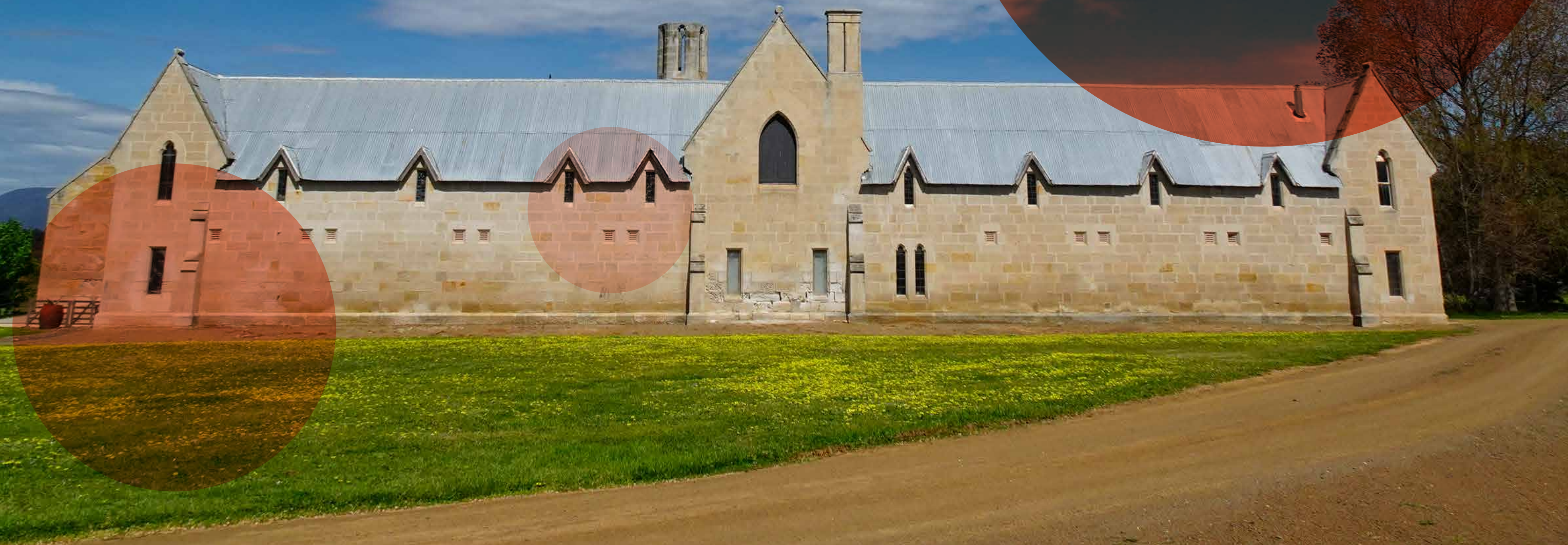
This economic thinking seeks to avoid the overshoot of ecological limits such as air/land pollution and avoid shortfall of the social foundation such as affordable housing.

It aims for a more balanced approach to achieve the "safe and just space for humanity" (Kate Raworth, 2021).

Circular and sustainable economic models seek to meet the needs of all, within the means of the planet.

**This section
provides a
photographic
summary of the
area.**

**3. Visual summary
of existing
conditions**



3. Visual Summary of Existing Conditions_Bagdad (Village)

Bagdad is the largest community in the valley, with established and new housing areas on both sides of the Midland Highway. Shops and services are limited.

The sewer treatment plant (and associated irrigation area) is located just south of the village, and is said have limited capacity for additional flows without upgrade.



Approaching Bagdad from the north. Safe intersection deceleration lanes have been raised as an issue.



Path connecting new housing estate to Midland Highway. New houses back onto the main road.



Orchard Estate, Bagdad. New residential land with several houses under construction.



Bagdad Roadhouse provides limited shopping



Sewer treatment plant



14 new residential lots for sale, Iden Road area

3. Visual Summary of Existing Conditions_Bagdad (School, Club)

Bagdad Primary School is located 2km south of the village proper.

Bagdad Community Club precinct hosting a bar and bistro, playground, child care centre, cricket and golf clubs, and fire station. Some facilities are old and a master plan has been prepared for the site's upgrade.

Rural living properties are located on side roads east and west of the Midland Highway, with residents enjoying elevated positions.



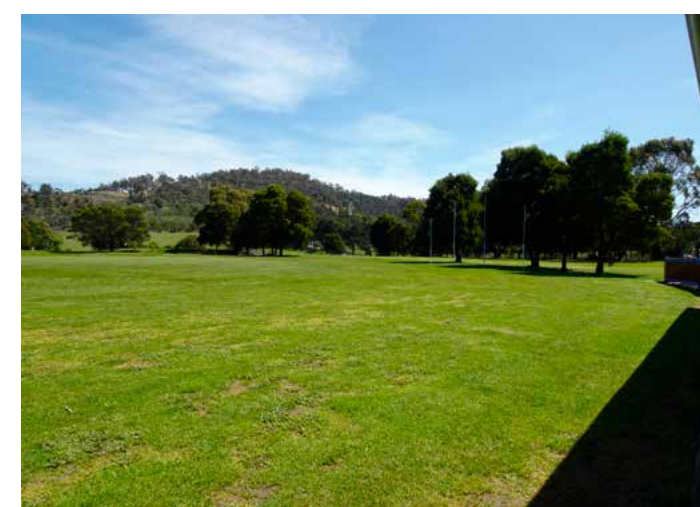
Bagdad Primary School is popular, and is located a short distance south of the main village. Limited land for expansion.



Bagdad Community Club



The club grounds include a playground, child care centre and other facilities



And a cricket oval and 9-hole golf course



Winstead Road rural living area, on a ridge above the



Chauncy Vale Road



Chauncy Vale Wildlife Sanctuary

3. Visual Summary of Existing Conditions_Mangalore

Mangalore village is a small cluster of homes, and an equestrian focussed recreation area. The township is un-sewered.

Nearby rural and rural living areas enjoy spectacular views of the lower valley.

There is a cultural heritage precinct centred around four historic houses on the Highway to the south.



Lark Distillery + visitor centre



Mangalore village housing



Nearby Brighton has shops and services



"Historic Mile" period homes



Proposed youth detention centre site



De-facto rural living area, Ballyhooly Road



**Reviewing
relevant data,
policies and
plans that may
apply to the
study area**

4. Strategic + policy context

- Regional level strategic plans
- Local level strategic plans
- Key developments
- Land Use Zoning
- Population data review
- Population Projections
- Demand-side factors for future housing
- Housing Supply
- Summary and key considerations

4.1 Regional Level Plans

Southern Tasmania Regional Land Use Strategy 2010-2035 (STRLUS)

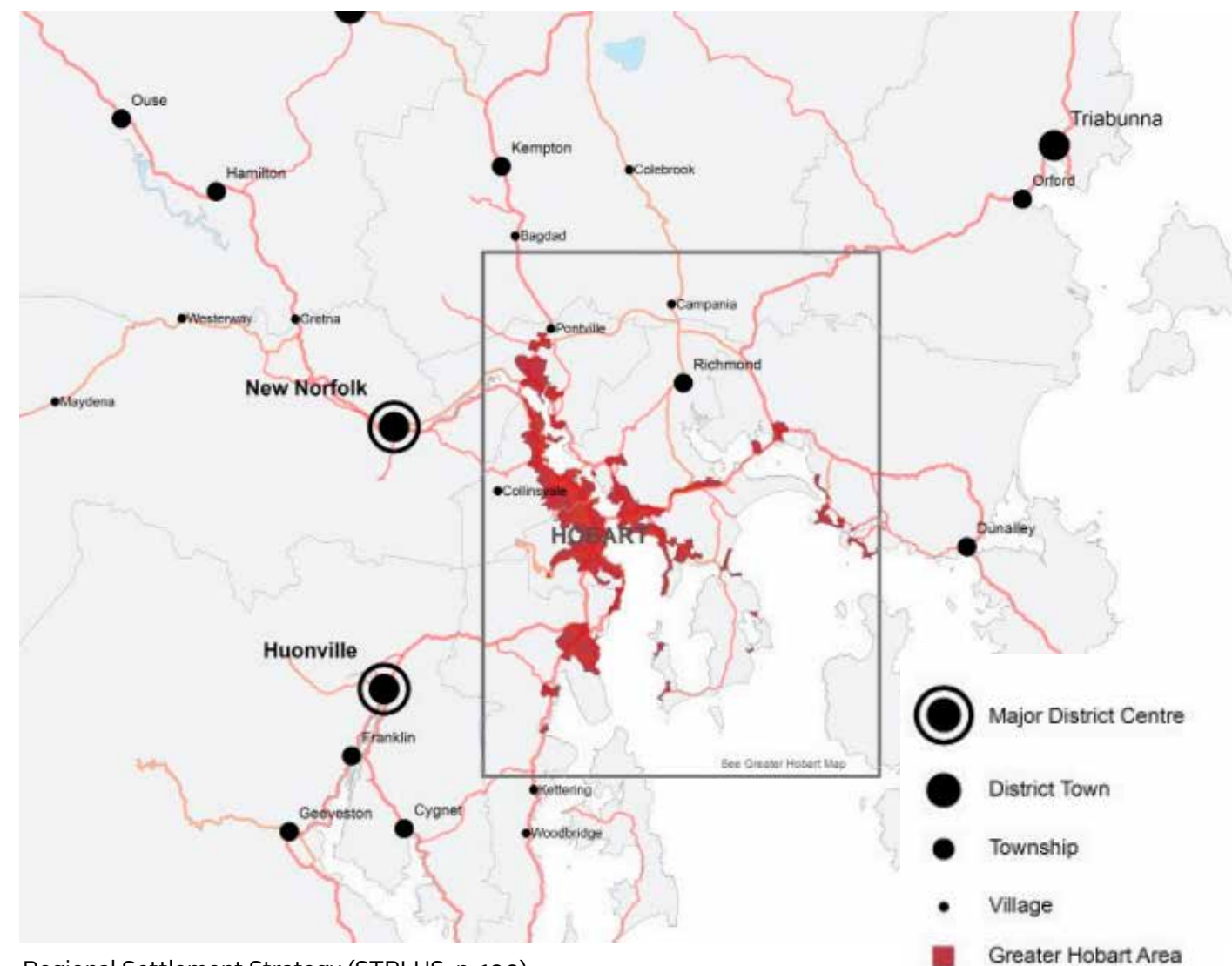


The Southern Tasmania Regional Land Use Strategy 2010-2035 (STRLUS) is the subject of a major review. Work to develop a new Bagdad-Mangalore Structure Plan will be timely in that it will be able to both inform, and be informed by, this broader regional strategic planning project.

While this document is becoming outdated and subject to a review, some of the key points for this area can be summarised below.

- _ Focus on residential development outside of Greater Hobart into key settlements where the daily and weekly needs of residents are met.
- _ Protect regionally significant agricultural land through the use of the Significant Agriculture Zone, consistent regional planning, and a zoom buffer to prevent residential land use conflict.
- _ Bagdad is defined as a village (predominantly residential settlements with a small often mixed use centre that provides for basic services and daily needs).
- _ Support consolidation of existing settlements by by restricting the application of rural living and environmental living zones to existing rural living and environmental living communities.

_ Allow limited urban expansion beyond the Urban Growth Boundary only where it adjoins existing zones, is strategically planned, serviced, and avoids transport and land use impacts.



Regional Settlement Strategy (STRLUS, p. 100)

4.1 Regional Level Plans (cont.)

DRAFT Southern Tasmania Regional Land Use Strategy (STRLUS)



The Draft STRLUS has been released for consultation (from 19 November 2025 to 22 February 2026). This is a statutory regional planning instrument under the Land Use Planning and Approvals Act 1993 and applies the Tasmanian Planning Policies to strategic planning across Southern Tasmania. The STRLUS and TPPs may require or encourage structure plans to coordinate land-use change and guide future growth at a local level.

For Bagdad-Mangalore, the draft STRLUS identifies:

- _ Bagdad-Mangalore as Rural and Non-Urban Areas;
- _ Bagdad as a Village;
- _ Bagdad as a Satellite town (within 45 minutes of Hobart CBD).
- _ Some of the area is designated as agricultural land;
- _ Identifies and protects future transport corridors, including the Bagdad Bypass.

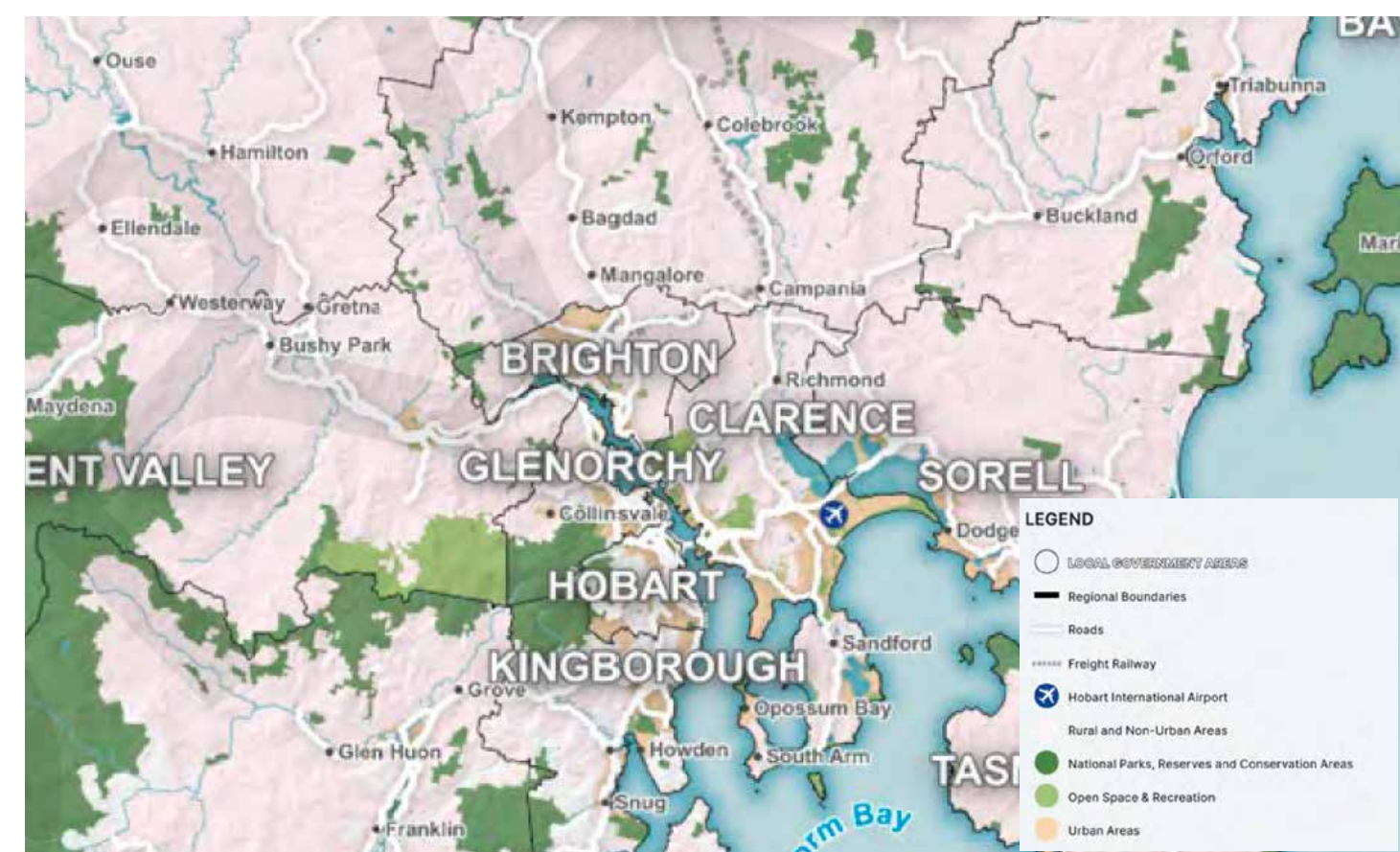
The STRLUS uses boundaries for Hobart's Metropolitan Urban Area and regionally significant towns to limit outward expansion, protect environmental and agricultural values, and avoid unnecessary infrastructure extension. Where towns do not have mapped boundaries, the existing extent of urban zoning

acts as the boundary. Growth may still occur but should be contained within current urban-zoned land or guided through a structure plan.

Residential growth outside Metropolitan Hobart is to be prioritised in towns with nominated growth boundaries. Bagdad-Mangalore does not have a nominated growth boundary, therefore growth should occur on land already zoned for urban purposes.

Any proposal outside a Town or Village Boundary must show that it:

- _prioritises adjoining rural-residential zoned land first; and
- _avoids satellite growth that undermines growth management or targets for Metropolitan Hobart or towns with nominated boundaries.

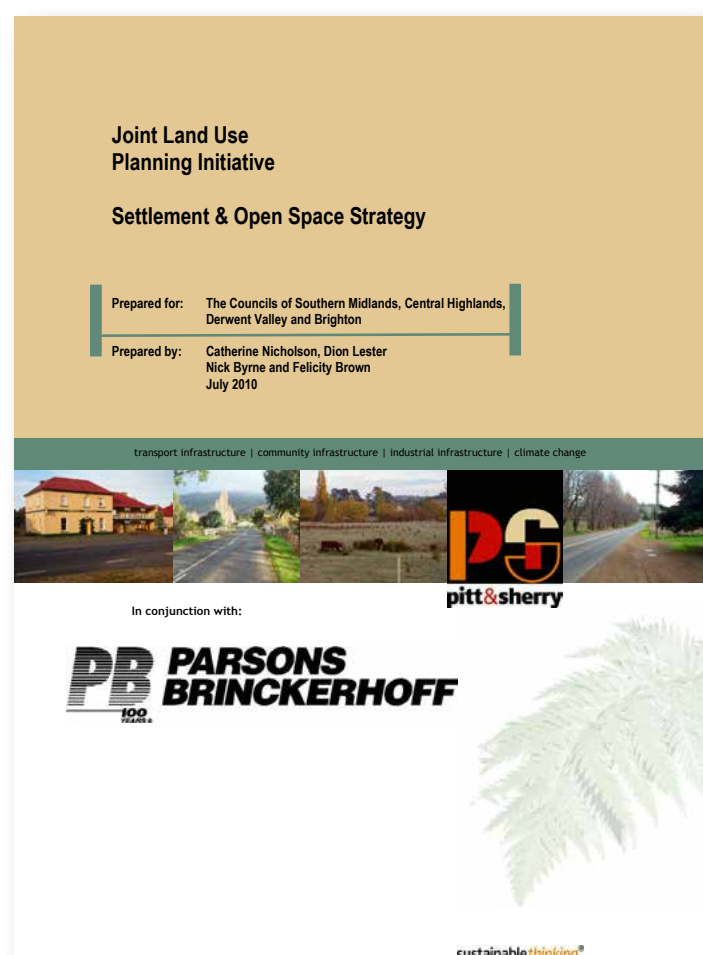


The Southern Tasmania region (Draft STRLUS, p. 13)



4.1 Regional Level Plans (cont.)

Joint Land Use Planning Initiative Settlement Strategy 2010



Southern Central Region Regional Workforce Planning 2017



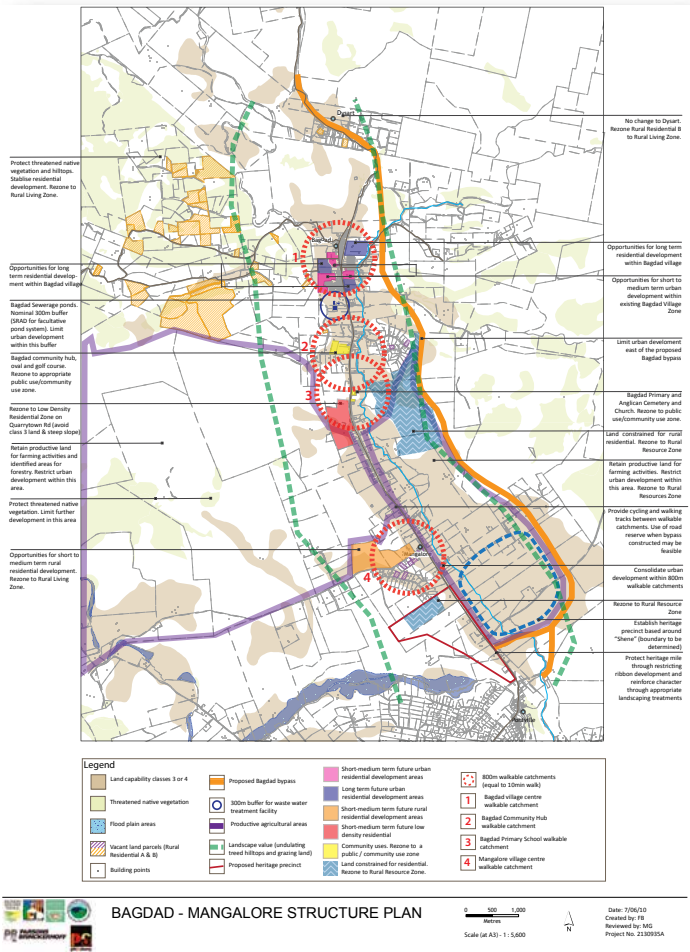
Southern Central Region Infrastructure Study 2022





4.2 Local Level Plans

Bagdad-Mangalore Structure Plan 2010



Midlands Economic Development and Land Use Strategy (MEDaLS) 2014



Southern Midlands Community Infrastructure Plan 2024



4.2 Local Level Plans (cont.)

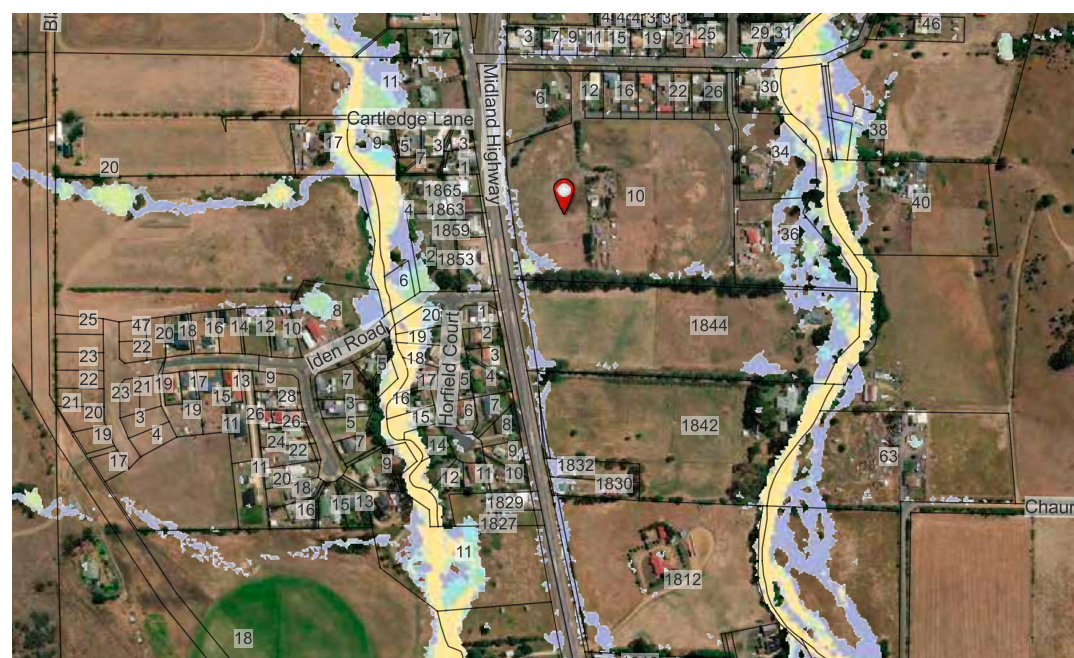
Bagdad-Mangalore Hydraulic Assessment 2023



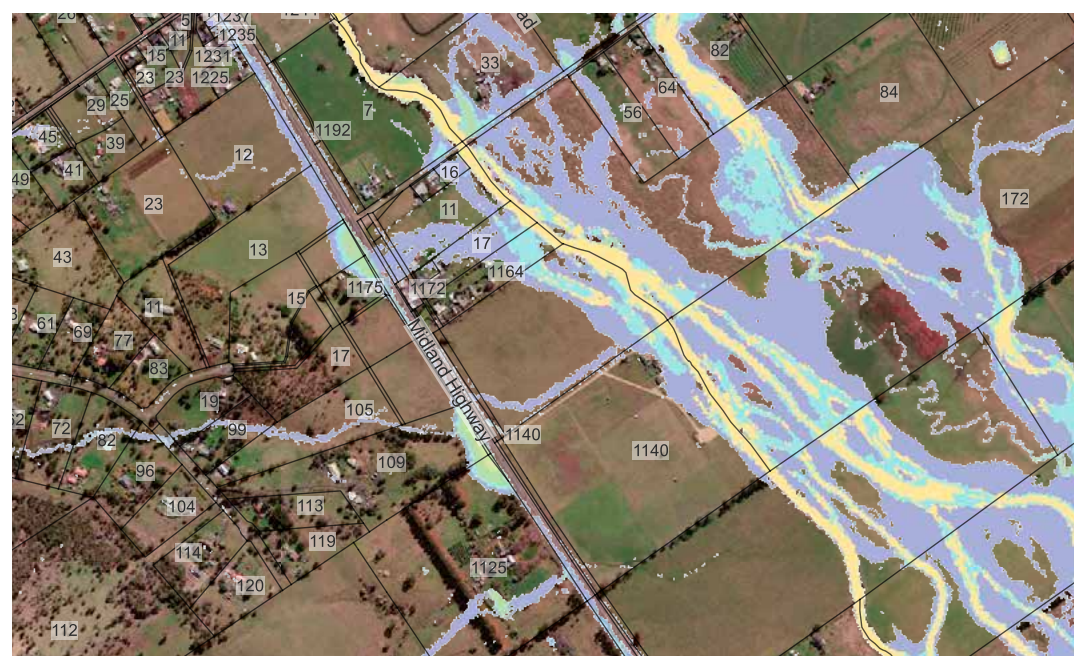
Part A of the assessment included modelling of %1 AEP flood extents. The following areas were identified as hazards.

- _ Cartledge Lane to Iden Road (Horfield Creek)
- _ East Bagdad Road Bridge Crossing (Bagdad Rivulet)
- _ Iden Road to 1771 Midland Highway (Horfield Creek)
- _ Chauncy Vale Road to Winstead Road (Bagdad Rivulet)
- _ Bagdad Recreation Ground to 1709 Midland Highway (Bagdad Rivulet)
- _ 1192 Midland Highway (Bagdad Rivulet)

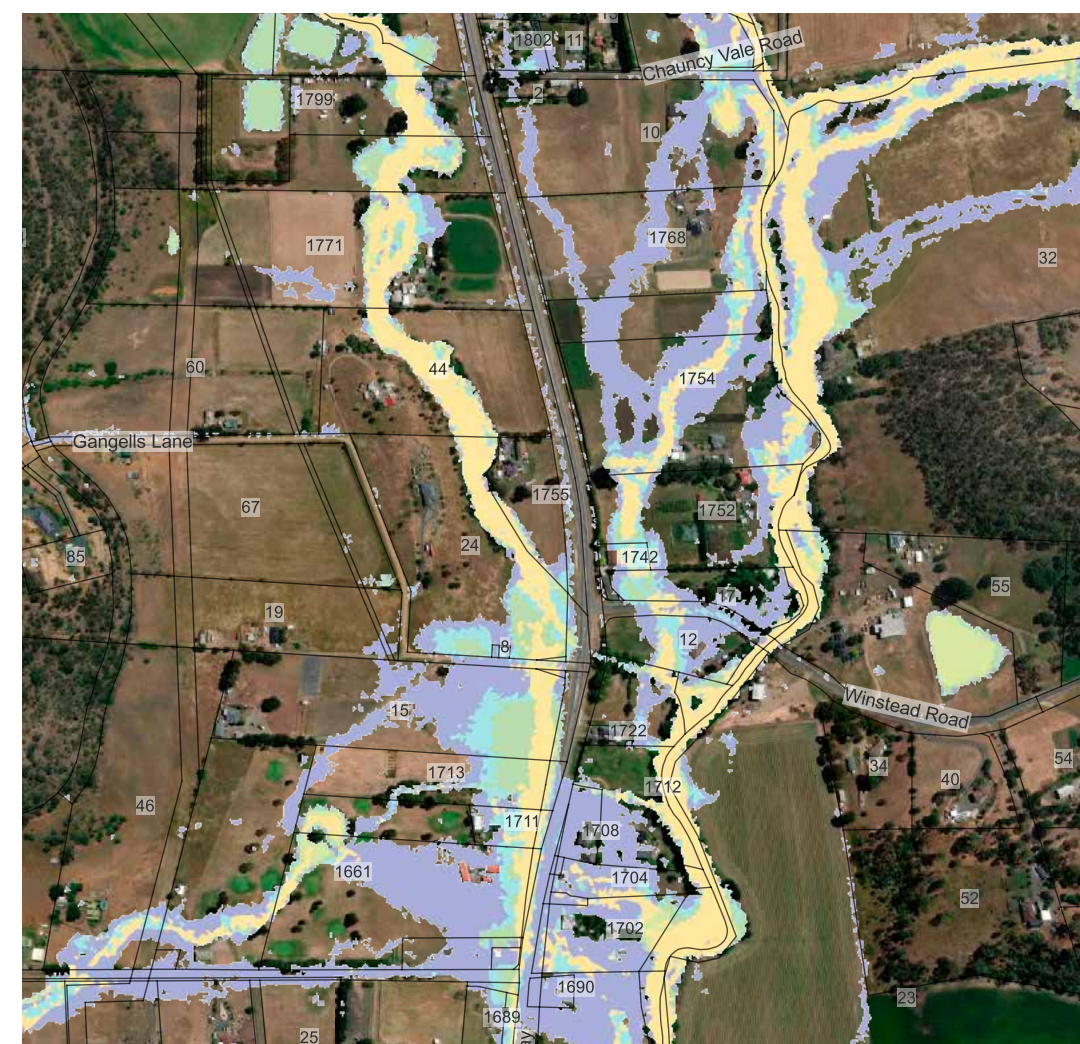
Part B discusses mitigation options for some of these areas



Flood hazards around Cartledge Lane, Iden Road, East Bagdad Road



Flood hazards around 1192 Midland Highway



Flood hazards around Chauncy Vale Road, Winstead Road, Bagdad Recreation Ground

Pre 1% AEP + CC @2100

Hazard

- H1
- H2
- H3
- H4
- H5
- H6

4.3 Key Developments - Midland Highway

MIDLAND HIGHWAY SAFETY UPGRADE WORKS PACKAGE – MANGALORE TO BAGDAD STAGE 2 (MANGALORE)

Submission to the Parliamentary Standing
Committee on Public Works

Version: 1 Date: 31 May 2017

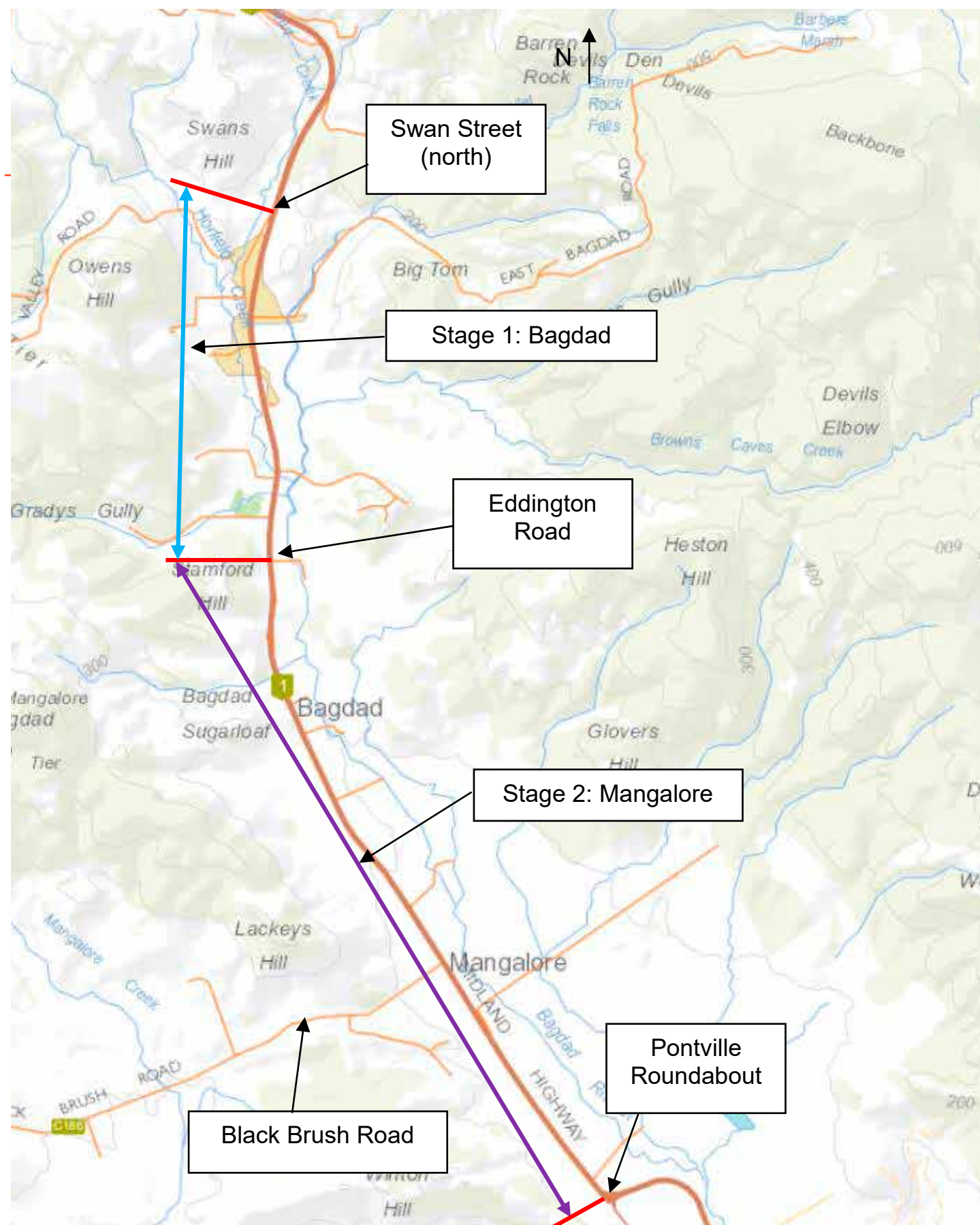
Transport Infrastructure Services
Department of State Growth



1. Midland Highway Safety Upgrade (2017)

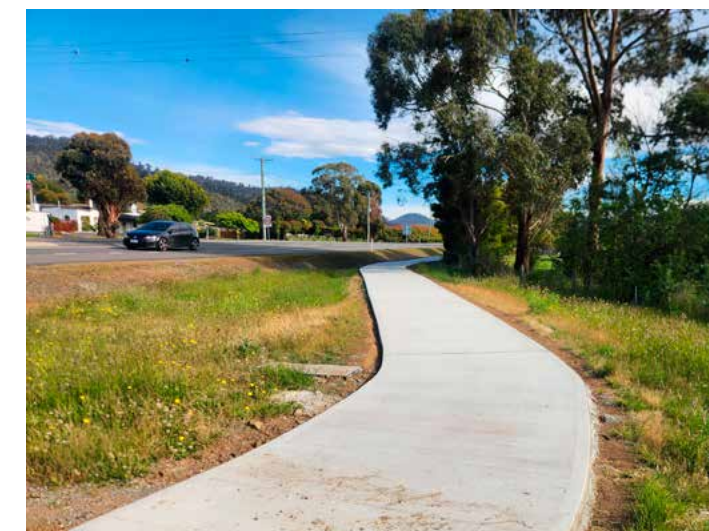
Works to reduce road collisions included:

- _ **A 3.0m central median turn lane** to separate northbound and southbound vehicles, and separate vehicles turning right (into property entrances) from through traffic
- _ Reduction of the **speed limit to 80km/h**
- _ Widening of the sealed shoulders to 2.0m
- _ Removal of road side hazards such as steep side slopes and drains, or protection with safety barrier, to provide a safer road environment.



2. Bagdad Shared Path (2024-25)

Constructed along the Midland Highway from Iden Road to the primary school, **to improve pedestrian environment.**



4.4 Key Developments - Bagdad Community Club + Recreation Ground



BAGDAD COMMUNITY CLUB

MASTER PLAN REPORT

18 July 2022 Community Consultation Issue



The Master Plan for this recreation precinct proposes:

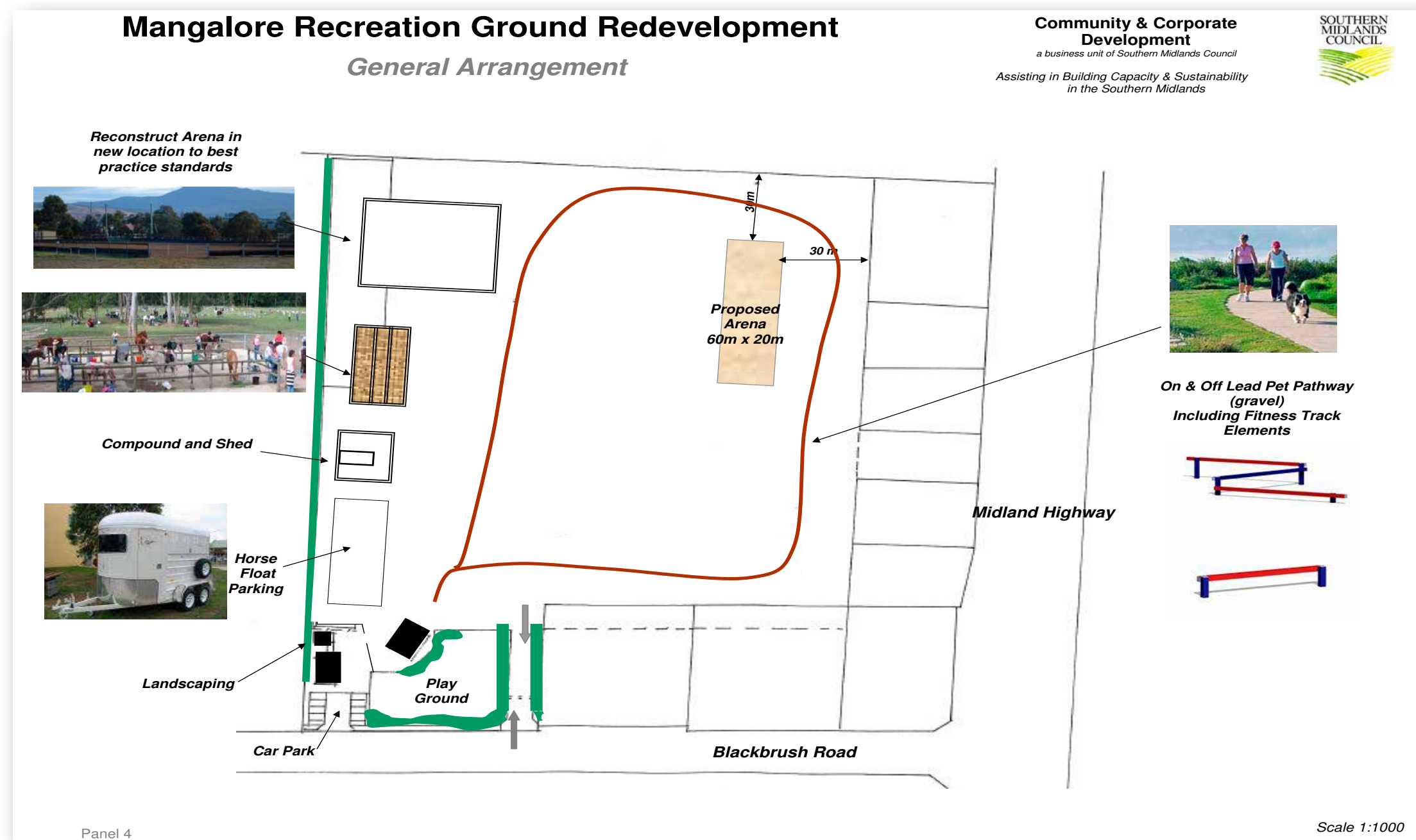
- _ New indoor multi-purpose sports facility
- _ New, relocated childcare centre
- _ New multi-purpose clubhouse/pavilion (pictured above, Philp Lighton Architects 2024)
- _ New playground
- _ New outdoor community hub space
- _ Formalised pedestrian footpaths and car parking spaces, safer vehicle access.
- _ Improved corner presentation with landscaping at the Midland Highway / Hall Lane intersection.

The Bagdad Community Club was community owned and is currently being transferred to Council, following community agreement.



Council has also purchased 1689 Midland Highway, Bagdad, located opposite the recreation precinct, and will be incorporated into the Bagdad Community Club Precinct.

4.4 Key Developments - Bagdad Community Club + Recreation Ground (cont.)



Note: This plan is slightly different to the current redevelopment of the land.

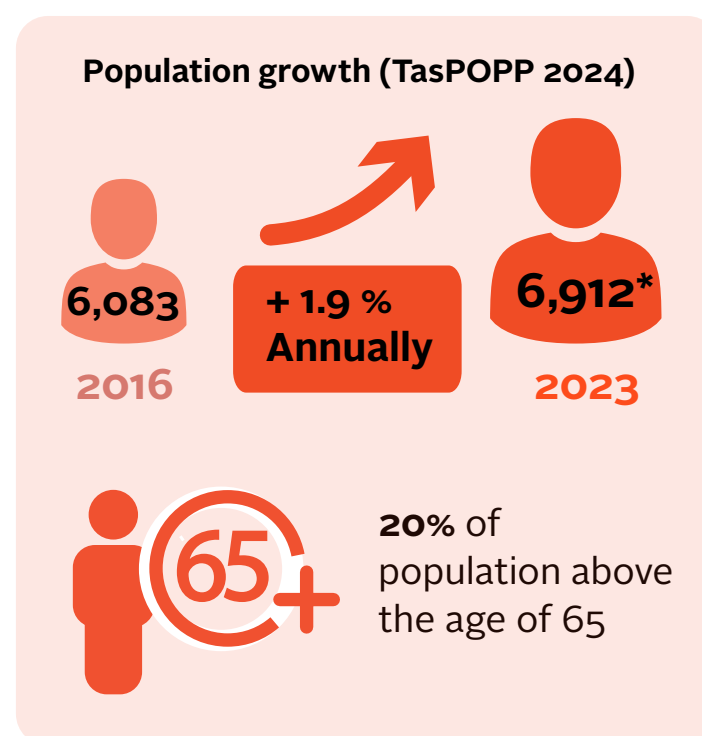


Completed in 2023, the Mangalore Recreation Ground has a special focus on Equine activities.

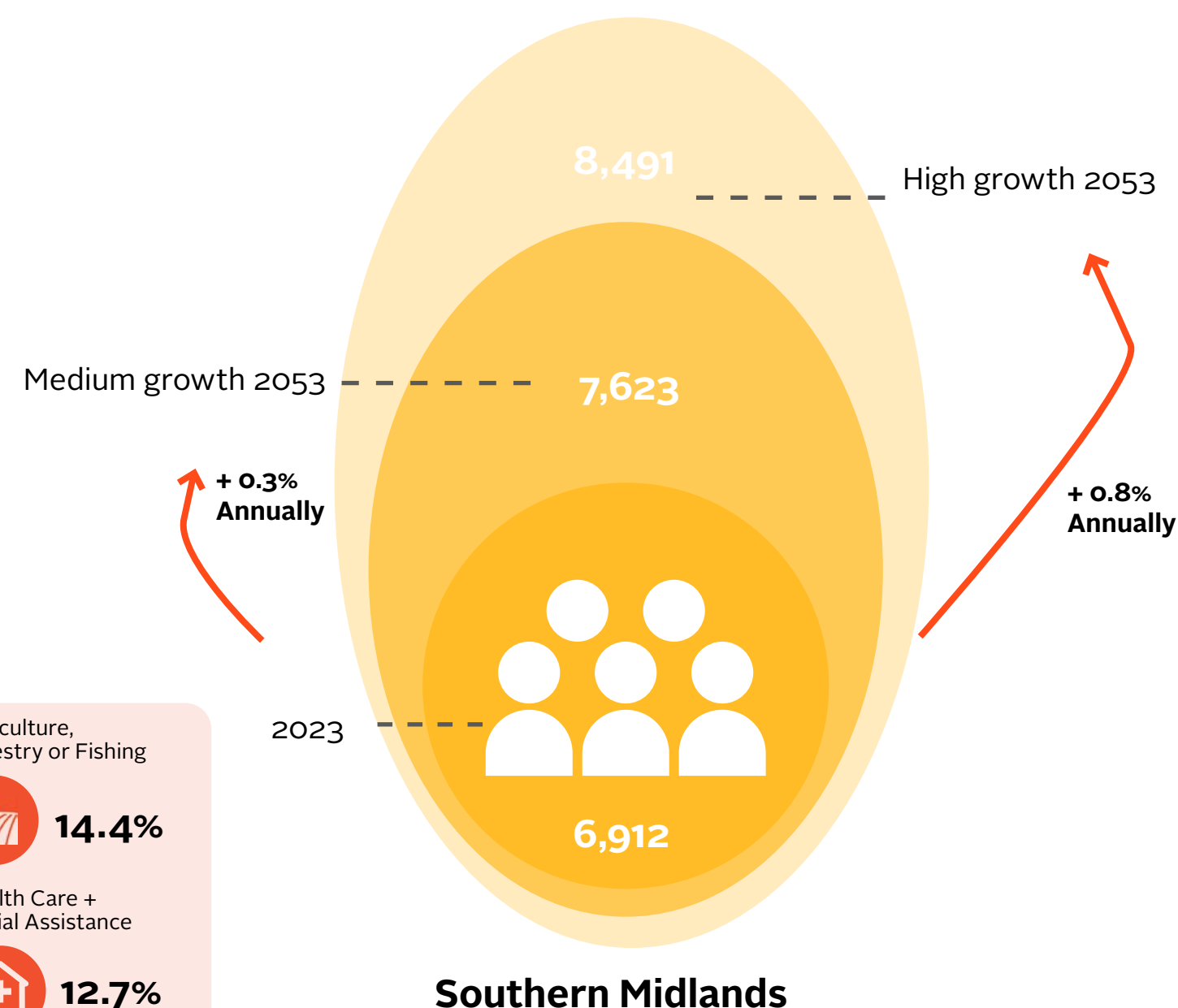
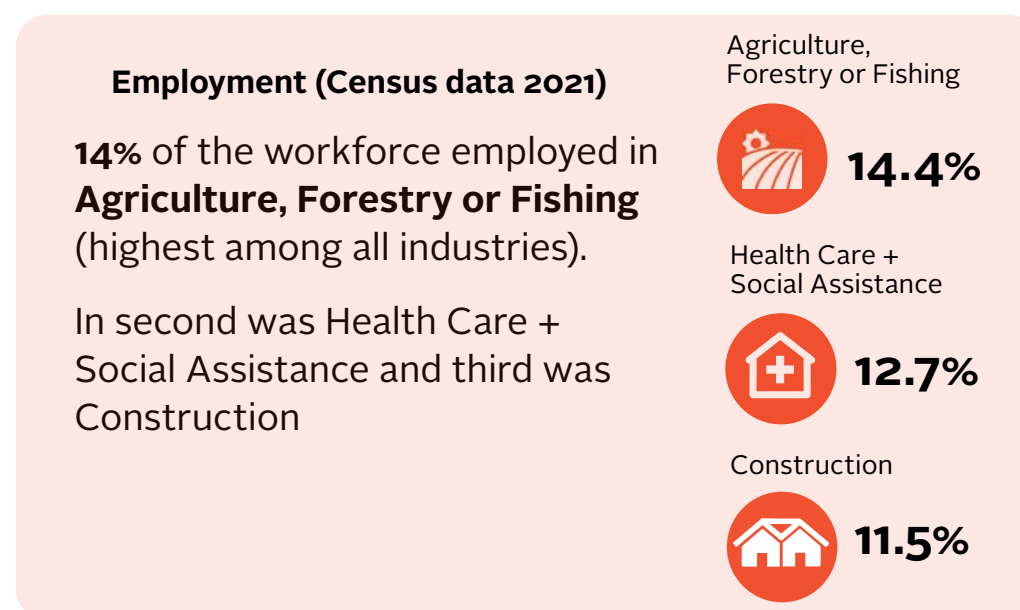
It also incorporates more general recreation elements like a playground and walking loop. A proposed walking loop / fitness track has not yet been installed.

4.5 Population Data Review

A review of TasPOPP 2024 indicates that the Southern Midlands has experienced steady growth over the past decade but this is expected to slow.



*Note: This figure is much higher than what was projected in 2006 (JLUP Settlement Strategy 2010)



4.6 Population Projections

Using ABS historical data and TasPOPP projections, the Bagdad Township experienced an average annual growth of 2.06% from 2011–2021, while Southern Midlands Council is projected to grow at 0.3% (medium) to 0.8% (high) annually to 2055.

State policy seeks that up to a 15-year supply of residential zoned land should identified for the forecast demands. This structure plan relies on population data from ABS (Historical) and TasPOPP to provide a population forecast range.

Historical Growth

Historically, according to **ABS Census data**, the Bagdad Township population increased by 59 people between 2011-2016 (2.91% average annual growth rate), and 36 people between 2016-2021 (1.55% average annual growth rate). In total, the **historical growth between 2011-2021 has an average annual growth rate for this period being 2.06%.**

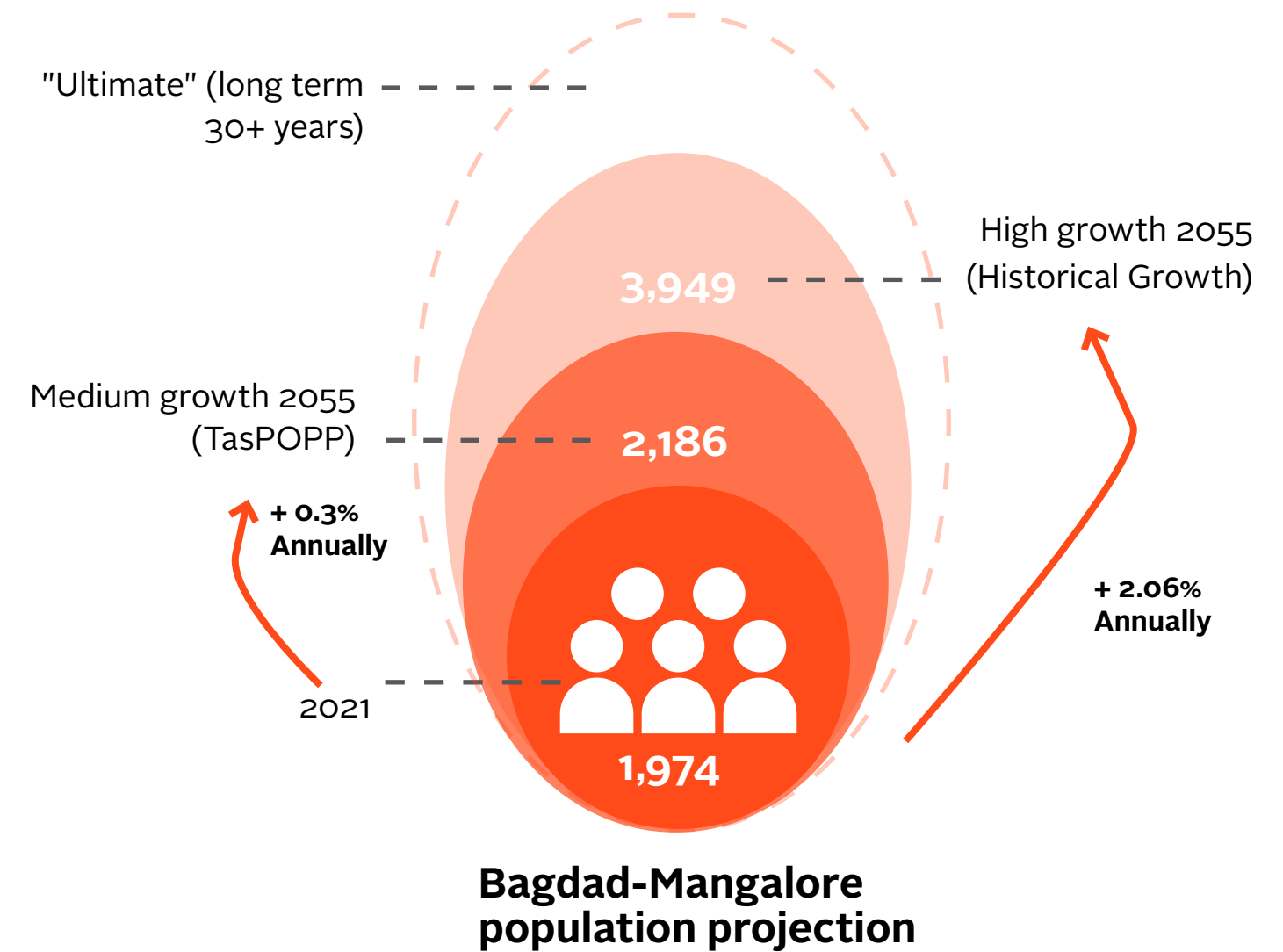
TasPOPP

In May 2024, **Tasmanian and Local Government Area Population Projections – 2023 to 2053 (TasPOPP)**, provided medium and high series population projections at the Local Government Area level. **For Southern Midlands Council, the projections show an average annual growth rate of 0.3% at a medium series, and 0.8% at a high series.**

	2011	2016	2021
Bagdad Township	406	465	501
Mangalore Township	521*	422*	497
Bagdad-Manglore East	Data not readily available	Data not readily available	416
Bagdad-Manglore West	Data not readily available	Data not readily available	560

Table 1: Population from ABS Census 2011, 2016 and 2021

*Not comparable to subsequent years due to different geographical areas.





4.7 Demand-side factors for future housing

Implications of population growth on land for housing

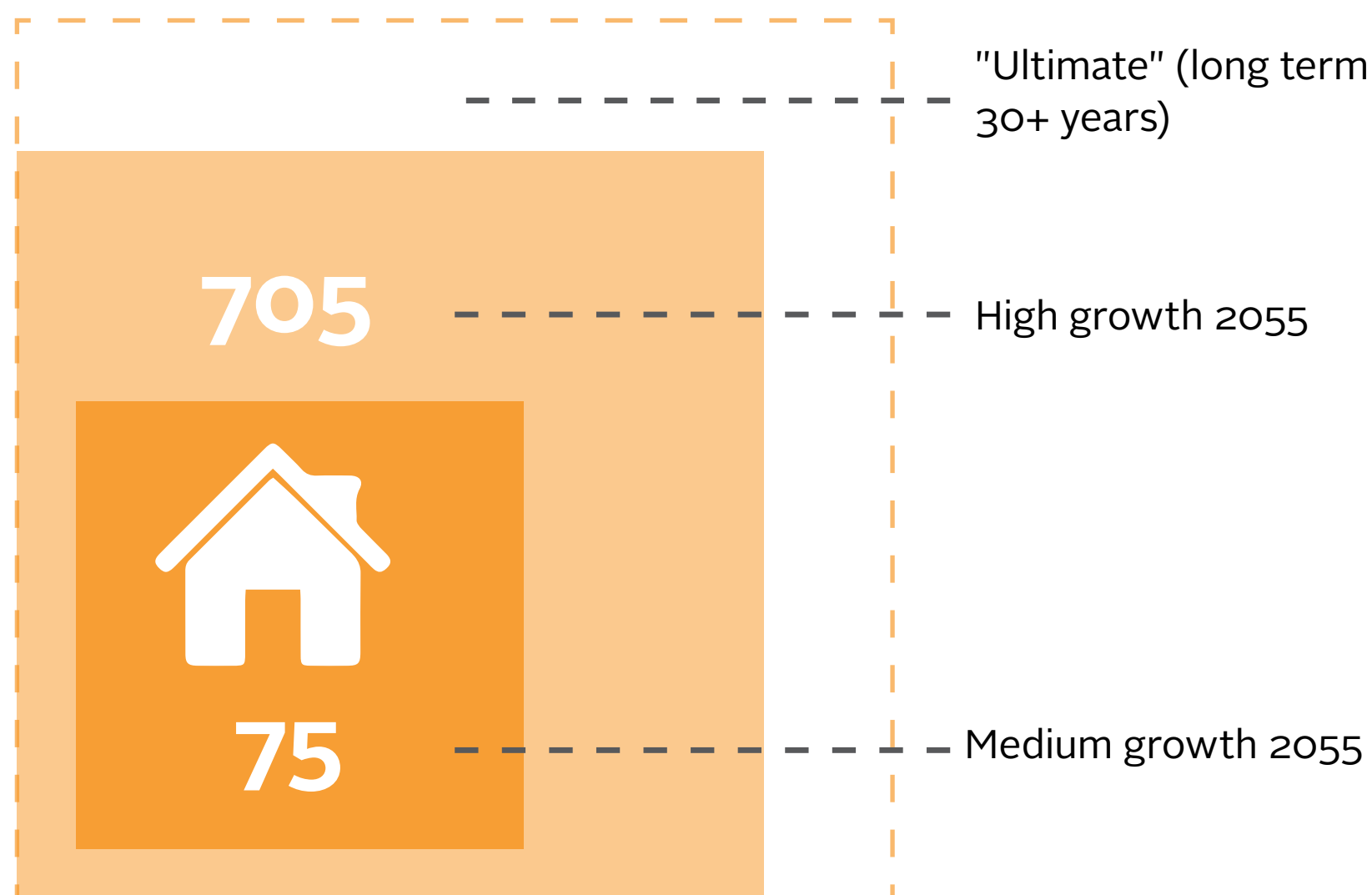
Future population projections can be used to estimate the demand for future housing.

An assumption of 2.8 residents per dwelling rate has been considered more appropriate. This rate has been chosen based on the average number of people in the households between 2016-2021.

A range of approximately 75 to 705 new dwellings are required to 2055.

Understanding these demands will assist with the plan for the "Ultimate" scenario for the longer term.

Also of note is the 2023 National Cabinet pledge to deliver 1.2m new homes across Australia from 2024-2029. Based on population share, Tasmania's housing growth would be about 5,000 new homes each year. It is reported that the state has not yet achieved this level of new housing growth.



**Bagdad-Mangalore
future dwelling demand**

4.8 Housing Supply

Bagdad-Mangalore has the capacity to support approximately 178 additional dwellings within its existing (undeveloped) Village and Rural Living Zoned land.



178

**Bagdad-Mangalore
dwelling supply**

Based on an analysis of vacant or underutilised residential and rural living land within Bagdad and Mangalore, the following is noted:

- _ There is a total of 18ha of vacant and underutilised land in the Village Zone, and 23ha in the Rural Living Zone.
- _ Specifically, in Bagdad, there is approximately 18ha of vacant/underutilised Village Zone land. In Mangalore, there is approximately 18ha of vacant/underutilised Rural Living Zone land. In the broader area (between the townships, there is approximately 5ha of vacant/underutilised Rural Living Zone Land.

The following outlines the methodology used for the land supply assessment.

- _ Vacant and underutilised land that has been considered to be large enough to support subdivision. Theoretical minimum lot sizes were defined based on existing patterns of development for single detached dwellings.
- _ In the Village Zone, the minimum lot size is 600m² with an average of approximately 9 dwellings per hectare (includes land for roads and drainage).
- _ In the Rural Living Zone, the minimum lot size is 10,000m², with an average of approximately 0.75 homes per hectare (includes land for roads and drainage).

Based on this methodology the vacant and underutilised land has the potential to accommodate approximately **178 new dwellings** on unconstrained land.

- _ Approximately 161 new dwellings (Village Zone) would be accommodated in Bagdad.
- _ Approximately 13 new dwellings (Rural Living Zone) would be accommodated in Bagdad.
- _ Approximately 4 new dwellings (Rural Living Zone) would be accommodated between the towns in the valley.

Detailed Yield Summary + Assumptions are contained in Appendix C_Yield Analysis.





4.9 Summary of Strategic Policy + Project Review_Key Considerations

1. Supporting more residential development

In 2010, the BMSP identified the need to rezone more land to Residential and Rural Living Zones. This took into consideration modest population growth **in the Southern Midlands at that time.**

However the population has since grown at a faster than expected rate. Bagdad-Mangalore is attractive due to proximity to Greater Hobart, affordability etc.

Challenges to creating more supply to meet this demand include:

- _ Numerous BMSP 2010 rezoning recommendations have not occurred yet (e.g. Quarry Town Road)
- _ BMSP 2010 recommends concentrating around existing centres and more to the **west of the Midland highway.**
- _ Housing diversity sought to meet needs of ageing population. Hill side areas could accommodate more rural living
- _ **Need to mitigate flood risk along Bagdad Rivulet and Horfield Creek**
- _ Other infrastructure needs

2. Protecting Agricultural land

This is important as most residents work in the Agriculture, Forestry & Fishing Industry.

Multiple documents have highlighted the **Southern Midlands Irrigation Scheme** as a catalyst project which has the potential to elevate the agriculture industry.

One of the key objectives of the 2010 BMSP was to provide opportunities for expansion of agricultural production in Bagdad.

This was to be achieved through the protection of land through zoning and ensuring new housing is sited on the least productive areas.

As such, a key aim in the BMSP is to re-assess the suitability and productivity of current and potential agricultural land.

3. Recent and ongoing community infrastructure upgrades

The local area has benefited from recent improvements to community infrastructure, such as the Mangalore Recreation Ground Redevelopment.

The BMSP 2024 should:

- _ Continue to support the master planned redevelopment of the Bagdad Community Club and Recreation Ground.
- _ Consider if more future residential land should be concentrated around this high amenity facility.
- _ Support Council's emerging partnership with Bagdad Primary School to create public access to school facilities.
- _ Enhance recreation and tourism opportunities at Chauncy Vale Wildlife Sanctuary
- _ Re assess status of Iden Park and determine if it should be sold/ re-purposed due to under-use
- _ **Consider facilities needed to support the ageing population**

4. Facilitating a safer and more pedestrian-friendly Midland Highway

In the long term, the planned Bypass will help reduce traffic volume along the Midland Highway.

However in the interim, the recent safety upgrades has been a beneficial move.

The construction of the Bagdad Walkway between Hall Lane and Iden Road will also facilitate active mobility. In tandem, the improvements to the Bagdad Community Club at Hall Lane will create a more pedestrian-friendly interface.

To keep supporting this, the plan should:

- _ Avoid creating linear, "ribbon" development along the Midland Highway with excessive vehicle entry points
- _ Investigate the extension of the walkway further south to Mangalore

This section provides a review of the background documents and thematic mapping of the wider context

5. Mapping

- Mapping_Aerial
- Mapping_Zones
- Mapping_Overlays
- Mapping_Land Use
- Mapping_Access + Movement
- Mapping_Lot Size
- Mapping_Land Ownership
- Mapping_Landscape + Vegetation
- Mapping_Topography + Water



5.1 Mapping

Aerial

Bagdad-Mangalore are nestled in a valley, surrounded by natural beauty and distinctive environmental features. These areas are defined by its network of creeklines and vegetation.

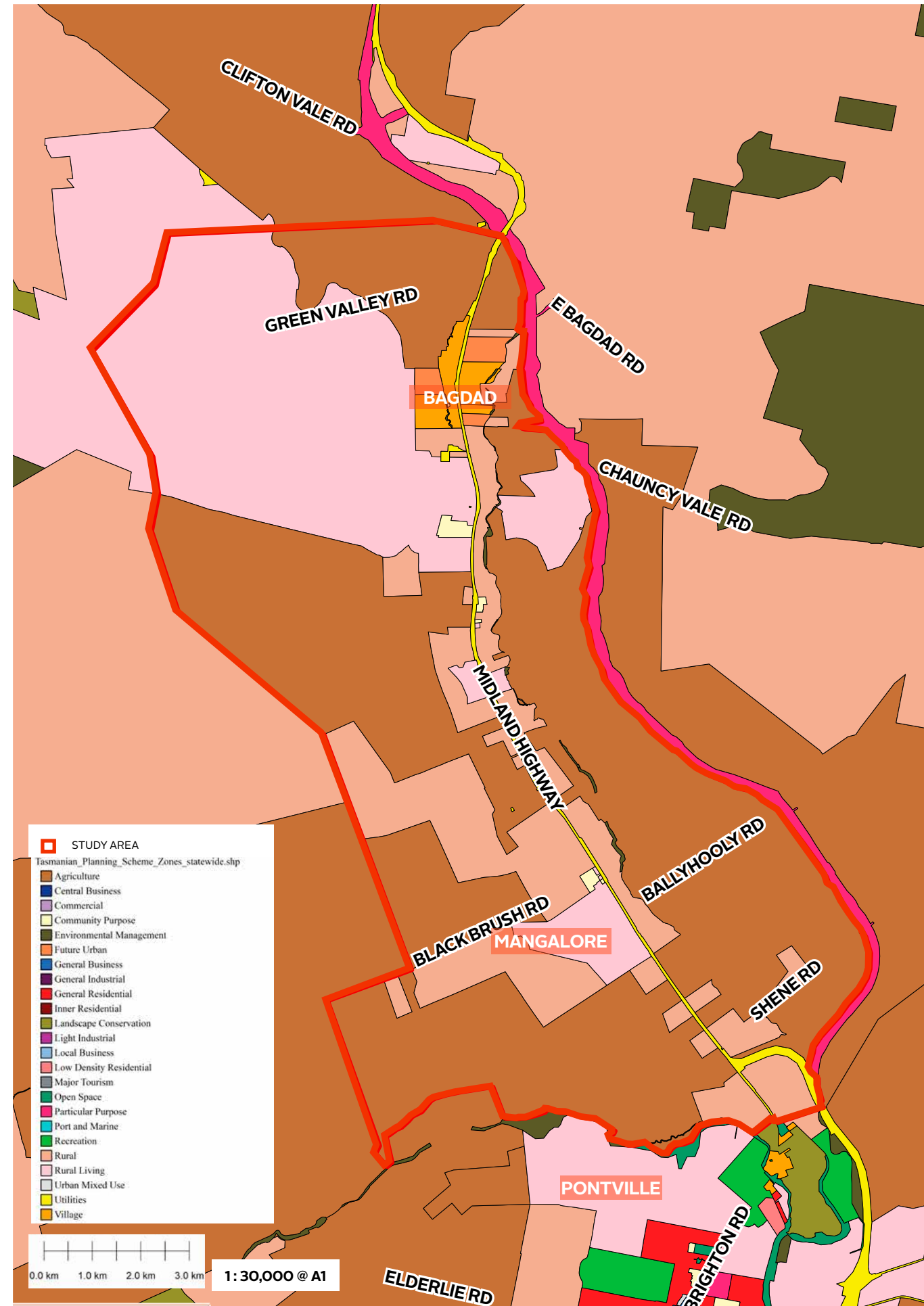


5.1 Mapping

Zones

Bagdad and Mangalore study area's pattern of planning zones generally shows Rural and Agriculture Zones with some areas for the Rural Living Zone.

Pockets of Village and Future Urban are located around the centre of Bagdad.



Observations

- _ Nine land use zones apply to the study area including agriculture, rural living, rural, village, future urban, utilities, community purpose, environmental management and particular purpose zones.
- _ Environmental management areas have been zoned along some part of major water bodies.



5.1 Mapping

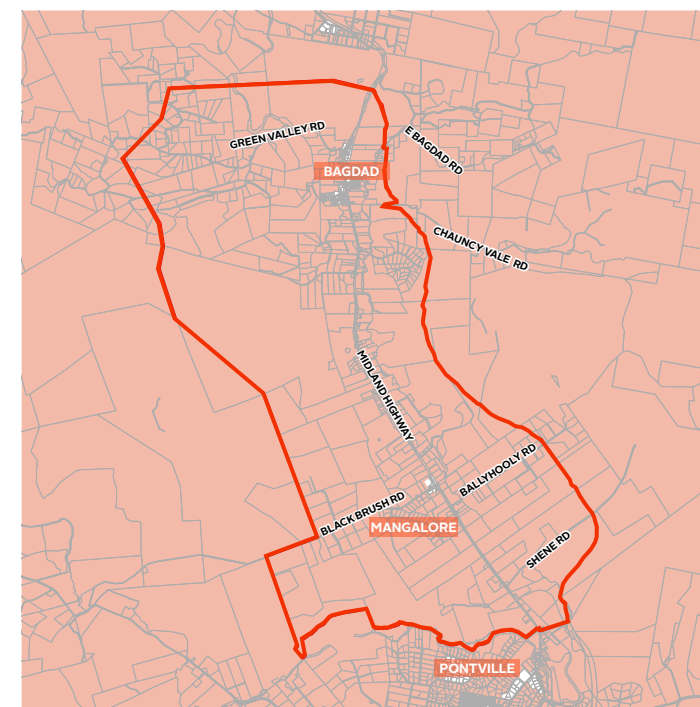
Codes

The study area is affected by seven codes which are most relevant to the future growth of Bagdad-Mangalore

Observations

The Study Area has seven applicable Codes, as listed below. Some Codes trigger referrals to state agencies. The Desired Outcomes and relevance for the most pertinent Codes have been detailed below.

- _ Landslip Hazard
- _ Bushfire Prone Areas
- _ Attenuation Area
- _ Scenic Road Corridor
- _ Priority Vegetation
- _ Local Heritage Place
- _ Road and Railway Assets



Bushfire Prone Areas:

The purpose of the Code is *"To ensure that use and development is appropriately designed, located, serviced, and constructed, to reduce the risk to human life and property, and the cost to the community, caused by bushfires."*

Requirements for access, water supply and subdivision.

Landslip

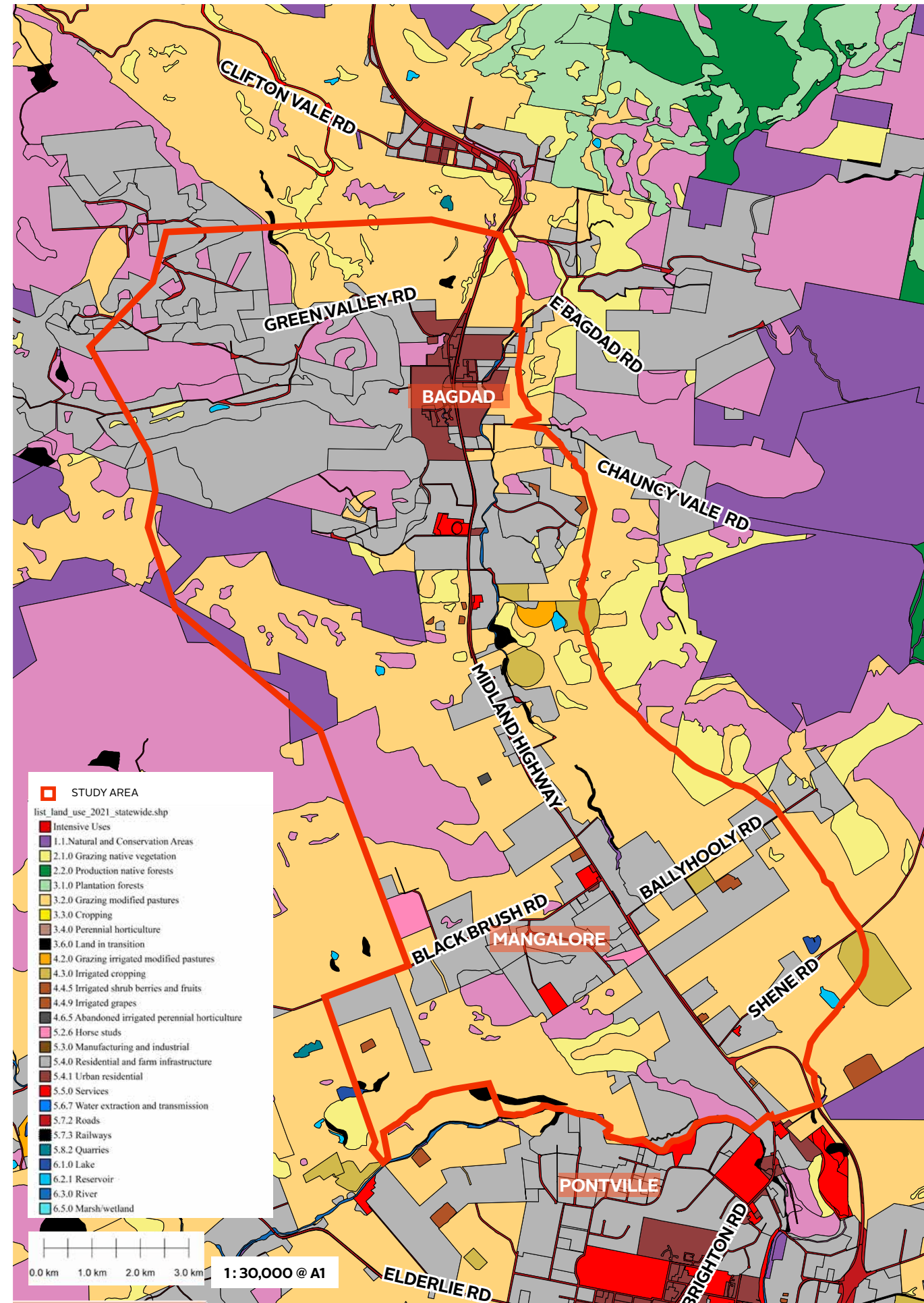
The purpose of the Code is *"To ensure that a tolerable risk can be achieved and maintained for the type, scale and intensity and intended life of use or development on land within a landslip hazard area."*

Requirements for development and subdivision.

5.1 Mapping

Land Use

Residential, Farm Infrastructure and Grazing are the most common land uses in the Study Area.



Observations

- _ Land uses in the study area are generally residential and farm infrastructure along South Midland Highway.
- _ Commercial, public and recreational services are also located along the highway.
- _ Urban residential cluster has been emerged in Bagdad.
- _ Rest of the area consists of native cover and the natural and conservation area.

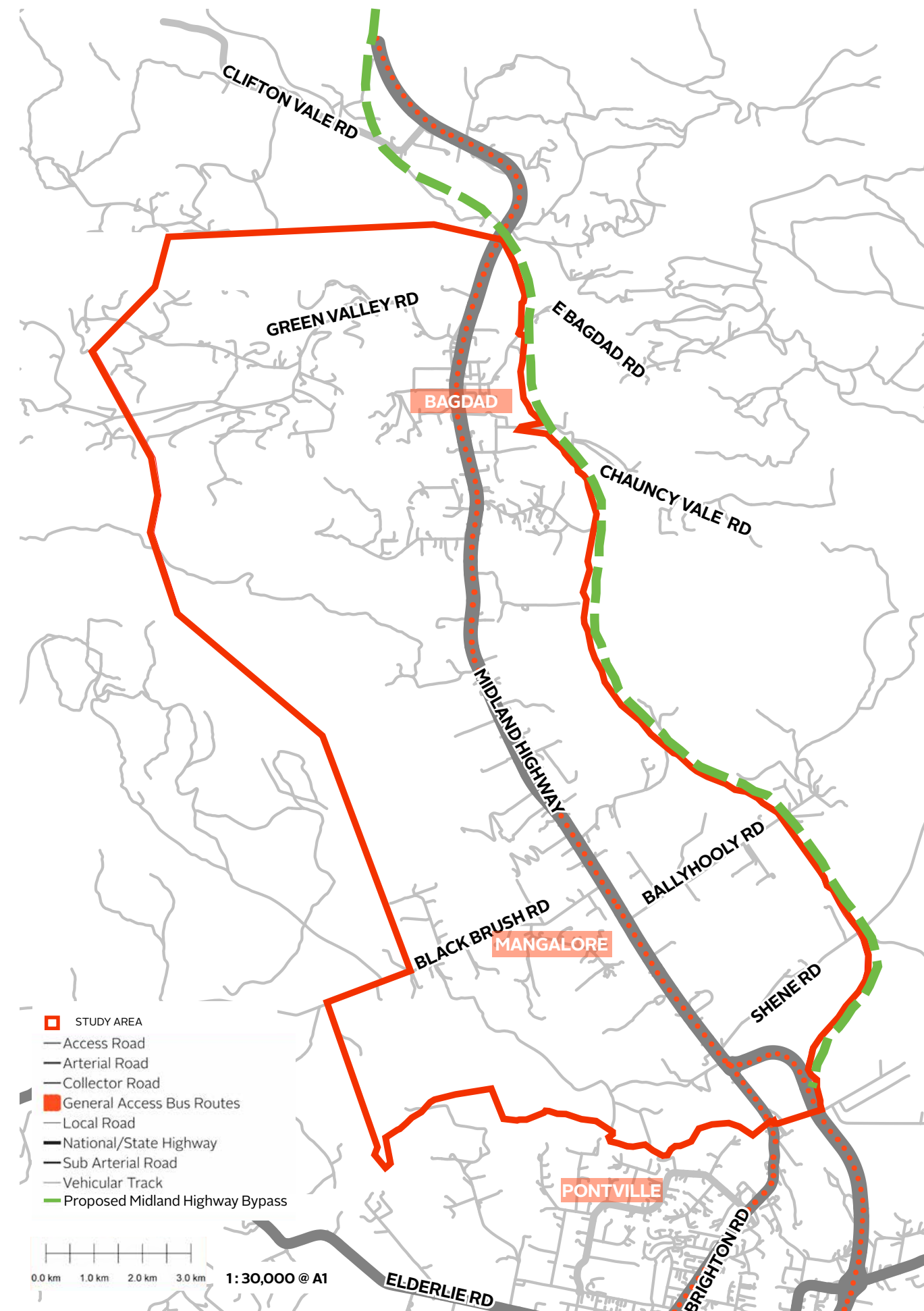
5.1 Mapping

Access + Movement

Midland Highway is the State Highway which connects to Hobart and beyond (recently upgraded).

Proposed bypass to the east of the townships.

Limited cycling routes.



Observations

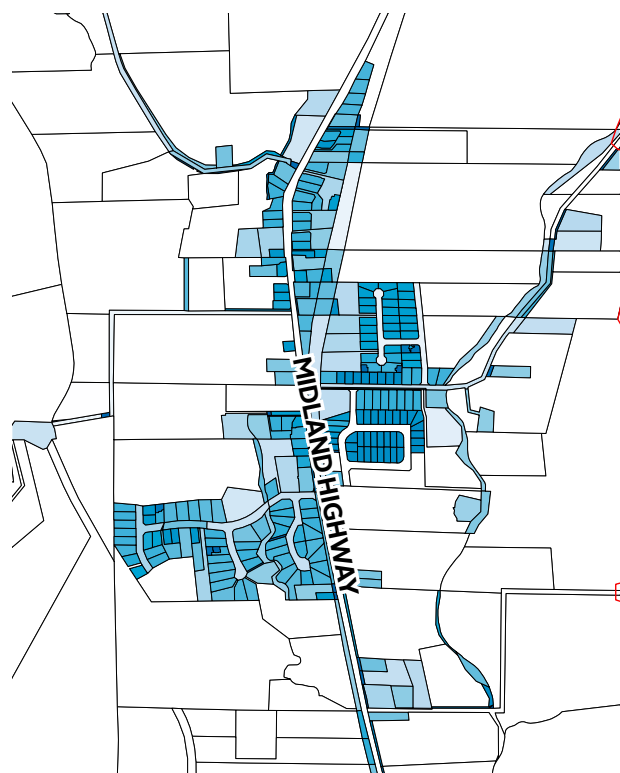
- _ Midland Highway is the State Highway which connects to Hobart. State Government recently invested in significant highway improvements along the existing route. It has been altered from a 100kph road with no centre separation to an 80kph road with the addition of a 3.0m central median turn lane to separate northbound and southbound vehicles and to separate vehicles turning right (into side roads and property entrances) from through traffic. This has created a lower speed traffic environment more suited to the residential and rural residential nature of the area.
- _ A Midland Highway bypass corridor has been identified to the east of the towns.
- _ General Access Bus Routes are located along the Midland Highway.
- _ Limited cycling routes throughout the study area.

5.1 Mapping

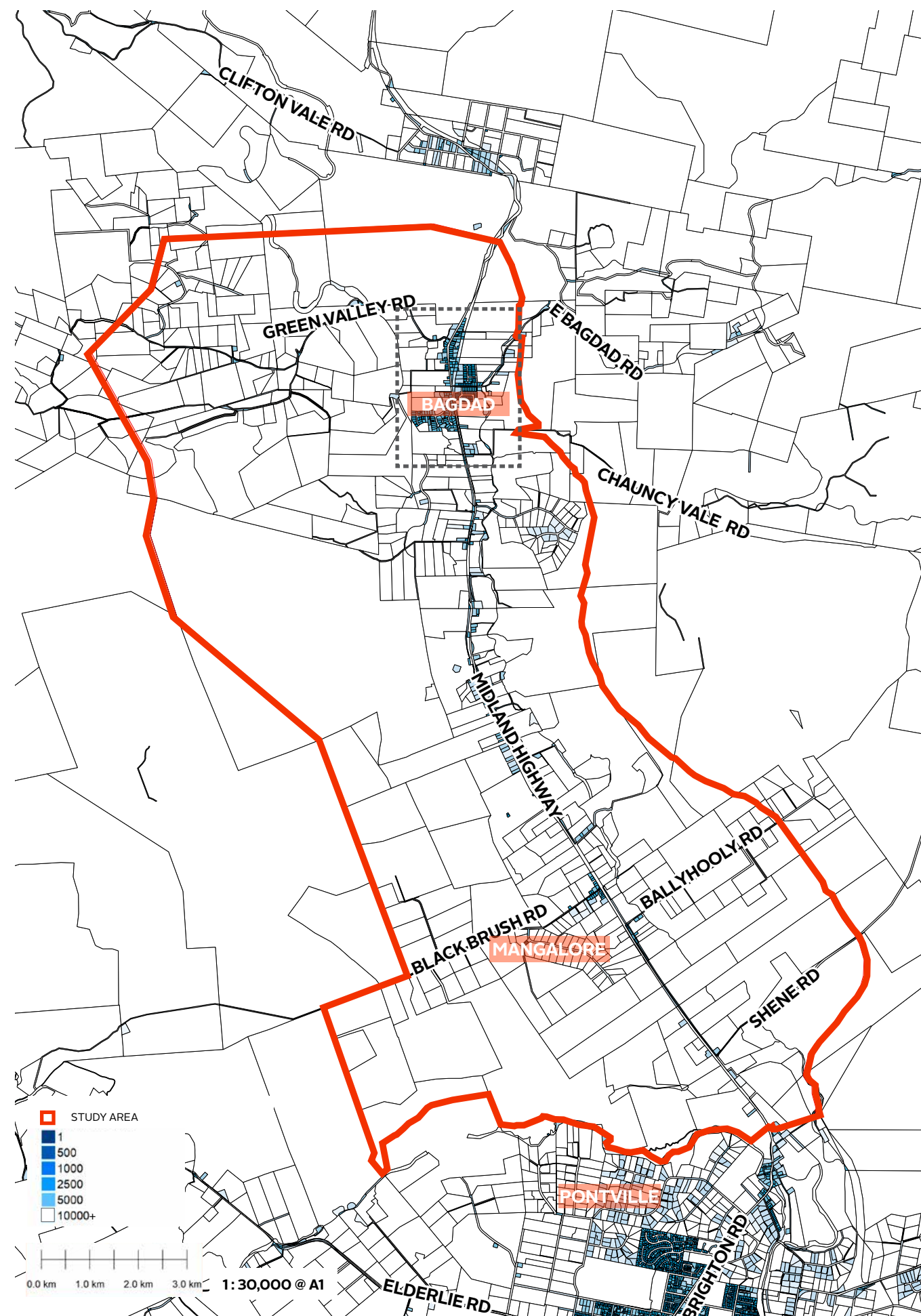
Lot Size

Smaller allotments to the established areas in the townships

Larger agricultural allotments predominates the surrounding area.



Detailed lot sizes in Bagdad



Observations

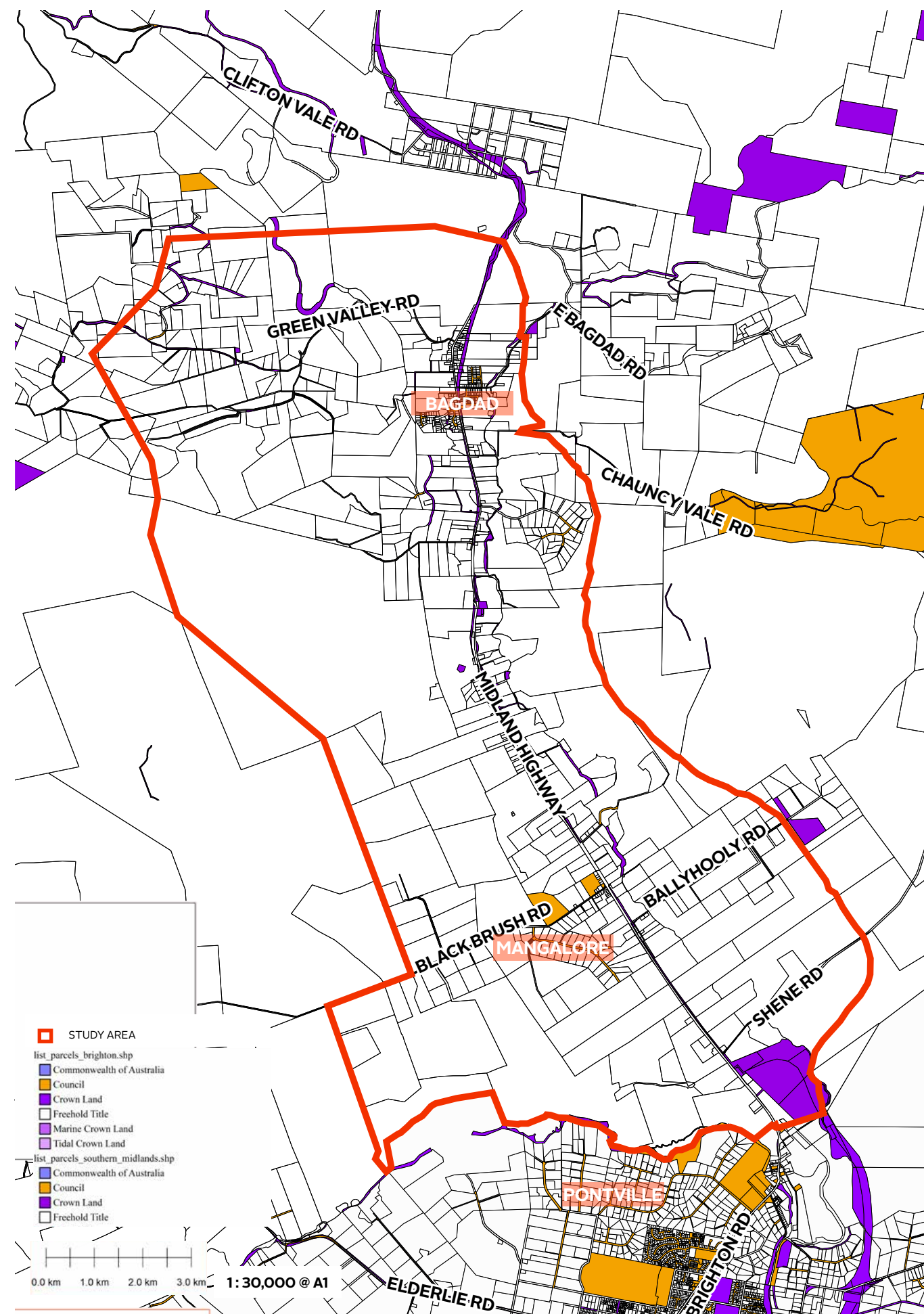
- _ Generally moderate lot sizes (between 2,500m² - 5,000m²) within Bagdad. These sites are arranged in an irregular grid network. This presents a need to maintain a sense of spaciousness within the town.
- _ Some pockets of smaller lots around 1,000-1,500m² to the east side of Midlands Highway in Bagdad.
- _ A cluster of moderate allotments between 2,500-5,000m² at the key junction in Mangalore.
- _ Large parcels (greater than 10,000m²) primarily to the surrounding the towns on rural allotments.



5.1 Mapping

Land Ownership

Relatively few land parcels are publicly owned (state, council or Crown lands).



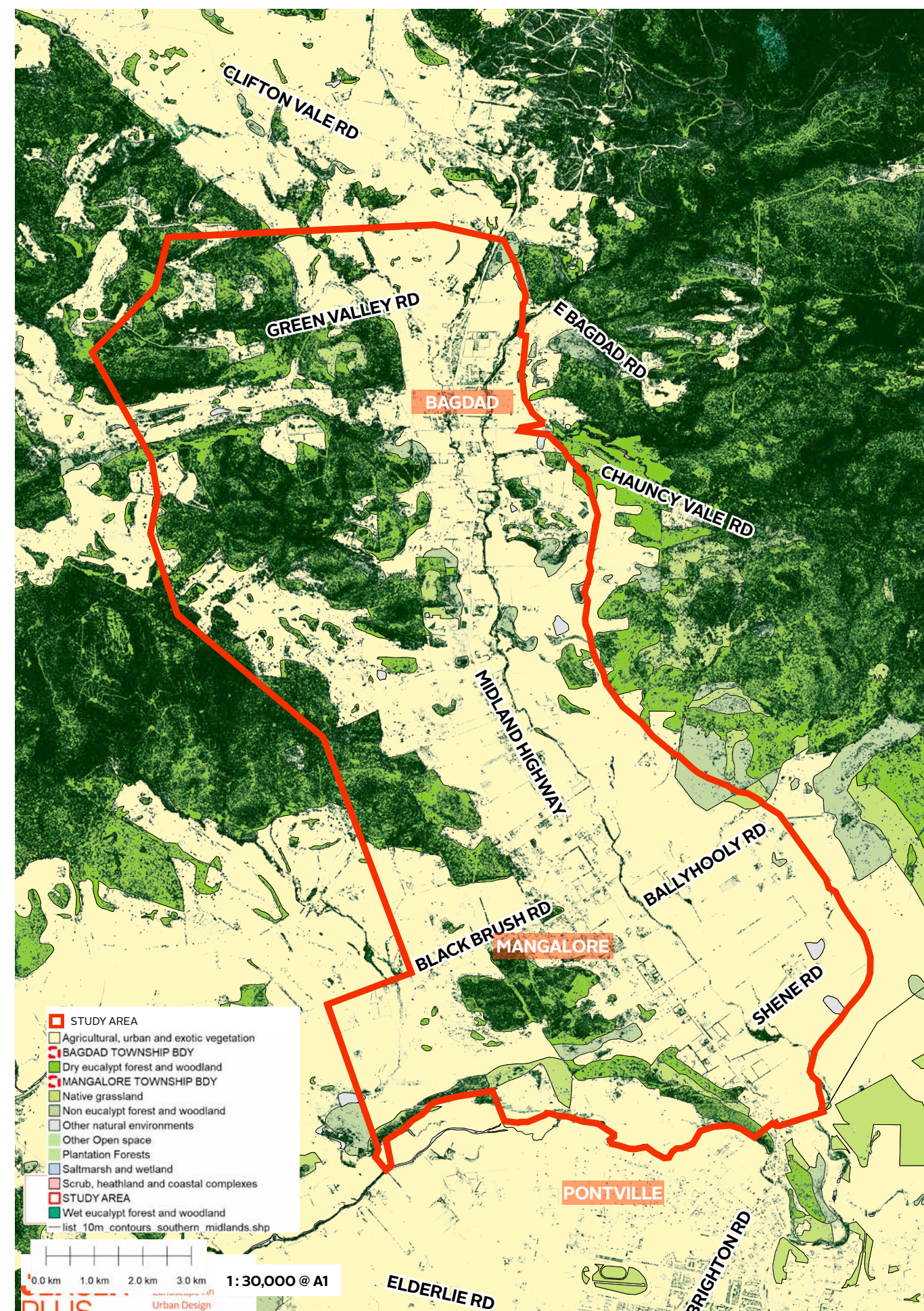
Observations

- _ Most land parcels are privately owned.
- _ Designated areas of land set aside for the Crown, located along the Midland Highway.
- _ A small number of parcels of land in Mangalore are under the ownership of Southern Midlands Council, situated along Black Brush Road.

5.1 Mapping

Landscape + Vegetation

Native vegetation and forestry to the eastern and western extents of the study area.



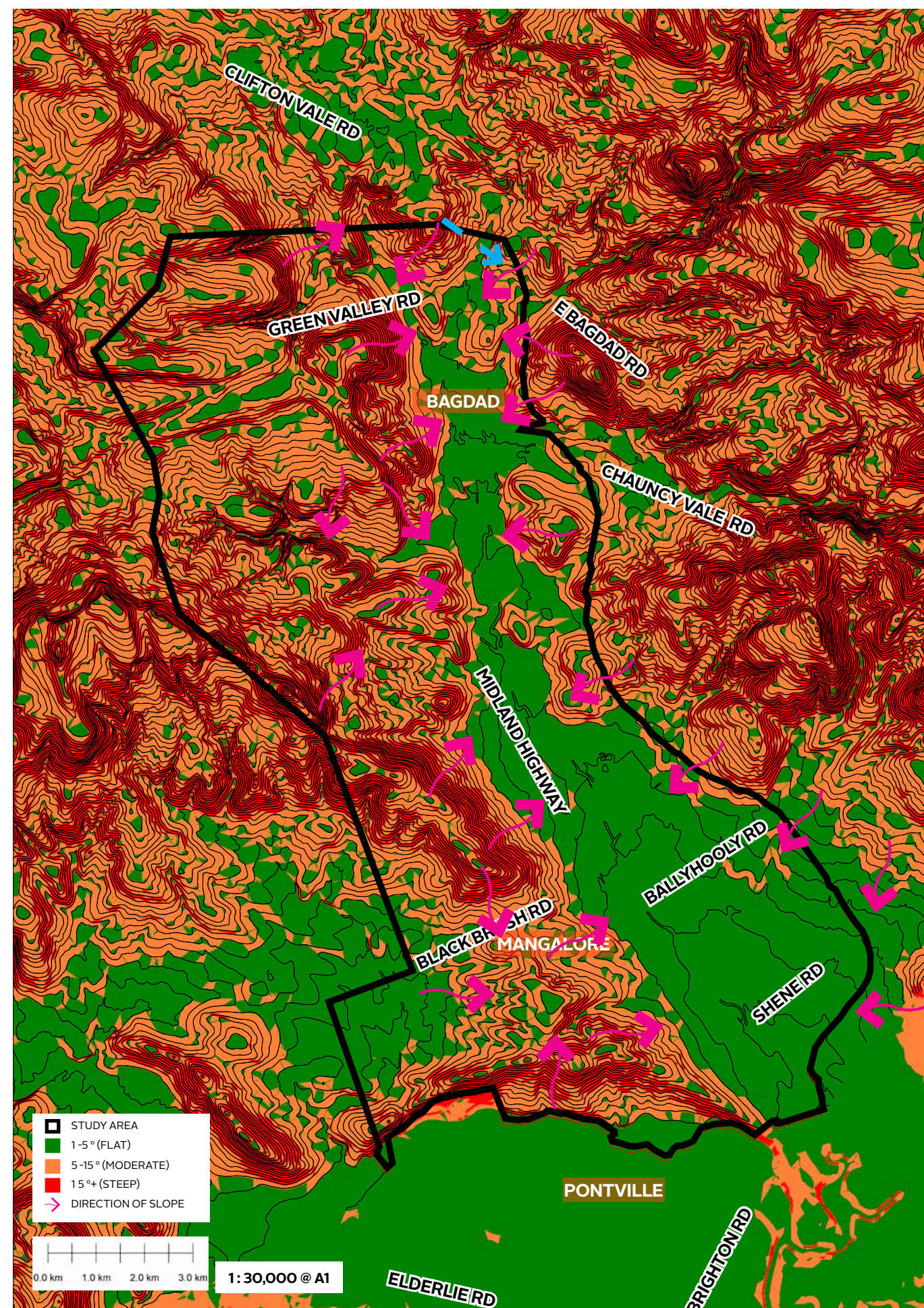
Observations

- _ The identity and character of the region are underpinned by its environmental and ecological setting. The surrounding landscape of forested areas, topography, and creeklines provide a backdrop and sense of place for the townships and also contribute important environmental and ecological values.
- _ The valley is framed by dry eucalypt forest and woodland, including *Eucalyptus viminalis* and *E. pulchella*. Much of this vegetation is visible from the lower valley and makes a valuable contribution to the area's landscape character.
- _ Creeklines define the lower reaches of the valley, with the Bagdad Rivulet and Horfield Creek being the most notable. These waterways form significant biodiversity and environmental corridors for the region.
- _ These creek corridors and tributaries are in a mix of public and private ownership, with limited specific planning controls or directions. The creeks of the valley are an important environmental feature of the region that needs to be protected and enhanced.

5.1 Mapping

Topography + Water

**Strong relationship
between the creeklines
and contours.**



Observations

- _ Flatter topography along the valley floor, where most housing and infrastructure is also located.
- _ Moderate and steep slopes across much of the study area. Steep slope presents constraints for construction and servicing.

The background image shows a wide, green grassy field in the foreground. In the middle ground, there is a long, low building with a red roof and a smaller blue structure next to it. A red car is parked near a playground area. In the background, there are rolling hills and a large mountain under a blue sky with white clouds. Several semi-transparent brown circles are overlaid on the image.

**This section provides
an analysis of the
social infrastructure
and identifies any
'gaps' at a high level**

6. Social Infrastructure Analysis

- Social Infrastructure
- Mapping_Social Infrastructure



6. Social Infrastructure

The study area has a variety of social infrastructure, including open spaces and recreational facilities that the residents can access.

There is a need for additional infrastructure to service the growth of the study area.

Planning for the future provision of social infrastructure is essential to meet the needs of the forecasted population growth. A high level assessment of the existing social infrastructure and benchmarking was undertaken to identify current and future social infrastructure gaps for the study area. This analysis does not provide an understanding of the quality of service, or the condition and capacities of these facilities.

A detailed survey of the facilities and services would be required to understand their level of service, conditions etc. This is beyond the scope of this report.

Benchmarking

Benchmarking provides a numeric analysis of community need based on a prescribed set of best practice principles. These benchmarks are intended for application in Australian context and provide an indication of the types of facilities that should be provided per population numbers and can be used to provide a basic assessment of 'gaps' within the provision of social infrastructure.

These benchmarks have been developed through a review of the following relevant resources which provide specific guidance on social infrastructure planning.

- _ Gawler Social Infrastructure and Services Study (2015);
- _ Playford Social Plan for Services + Infrastructure (2013);
- _ Planning for Community Infrastructure in Growth Areas, Victoria (2008); and
- _ West Toowoomba Local Plan (2015).

Quantitative Gap Analysis

A high level benchmark-based gap analysis has been undertaken outlined in the type of social infrastructure from the table.

Understanding the quantity of the existing supply against the future projections for Bagdad-Mangalore will inform whether there are any current and future gaps.

6.1 Social Infrastructure (cont.)

The table provides an analysis of available community infrastructure at a high-level. The analysis has been based on the 2021 population of **1,974 people within the Bagdad-Mangalore.**

The benchmarking analysis suggests that there is a generally sufficient quantity of social infrastructure facilities based on the current population. Two potential gaps in the quantity of social infrastructure based on the current population are:

- _ 2-3 General Practitioners
- _ 0.57ha Passive Open Space (parks, gardens, linear open space, conservation, playgrounds, etc).

It is highlighted that these benchmarks provide a high-level assessment only. It does not assess the adequacy, acceptability or accessibility (e.g. in neighbouring towns) of the current service provision nor incorporate specific local requirements.

It should be used as a general guide only. A detailed survey of the facilities and services would be required to understand their level of service, conditions etc. This is beyond the scope of this report.

Type of Social Infrastructure	Social Infrastructure Facility	Benchmark for provision	Range (High Values)	Current Provision	Gap Threshold	Comment
Education	Childcare Centre	4000	9000	2	1.5	Benchmark satisfied
	Kindergarten/Early Childhood Education	8000	12000	0	-0.2	Benchmark satisfied
	Public Primary School*	7,500	9000	1	0.7	Benchmark satisfied
	Public High School*	15,000	25000	0	-0.1	Benchmark satisfied
	TAFE district campus	150,000		0	0.0	Benchmark satisfied
	University	Not readily available			0.0	Benchmark satisfied
Health	GPs	909		0	-2.2	Below Benchmark
	Hospital	100,000		0	0.0	Benchmark satisfied
Community	Library	15,000	30000	0	-0.1	Benchmark satisfied
	Youth Centre	8000	10000	0	-0.2	Benchmark satisfied
Open Space	Active	2.0ha (excluding golf courses) per 1000 people		5.44ha	1.49 ha	Benchmark satisfied
	Passive	0.7 to 1ha per 1000 people		0.81ha	-0.57ha	Below Benchmark
Shopping	Supermarket	10000		0.2	0.0	Benchmark satisfied

* Demand for public schools will be affected by the provision of private schools

** Gap Threshold is based on Low values as a conservative approach

As outlined in the Southern Midlands Community Infrastructure Plan (March 2024), a roadmap has been established to ensure ongoing improvements through the sustainable and efficient management of infrastructure.

6.2 Mapping

Social Infrastructure

1x Primary School

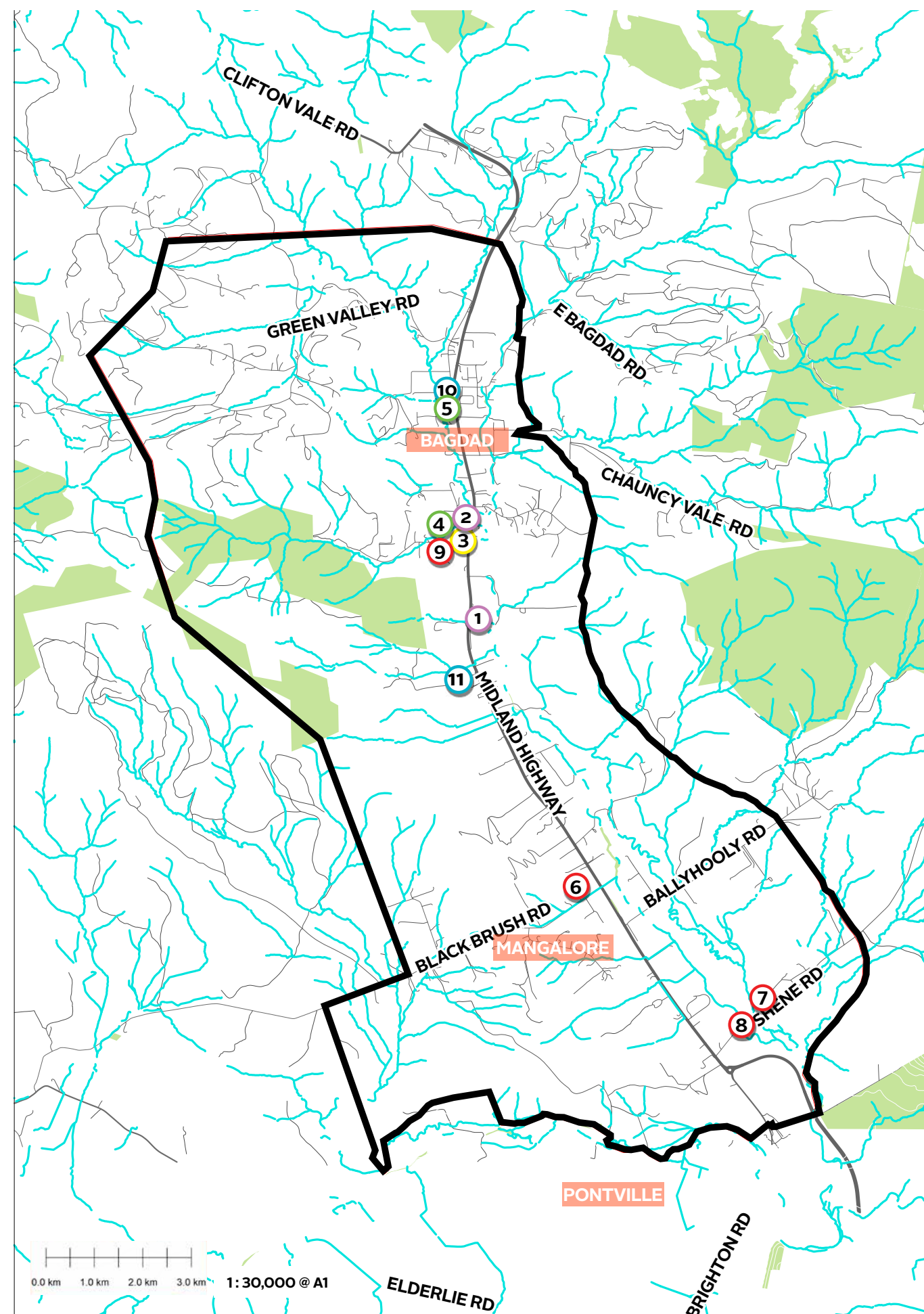
1x Community Facility

2x Open Spaces

4x Recreational Areas

1x General Store

1x Post Office



Education

- ① Bagdad Primary School
- ② Bagdad Childcare

Community Facilities

- ③ Bagdad Community Club

Open Space

- ④ Lyndon Road
- ⑤ Iden Park

Recreation

- ⑥ Mangalore Recreation Ground
- ⑦ Hobart Clay Target Club Inc
- ⑧ Tas Pistol + Rifle Club Inc.
- ⑨ Bagdad Community Club

Shopping

- ⑩ Bagdad Store
- ⑪ Bagdad Post Office

**This section provides
a summary of the
opportunities and
constraints from the
previous sections.**

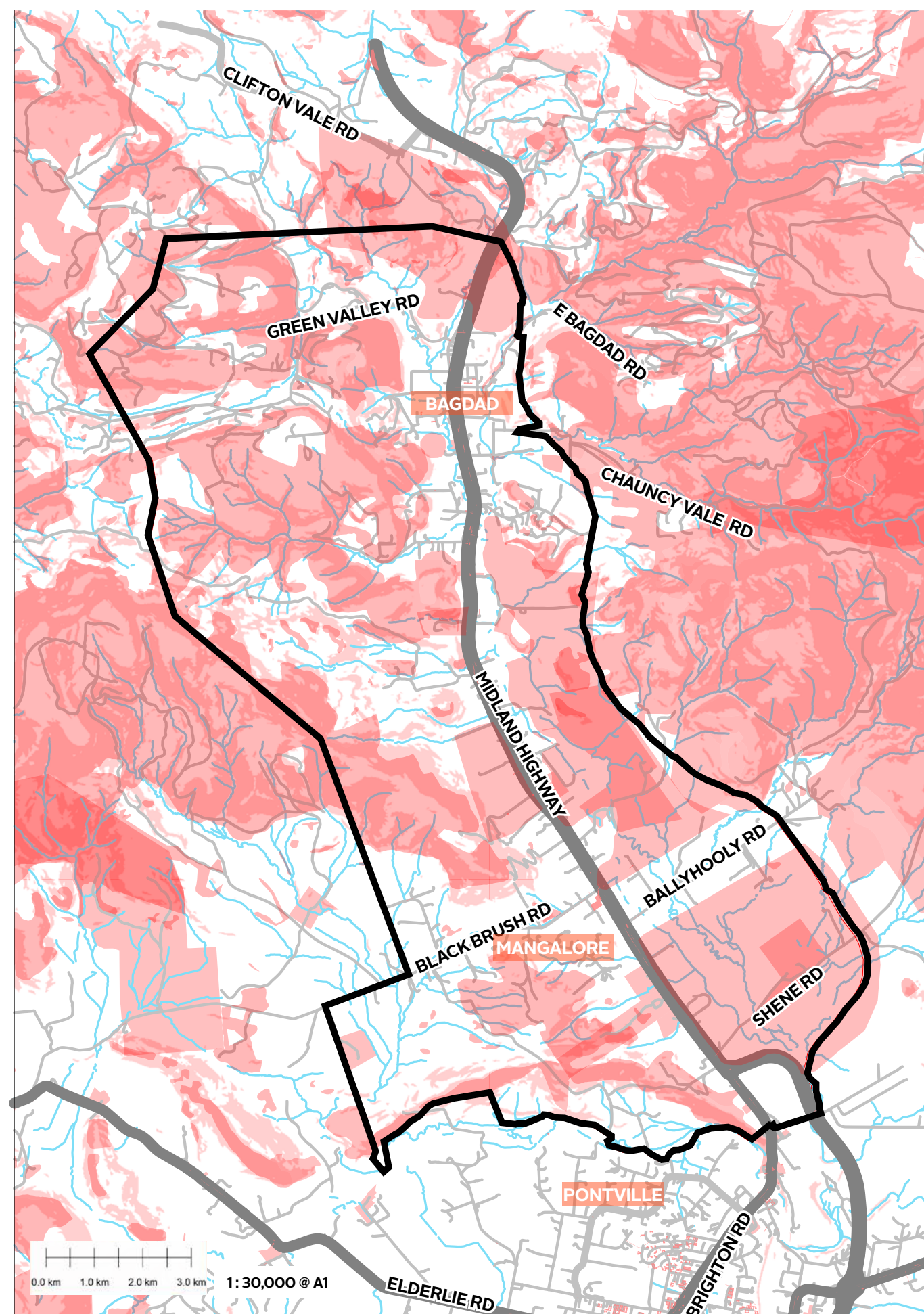
7. Preliminary Constraints

— Constraints Mapping

7.1 Mapping Constraints

This map shows in a visual way the physical location and overlapping of constraints.

Areas on the map that show darker red have more constraints.

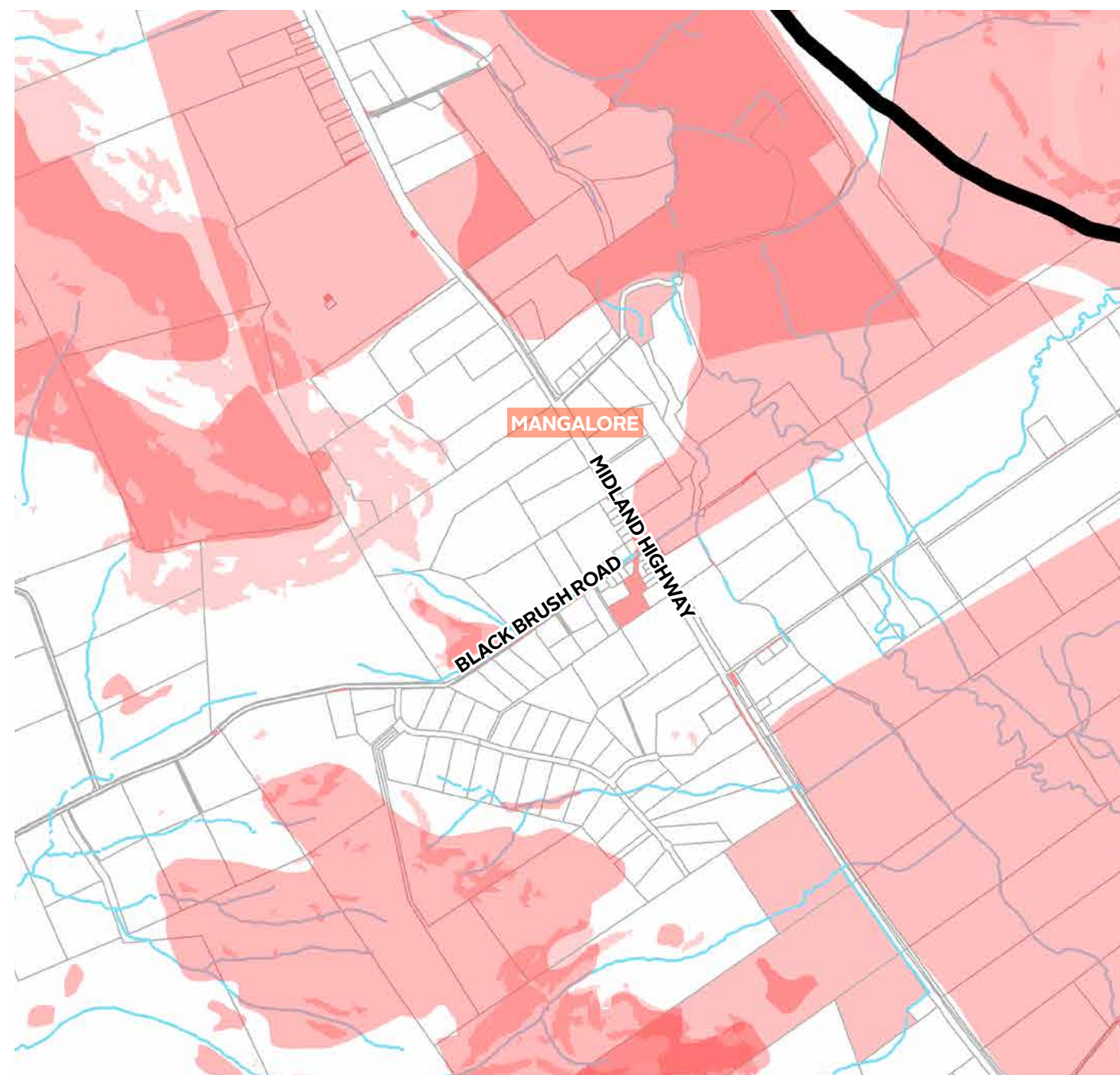
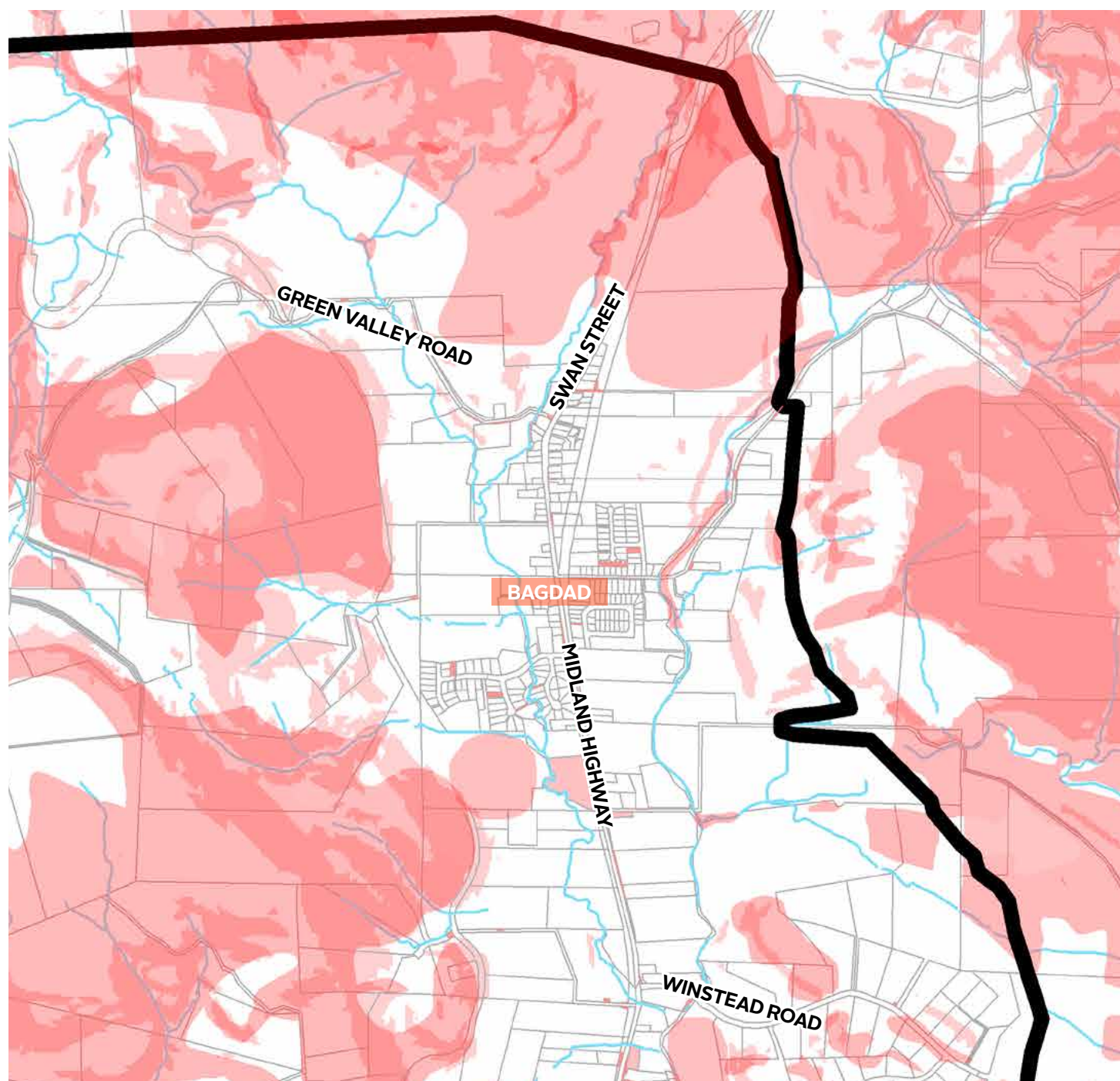


Observations

- _ This map shows darker areas of red where constraints are overlapping, indicating there are more challenges associated with these parts of the study area and therefore indicating that development may not be best suited- especially if associated with a vulnerable land use.
- _ This map includes:
 - _ Steep slope (greater than 15°)
 - _ Heritage
 - _ Native and forestry vegetation
 - _ Lots smaller than 500m²
 - _ Higher Agricultural Prominence
 - _ (High prone bushfire risk to majority of the areas on the map - not shown)
- _ **The Structure Plan will need to consider the proximity of potential land use changes or growth areas to these higher constrained areas. Carefully designed infill opportunities may be a consideration.**



7.1 Mapping Constraints



This section provides
a summary of the
community and
stakeholder engagement.

8. Engagement Summary

— Summary of the engagement

8. Community + Stakeholder Engagement

Community and stakeholder engagement has been an integral part of the Bagdad- Mangalore development process.

How we engaged

Early engagement

The engagement process commenced with a working group session in October 2024, alongside early stakeholder consultation with TasNetworks, the Department of State Growth, TasWater, and Council.

Community Survey

Engagement with the Bagdad-Mangalore community, including residents and local businesses began early in the process through an online survey conducted between November and December 2024. The survey aimed to understand what the community values about living in Bagdad-Mangalore and to gather ideas and aspirations for its future development.

Co-Design Workshops

Co-design workshops were central to the development of the Structure Plan. Participants included council staff, councillors, and key stakeholders, many of whom had been involved in earlier engagement.

A workshop in February 2025, promoted via flyers, social media, newsletters, and emails, focused on developing a preliminary vision, guiding principles, and planning scenarios. This was followed by community review through drop-in sessions and a presentation of outcomes.

Draft Plan Consultation

The Draft Structure Plan was placed on exhibition between 14 July and 15 September 2025. This engagement period was extended from the standard one month to two months to allow additional community input.

Online Survey and Drop-In Sessions

During the exhibition period a second online survey was conducted collect structured feedback. A well-attended drop-in session was also held on 31 July 2025, from 2 pm to 7:30 pm at the Bagdad Community Club.

For detailed survey results and responses to the other submissions received, please refer to **Appendix C**.





**This section identifies
the vision + guiding
principles**

9. “Valley growth with country feel” - Our Vision for the Future

9.1 Vision and Guiding Principles

9.1 Vision + principles

"By 2055 our valley communities around Bagdad and Mangalore have grown into attractive villages, where new housing and infrastructure has been built to manage growth, and to keep the country feel."



1. Growing valley

Plan for well-managed growth in population, housing and services, to cater for growing demand for valley lifestyle.



2. Infrastructure supporting growth

Including sewer network capacity, water, power, open space and community facilities.



3. Keep the country feel

Protect valley landscape character, with spacious country/rural living, alongside some village development of smaller homes.



4. Attractive "village centres"

Make business and community nodes at Bagdad, Bagdad Community Club, and Mangalore clearer through zoning, public realm improvements and better access.



5. Promote destinations

Placemaking and identity improvements, building upon "Heritage Mile", "gateway to country" and other attractions.



6. Connected valley

Connect people and places within the valley, and regionally, via roads, walking, cycling, horse riding and public transport routes.



10. The Structure Plan

Overall Structure Plan

Structure Plan _ Bagdad

Structure Plan _ Bagdad South

Structure Plan _ Mangalore

Structure Plan _ Rural + Agricultural Land

Structure Plan elements (planning)

Structure Plan elements (transport)

Structure Plan elements (environment)

Structure Plan elements (public realm)

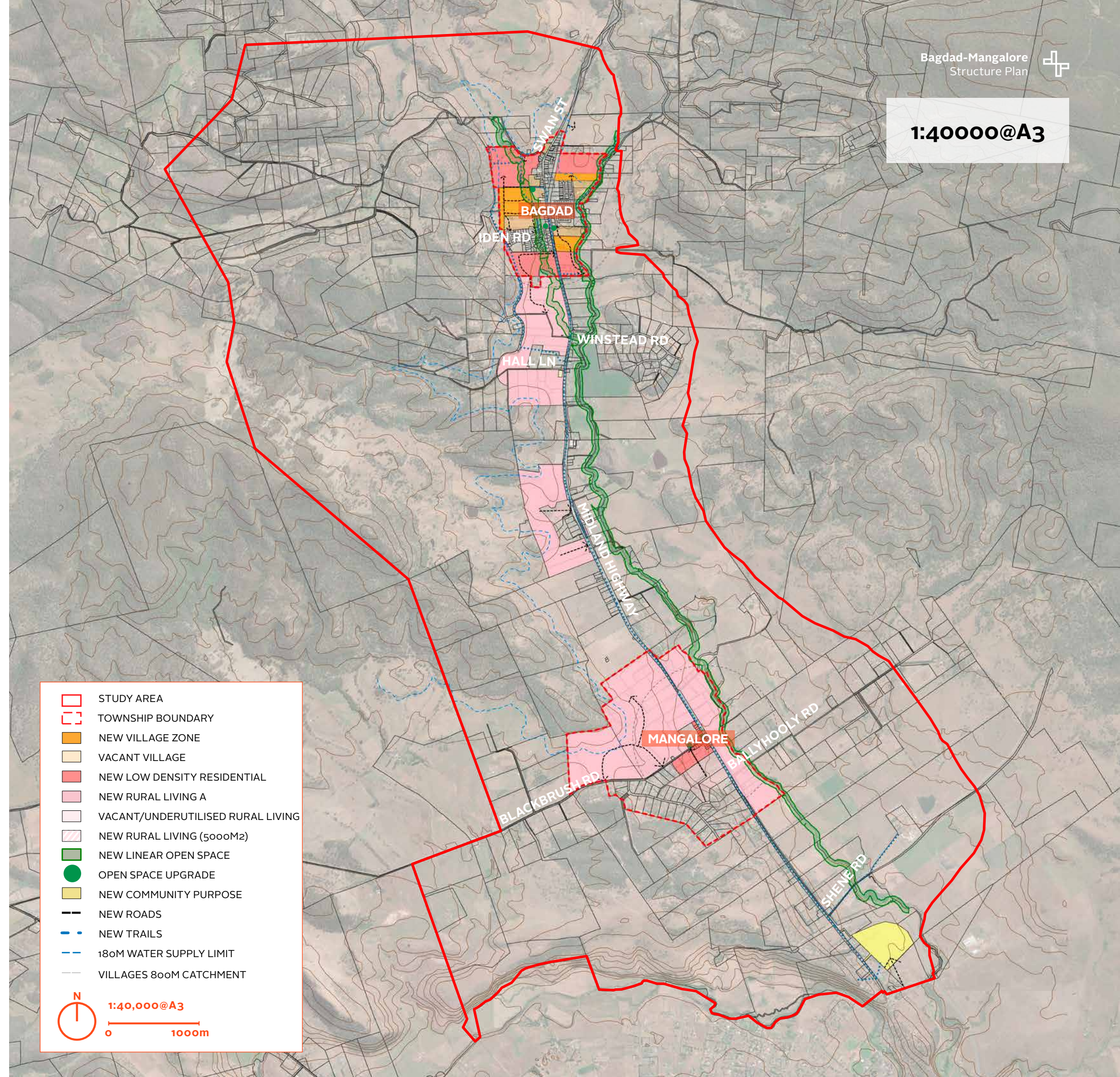
Structure Plan elements (infrastructure)

Zoning intent

10.1 Overall Structure Plan

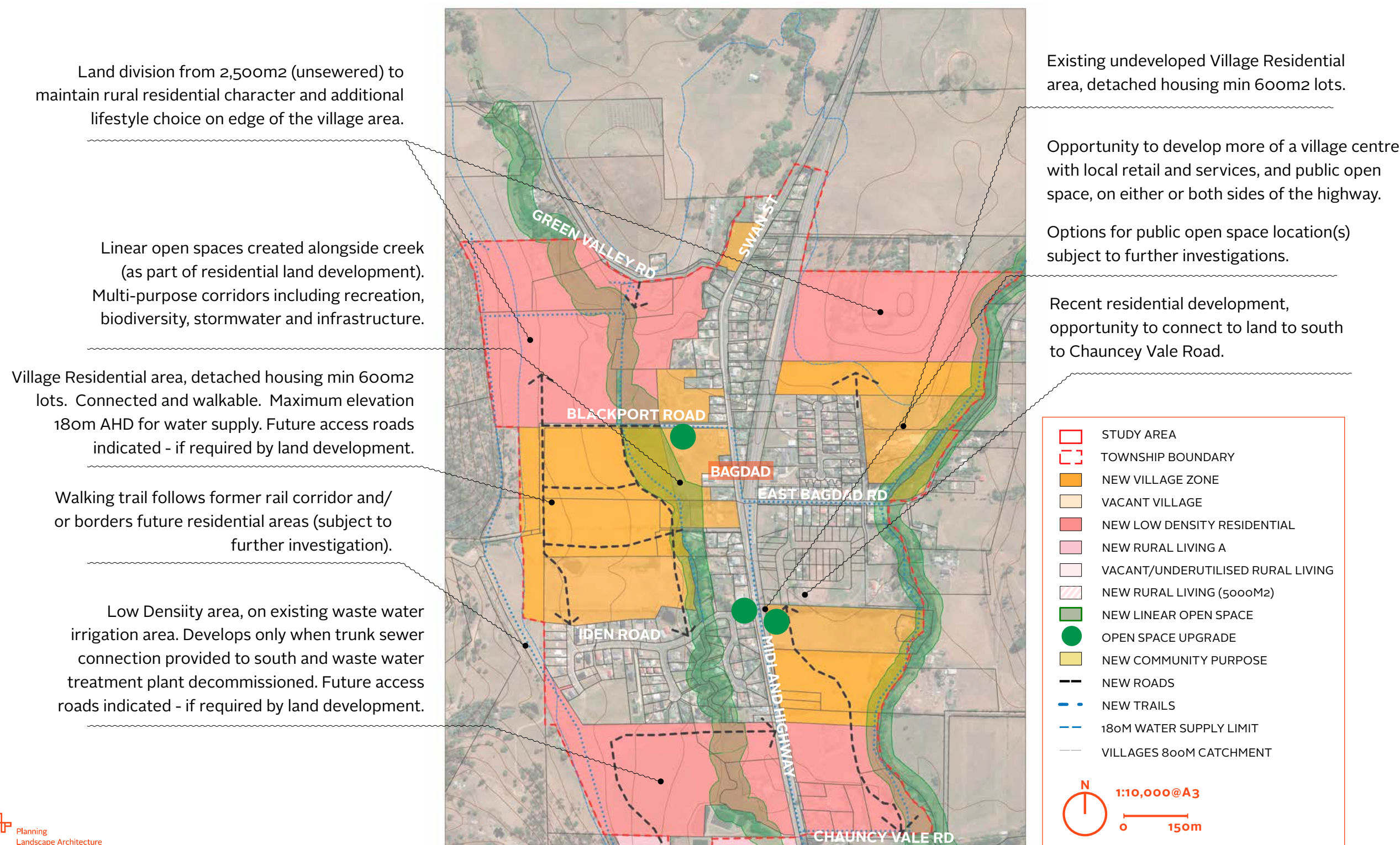
The Structure Plan proposes land use changes to support housing growth, with a focus on the villages of Bagdad and Mangalore.

New local roads and paths, and other supporting infrastructure, is also planned to support land uses changes over time.



10.2 Structure Plan _ Bagdad

Note: The Structure Plan identifies land where the use is planned to change over time (e.g. from rural to residential), as well as key infrastructure such as access roads/streets, and open spaces.



10.3 Structure Plan _ Bagdad South

Note: The Structure Plan identifies land where the use is planned to change over time (e.g. from rural to residential), as well as key infrastructure such as access roads/streets, and open spaces.

Modest rural living subdivision opportunities around Gangells Lane.
Future access roads indicated - if required by land development.

Modest rural living subdivision opportunities around Halls Lane, close to recreation area

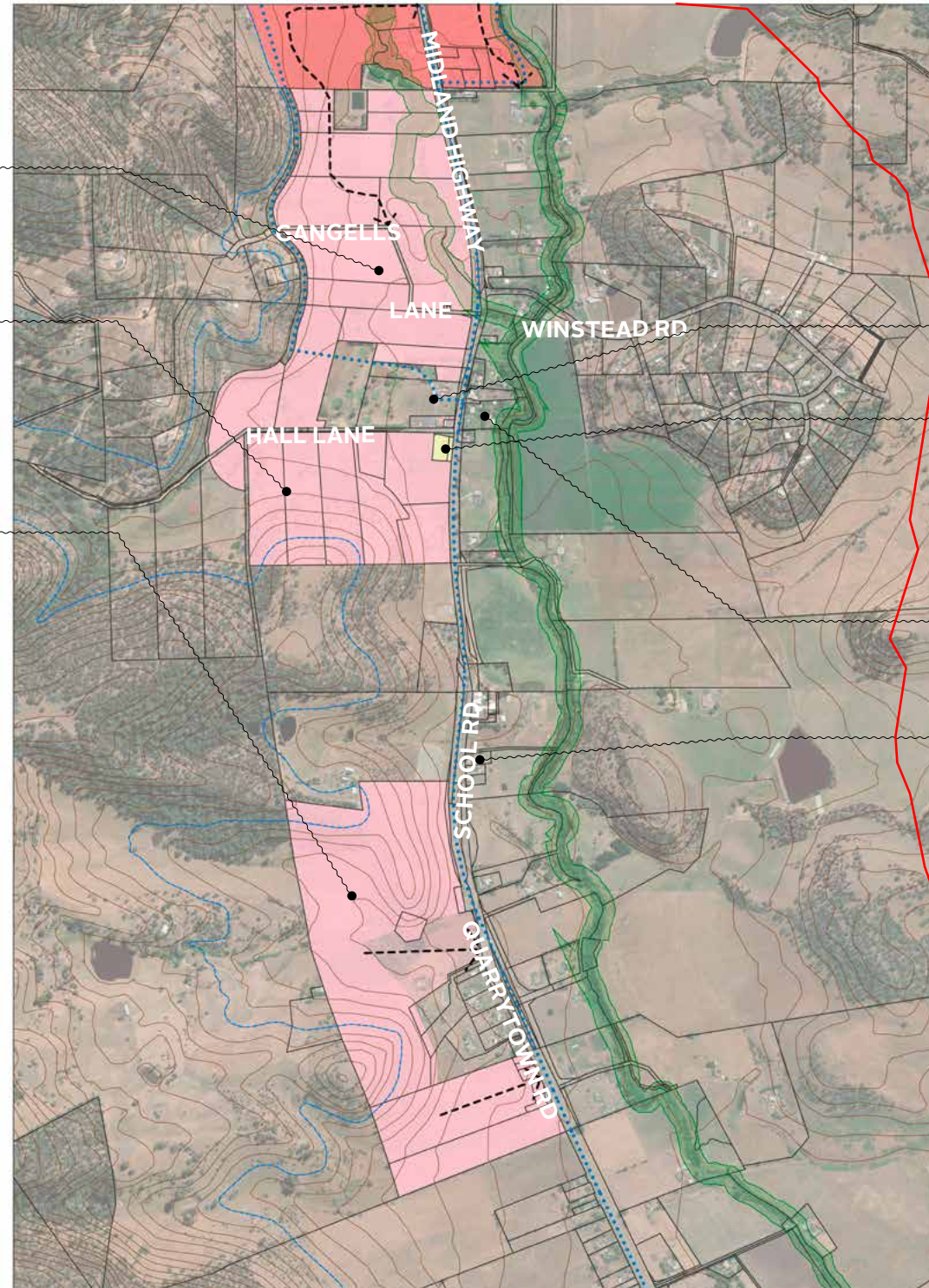
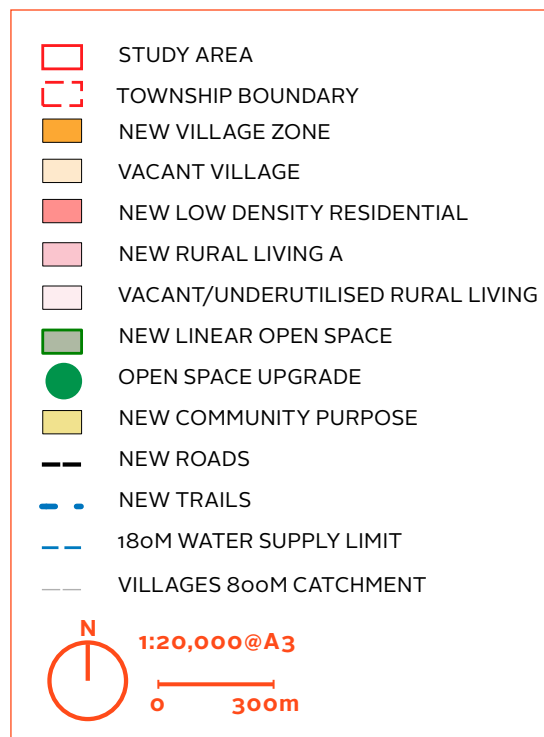
Modest rural living subdivision opportunities accessed from Quarrytown Road, generally at elevations less than 180m AHD, avoiding steep slopes, and maintaining views to forested ridgelines

Bagdad Recreation Area - deliver master plan for enhanced sporting and community facilities.

New community purpose opportunity on Council-owned land to integrate with master plan.

Generally less subdivision opportunity on east side of Midland Highway, as many lots are around 1ha in size already, and flooding constraints apply to many properties.

New shared path and trail along Rivulet to school. School Road improvements for safer drop-off, possibly one-way movements with footpaths and formalised parking. Potential expansion of the school (future rezoning would be appropriate).



Note: The Structure Plan identifies land where the use is planned to change over time (e.g. from rural to residential), as well as key infrastructure such as access roads/streets, and open spaces.

10.4 Structure Plan _ Mangalore

Modest rural living subdivision of selected blocks on east side Midland Highway, especially where side road access is available

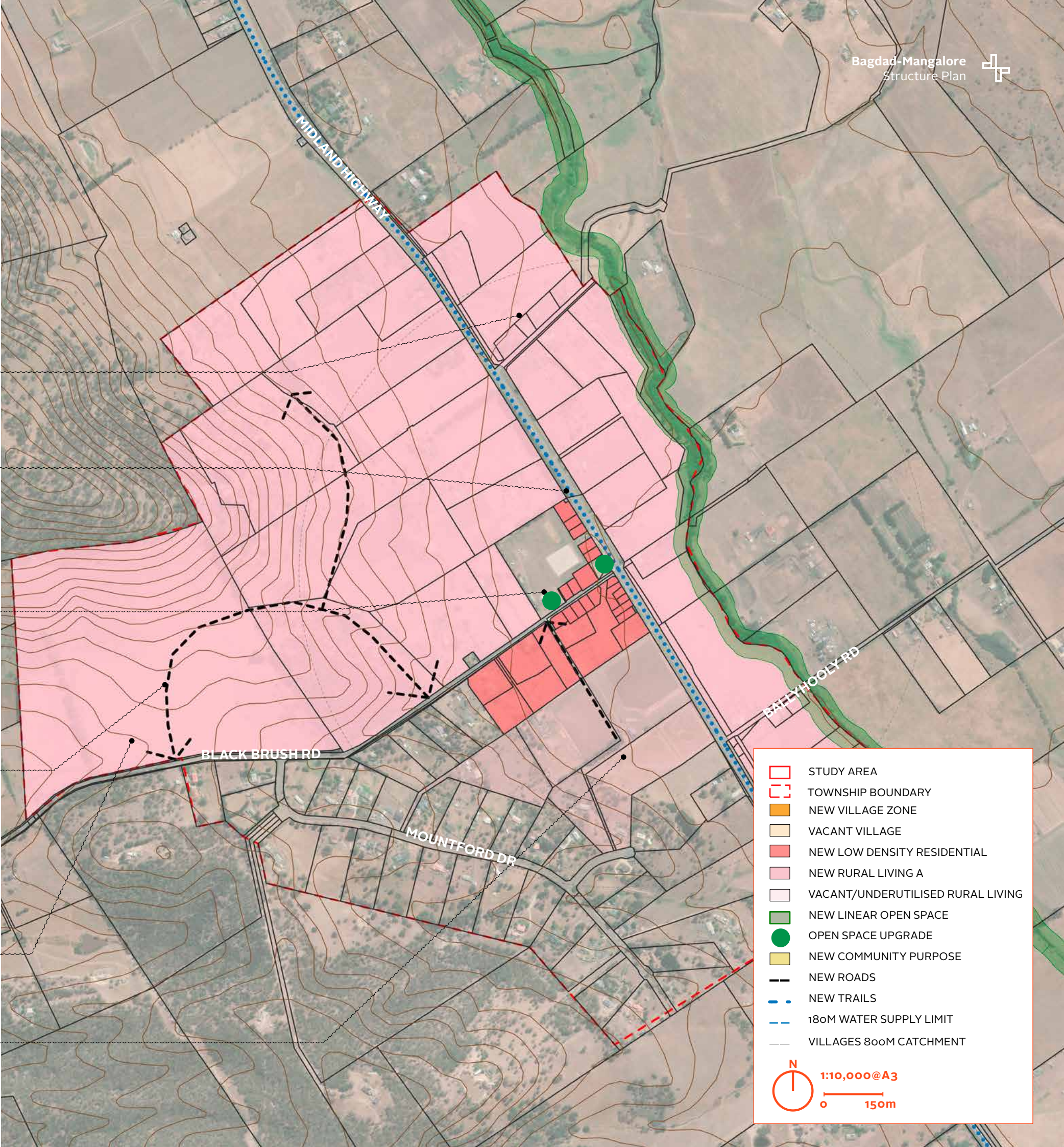
Bagdad-Mangalore-Brighton shared use path

Additional landscaping and playground amenity to Mangalore Recreation Area.

Indiative local street network to connect rural living zoned land and provide access to Black Brush Road.

Development site for rural living subdivision with road access from crest of Black Brush Road. Limit elevation of development (houses) to approx 180m AHD to preserve forested ridgeline and rural landscape.

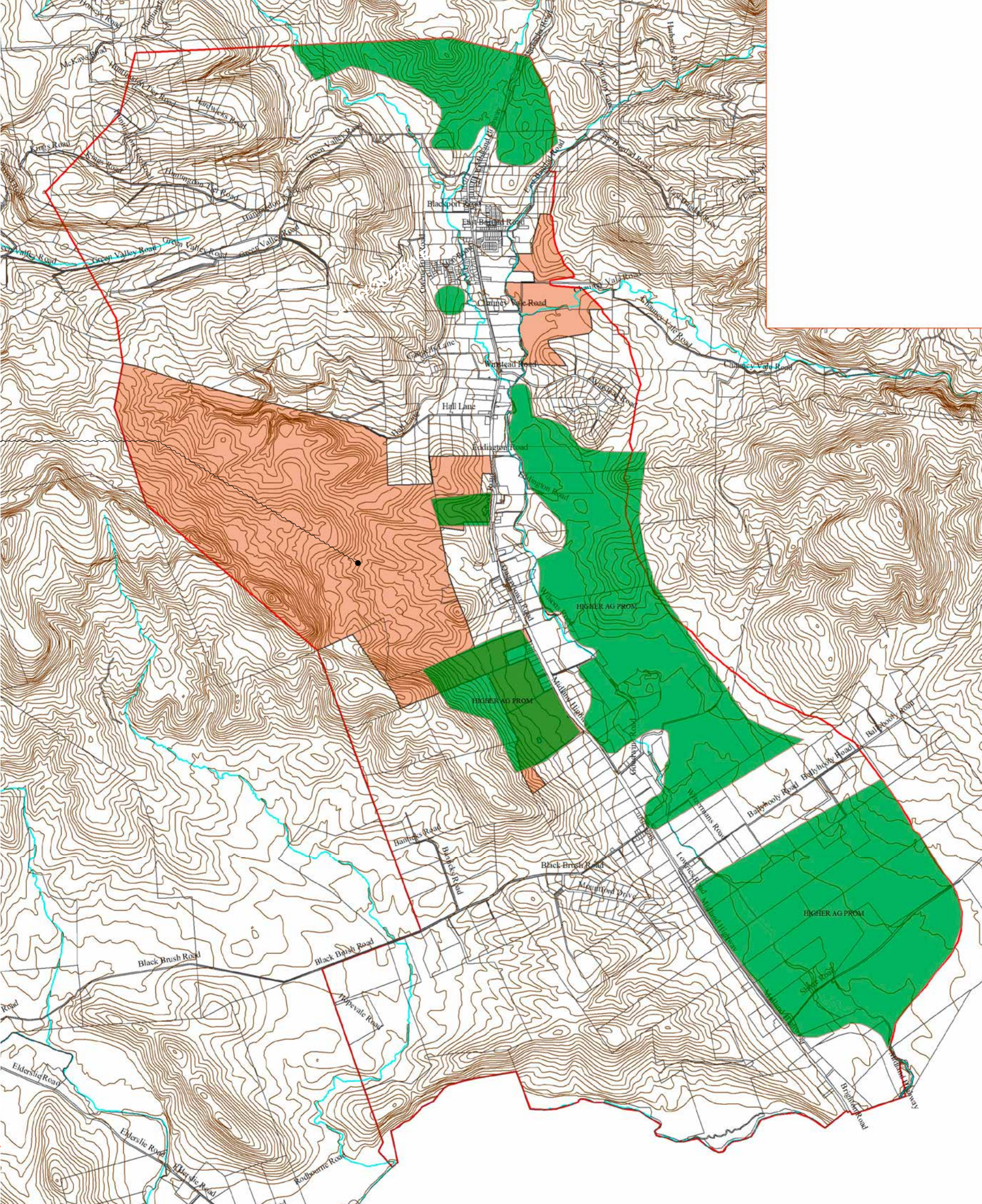
Rural Living zoned land with potential for modest land development with new road access from Black Brush Road.



10.5 Structure Plan _ Rural and Agricultural Land

Change from Agriculture Zone to Rural Zone,
due to lower agricultural values and broader
opportunities in the Rural Zone.

Note: The Structure Plan identifies land where the
use is planned to change over time (e.g. from rural
to residential), as well as key infrastructure such as
access roads/streets, and open spaces.



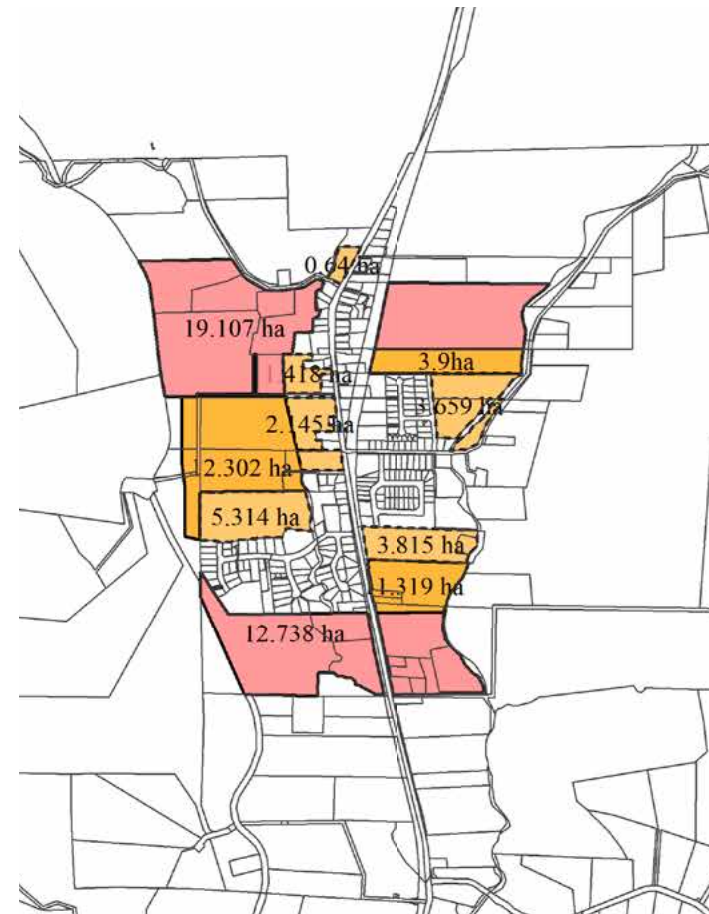
10.6 Structure Plan elements (planning)

An important action to facilitate new housing and infrastructure in the Bagdad-Mangalore valley is the rezoning of land.

Typically this concerns zoning land to support appropriate forms of new housing, but some areas of business and community development may also warrant planning changes.

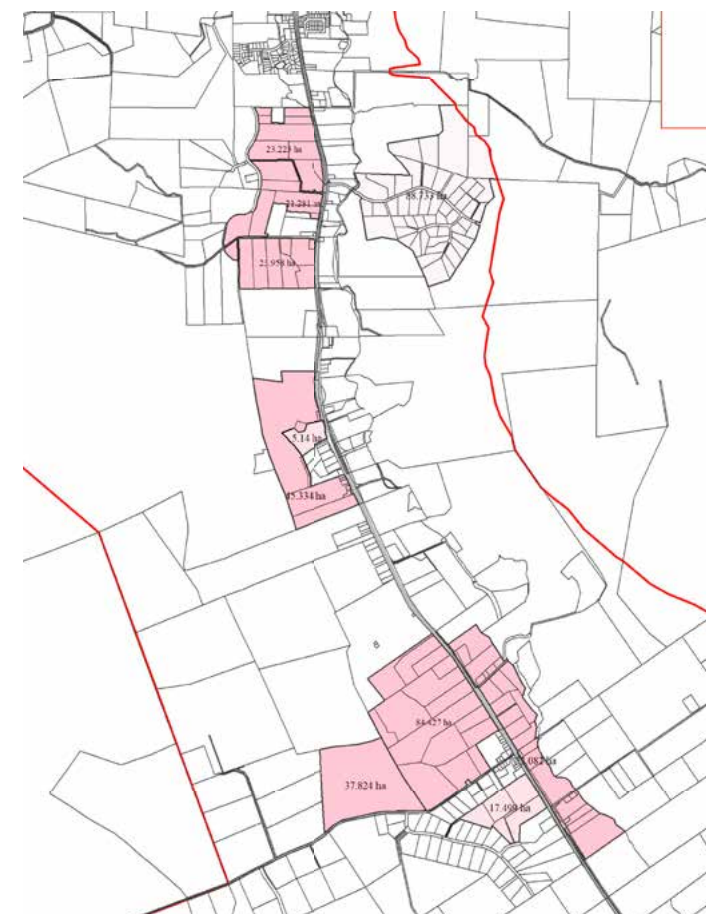
Rezoning may happen progressively as demand and infrastructure is available to support zone changes.

Future residential areas



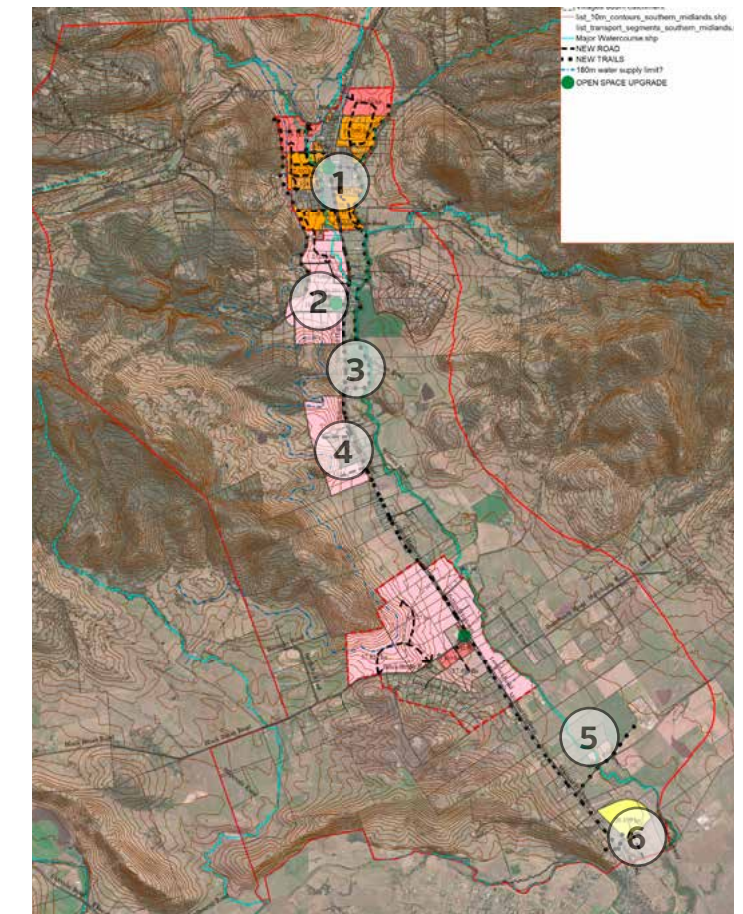
- _ Future "village" or "suburban" residential development is focussed at an expanded Bagdad township.
- _ The Village Zone and the Low Density Residential Zone are proposed to provide for a range of housing options at Bagdad, respecting local character and lifestyle.
- _ A small area of additional housing at Mangalore is proposed be facilitated by the Low Density Residential Zone.

Future rural living areas



- _ On land with low agricultural potential, additional opportunities for rural living have been identified.
- _ Locations include land around Mangalore, and between Mangalore and Bagdad, west of Midland Highway where flooding constraints are less and where side-road access can be achieved.
- _ The Rural Living A Zone (min 1ha lots) is proposed.

Business + community



1. Bagdad (existing + future retail, business, health, community services)
2. Bagdad Recreation Area, Club, Child Care, Youth facilities
3. Bagdad Primary School
4. Post Office
5. Lark Distillery
6. Youth Detention Centre (proposed)

For an overview of future community facilities refer to Appendix D.

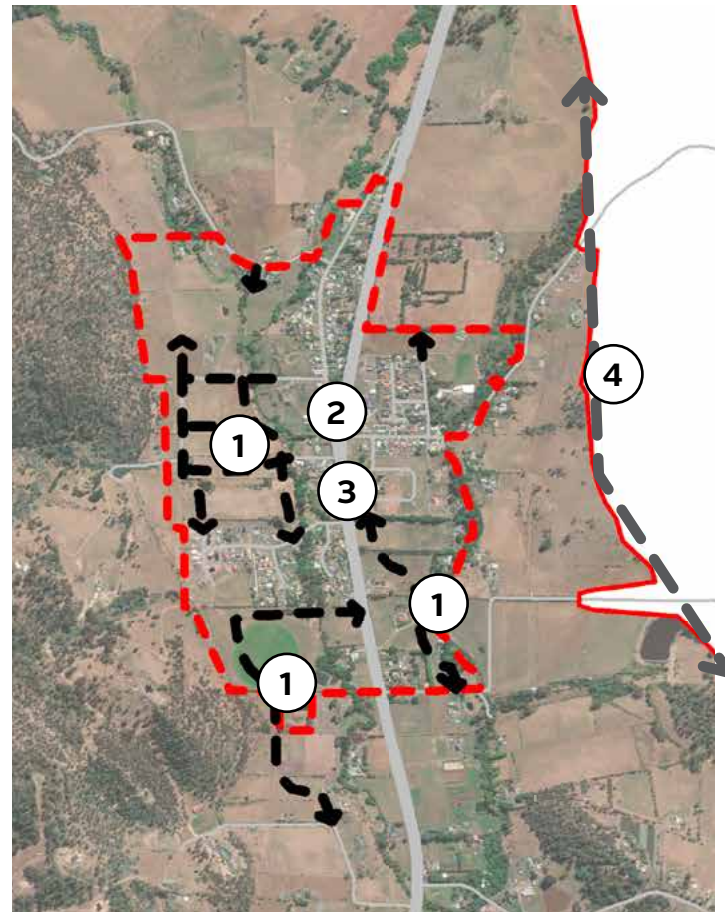
10.7 Structure Plan elements (transport)

Access to development sites will focus on side road access, minimising new Midland Highway intersections. Long term, the bypass road planned for the eastern edge of the study area may be required for the full development of the structure plan area.

Shared paths and trails for walking and cycling have great potential for connecting the valley locally, and beyond. Completion of the shared path following the Midland Highway is the priority, with new opportunities also identified.

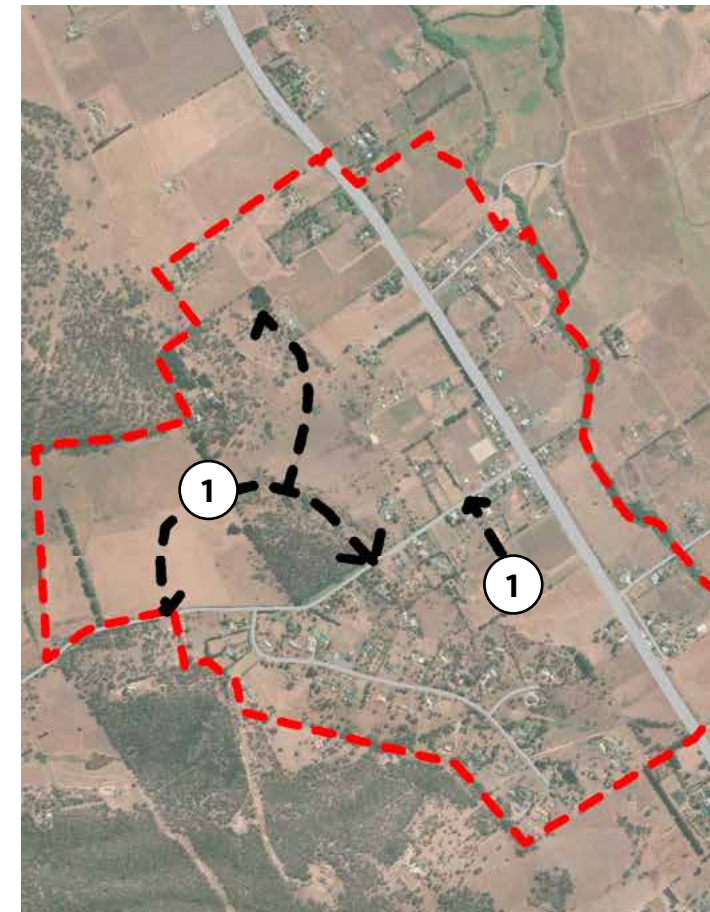
Roads

Future streets and roads are indicative only.



Bagdad

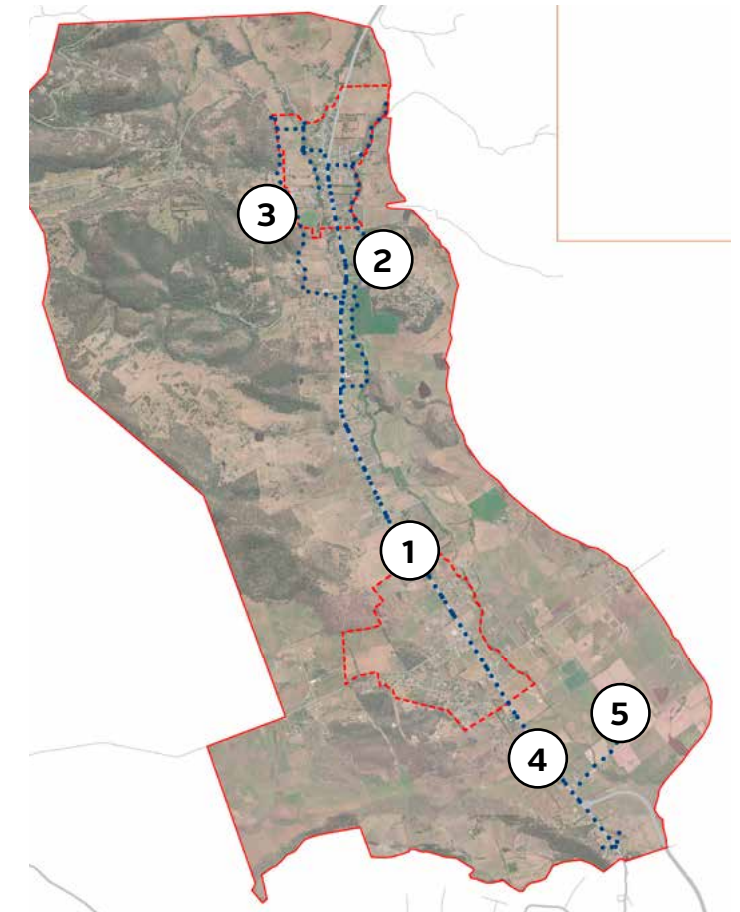
1. New residential developments provide new local street networks, and access via existing roads / streets, limiting new access points to Midland Highway.
2. Intersection upgrades.
3. Traffic calming in village centre.
4. Future bypass road. The ultimate development of land in the study area may only be facilitated in the long term, if the future bypass road is implemented.



Mangalore

Shared paths + trails

Future paths and trails are indicative only.



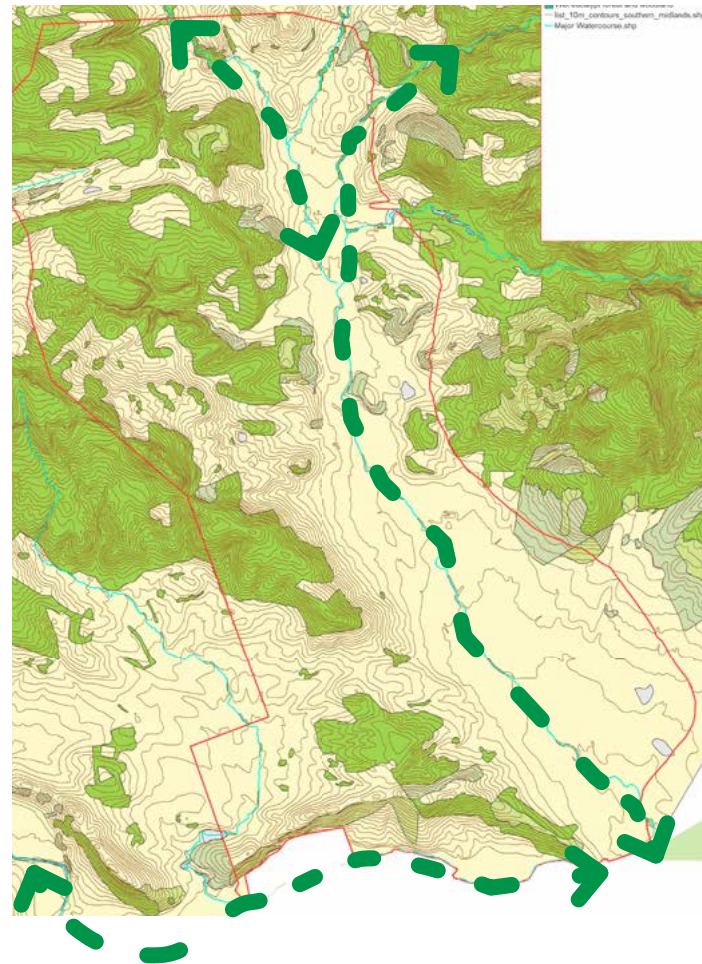
1. Bagdad-Mangalore shared path along Midland Highway.
2. Trail along Bagdad Rivulet (potentially following future sewer main).
3. Trail from Bagdad Recreation area along former rail corridor.
4. Shared path connection to Pontville / Brighton + Hobart.
5. Shared path link to Lark Distillery (Shene Road).

10.8 Structure Plan elements (environment)

The landform of the valley - high forested ridges overlooking the flatter valley floor - provides a strong environmental and landscape setting.

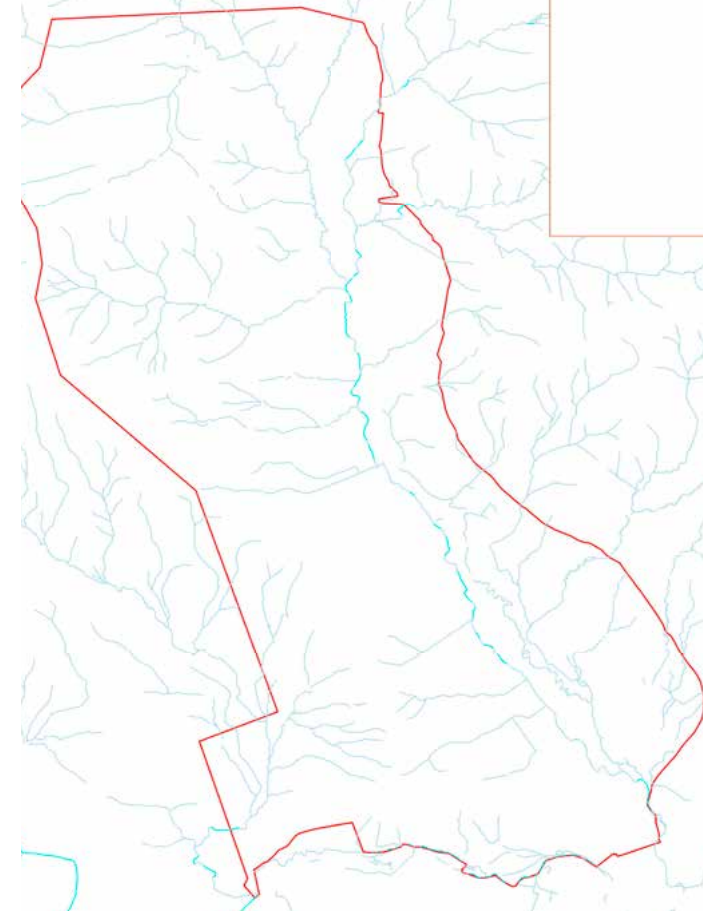
Bagdad Rivulet and its tributaries are important for stormwater conveyance. Their quality as environmental (and recreation) corridors should be improved over time through better planning and management.

Green Infrastructure + corridors



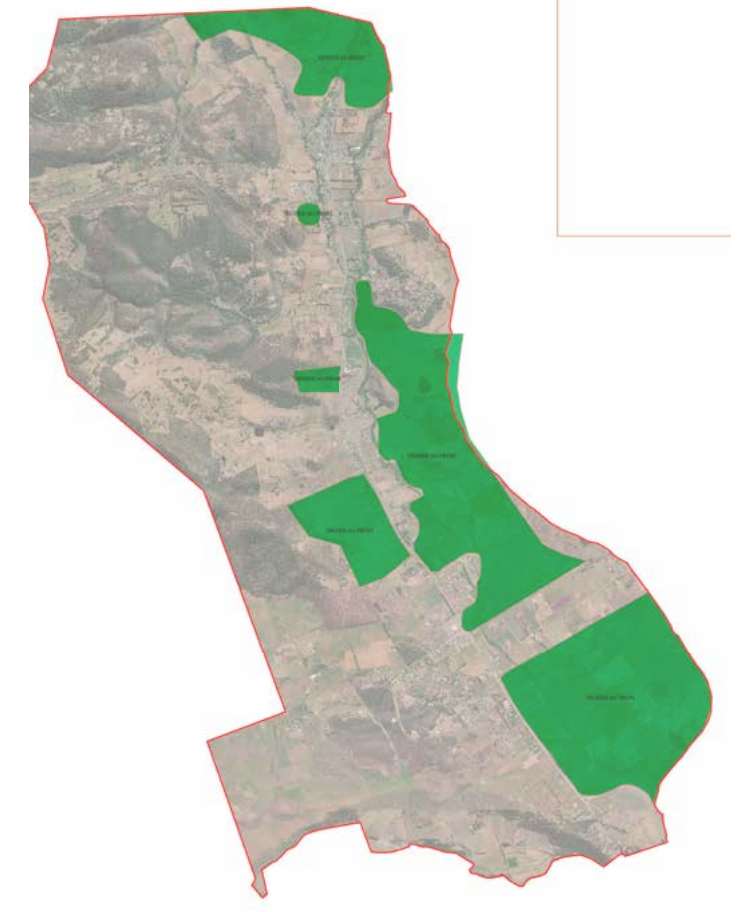
- _ High forest lands above the valley to the east and west provide the environmental setting for the study area.
- _ Together with the Bagdad Rivulet and creeks flowing north to south, with great potential for an improved environmental corridor through the valley along these waterways.
- _ To the south, the Jordan River valley provides another important corridor.

Blue Infrastructure



- _ A new **Bagdad Rivulet Management Plan** is proposed to address multiple overlapping issues and opportunities, such as water flow and quality, vegetation/re-vegetation and weed removal, biodiversity, public access, and rural and agricultural needs.

Agricultural lands



- _ Maintain the protection of the "better" agricultural land to the eastern, central and south eastern areas. This is due to the higher local 'agricultural prominence', larger land holdings and potential for access to the Greater South East Irrigation Scheme.

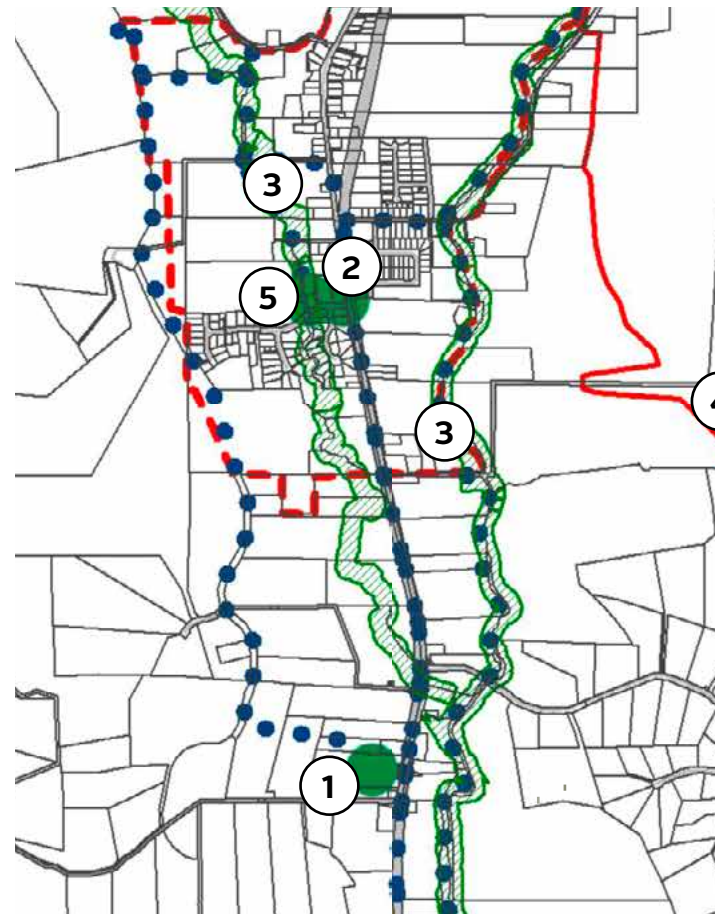
10.9 Structure Plan elements (public realm)

A well designed and high quality public realm is a feature of successful places.

The study area has several green spaces, historic buildings and places of interest.

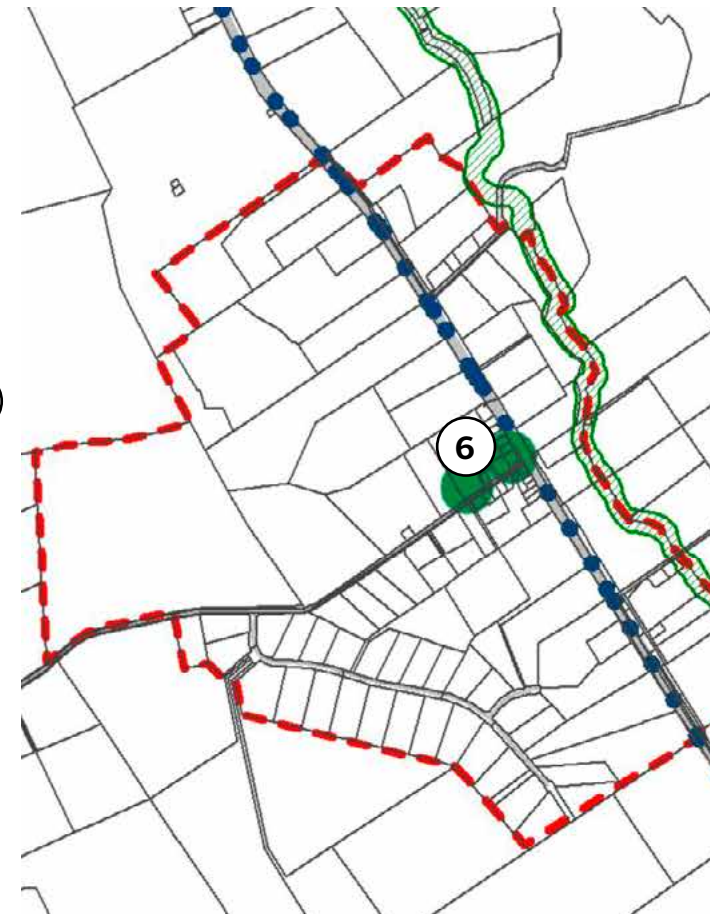
These should be enhanced to deliver local amenity and visitor interest.

Parks + recreation areas



Bagdad

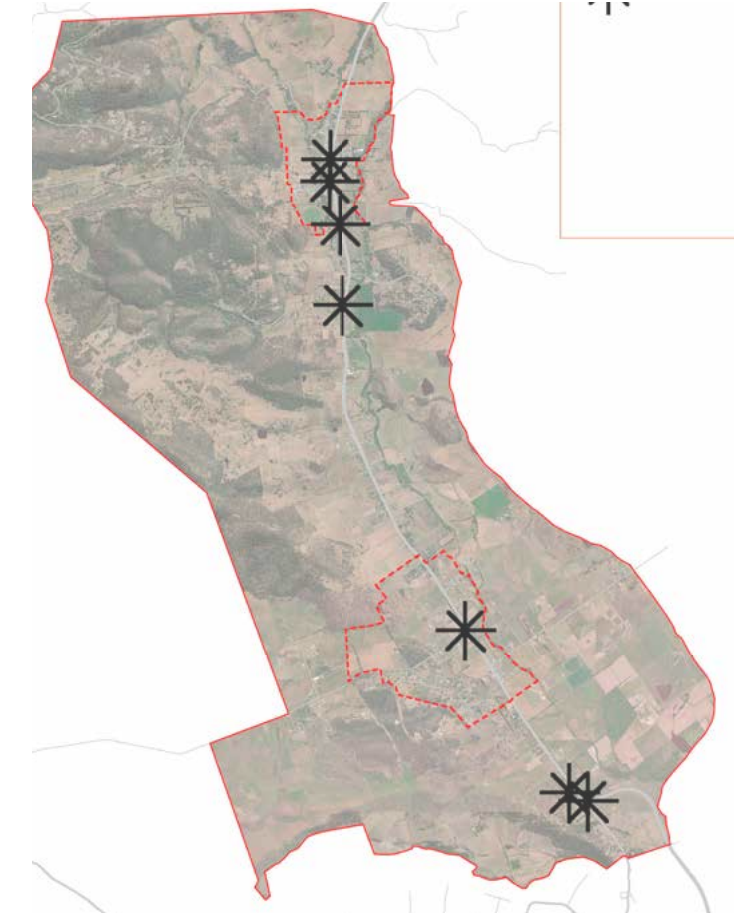
1. Bagdad Recreation Area - deliver master plan for enhanced sporting and community facilities.
2. Bagdad - new village square / small public space) / park in accessible location to both sides highway.
3. New linear open spaces + trails along Rivulet and creek in association with property developments / infrastructure corridors.
4. To Chauncey Vale Wildlife Sanctuary
5. Iden Road Reserve (existing local park, some constraints around flood risk)



Mangalore

6. Mangalore Recreation Area. Opportunities to improve playground + landscaping.

Historic features + Gateways



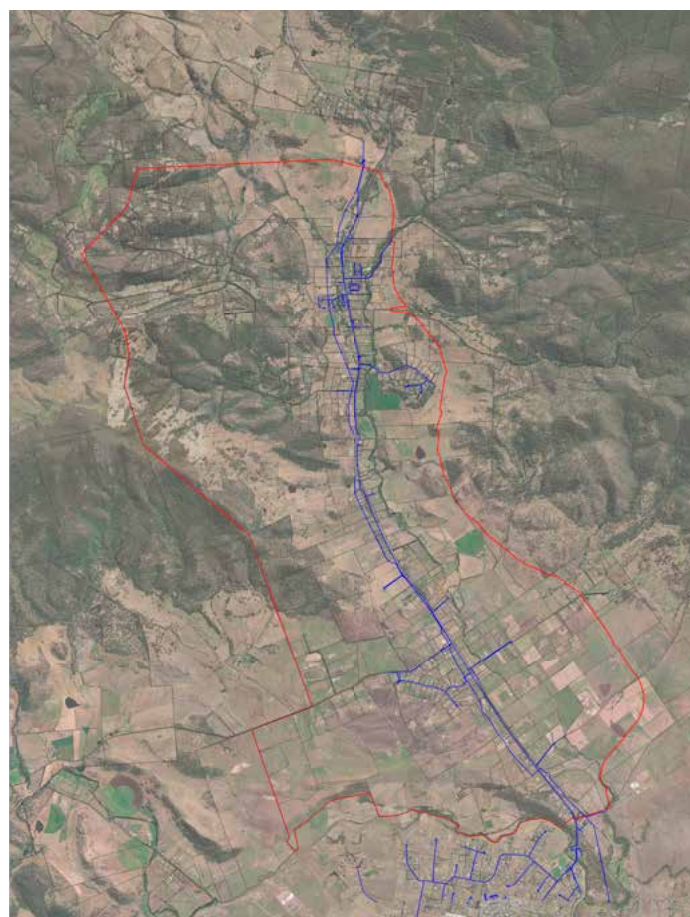
- _ "Heritage Mile" historic buildings
- _ Other historic buildings + landscapes
- _ Wayfinding markers, signs + artworks at key locations entering / leaving valley
- _ Small public gathering spaces at village centres
- _ Long views to / from hills



10.10 Structure Plan elements (infrastructure)

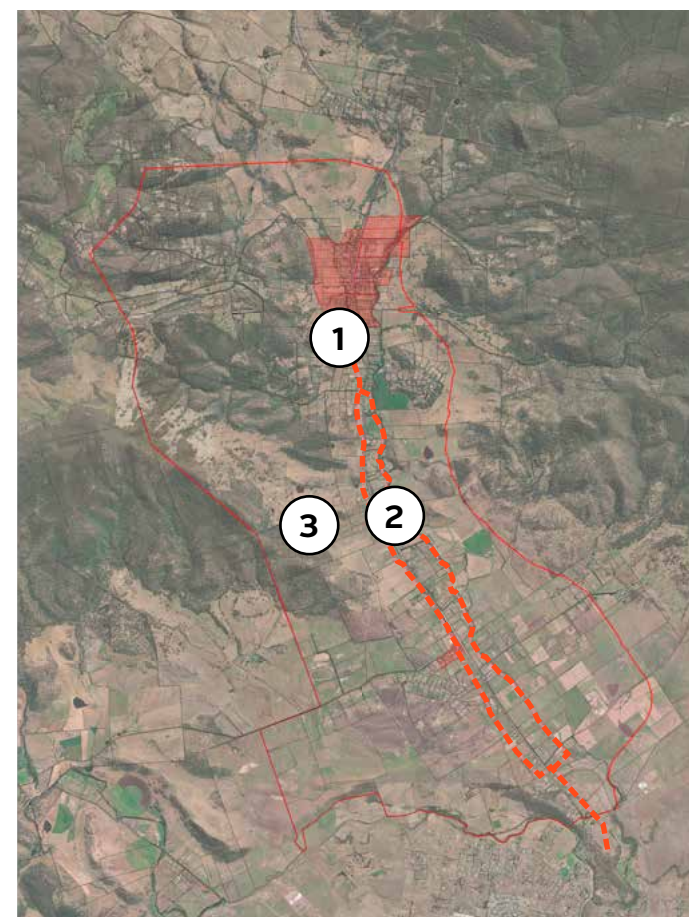
Preliminary utilities infrastructure planning has been undertaken by Sugden & Gee. Local upgrades and additional connections and storages have been flagged to service the additional development areas proposed in the structure plan.

Water



- High level reservoir planned for future (eg. Harbachs Road at 250m AHD)
- Mangalore is serviced via a reservoir and booster pump station, development possible up to 160m AHD.
- Actual infrastructure needs will depend on subdivision layouts. Early stages of development should ideally use pipes sized for the ultimate demand, to prevent the need for future duplication.

Sewer



1. New sewer pump station at the current treatment plant site south of Iden Road.
2. Two potential routes for the sewer pressurised main to existing Brighton Sewerage Treatment Plant:
 - Adjacent to the Bagdad Rivulet along new linear open spaces.
 - Following the existing TasWater Trunk main to the west of Midland Highway.
3. Council to advocate for prioritisation of the sewer system based on growth projections.



10.11 Zoning intent

Low Density Residential Zone

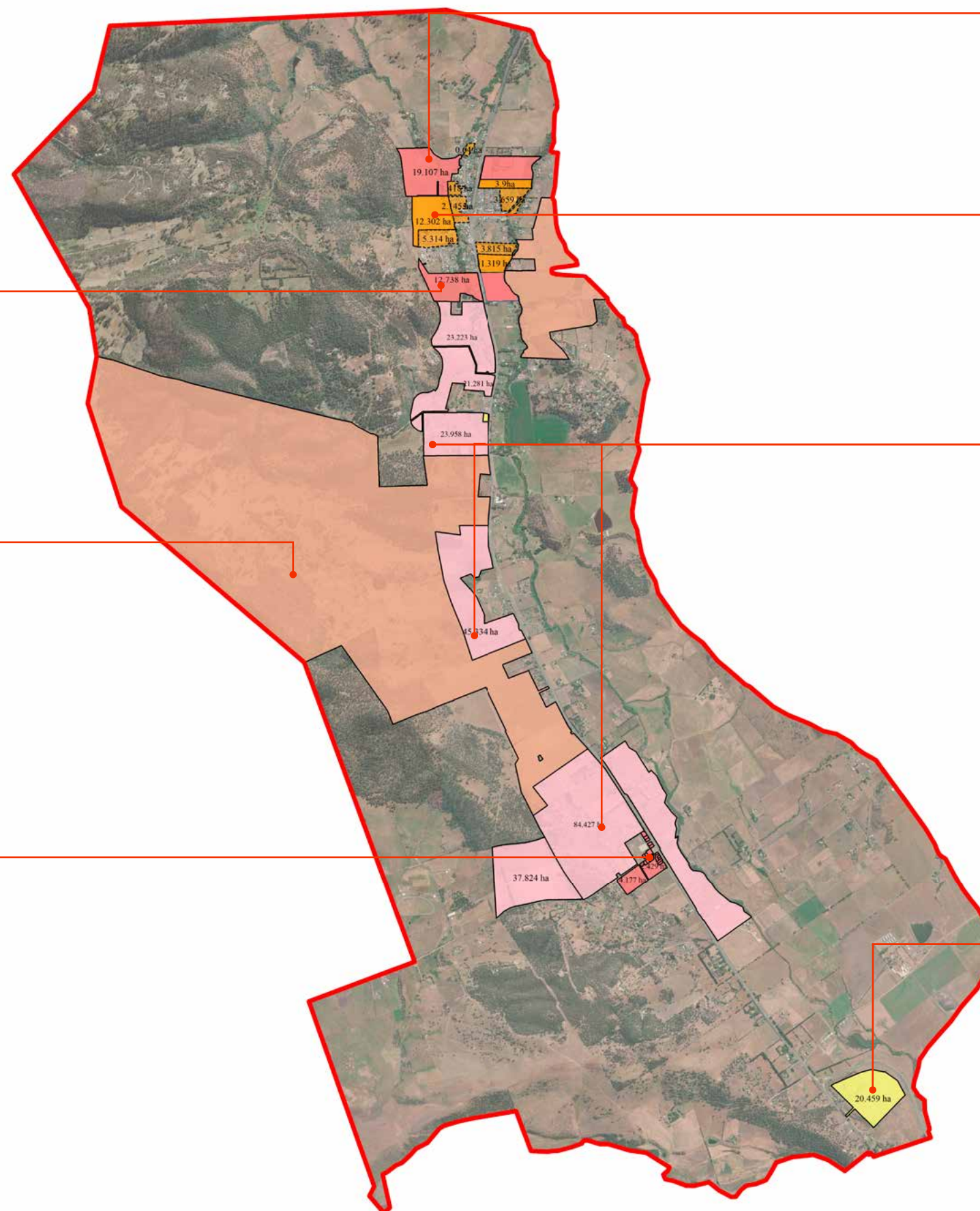
- _ More spacious residential character on land further from centre of Bagdad. Land division lots from 1500m² upwards, supported by future infrastructure (including sewer).

Rural Zone

- _ Change from Agriculture Zone to Rural Zone, due to lower agricultural values and broader opportunities in the Rural Zone.

Low Density Residential Zone

- _ Group of existing small allotments at Mangalore, plus small area of adjoining land, providing modest residential infill opportunity. Land division lots from 3000m² upwards, requiring careful on-site waste water treatment.



Low Density Residential Zone

- _ Enabling more spacious character and lifestyle option. Land division from 2,500m² (unsewered).

Village Zone

- _ Expansion of Village Zone at Bagdad, on land that can be supported by future infrastructure (including sewer) and close proximity to village centre. Enables detached housing on lots from 600m² upwards, providing for affordable options and efficient use of land.

Rural Living A Zone

- _ Enabling rural living lifestyle option, at locations not used for agriculture and with access not relying on Midland Highway. Land division from 1ha.

Community Purpose Zone

- _ Site proposed for development as a Tasmanian Youth Justice Facility by Tasmanian Government (dependent on the facility being built).
- _ Land at rear of school potentially to be acquired by the Department of Education, Children & Youth for expansion of the school, in which case rezoning to Community Purpose Zone would be appropriate.



11. Urban design + placemaking

11. Bagdad + Mangalore urban design concepts

High level conceptual plans have been developed for Bagdad and Mangalore to suggest how future shopping and recreation spaces could integrate with streets and public spaces.

Bagdad

The urban design concept for Bagdad investigates how a larger 'village centre' could be developed. Three different locations have been tested and **are subject to community and landowner feedback.**

All locations comprise land that is privately owned, and any future developments would be **subject to landowners initiating development(s) on their land.**

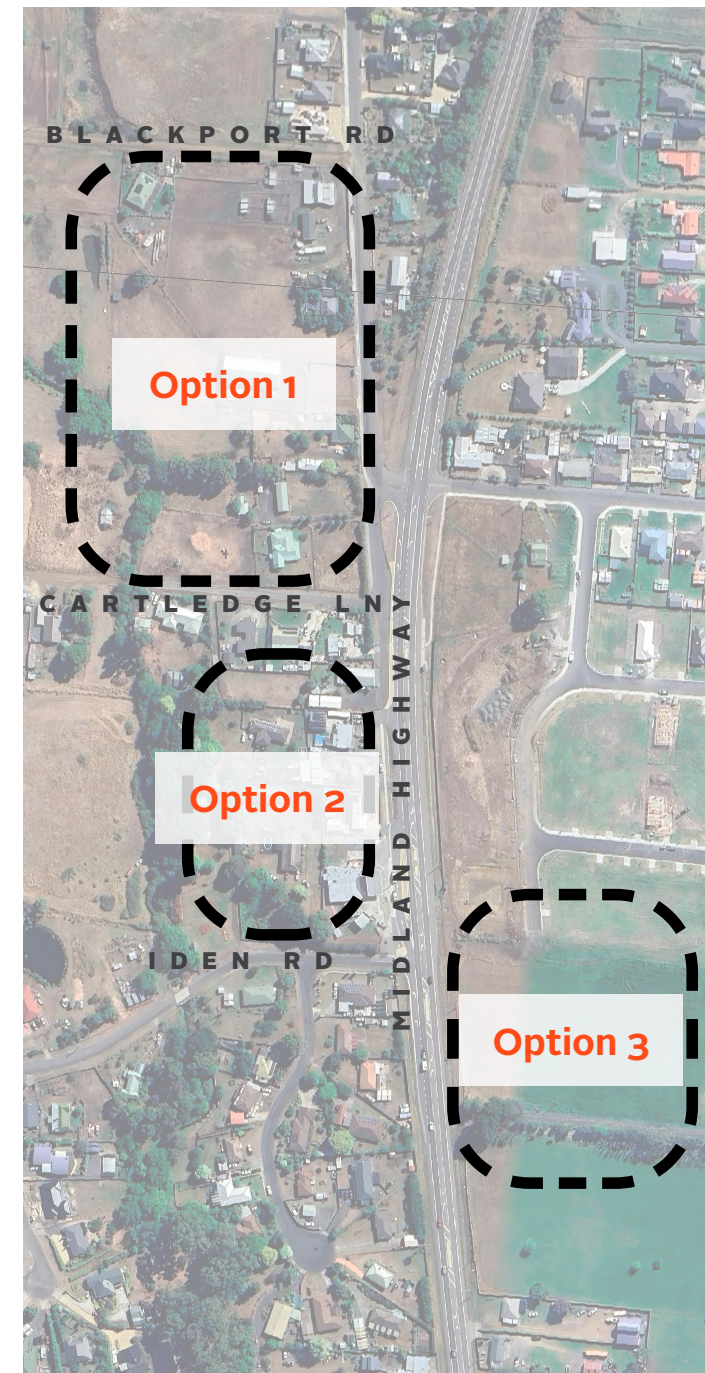
An expanded village centre at Bagdad is expected to be a **longer term initiative and some designs may require the Midland Highway bypass project to proceed** prior to 'main street' style developments taking place along the existing Highway road reserve.

Option 1 (Blackport Rd/Cartledge Ln)

Option 1 is located at Swann Street, just north of existing shops and services. It includes land for retail development and open space.

Option 2 (Iden Rd/Cartledge Lne)

Option 2 includes an enhanced main street public realm with proposed commercial/retail shops.



Three options tested for a larger village centre in Bagdad.

Option 3 (East of Midland Highway)

Option 3 is a greenfield site on the eastern side of the Highway with sufficient land for a supermarket precinct with specialty shops, plus a dedicated carpark of a similar size, and public open space.

Mangalore

The concept for Mangalore is focused on enhancing the school bus pick up area by provided a formalised turning area, shelter and attractive low maintenance landscaping.

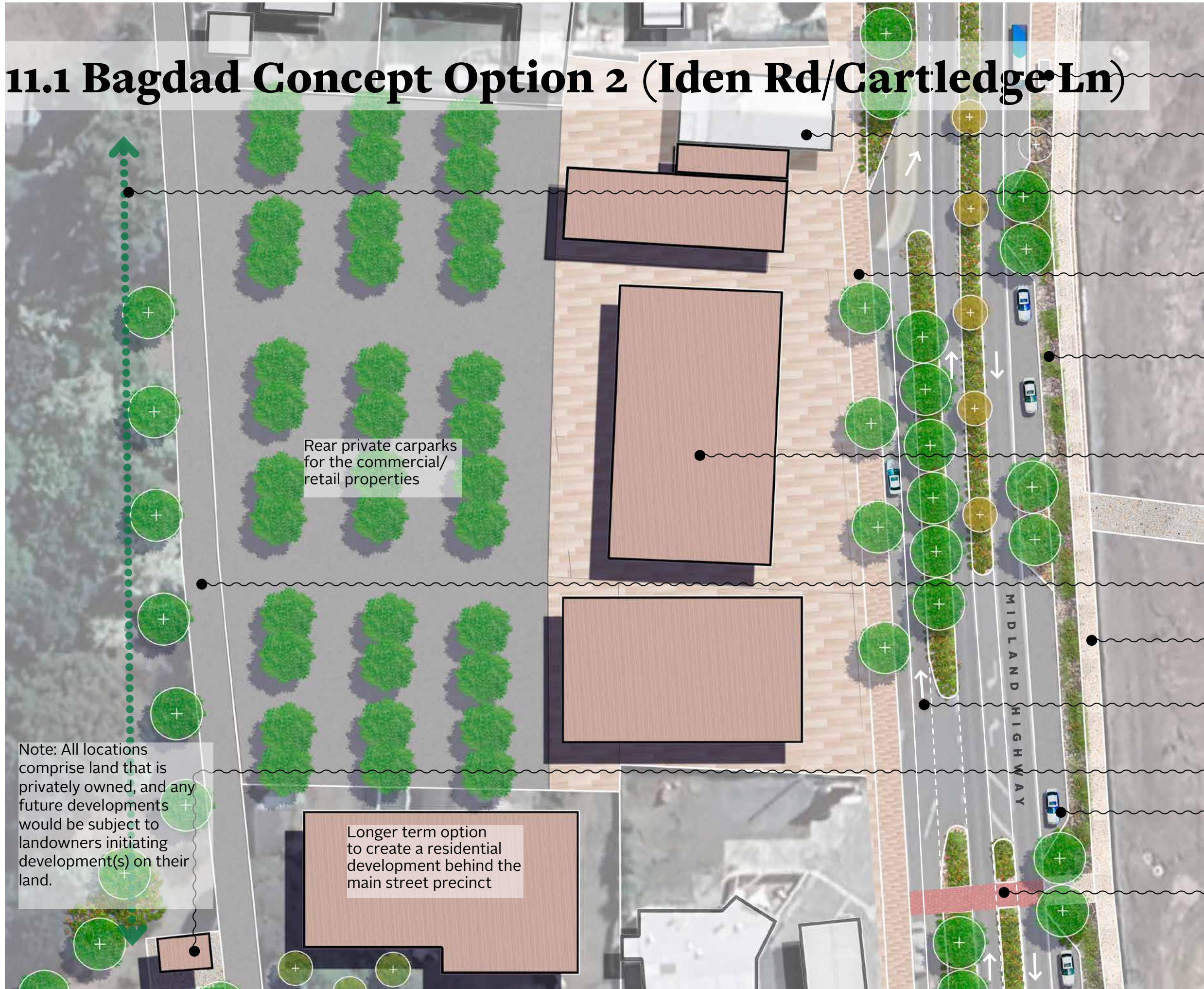
Water Sensitive Urban Design is one way that sustains a landscape with minimal watering.

A pedestrian access path from the bus stop & school bus pick up area to the local playground is proposed along the equestrian club. This provides a walking route away from the road, making it safer for families with children.

11.1 Bagdad Concept Option 1 (Blackport Rd/Cartledge Ln)



11.1 Bagdad Concept Option 2 (Iden Rd/Cartledge Ln)



Existing bus stop

Existing heritage building

Linear park connection along
Horfield Creek

High quality main street
public realm with feature
paving and seating

Upgraded drainage to a
Water Sensitive Urban
Design swale with planting

New commercial/retail
shops to create a vibrant
main street precinct

New north-south laneway
connecting to private
carparking areas of the
commercial buildings

Shared path running north-
south

Service road to extend to
the new commercial shops

New toilet block adjacent to
the playground

On street parallel parking

High contrast crossing
treatment

Rear private carpark
for the commercial/
retail properties

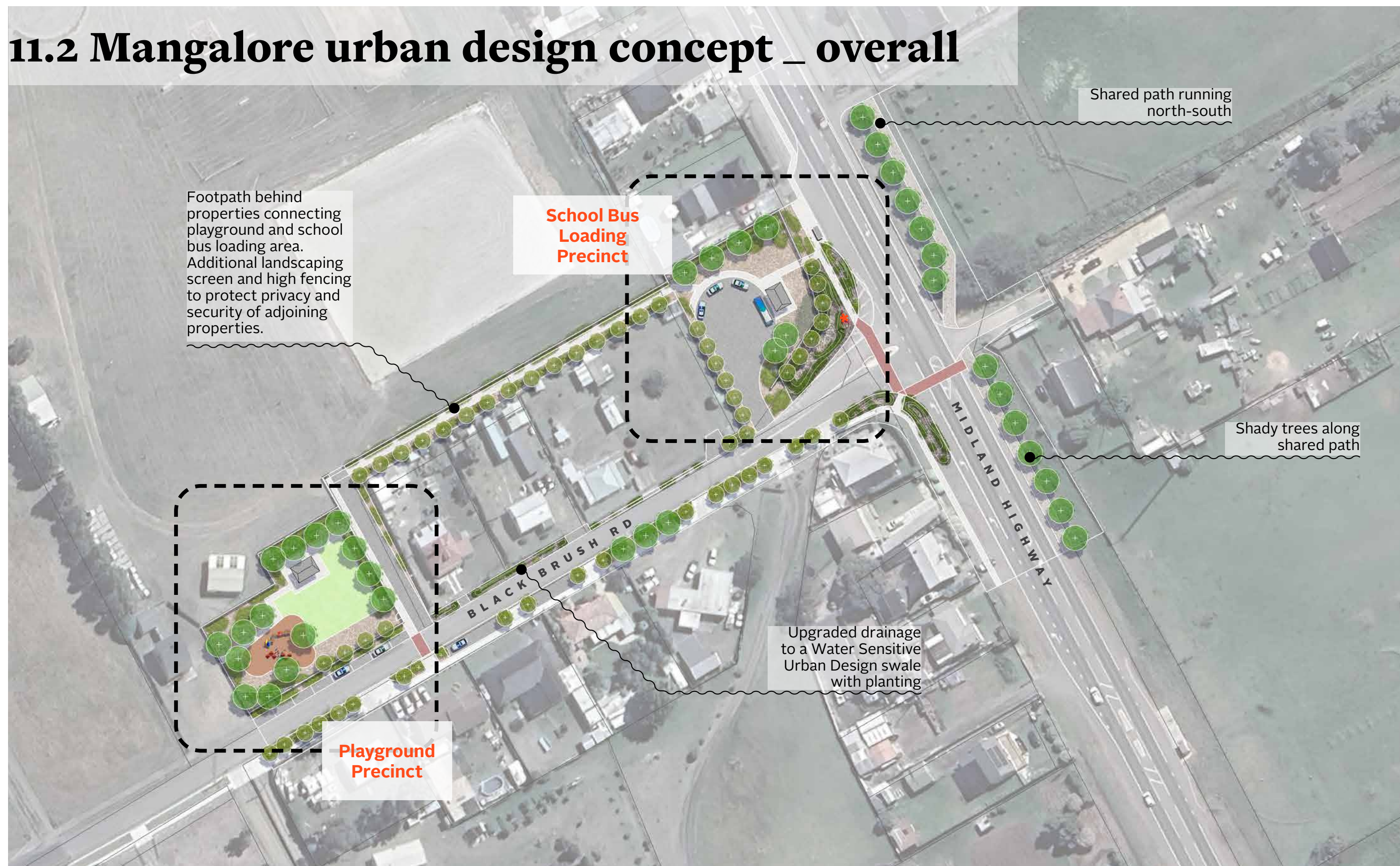
Longer term option
to create a residential
development behind the
main street precinct

Note: All locations
comprise land that is
privately owned, and any
future developments
would be subject to
landowners initiating
development(s) on their
land.

11.1 Bagdad Concept Option 3 (East Midland Highway)



11.2 Mangalore urban design concept _ overall



11.2 Mangalore precinct concept



Playground Precinct

Footpath behind properties connecting playground and school bus loading area

Relocate club gate to improve public access to playground

New Picnic shelter adjacent to open lawn area

Accessible footpath providing connection to the playground

High contrast crossing treatment

On street parallel parking

Upgrade playground equipment and improve the ground surface for safety



School Bus Loading Precinct

Car waiting area

Asphalt-paved school bus loading area with shelter

Existing bus stop

Upgraded drainage to a Water Sensitive Urban Design swale with planting

Feature art sculpture on the elevated mound to establish an iconic landmark for Mangalore.

High contrast crossing treatment

New safety fence for child protection

More shady trees along footpath

Examples of urban design features to inspire ideas for Bagdad-Mangalore

11.3 Bagdad-Mangalore main street _ gateway sculpture

Bagdad and Mangalore are located in areas **rich in heritage and history** through the architecture and public art.

A gateway sculptural piece should **celebrate this history and create a key landmark** that makes each town known to passers-by.



Local sculptor Folko Kooper's sculptures



Mural or sculpture depicting railway connection.

Image: brisbanevalleyrailtrail.com.au



Midlands silhouette trail. Bagdad being an important rest area and horse changing area. Shadows of the path by Folko Kooper. Image Credit: Darren Wright. hobartandbeyond.com.au



Silhouette by Folko Kooper



Stainless steel sculptures. An arch in the shape of the architecture of the local heritage houses, or a sculptural horse.

Examples of urban design features to inspire ideas for Bagdad-Mangalore

11.3 Bagdad-Mangalore main street _ precinct + placemaking examples

The main street and plaza (Bagdad) is proposed to have **high quality materials + furniture** and offer placemaking features for **gathering opportunities and social interaction**.

Plaza + placemaking



Village-feel plaza with activated spaces, sculptures, temporary lighting, etc within the proposed Main Street Precinct in Bagdad.



Active pedestrianised street with temporary interesting placemaking features within the key activity areas in Bagdad and Mangalore.



Streetscape



Clear crossing points for safer connections across roads + intersections along Midland Highway, Blackbrush Road and Iden Road.



Walkable streets with diverse commercial offerings and improved connections to adjacent key areas in Bagdad.

Examples of urban design features to inspire ideas for Bagdad- Mangalore

11.4 Bagdad-Mangalore design elements _ street furniture + paving

The towns and their surrounding areas have a **rich connection with large heritage houses** that create a unique character and feature. The materials and furniture can reflect similar colours and features as well as celebrating a more modern style.

A **high quality public realm** for the main streets and plaza will enhance the walkability and visitor attraction in key locations of Bagdad and Mangalore.

Bespoke design elements for the furniture will create a **unique character** for the locality.

New play equipment will **reflect the natural landscape** of Tasmania with timbers and other natural materials, and offer inclusive elements for the **opportunity for all children to play and socialise**.



Examples of urban design features to inspire ideas for Bagdad- Mangalore

11.4 Bagdad-Mangalore design elements _ soft landscaping + water sensitive urban design (WSUD)

The soft landscaping is proposed to be dense, diverse, and **low maintenance** using a variety of **local and other plant species** suitable for Bagdad and Mangalore.

Water sensitive urban design (WSUD) is a key feature for both concepts that will **reduce reliance on water needs** and will save costs on installing irrigation.

The plant selection will create a green landscape with **seasonal colour change** making it **attractive and shady** for passers-by to stop and experience the local towns.



Directing stormwater off roads and other hard surfaces into the WSUD gardens can help filter pollutants as well as watering the plants.

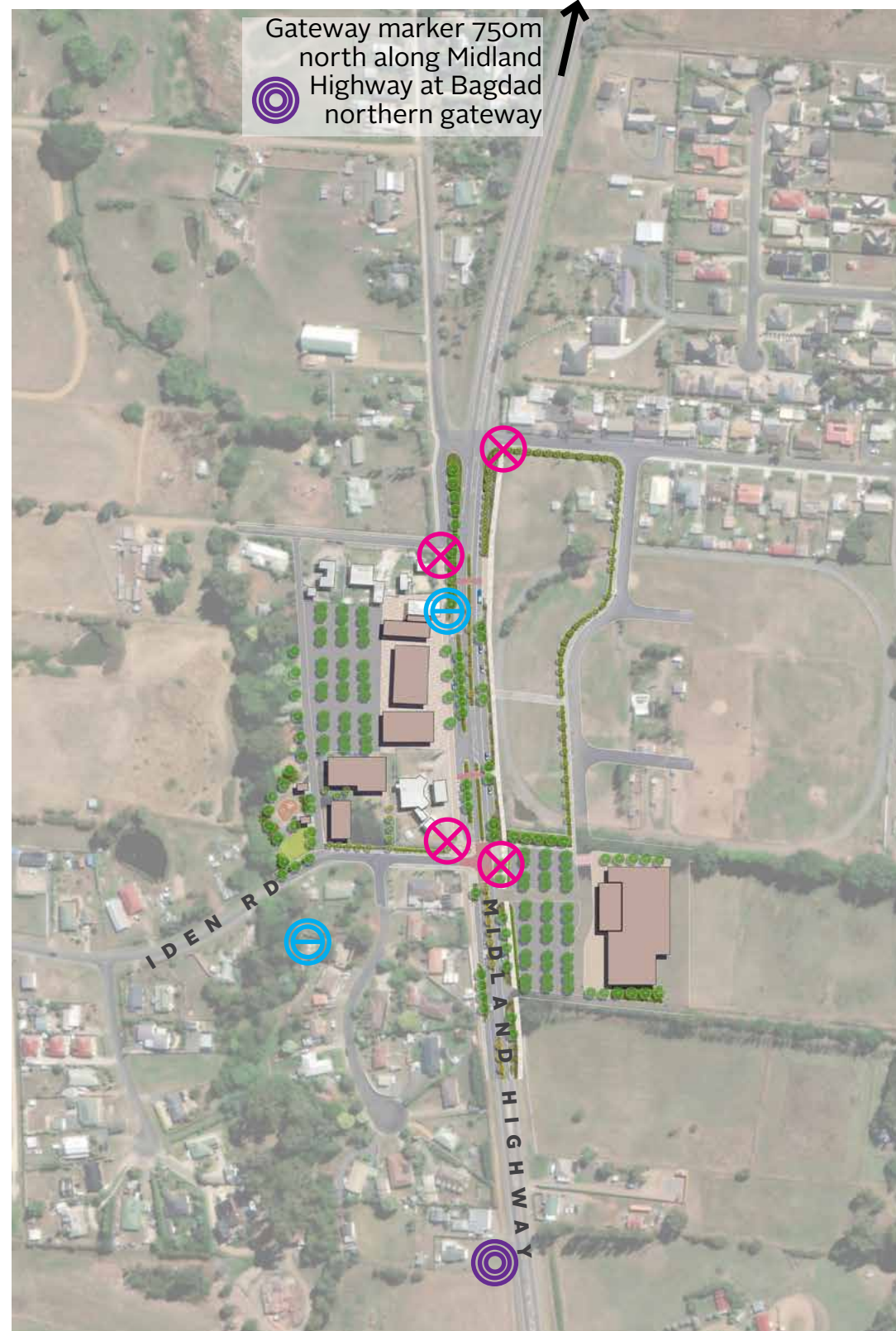


Gaps in kerbs help direct surface runoff into the WSUD gardens.

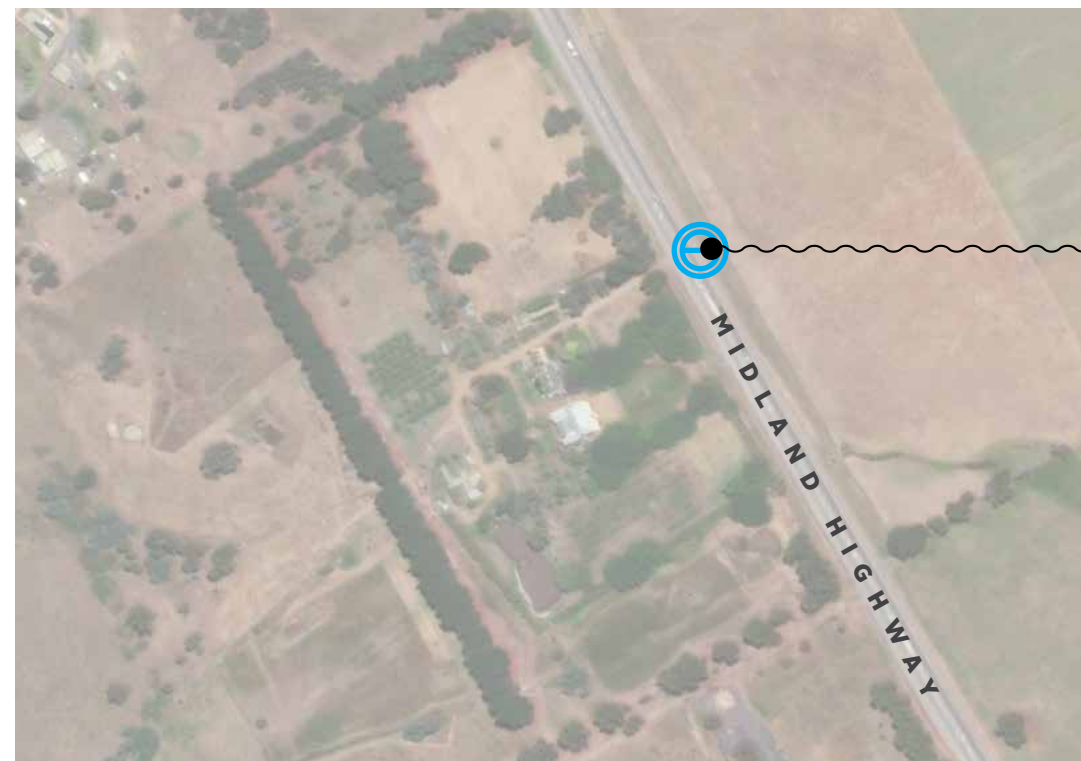


11.5 Bagdad-Mangalore Wayfinding Plan

BAGDAD



MANGALORE



Heritage signage to be located along the shared path in front of each 'Heritage Mile' house

LEGEND

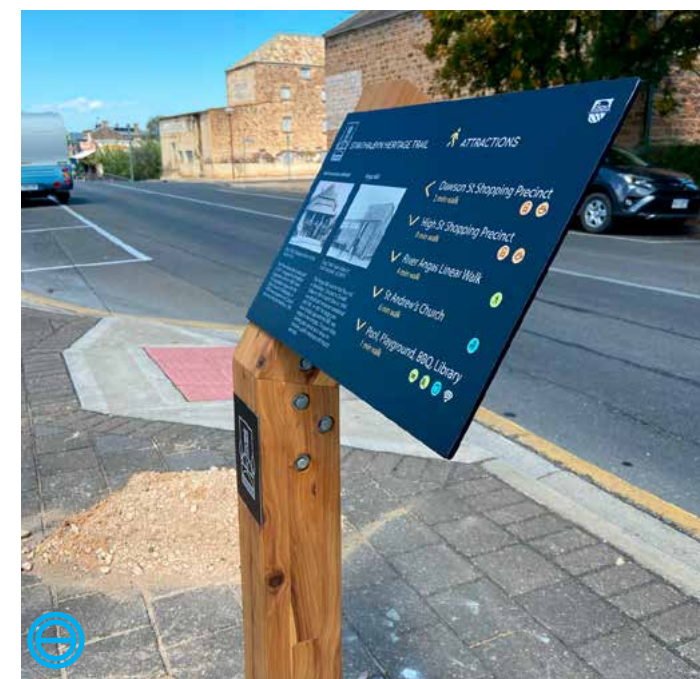
-  A. GATEWAY MARKERS
-  B. WAYFINDING SIGNS
-  C. DESTINATION / HERITAGE SIGNAGE

Examples of
urban design
features to inspire
ideas for Bagdad-
Mangalore

11.5 Bagdad-Mangalore design elements _ wayfinding + signage

The proposed wayfinding is a tiered concept approach with a **consistent suite of signage that reflects the local character**. The four tiers are:

1. artistic gateway markers at the main entry points to the towns.
2. wayfinding signs at key locations that inform users of their location and how to get to the various key landmarks.
3. heritage/information signs that explain the history of key landmarks, located at the relevant landmarks.
4. wayfinding patterns in the pavement to direct users to the key landmarks.



Information sign for heritage or other local trail.



Signs at key destinations



Wayfinding in pavement to direct people to key locations.



Wayfinding sign on post (2 options)



12. What comes next? Implementation approaches



12.1 Principles to guide implementation

Four principles have been developed to guide the focus of implementation activities, which will by necessity take place over several years, and with the input of many individuals and groups.



1.

Vision-led

To achieve the aspiration of this plan, test future zoning and development projects against the Structure Plan, and keep true to the vision.



2.

Public realm

Investment in public open spaces, streets and other public realm is needed to create a desirable amenity and bring new people to Bagdad-Mangalore.

Use public realm investment as an up-front catalyst to encourage investment to the area.



3.

Advocate

Use this plan to advocate for inclusion of policies in the Southern Tasmania Land Use Strategy, and to advocate for infrastructure upgrades especially a new sewer connection to Bagdad.



4.

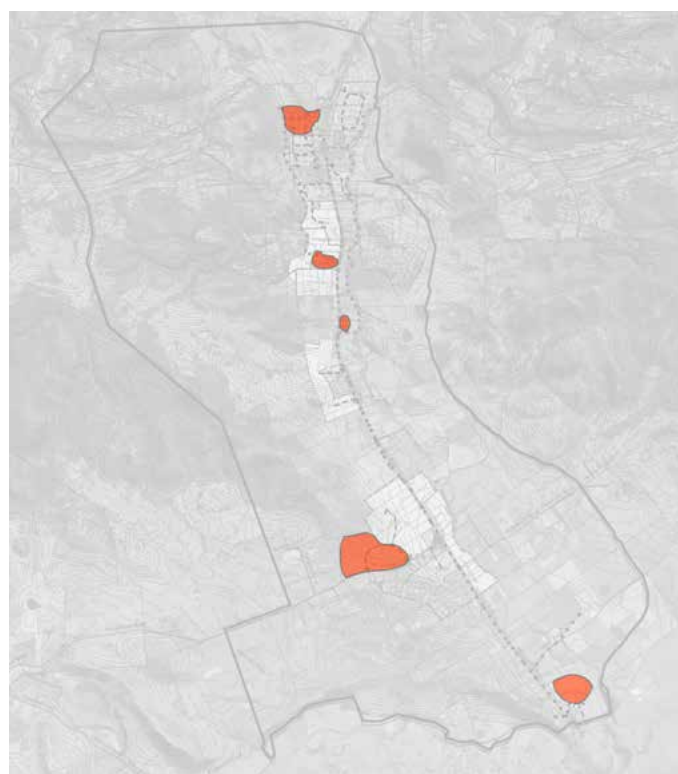
Staged

The Structure Plan indicates a long-term development vision which will only occur in stages.

Stage development with infrastructure capacity, but also with landowner and developer intent, to best enable change to occur.

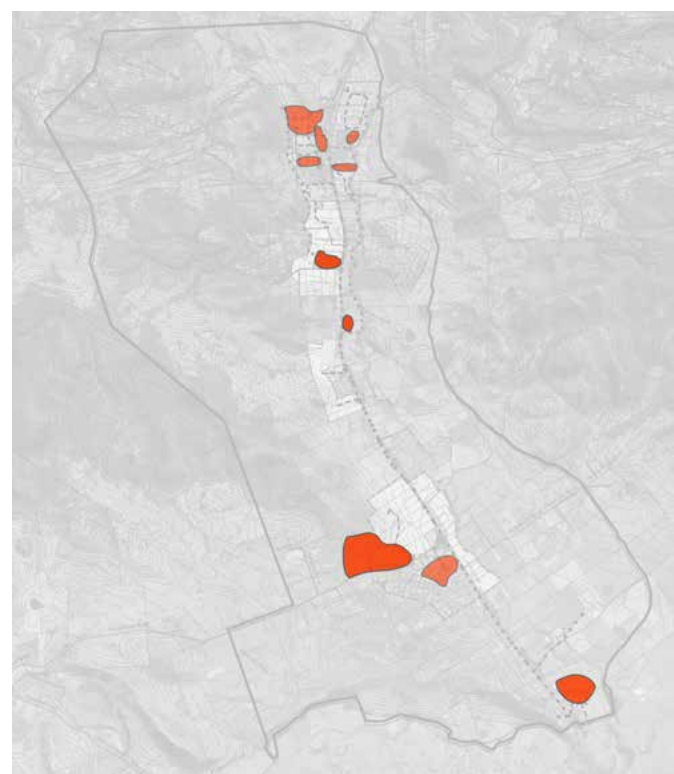
12.2 Sequence of urban growth (indicative only)

Phase 1 _ 'Quick Wins' (0-5 years)



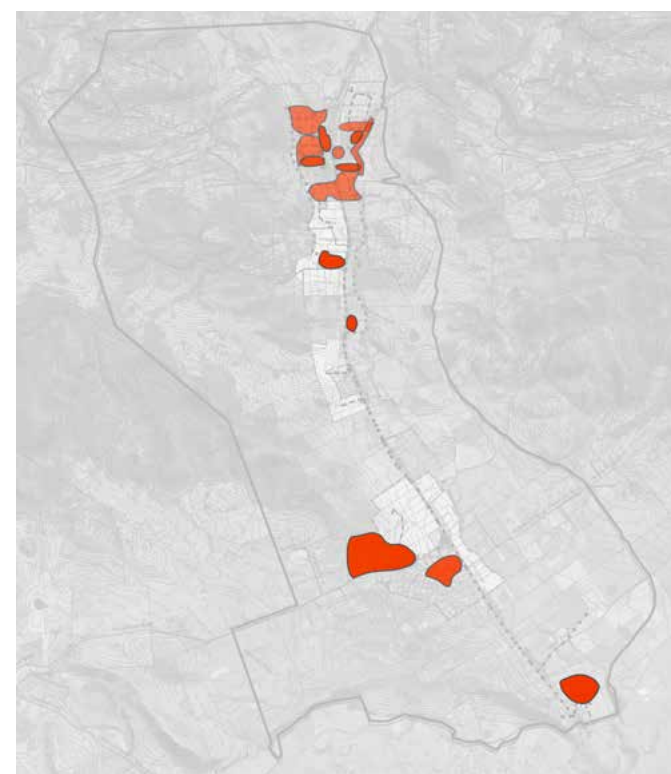
- Implement Bagdad Community Club Master Plan. Consider opportunities to integrate with 1689 Midland Highway, Bagdad (Hall Lane).
- School Road safety measures, drop-off and new parking areas.
- Wayfinding + signage project.
- Rezoning of the Council owned land and 'developer-ready' land on Blackbrush Road, Mangalore, as well as targeted sites around Bagdad.
- Urban design and placemaking improvements in Bagdad and Mangalore.
- Shared walking and cycle pathway extensions (Bagdad-Pontville) and side arms (e.g. Shene Road).
- Development of the proposed Tasmanian Youth Justice Facility near Pontville.
- Advocacy with TasWater for new sewer pipeline.

Phase 2 _ existing zoned areas (5-15 years)



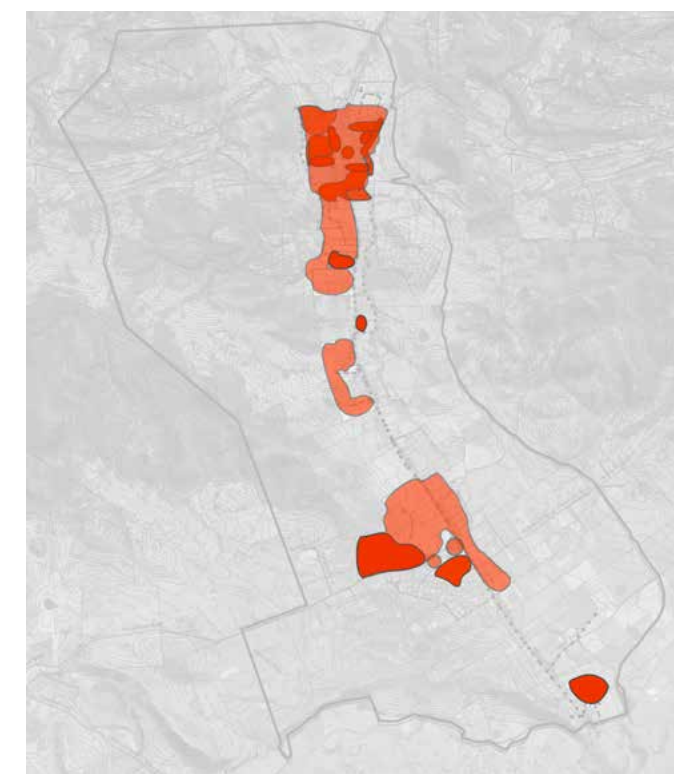
- Existing zoned areas continue to develop.
- Initiate rezoning and development of additional Village Zone land in Bagdad.
- Shared walking and cycle pathway extensions (Bagdad-Pontville) and side arms (e.g. Shene Road).
- Prepare and implement Bagdad Rivulet Management Plan.

Phase 3 _ Town Centre + Village Zone (15-30 years)



- Proposed Village Zone areas to approach full development in Bagdad.
- Bagdad Town Centre development + enhancements.
- Implement traffic calming measures along the Midland Highway and continue advocacy for a future bypass.
- Deliver a new sewerage pipeline to service the new areas.
- Establish a 'Heritage Mile' trail to enhance local identity and tourism.

Phase 4 _ "ultimate" urban growth footprint realised



- Remainder of the areas continue to full development.
- Midland Highway Bypass facilitated full development potential.



Appendices



Appendix A _ Yield analysis



Yield estimates land and dwellings

Summary of key assumptions

- _ Analysis of potential yield of residential land and dwellings is based on the "ultimate" development of all land in the Structure Plan, which would only occur over the long term (beyond 25 years).
- _ Development densities and form based on envisaged policy and minimum lot size outcomes of potential zones being: Village Zone, Low Density Residential Zone and Rural Living A Zone.
- _ Assumed densities have been compared to recent local projects, and to other case studies known by Jensen PLUS.

Bagdad															
	gross developm ent area	Net developabl e area *	Rural Living 1ha	Rural Living 0.5ha	Low density residenti al	Low density residenti al	suburb an (single lot residen tial)	village suburba n	suburban (single lot residenti al)	suburb an	mediu m density resdien tial	retirme nt living	local / town centre	Sub Total dwellin gs additio nal	% Developabl e land (excl buffers, conservati on)
*less mixed use activity centres, schools + community land															
typical lot/site size m2			10000	5000	1500	2500	700	600	450	350	200	215			
net dwellings per ha (dph)			0.75	1.50	5	4	10	9	15	19	20	21			
ha					0		0	0							
NEW VILLAGE ZONE	12.302							111							
NEW LOW DENSITY RES 1500M2	12.738				64										
NEW VILLAGE ZONE	3.989							36							
NEW VILLAGE ZONE	4.683							42							
NEW LOW DENSITY RES 1500M2	6.635				33										
VACANT VILLAGE	0.640							6							
VACANT VILLAGE	1.418							13							
VACANT VILLAGE	2.145							19							
VACANT VILLAGE	0.923							8							
VACANT VILLAGE	5.314							48							
VACANT VILLAGE	3.659							33							
VACANT VILLAGE	3.815							34			0	0	0		
NEW LOW DENSITY RES 3000M2	10.3965					42									
NEW LOW DENSITY RES 3000M2	19.107					76									
Sub total	87.765				97	118		350						683	
Mangalore															
	gross developm ent area	Net developabl e area *	Rural Living 1ha	Rural Living 0.5ha	Low density residenti al	Low density residenti al	suburb an (single lot residen tial)	village suburba n	suburban (single lot residenti al)	suburb an	mediu m density resdien tial	retirme nt living	local / town centre	Sub Total dwellin gs additio nal	% Developabl e land (excl buffers, conservati on)
*less mixed use activity centres, schools + community land															
typical lot/site size m2			10000	5000	1500	2500	700	600	450	350	200	215			
net dwellings per ha (dph)			0.75	1.50	5	4	10	9	15	19	20	21			
ha					0	0	0	0	0	0	0	0	0		
NEW RURAL LIVING A 1HA	37.824		28												
NEW RURAL LIVING A 1HA	84.427		63												
NEW RURAL LIVING A 1HA	53.082		40												
VACANT / UNDERUSED RURAL LIVING 1HA	17.499		13												
NEW LOW DENSITY RES 1500M2	4.177				21										
NEW LOW DENSITY RES 1500M2	2.429				12										
Sub total	199.438		145		33									178	
Valley															
	gross developm ent area	Net developabl e area *	Rural Living 1ha	Rural Living 0.5ha	Low density residenti al	Low density residenti al	suburb an (single lot residen tial)	village suburba n	suburban (single lot residenti al)	suburb an	mediu m density resdien tial	retirme nt living	local / town centre	Sub Total dwellin gs additio nal	% Developabl e land (excl buffers, conservati on)
*less mixed use activity centres, schools + community land															
typical lot/site size m2			10000	5000	1500	2500	700	600	450	350	200	215			
net dwellings per ha (dph)			0.75	1.50	5	4	10	9	15	19	20	21			
ha					0	0	0	0	0	0	0	0	0		
NEW RURAL LIVING A 1HA	23.223		17												
NEW RURAL LIVING A 1HA	21.281		16												
NEW RURAL LIVING A 1HA	23.958		18												
NEW RURAL LIVING A 1HA	45.334		34												
VACANT / UNDERUSED RURAL LIVING 1HA	5.140		4												
Sub total	118.936		89		0									89	
TOTAL NEW DWELLINGS GROWTH SCENARIO														950	



Appendix B _ Technical Reports (at a glance)



Infrastructure + Services

Sugden & Gee

Sugden & Gee were engaged by Jensen PLUS to prepare a summary of the infrastructure and services considerations for the Structure Plan.

A summary of the key existing and future infrastructure assessment based on the ultimate scenario for the long term plan beyond 2053 is outlined below.

Potable Water

- _ TasWater have indicated capacity available in Lower Dysart Reservoir for moderate development.
- _ Bagdad's network faces capacity constraints which will need to consider continuing the duplication of the reticulation main further south down Swan Street.
- _ There are also elevation limits to consider, with elevation limits to supply lots in Bagdad up to approximately 180m AHD at minimum operating conditions, in addition to reticulation upgrades.
- _ The Mangalore network is supplied from the Mangalore reservoir (approx. 125m AHD) and the Mangalore Retic Booster Pump Station.
- _ A high-level reservoir (e.g. Harbachs Road at 250m AHD) may be required to service elevated areas.
- _ Mangalore is serviced via a reservoir and booster pump station, development possible up to 160m AHD.

- _ Actual infrastructure needs will depend on subdivision layouts. Early stages of development should ideally use pipes sized for the ultimate demand.

Sewerage

- _ The Bagdad Sewerage Treatment Plant is at full capacity, with no short-term expansion planned.
- _ Two potential routes for a new sewer pressurised main to Brighton Sewerage Treatment Plant:
 - _ Adjacent to the Bagdad Rivulet along new linear open spaces.
 - _ Following the existing TasWater Trunk main to the west of Midland Highway.
- _ A new sewer pump station is likely needed at the current treatment plant site south of Iden Road.
- _ Preliminary assessment suggests gravity-fed systems will be sufficient for most new village areas.
- _ Project is not yet included in TasWater's PSP5; Council may need to advocate for prioritisation based on growth projections.

Power

- _ It has been identified that power supply is a constraint, with no spare head room at the Bridgewater Substation, located outside of the study area.

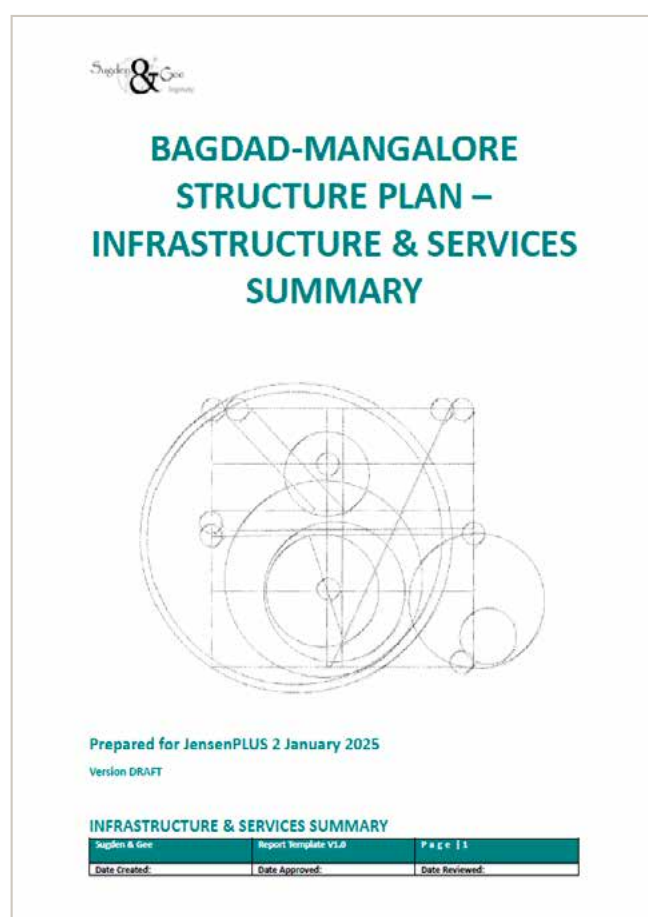
- _ The ultimate scenario demand has been estimated assuming a typical allowance of 3-5kVA per lot, with 3kVA a realistic estimate for a standard single residential dwelling. While the impact of potential changes on demand is not known at this stage, it is assumed that total demand for the ultimate scenario could sit between 3.5 and 5.6MVA.

Roads

- _ The ultimate development scenario would be best serviced by implementing the Midland Highway Bagdad Bypass upgrade. Future development needs to improve safe highway access/exit prior to the bypass implementation with consideration given to visibility improvements and upgrading key intersections with either slip lanes, roundabouts, traffic lights, traffic calming measures and/or other safety treatments. Additional access roads has been recommended as part of this review.

Irrigation Scheme

- _ The Greater South East Irrigation Scheme (GSEIS) currently under development by Tasmanian Irrigation with government funding. Expected to be completed for mid-2030.
- _ The Scheme intersects the southern end of the study area with the pipeline design currently shown as crossing the Midland Highway south of Mangalore.

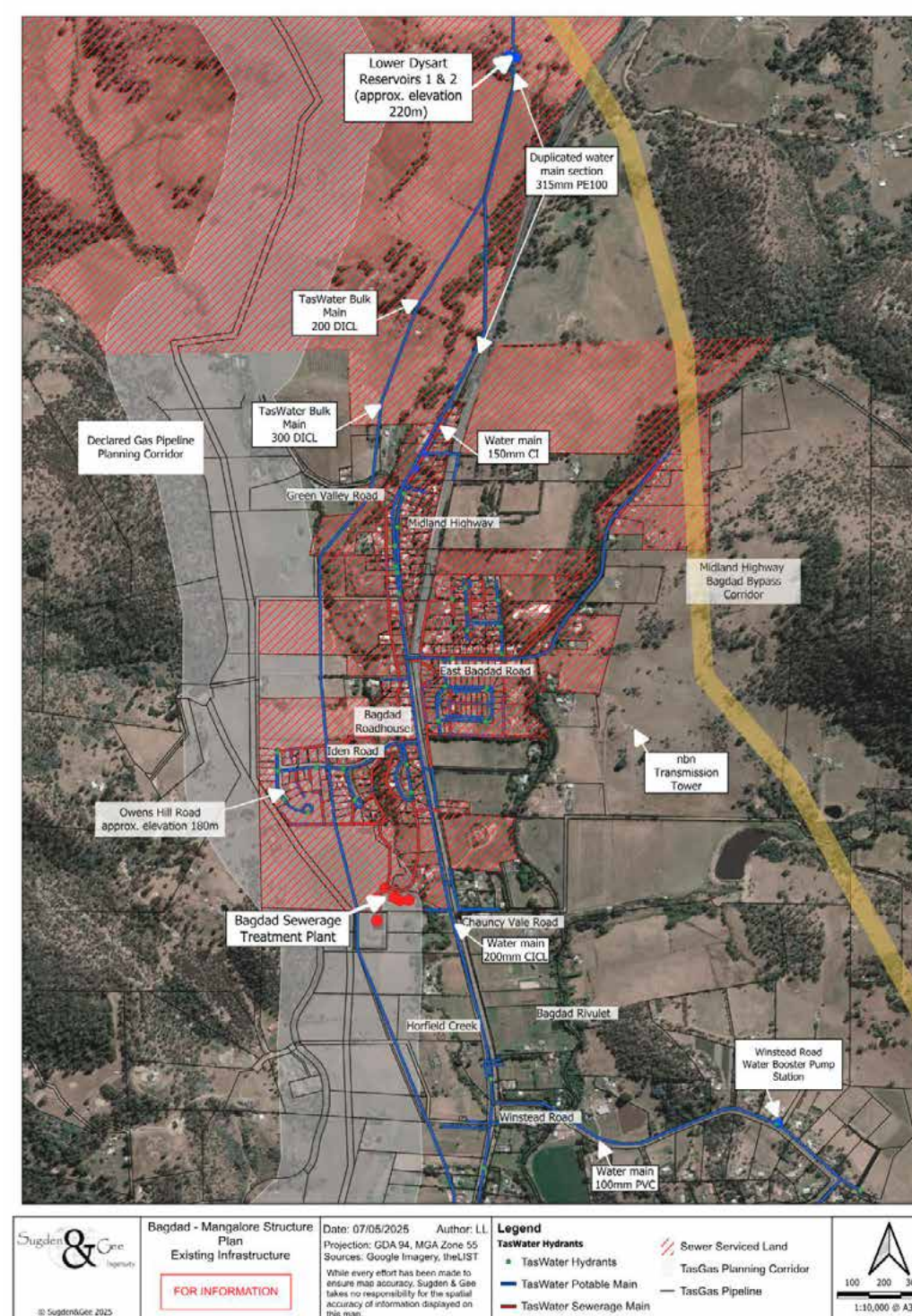


Infrastructure + Services

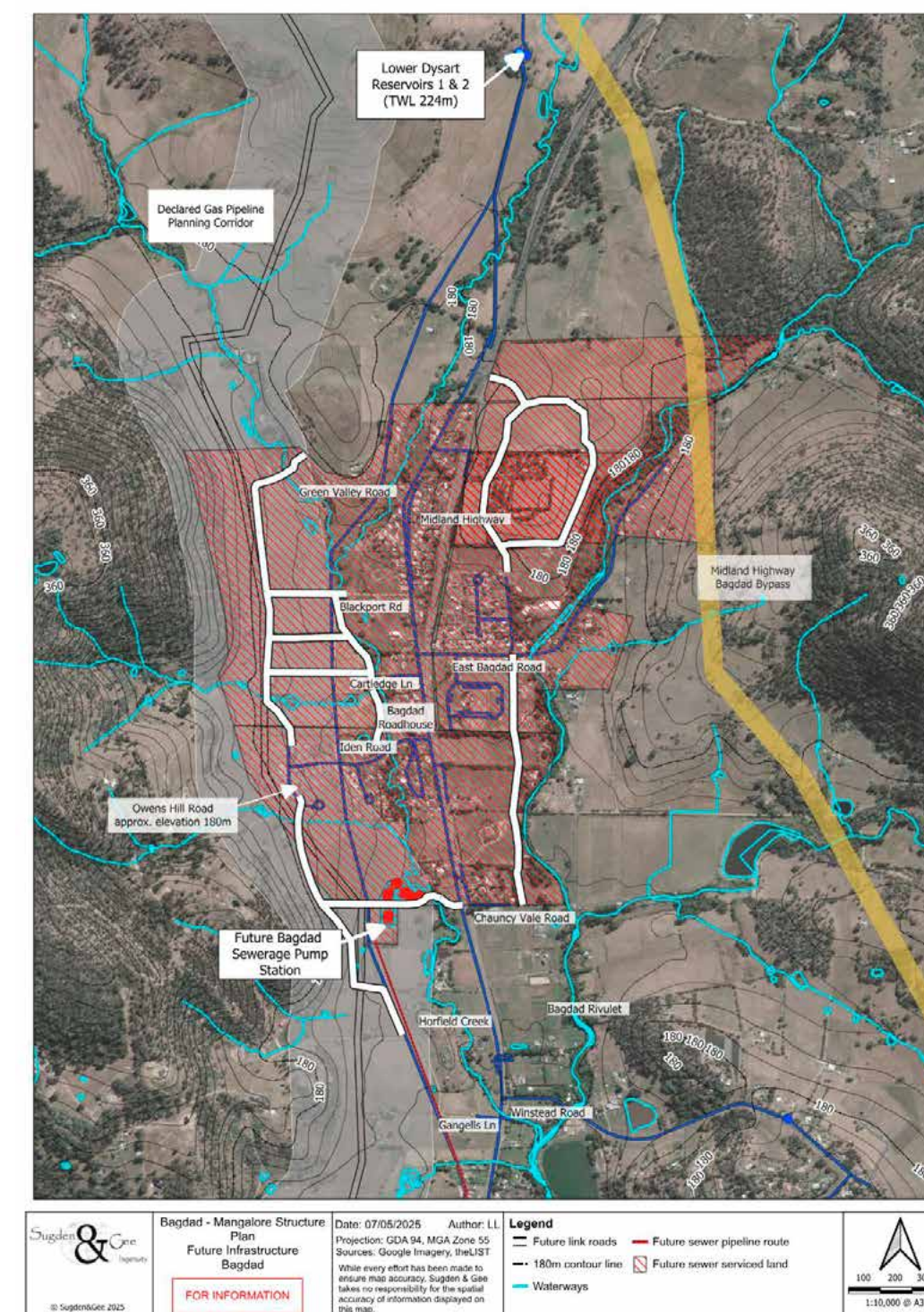
Sugden & Gee

The summary takes into account the existing and future infrastructure networks to achieve the desired outcomes of the project.

Existing Infrastructure



Future Infrastructure





Appendix C _ Detailed Engagement Summary

Early Community + Stakeholder Engagement

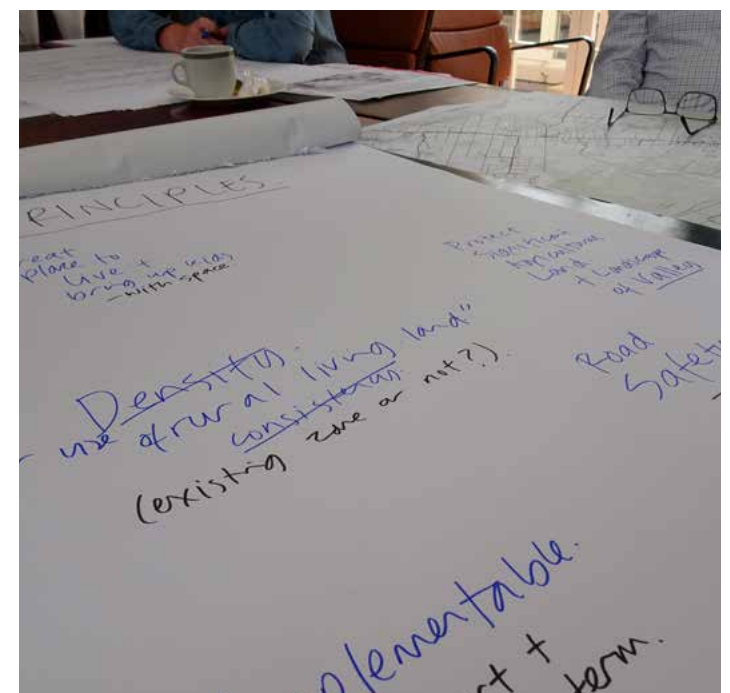
Genuine engagement with Bagdad - Mangalore's community, residents, councillors, local businesses and stakeholders is essential to developing a robust, well supported structure plan.

Overview

An engagement plan was prepared, following the International Association for Public Participation (IAP2) public participation spectrum

A range of early engagement activities were planned and undertaken to inform the structure plan.

- _ Engagement with working group in October 2024
- _ Early Stakeholder Engagement (Tasnetworks, Department State Growth, Taswater, Council)
- _ Online survey between November-December 2024



Bagdad-Mangalore Online Community Survey

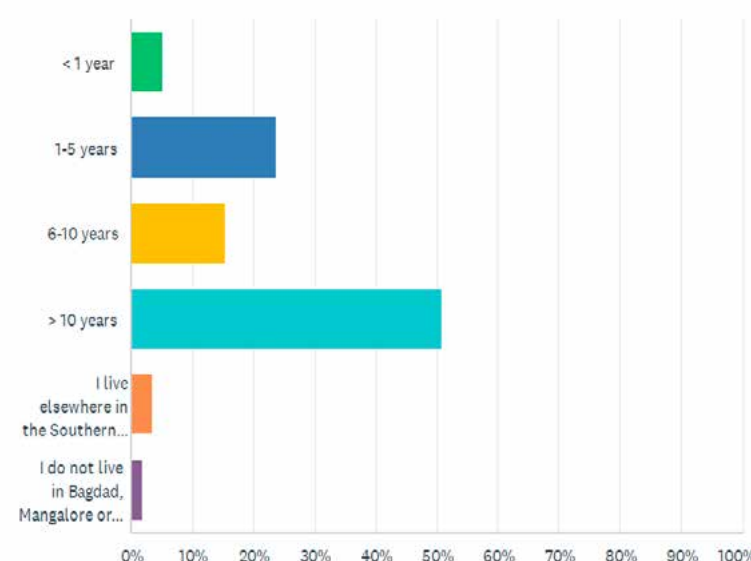
November - December 2024

59 responses!

59 Bagdad - Mangalore residents responded to the survey. This is 3% of Bagdad-Mangalore's 1917 population.

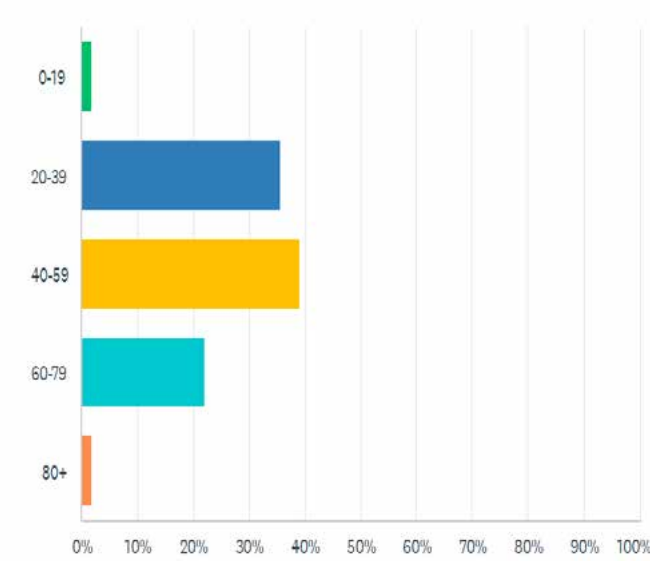
50.85% of respondents had children in their household.

How long have you lived in Bagdad - Mangalore?



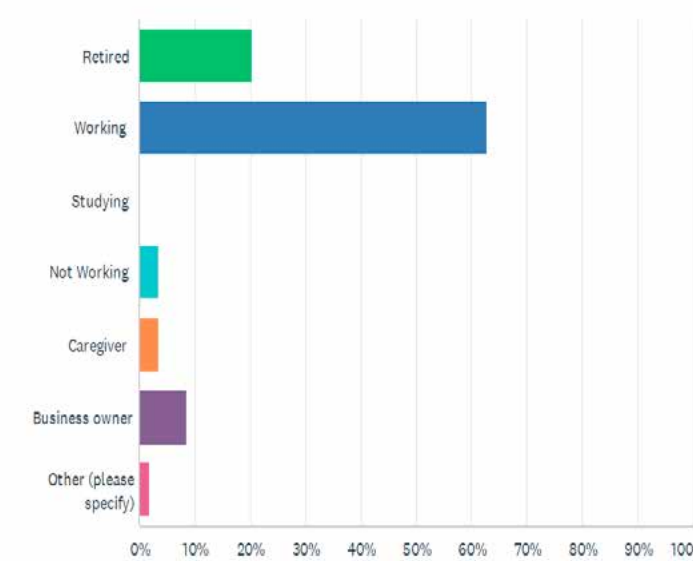
- 95% (56) of the survey respondents live in Bagdad-Mangalore. 2 other respondents live elsewhere in Southern Midlands Council area and 1 respondents lives elsewhere.
- 30 respondents have lived in Bagdad - Mangalore for 10 years or more.

What is your age?



- 75% respondents were aged between 20 and 59 years (44 respondents)
- 24% respondents were aged over 60 (14 respondents)
- One respondent was aged between 0-19

Which best describes your lifestyle status?



- The largest group of respondents were working (63%)
- 20% of respondents were retired and 3% of respondents were not working
-

Bagdad-Mangalore Online Community Survey

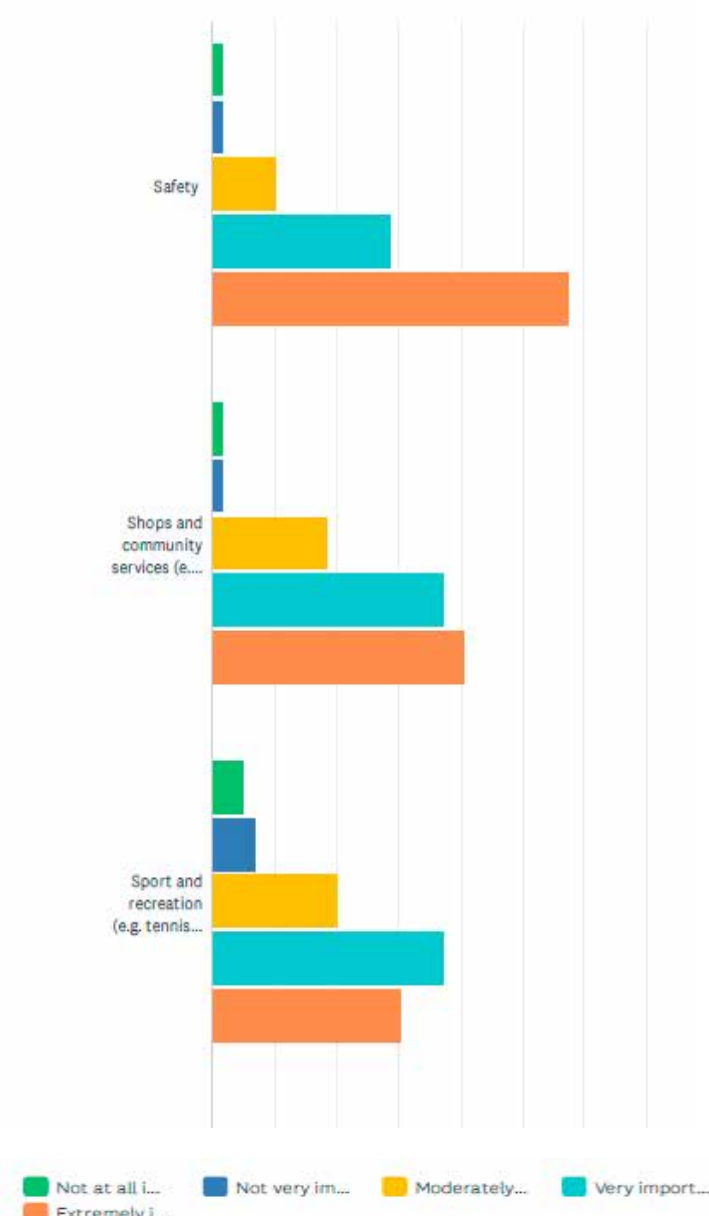
November - December 2024

What do you value most about Bagdad-Mangalore?

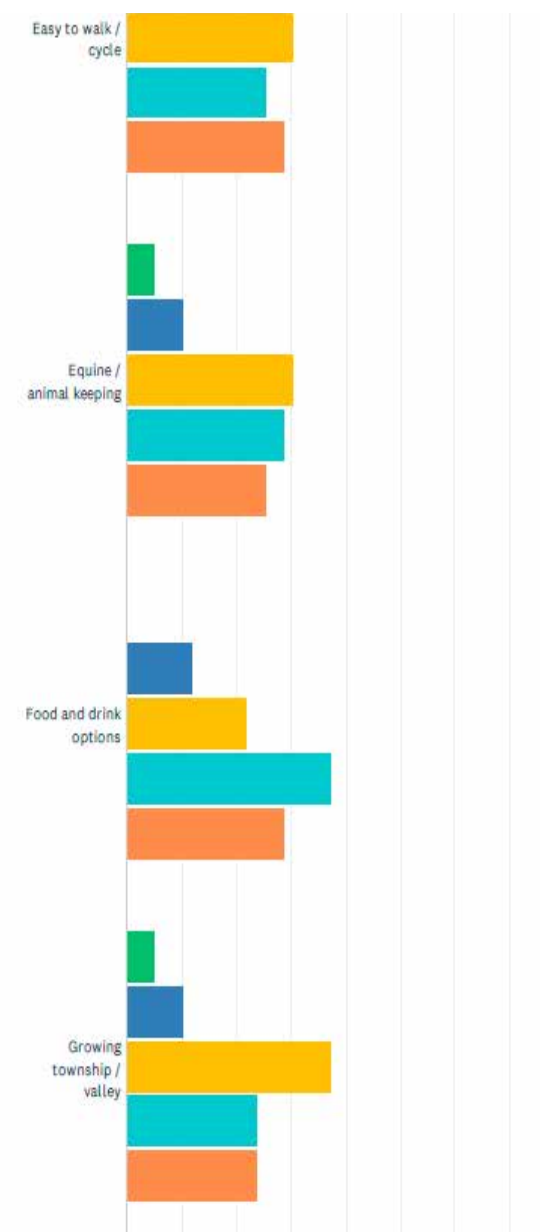
Top five most important values for Bagdad-Mangalore:

- 1. Safety** (34 Extremely Important votes)
- 2. Accessible to Brighton/ Hobart etc.** (26 Extremely Important votes)
- 3. Surrounded by nature** (26 Extremely Important votes)
- 4. Shops and community services** (24 Extremely Important votes)
- 5. Easy to get around by car** (24 Extremely Important votes)

The lowest scoring item was “cultural attractions”.



Examples of highly important values



Examples of value with mixed results

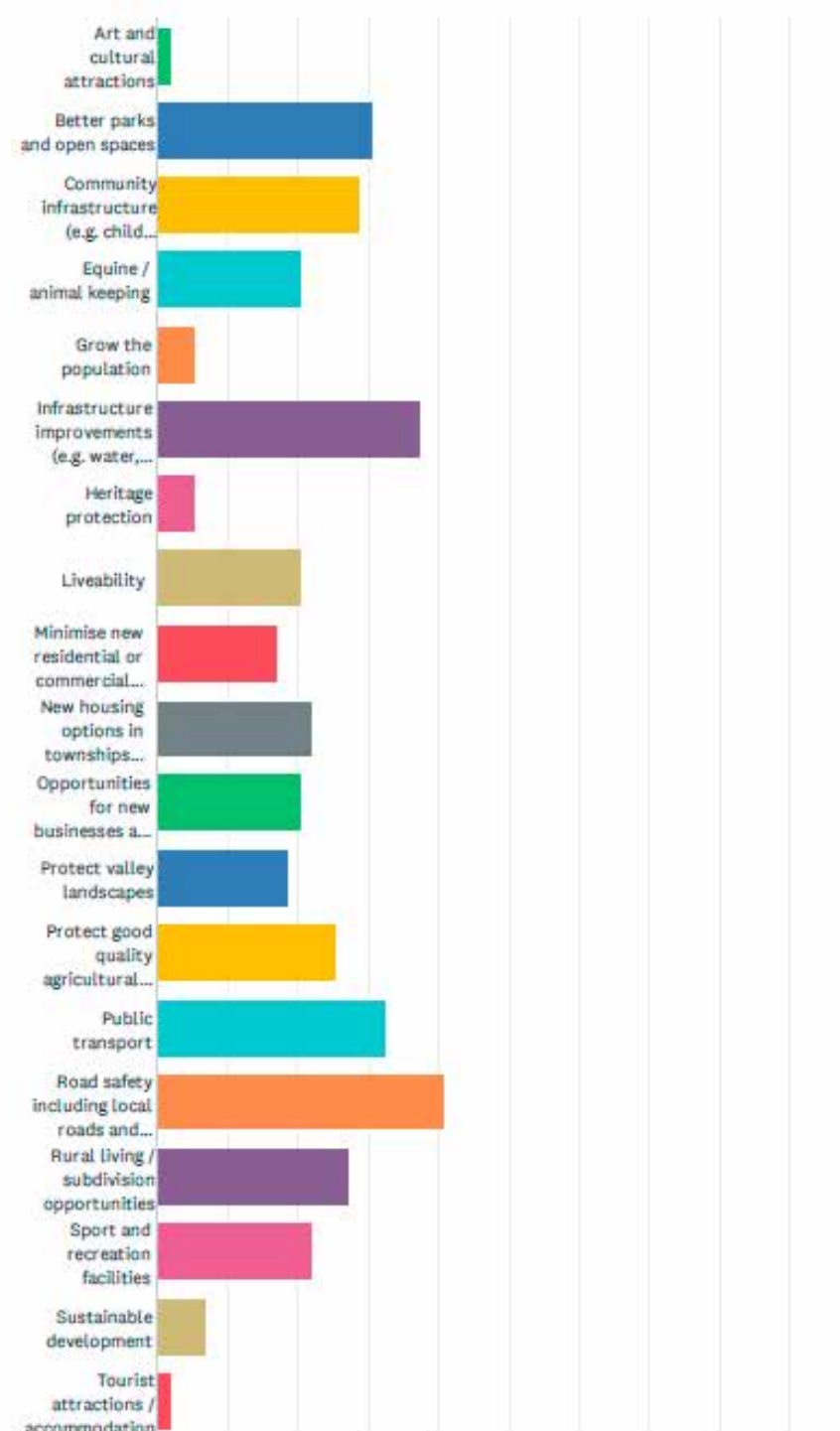
Values which had **mixed feedback** related to the importance of having **easy to walk/ cycle**, Equine/**animal keeping**, food and drink option, **growing township** valley, and **rural setting** location.

Bagdad-Mangalore Online Community Survey

November - December 2024

Which issues or opportunities you would most like to address in Bagdad - Mangalore Structure Plan?

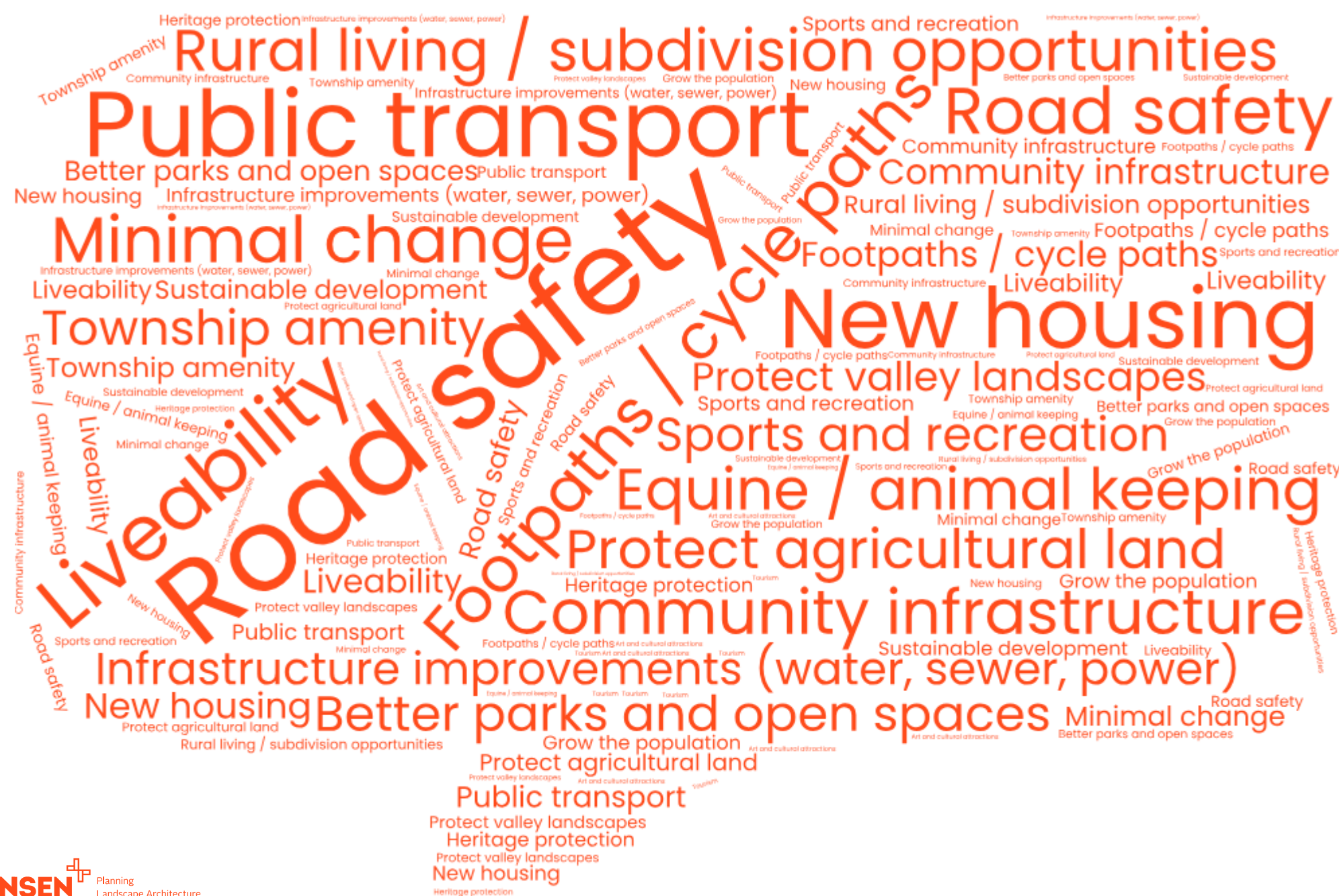
1. Road **safety** including local roads and Midland Highway (41%)
2. Upgrade **footpaths and cycle paths** (e.g. extension of the walkway/cycle way link to Brighton) (39%)
3. **Infrastructure** improvements (e.g. water, sewer, power) (37%)
4. **Public transport** (32%)
5. Better **parks and open spaces** (31%)



Bagdad-Mangalore Online Community Survey

November - December 2024

Which issues or opportunities you would most like to address in Bagdad - Mangalore Structure Plan?



Issues + Opportunities to be addressed

— (most important first)

Road safety

Upgrade footpaths or cycle paths

Infrastructure Improvements

Public transport

Tourism / Art and cultural attractions (lowest)



Bagdad-Mangalore Online Community Survey

November - December 2024

Feedback reflects a desire to improve the Bagdad and Mangalore in a way that is safer and supportive of growing community providing housing, local shops, employment and infrastructure while maintaining a rural setting.

What other issues and opportunities are important to you?

- **Safety:** Feedback focuses on having safer area from crimes as well as from potential road accidents due to city's and residential proximity to the highway.
- **Local shops:** Feedback emphasised importance of providing more shops to the area for convenient living.
- **Identity:** Feedback is aimed at maintaining rural serenity setting
- **Infrastructure:** Feedback is clearly to address three main aspects as maintainence of infrastructure including roads, improving both social and physical infrastructure for growing community and especially constructing new bypass to divert local traffic
- **Housing:** Feedback also mentions the importance of having multiple housing option at an affordable price.



Bagdad-Mangalore Online Community Survey

November - December 2024

Feedback reflects a desire to improve the Bagdad and Mangalore in a way that is safer and supportive of growing community providing housing, local shops, employment and infrastructure while maintaing rural setting.

Other ideas for the future planning for Bagdad-Mangalore:

- **Bypass:** Feedback focuses on constructing new bypass to divert local vehicle movement
- **Sport hub:** Feedback emphasised importance of having sport centre including swimming pool, cricket, golf and playgrounds
- **Identity of combination of country and town setting:** Feedback is aimed at maintaining rural serenity setting while supporting the growing residential areas
- **Voice in the planning process:** Feedback clearly to get prior notification from responsible authorities before implementing re-zoning
- **Residential development and Subdivision:** Feedback also mentions the importance of providing more residential development and releasing lands for subdivisions

Co-Design Workshop 19th + 20th February 2025

Workshop Aim

Work together to inform a new vision, guiding principles + structure plan for Bagdad-Mangalore



Bagdad-Mangalore Structure Plan

Co-Design Workshop

Help shape your community for housing, agriculture, environment, transport and infrastructure

Wednesday, 19th February 2025

5pm-7pm

Community Drop-In

Thursday, 20th February 2025

6pm-7pm

Final Presentation

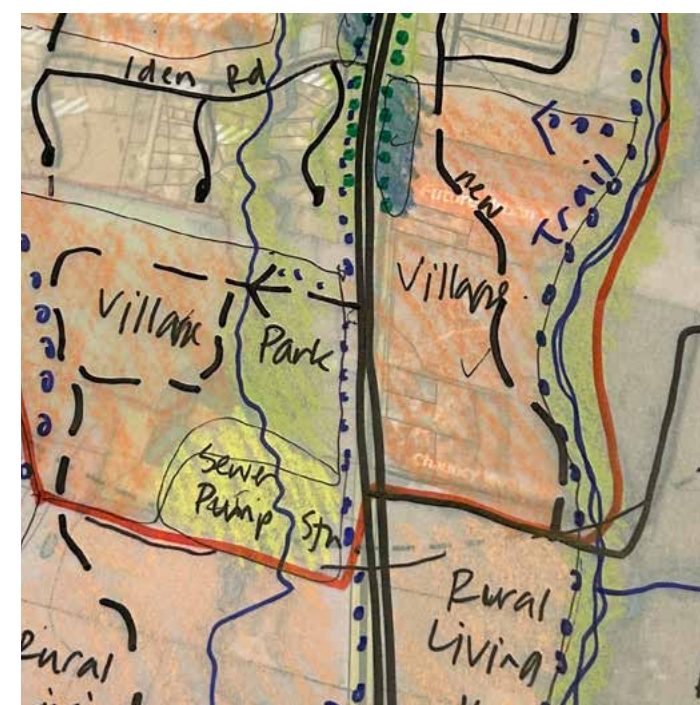
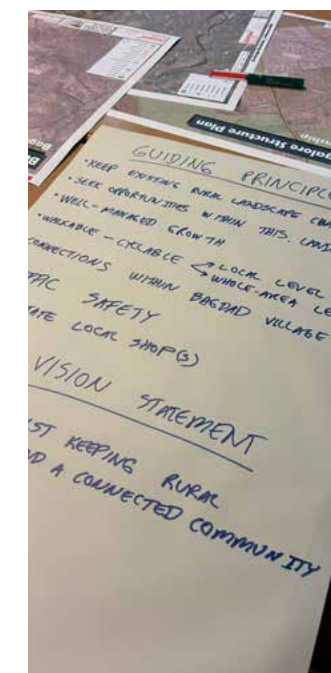
Bagdad Community Club

Use this QR Code to learn more about the Bagdad-Mangalore Structure Plan



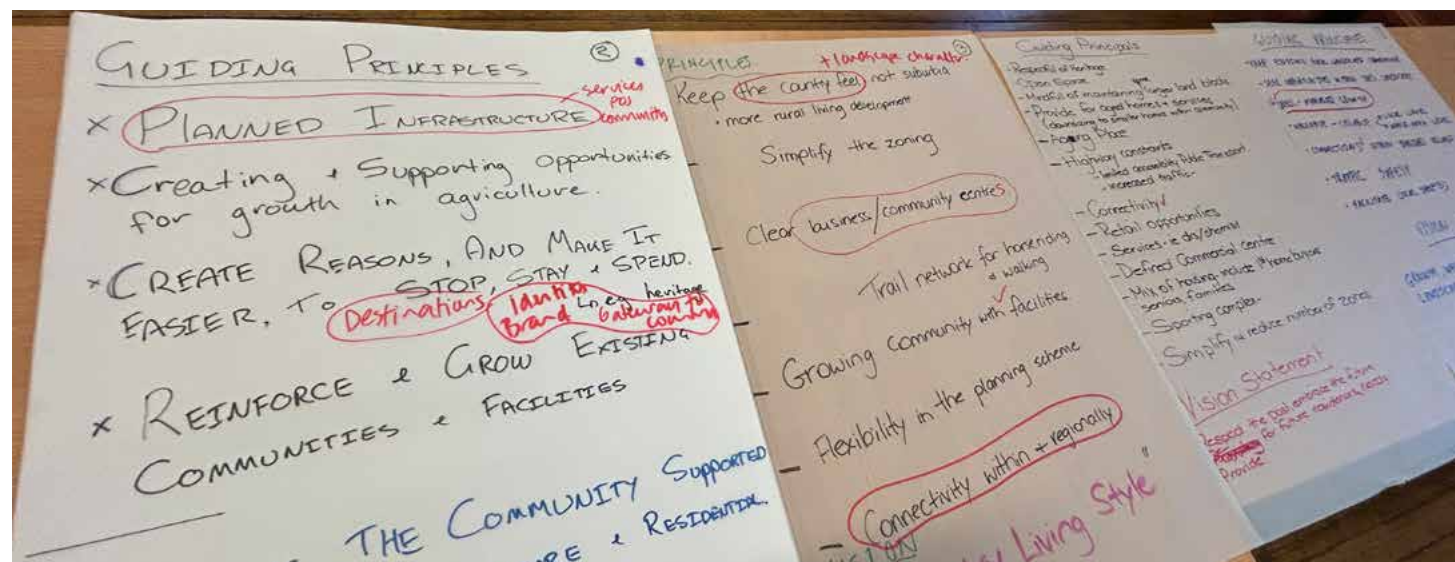
Workshop Objectives

1. Shared understanding of the **context, issues and opportunities**.
2. Develop **vision and guiding principles** for the structure plan
3. Create a **30-year spatial planning scenario(s)** (eg. land use + infrastructure)
4. Develop **key strategies, recommendations + priorities**
5. Community stakeholder input and **feedback** throughout



Day #1 _ Introductory Stakeholder Workshop

- _ Introductions
- _ Workshop objectives
- _ Community survey results
- _ Summary of technical investigations (planning, agriculture, infrastructure)
- _ Small group activity _ Vision + principles
- _ Small group activity _ 30-year spatial plan scenarios
- _ 23 attendees (local, state, community groups, businesses)



Small group visions...

"Growth, whilst keeping rural landscape, and a connected community"

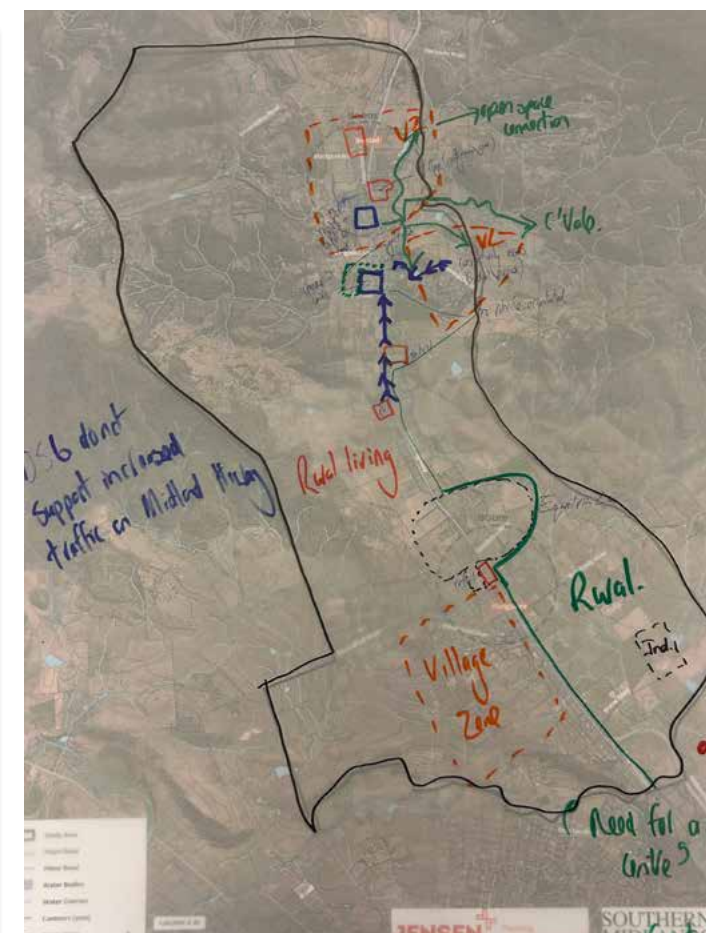
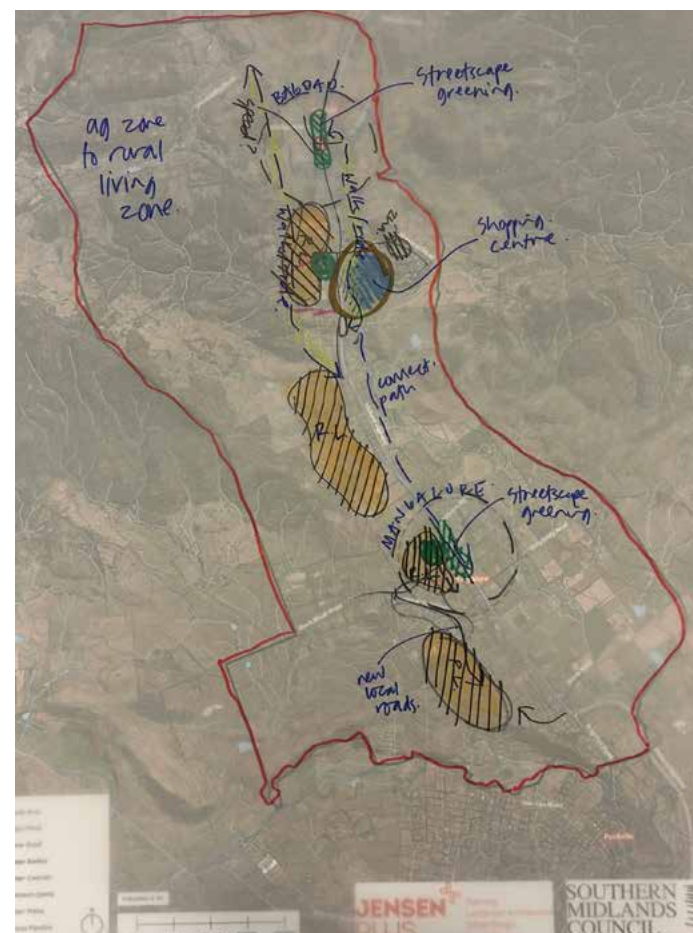
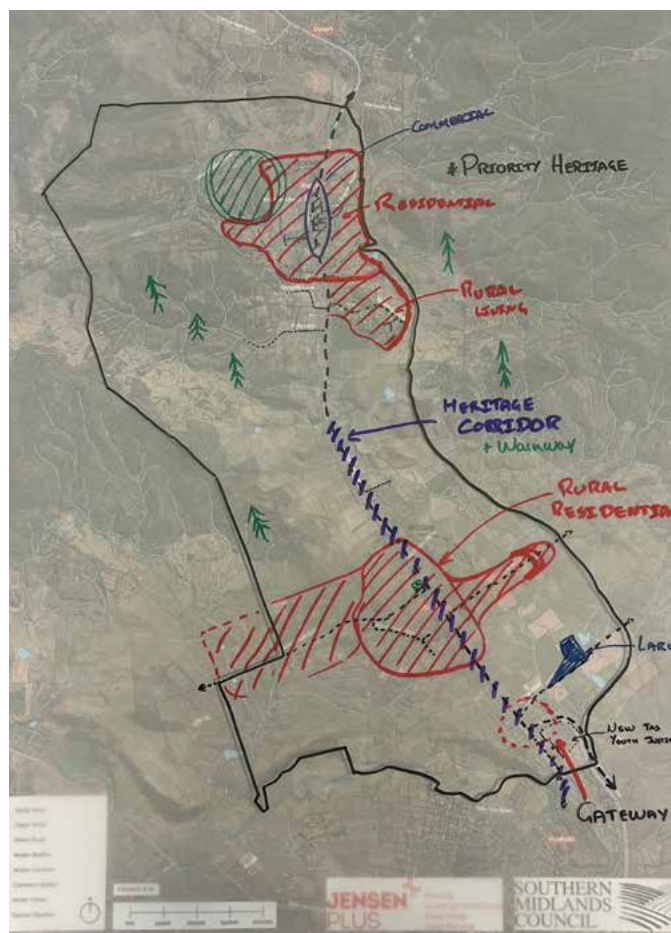
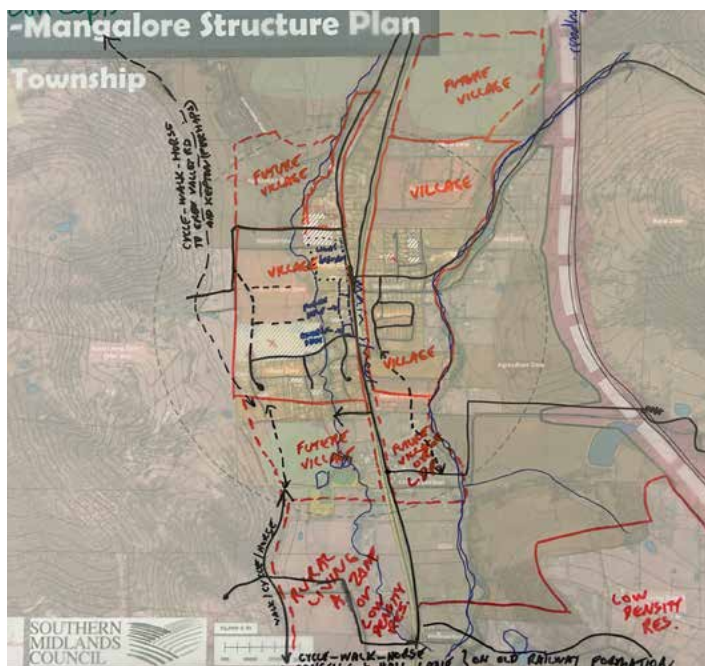
"Growing the community supported by tourism, agriculture, residential."

"Country Living Style"

Respect the past, embrace the future, for future residents' needs."

Items highlighted to be addressed in next stage additional investigations.

Day #1 _ Introductory Stakeholder Workshop (scenario development)



Small group 1

- Bagdad focus
- Expansion of Village Zone and Future Village Zone?
- Future street links + paths
- Low Density Res or Rural Living A to south?

Small group 2

- _ Residential + rural residential
- _ Bagdad commercial centre?
- _ Heritage corridor in S
- _ Lark visitor attraction
- _ Youth Justice Centre proposed
- Country gateway concept

Small group 3

- More extensive Rural Living areas west side of valley (Agriculture Zone to Rural Living Zone)
- Shopping centre on new site?
- Streetscape greening

Small group 4

- Open space connections
- Need a town/valley centre - where?
- DSG do not support additional traffic generators

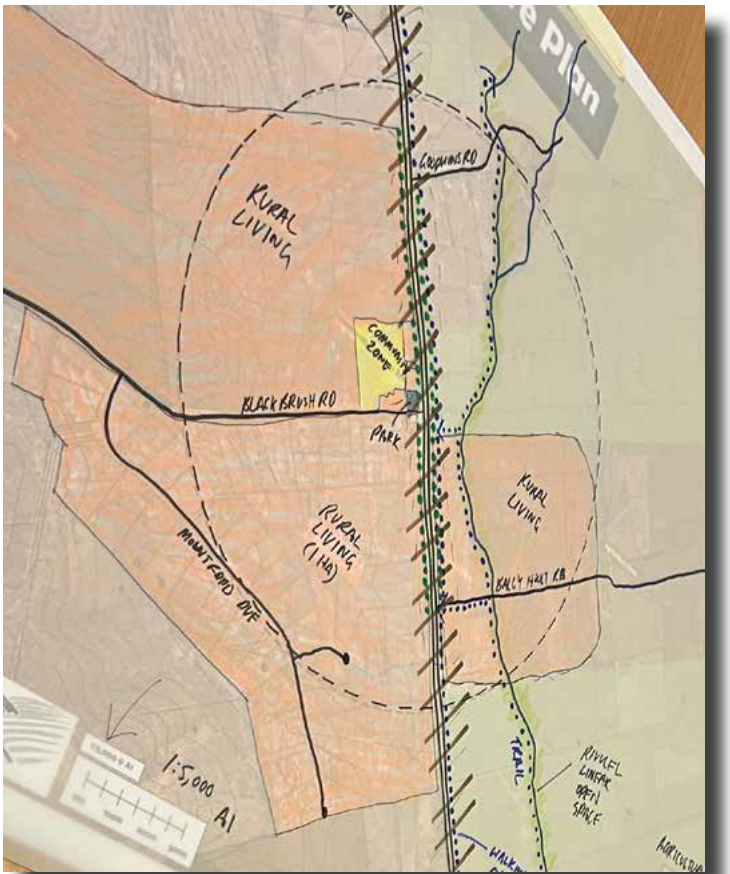
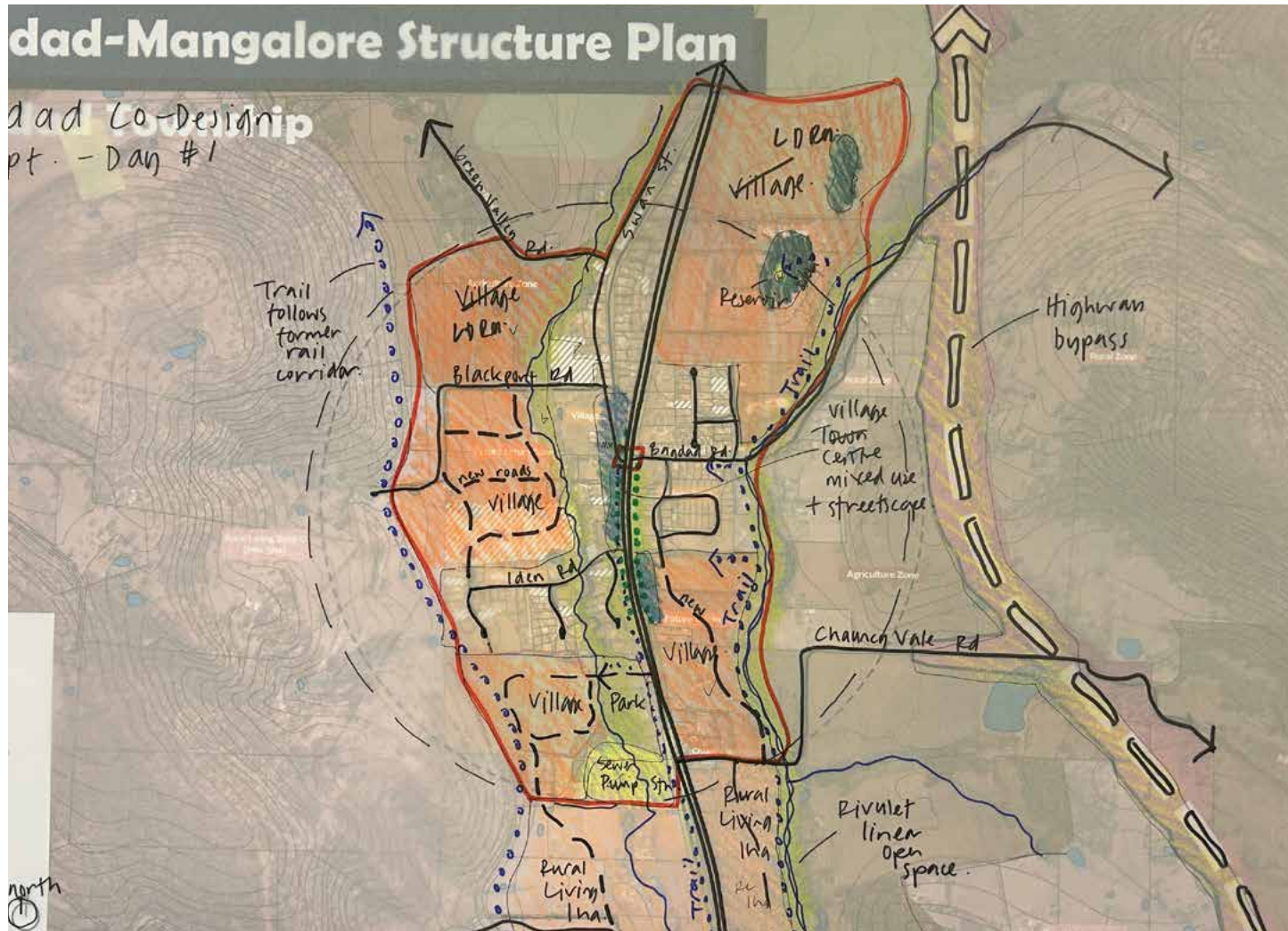
Items highlighted to be addressed in next stage additional investigations.

Day #1 _ Community drop-in information session

Day #1 workshop outputs were further developed and displayed at a well-attended community information session from 5pm-7pm

Bagdad concept on display

- Major extension to Village (or Low Density Res) + Rural Living Zone
- New sewer pump station
- Rivulet / creek public open space + trail (enabled by development + sewer main)
- Mixed use village centre + streetscape
- New local streets
- Trail following former rail corridor
- New water reservoir for elevated land NE?
- Future highway bypass enables change



Mangalore concept for extended rural living areas and rivulet open space / trail



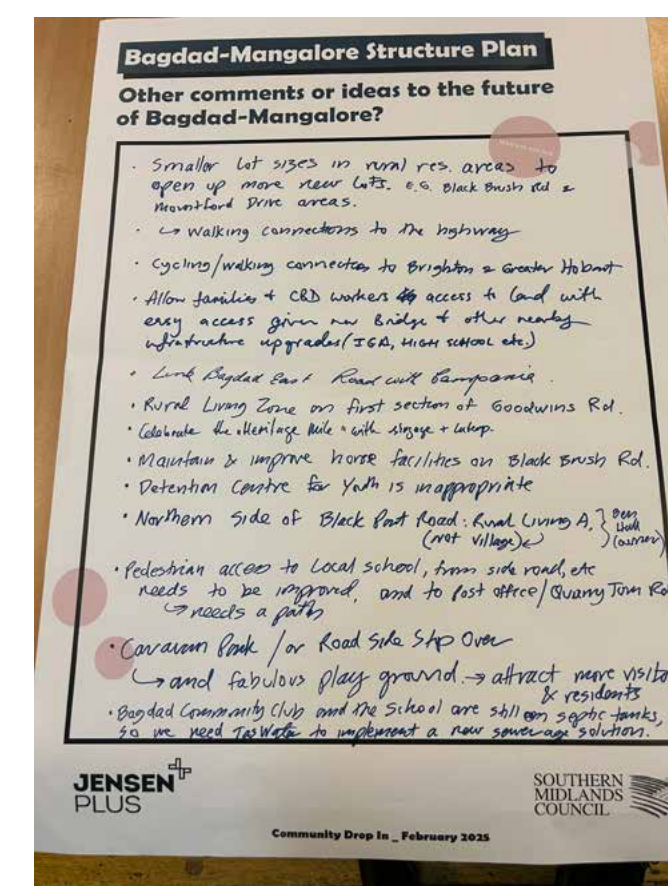
Items highlighted to be addressed in next stage additional investigations.

Day #1 _ Community drop-in information session

Community feedback + ideas

- _ Brand the area better - possible **country gateway (sculpture?)**
- _ Oppose youth detention centre
- _ **Heritage Mile strengthen** (signage, tree protection, path to Shene, heritage overlay)
- _ **Manage Rivulet better** (clean it, show it, platypus)
- _ Dog park?
- _ **School drop-off safety - redesign** one-way with paths
- _ **Parks need upgraded** - start with Bagdad Club
- _ **Roberts Road should be** Rural Living Zone?
- _ GP access

- _ Bagdad **small public space / square**
- _ **Smaller lot sizes in rural res areas** to create more housing?
- _ **Cycle / walking connection** to Brighton / Hobart
- _ New Bridgewater bridge and local services in Brighton (school, IGA) will increase opportunities
- _ Rural living on first section **Goodwins Rd**
- _ Maintain / improve equestrian facilities Mangalore
- _ Blackport Rd area... **rural/low density to north?**
- _ **Path linking** school, post office etc needed
- _ **Overnight rest stop** at club?
- _ New sewerage system needed



Items highlighted to be addressed in next stage additional investigations.

Day #2 _ Infrastructure focus group + priorities



INFRASTRUCTURE Focus Group.

SEWER

- BRIGHTON SEWERAGE PLANT
- YOUTH DETENTION - CATALYST?
- BRAVITY PIPELINE EAST OF HWY - DETENTION PONDS - TO BRIGHTON
- NEED FOR FASEMENT (TBC)
- CONNECTIONS TO SCHOOL + COMMUNITY CLUBS?
- CONNECTIONS TO MANGALORE POSSIBLE - NEED COMMITMENT FROM RESIDENT
- 5 YEARS - PLANNING. BEYOND IS REASONABLE
- EXPENSIVE PIPELINE
- TAP WATER - UNLIKELY TO SUPPLY

SMALLER PIPES

1. Structure Plan to articulate clear long term growth plans to inform infrastructure plans

2. Bagdad sewer capacity expansion – trunk main to Brighton treatment plant (show indicative corridor + connections e.g. school, club)#

3. Bagdad Community

_ #ensure to state in the SP that sewer capacity is a constraint (especially beyond land currently zoned for development). Sewer network upgrades unlikely to be in next PSP for three years.

Club Master Plan – implement

4. Shared walking and cycle pathway extensions (Bagdad-Pontville) and side arms (e.g. Shene Road)*

5. Playground upgrades and open space improvements, cohesion and connectivity

_ *DSG recommend using their standardised cycling hierarchy in Structure Plan to make it easy to align with grant programmes

6. Stormwater management + water sensitive design plan to address flood mitigation + development impacts

7. Road safety + local connectivity ^

8. Water, power and other services including new electrical substation at Pontville

_ ^ define village area at Bagdad, future traffic calming or intersection treatment e.g. roundabouts (and triggers e.g. bypass), future local road plan

Items highlighted to be addressed in next stage additional investigations.

Day #2 _ Focus groups _ School, village centre, statutory planning

<u>ZONES.</u>		min lot
Village		600m ²
Future Urban		n/a.
Low Density Res	3000m ²	1500m ²
Rural Living A	300m ² with on-site d	1ha
		2ha
Agriculture	n/a	5ha
		10ha
Rural	all Ag zone (except high prominence) allow rural industries home, parks, native veg.	40ha

Local provisions Schedule.
Special Area Plan
Site Specific Qualification.
Specific Area Plan (SAP) - change min. lot sizes.
- identify future local street network.

- _ Range of zones available, with different minimum lot sizes
- _ May be desirable to have a 3000m² (advised minimum for on-site waste water disposal) or 5000m² min lot size in some locations (but no zone provides this)
- _ Option to use a Specific Area Plan (SAP) to change min lot size, identify future local street network
- _ Or use DAs to enable a mix of lot sizes with a higher average across a development area?



- _ Contemporary rural living neighbourhoods including 5000m² lots can be observed in nearby Pontville (zoned Rural Living A)

SCHOOL - -

121 → 170 ... capacity... attract affordable young families
... OSHC ... index level need low ... families in need ... literacy

- High satisfaction
- School use - recreation
- Good school community
- Isolation + transport. e.g.
- Early intervention needed
- oval - environment impacts on
- * Sch. road - drop off. (+ residential car park? one-way footpath, widening. Footpath / shared path -

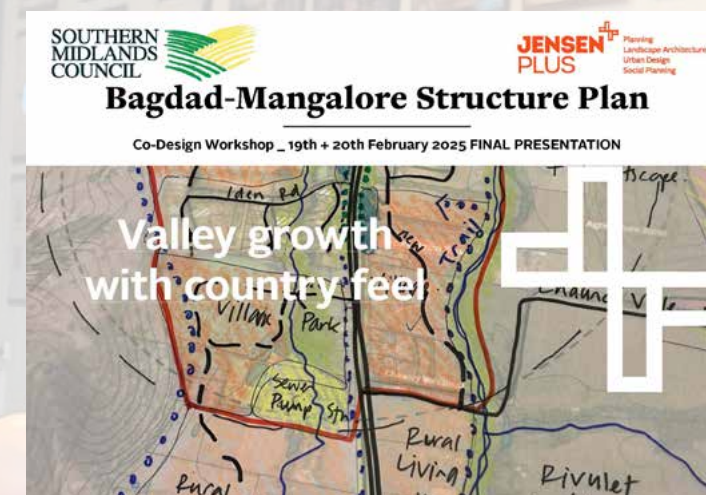
Minimal room for expansion (knock down rebuild old school) ideal number? 200

Bagdad Primary School

- _ area is affordable and attractive to young families, has increased from 121 to 170 students
- _ many families low socio-ec, many students need literacy intervention, disability support
- _ isolation and transport (e.g. to swimming) a constraint
- _ school grounds used for community recreation out of school hours. need better parks
- _ School Road drop-off and car park (one-way, angle P, footpath, widening, car park?)
- _ students can't ride to school - no proper footpath
- _ 200 may be an ideal number, supported by new developments
- _ school accesses Rivulet via informal track
- _ need opportunities for young people

Day #2 _ Final Presentation

All co-design workshop participants, and local community members, were invited to a final presentation and Q&A at the conclusion of the workshop. Held at Bagdad Community Club, the session was attended by approx 25 people.



- _ Recap _ project + workshop objectives
- _ Community survey results
- _ Brief summary of technical investigations
- _ Day #1 workshop and updated Vision + principles
- _ Day #2 Overall plan + strategies
- _ Next steps
- _ Discussion

Day #2 _ Final Presentation

Vision + principles

By 2055 our valley communities around Bagdad and Mangalore have grown into attractive villages, where new housing and infrastructure has been built to manage growth, and to keep the country feel

Note: refined after Day #1 and #2 workshops and community drop-in feedback





Day #2 _ Final Presentation

Vision + principles

By 2055 our valley communities around Bagdad and Mangalore have grown into attractive villages, where new housing and infrastructure has been built to manage growth, and to keep the country feel

1. Growing valley

Plan for well-managed growth in population, housing and services, to cater for growing demand for valley lifestyle

2. Infrastructure supporting growth

Including sewer network capacity, water, power, open space and community facilities

3. Keep the country feel

Protect valley landscape character, with spacious country/rural living, alongside some village development of smaller homes

4. Attractive “village centres”

Make business and community nodes at Bagdad, Bagdad Community Club, and Mangalore clearer through zoning, public realm improvements and better access

5. Create destinations

Placemaking and identity improvements, building upon “Heritage Mile”, “gateway to country” and other attractions to encourage more people to “stop, stay and spend”

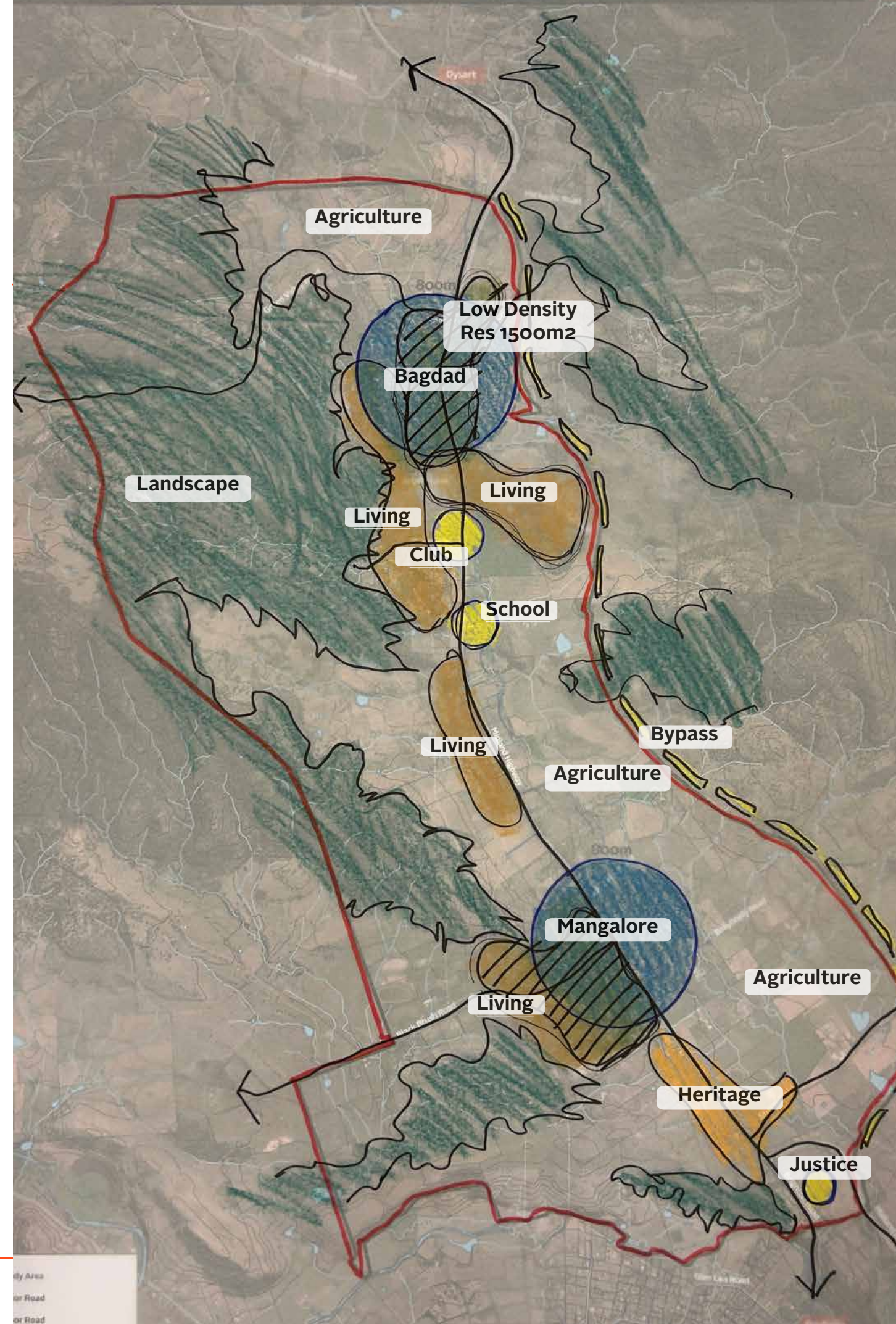
6. Connected valley

Connect people and places within the valley, and regionally, via roads, walking, cycling, horse riding and public transport routes

Note: refined after Day #1 and #2 workshops and community drop-in feedback

Overall plan

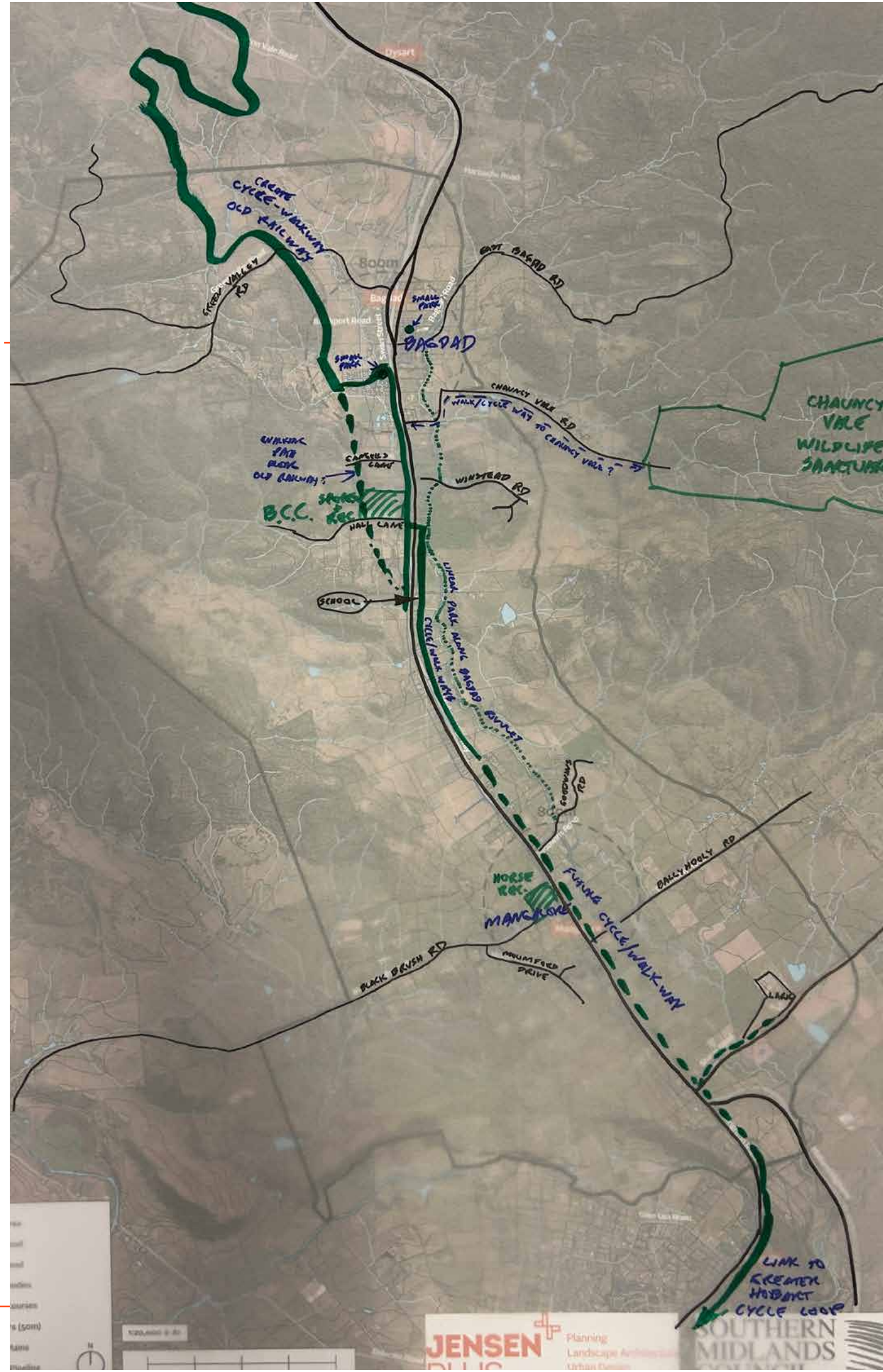
Growing villages
Bagdad and Mangalore
Attractive business +
community centres
Destinations
Gateway to country
Agriculture SE + N
More rural + rural
living land
Connected
Infrastructure



Note: refined after Day #1 and #2 workshops
and community drop-in feedback

Connections, paths, open spaces

- Mangalore recreation complex - an equestrian focus + improved local park
- Bagdad Community Club - sports, recreation & community focus.
- **Shared Cycle / Walkway along Highway - connect to school, Pontville + Brighton**
 - **Improve the highway crossing points, for pedestrian safety,** at Bagdad, Bagdad Community Club, Quarry Town Road, Mangalore.
 - **Create side branches:**
 - Connect to old rail way reservation, possibly where it crosses Hall Lane.



- To Mangalore equestrian facility, and path to Mountford Drive rural living area.
- To Lark Distillery at Shene.
- Cycle / Walkway along Old Railway Line
- **Local parks at East Bagdad & Iden Drive are small and not well equipped.**
- **Destination play park** at the Bagdad Community Club.
- **Linear park along Bagdad Rivulet:**
 - Conservation of riparian vegetation.
 - create a number of walking loops.

Bagdad

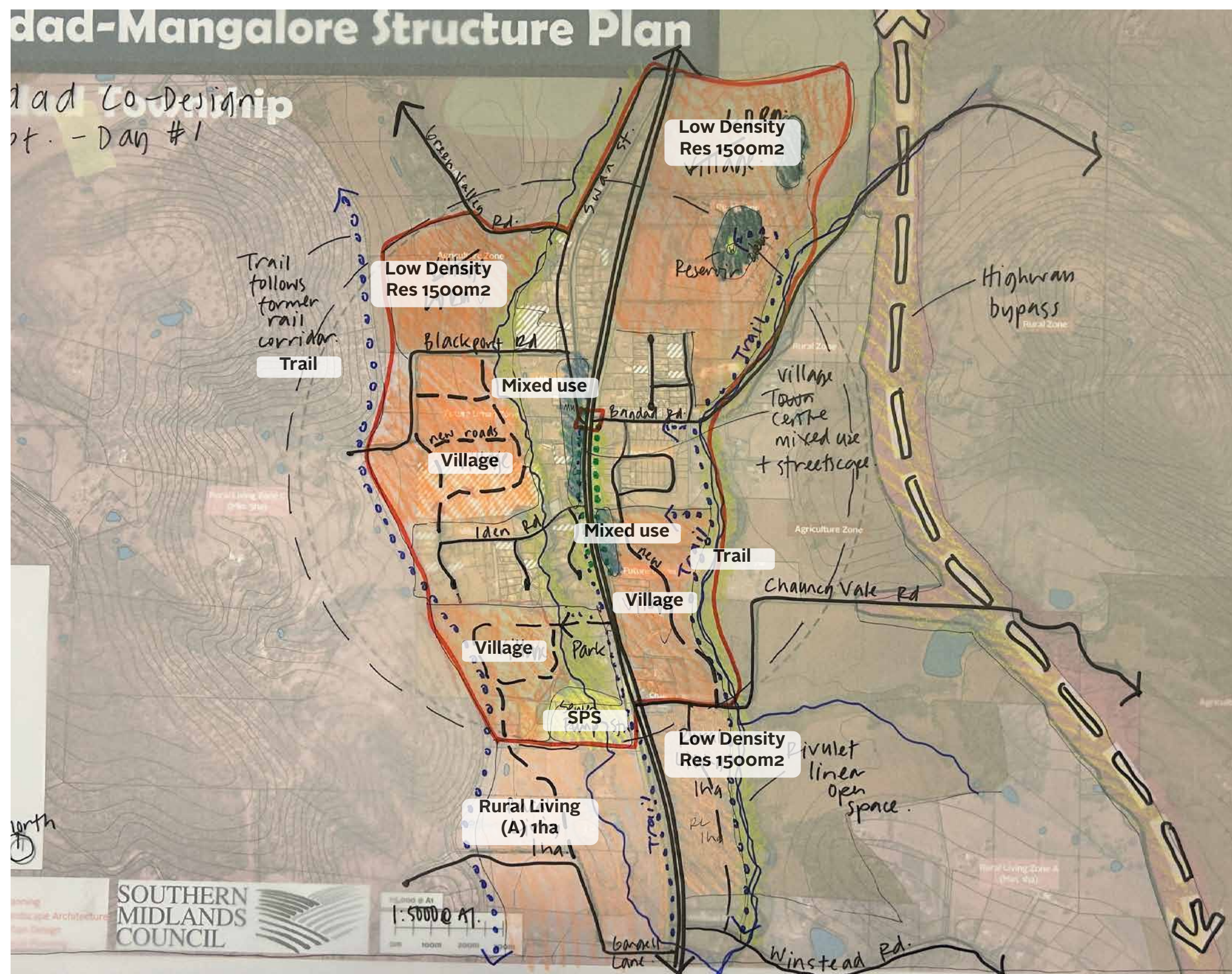
ZONES.		min lot
Village		600m ²
Future Urban		n/a.
Low Density Res		1500m ²
Rural Living A		1ha
		2ha
Agriculture	n/a	5ha
		10ha
Rural		40ha

- all Ag Zone.
 (except high prominence)
 allow rural industries
 horse, parks, native veg.

local provisions Schedule.
 Special Area Plan
 Site Specific Qualification.
 Specific Area Plan (SAP) - change min. lot sizes.

Note: further zone testing required.

Land use budget + yield to be calculated and tested.



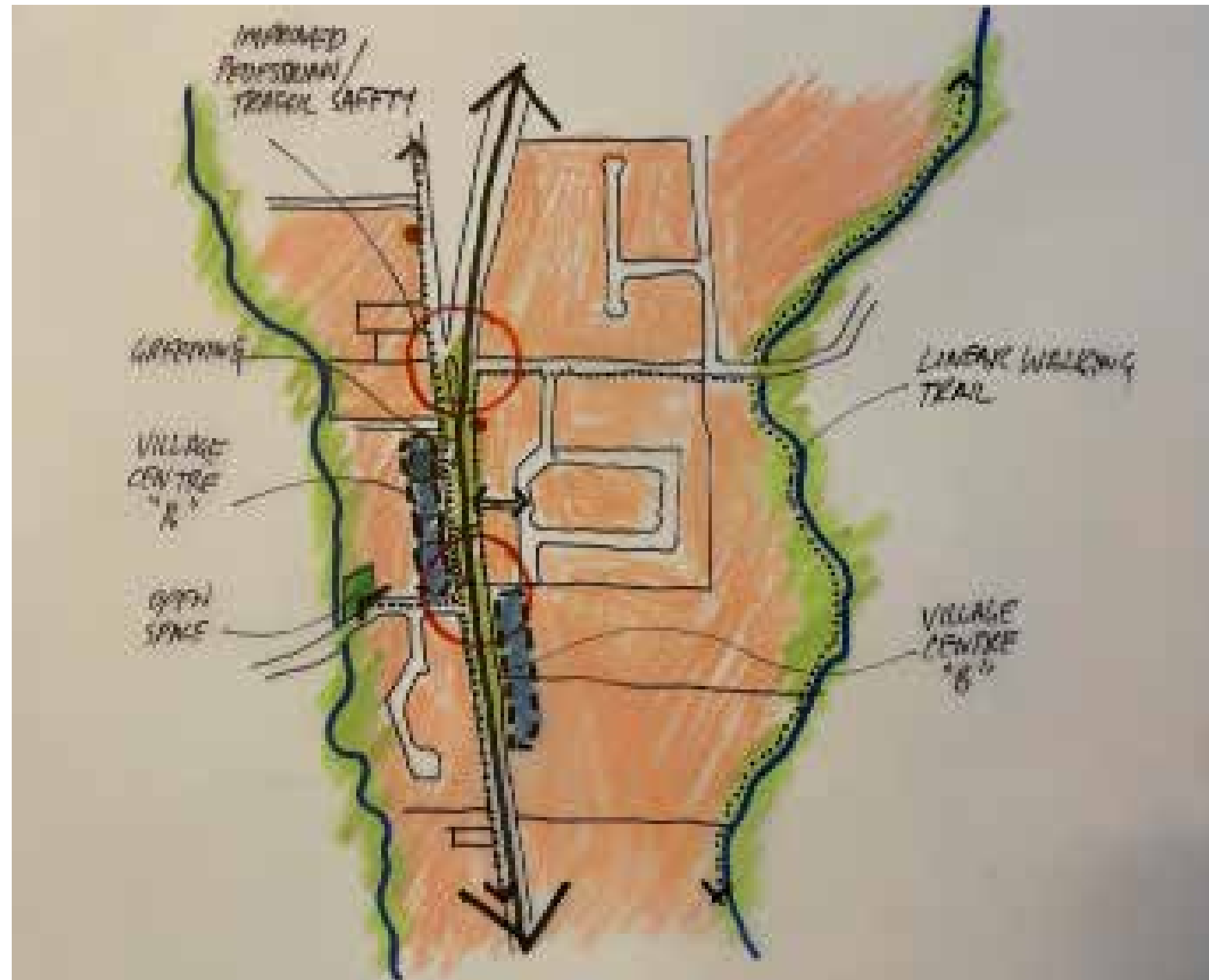
Village centre design + placemaking_Bagdad

**Improved
pedestrian + traffic
safety**

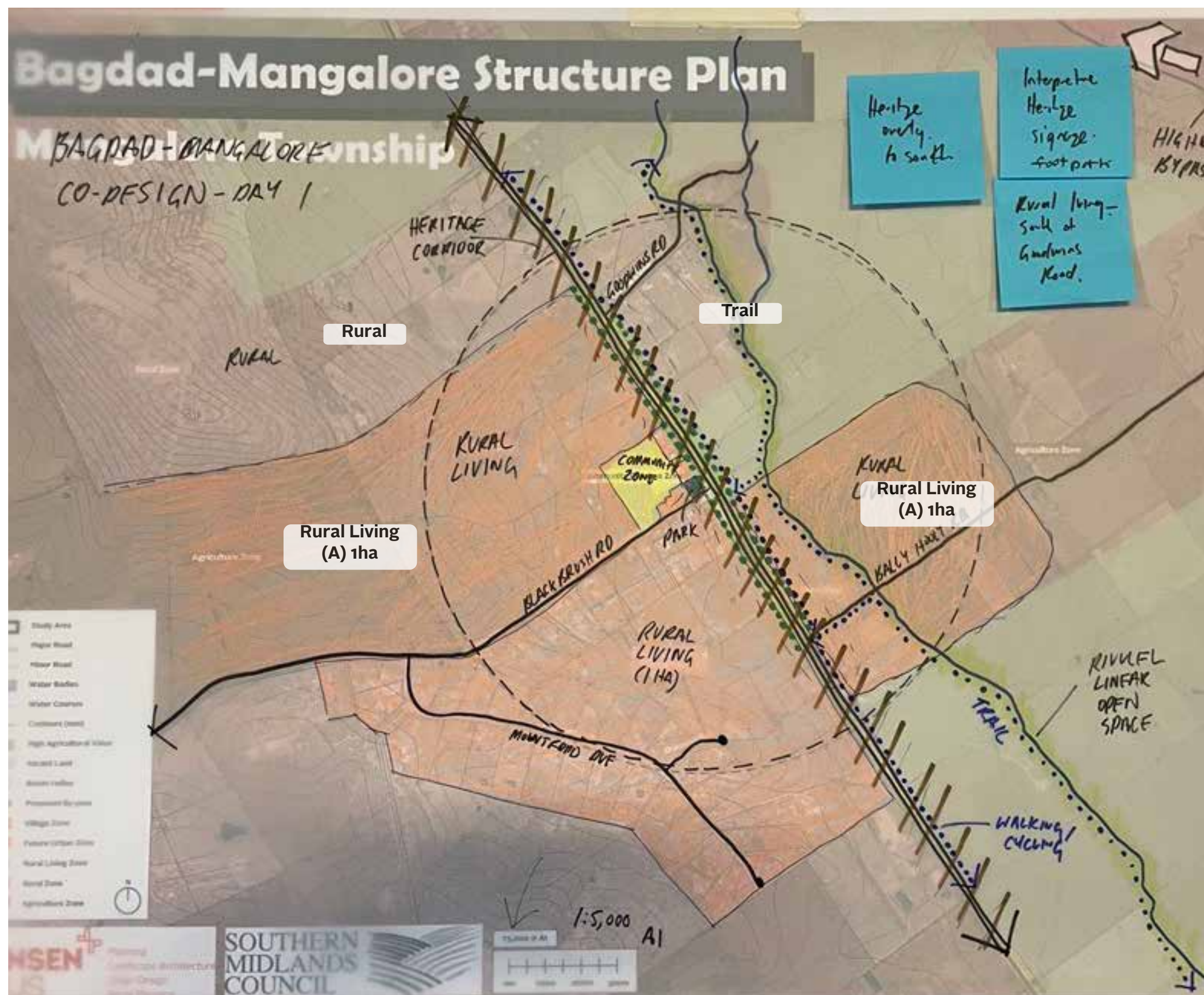
Greening

**Walking + Cycling
links along the
creek**

**Small Village
Centre "A" or "B"**



Mangalore

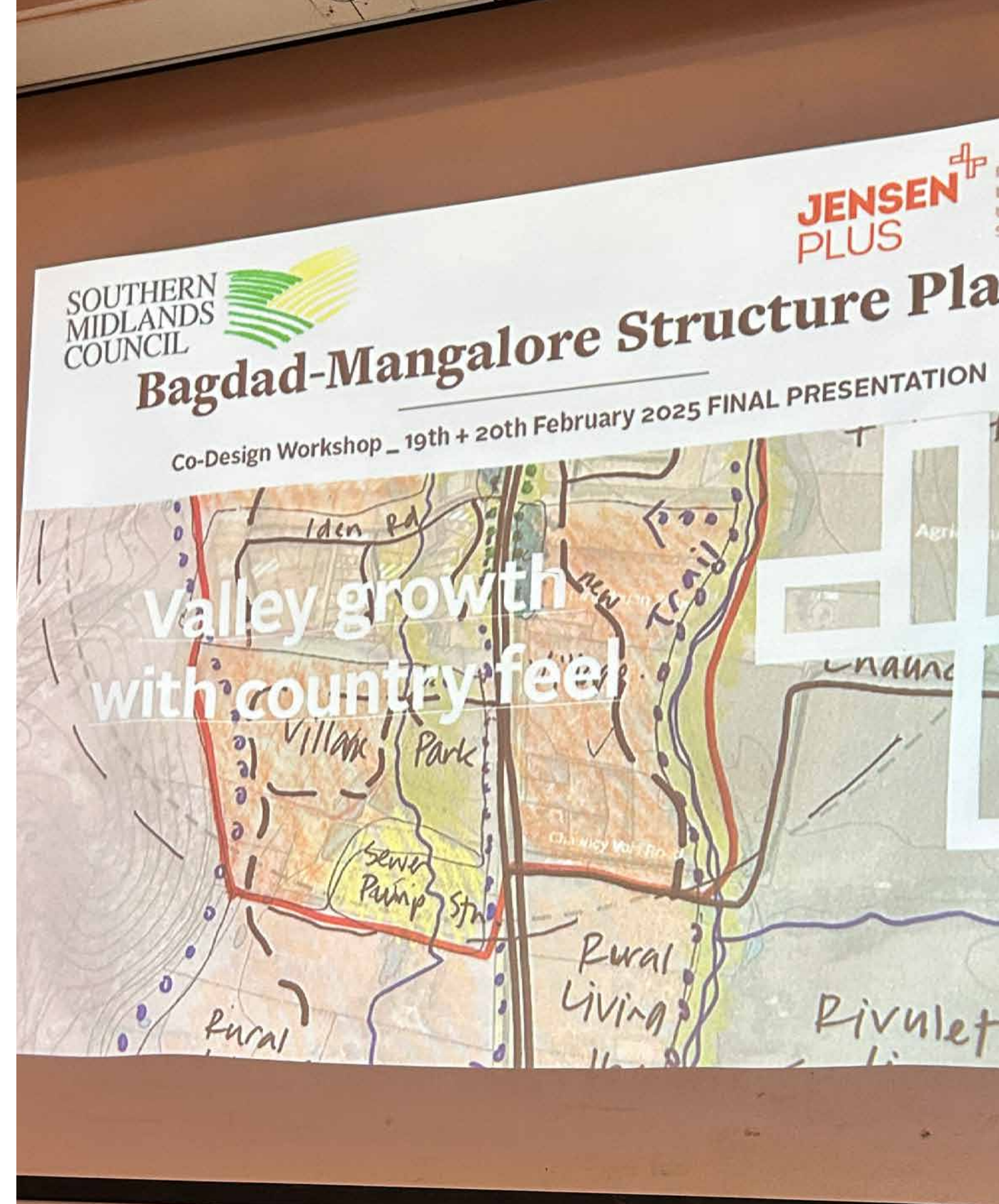


Note: further zone testing required.

Include a concept plan for land that may require consolidation and/or new street access

Additional notes + enquiries

1. Has **views and landscape** been adequately reflected in the principles?
2. 230 future dwellings based on population projections... is this scenario robust enough or does past growth patterns, and climate related migration make the potential growth much larger? **review "demand" assumptions and then test against "supply" assumptions based on a principles-based spatial plan** that is appropriate for the valley.
3. **review recent sales rate for land and housing?**
4. Note typical land pricing
\$220-230k Bagdad, \$380k Brighton, \$170k Kempton
5. **Roberts Road land - rural resource to rural res?**
6. **Greater south east irrigation scheme update?** (from ag land and from infrastructure point of view)
7. **49 Quarrytown Road enquiry and previous development application for subdivision**
8. 'cluster for small group living' idea and **stronger environmental** and regenerative species-focussed plan





Consultation on the Draft Bagdad-Mangalore Structure Plan

July - September 2025

42 responses to the survey

5 written submissions

2 agency submissions

33 people attended the drop-in sessions

Between 14 July and 15 September 2025, an online survey was published to share the draft Bagdad-Mangalore Structure Plan and receive feedback.

Drop-in sessions was undertaken on 31 July 2025 (2pm-7.30pm) The following number of responses were received during the consultation on the Draft Bagdad-Mangalore Structure Plan :

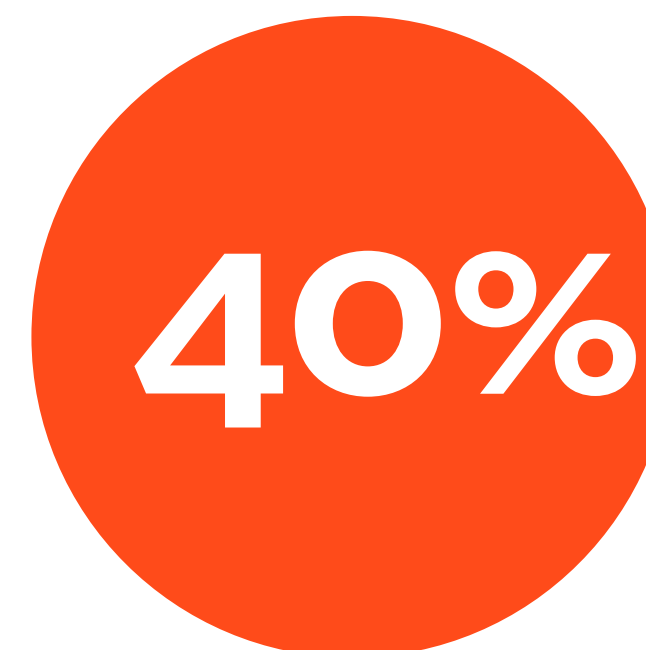
- _ A total of 42 responses to the survey were received.
- _ 5 written submissions.
- _ 2 agency submissions.
- _ Approximately 33 people attended the drop-in session.

A review of feedback collected through the consultation on the Draft Bagdad-Mangalore Structure Plan. For detailed survey results and responses to the long submissions, agency submissions and other comments received in the survey are contained in this chapter.

Do you agree with the draft vision statement?



Agree + Strongly Agree



Disagree + Strongly Disagree

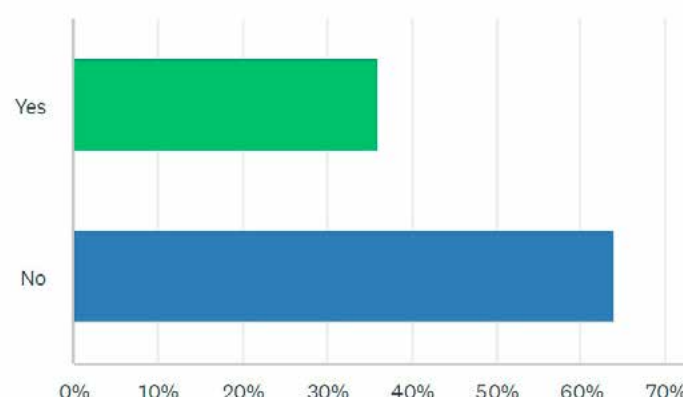


Part A: Who responded?

Consultation on the Draft Bagdad-Mangalore Structure Plan

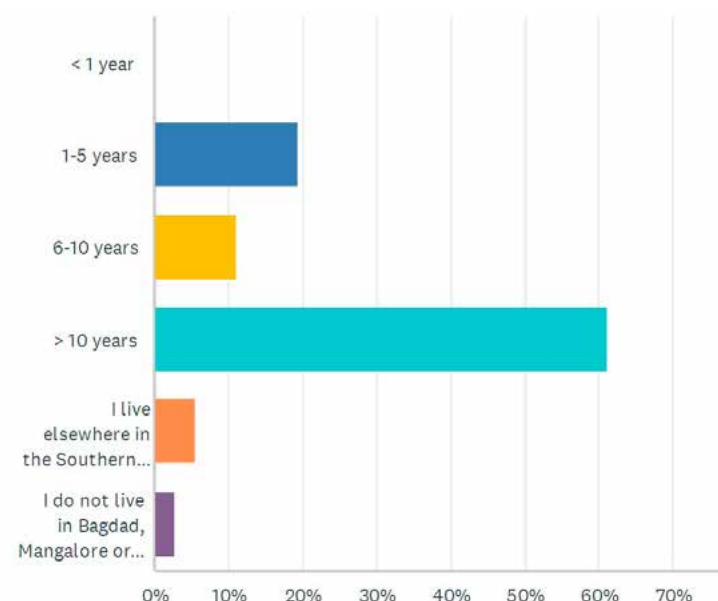
An online survey was published to gather community feedback on the Draft Bagdad-Mangalore Structure Plan

Were you involved in previous community consultation?



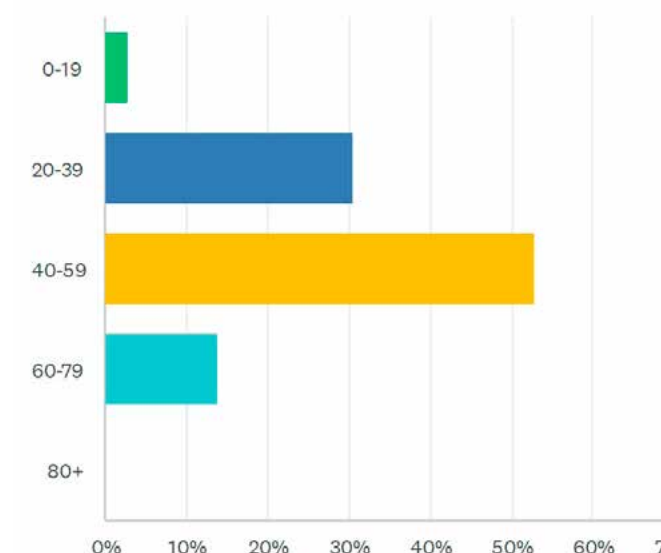
- Majority were not involved **(64%)**

How long have you lived in Bagdad-Mangalore?



- Majority have lived in Bagdad-Mangalore for more than 10 years **(61%)**

Please tell us your age?



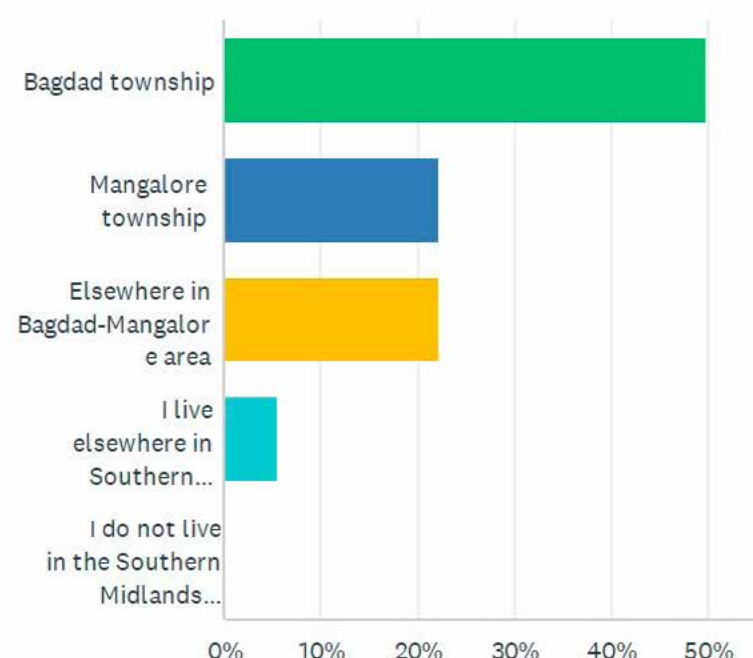
- Majority are between 40-59 years old **(53%)**



Part A: Who responded?

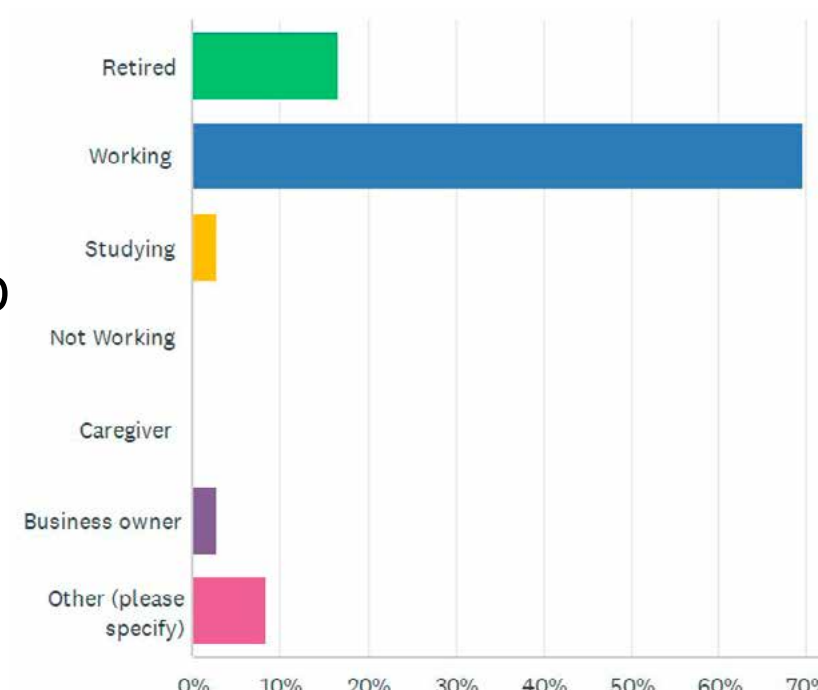
Consultation on the Draft Bagdad-Mangalore Structure Plan (cont.)

More detail about where you live?



- Majority of respondents live in the Bagdad township **(50%)**.
- Mangalore Township and elsewhere in the Bagdad-Mangalore area were also well represented.

Which best describes your lifestyle status?



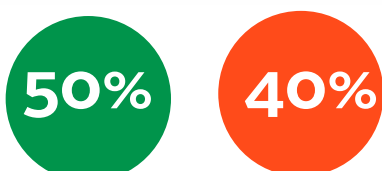
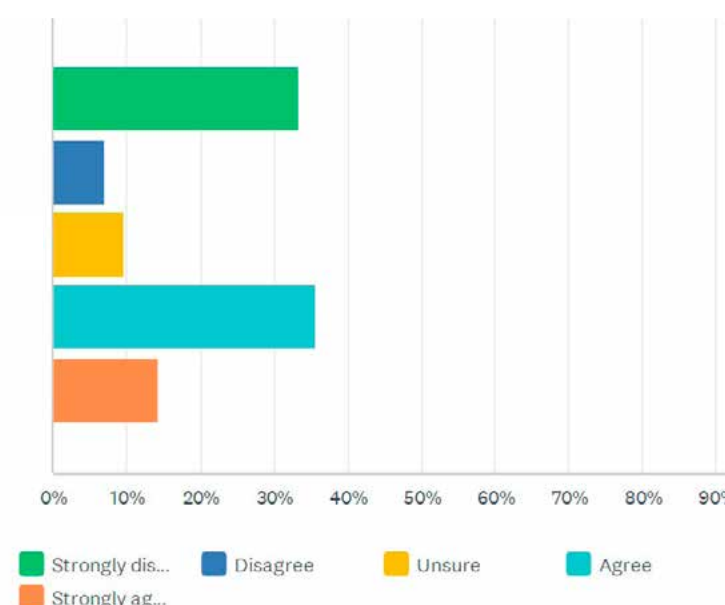
- Majority of respondents are currently working **(69%)**.
- Some retirees also responded.



Part B: Vision and Guiding Principles

Consultation on the Draft Bagdad-Mangalore Structure Plan (cont.)

Do you agree with the draft vision statement?

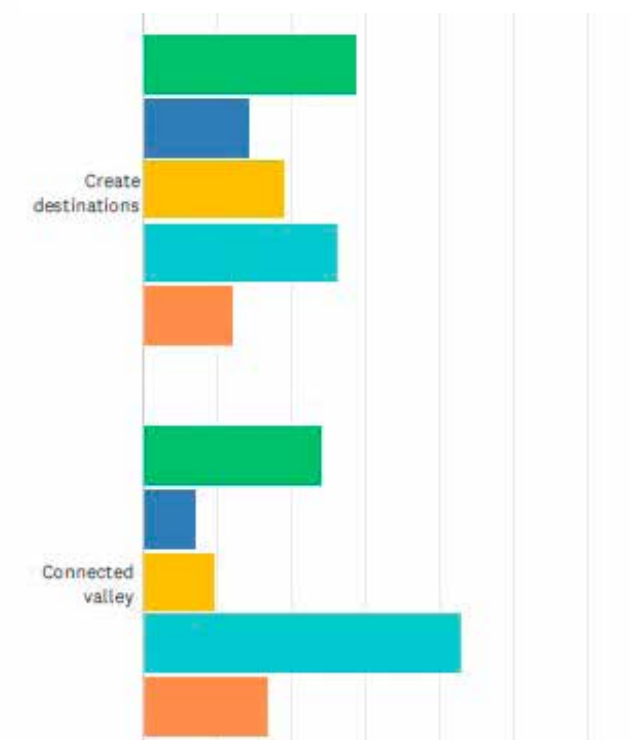
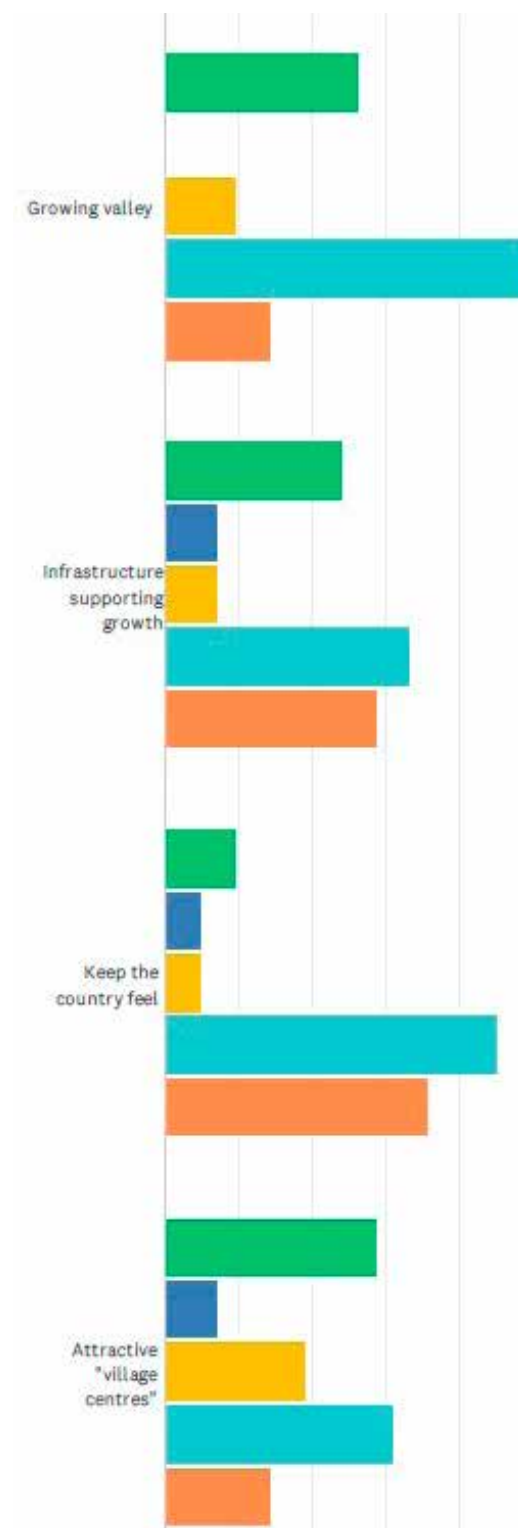


LEGEND

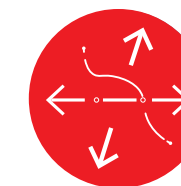
- Agree + Strongly Agree
- Disagree + Strongly Disagree

Do you agree with the six guiding principles to achieve the vision

- Growing valley
 - 64% Agree + Strongly Agree
 - 26% Disagree + Strongly Disagree
- Infrastructure supporting growth
 - 62% Agree + Strongly Agree
 - 31% Disagree + Strongly Disagree
- Keep the country feel
 - 81% Agree + Strongly Agree
 - 14% Disagree + Strongly Disagree
- Attractive "village centres"
 - 45% Agree + Strongly Agree
 - 36% Disagree + Strongly Disagree



- Create destinations
 - 38% Agree + Strongly Agree
 - 43% Disagree + Strongly Disagree
- Connected Valley
 - 60% Agree + Strongly Agree
 - 31% Disagree + Strongly Disagree



Part C: Overall
Structure Plan

Consultation on the Draft Bagdad-Mangalore Structure Plan (cont.)

Please indicate how much you support or agree with the different features with the Overall Structure Plan?

- More housing opportunities to support a population increase from 2,000 people to 5,000 people in approximately 30 years.

47%

45%
- Support additional village and low density residential land with some rural living housing

47%

45%
- Facilitate township growth by advocating for a new sewer pipeline to transfer wastewater to the Brighton plant.

63%

24%
- Focus of housing growth in Bagdad, with moderate growth in Mangalore and other locations.

29%

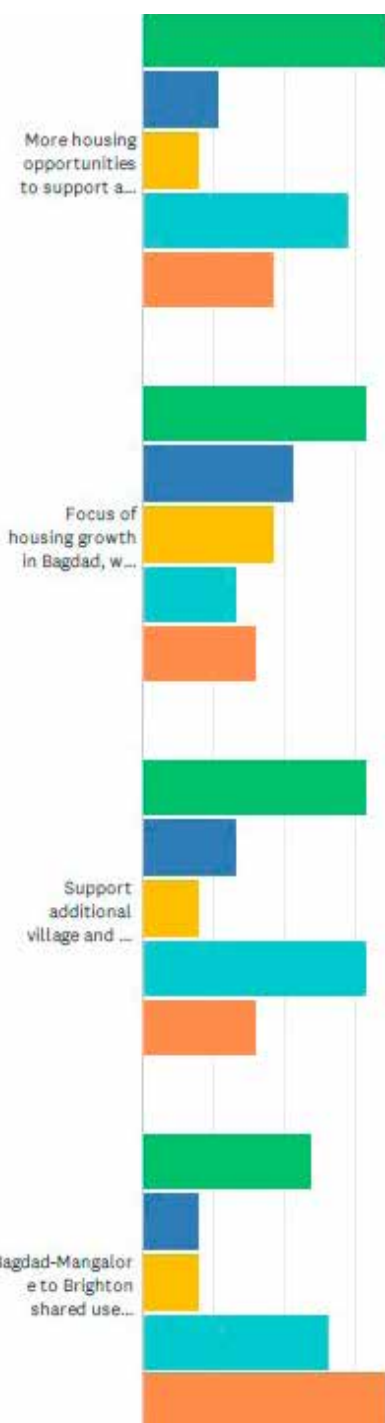
53%
- Bagdad-Mangalore to Brighton shared use path

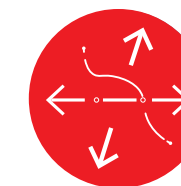
61%

32%

LEGEND

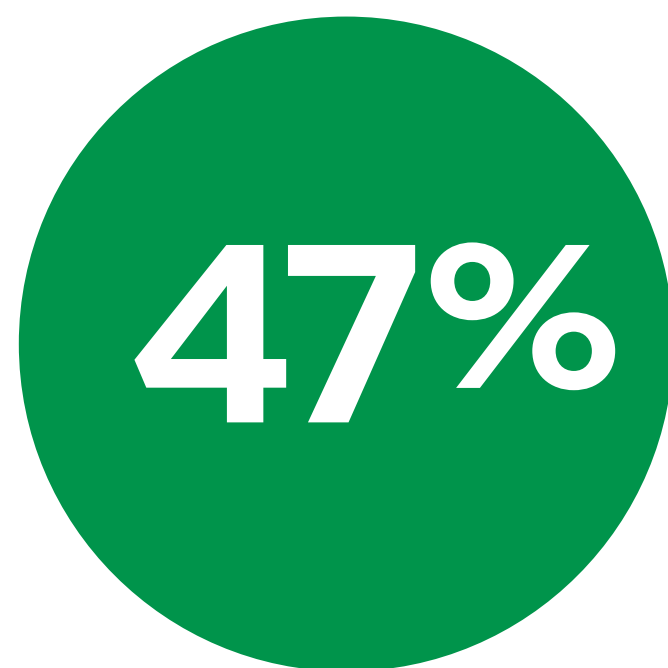
- Agree + Strongly Agree
- Disagree + Strongly Disagree



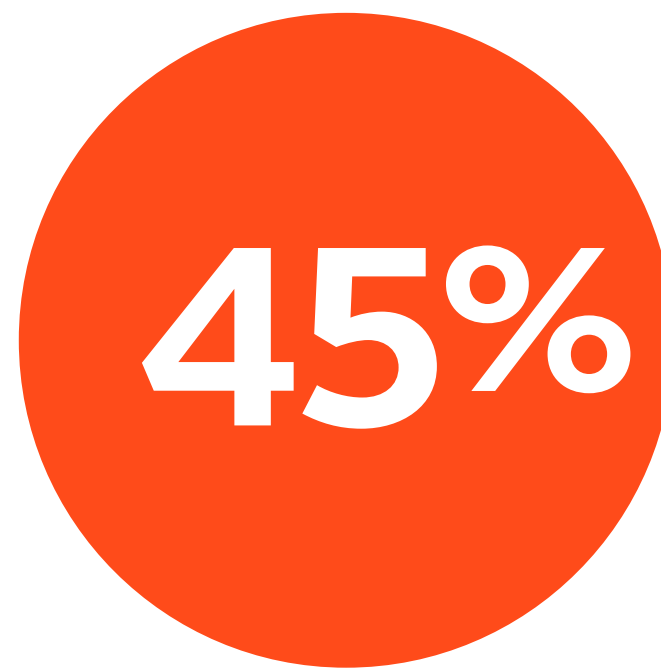


Consultation on the Draft Bagdad-Mangalore Structure Plan (cont.)

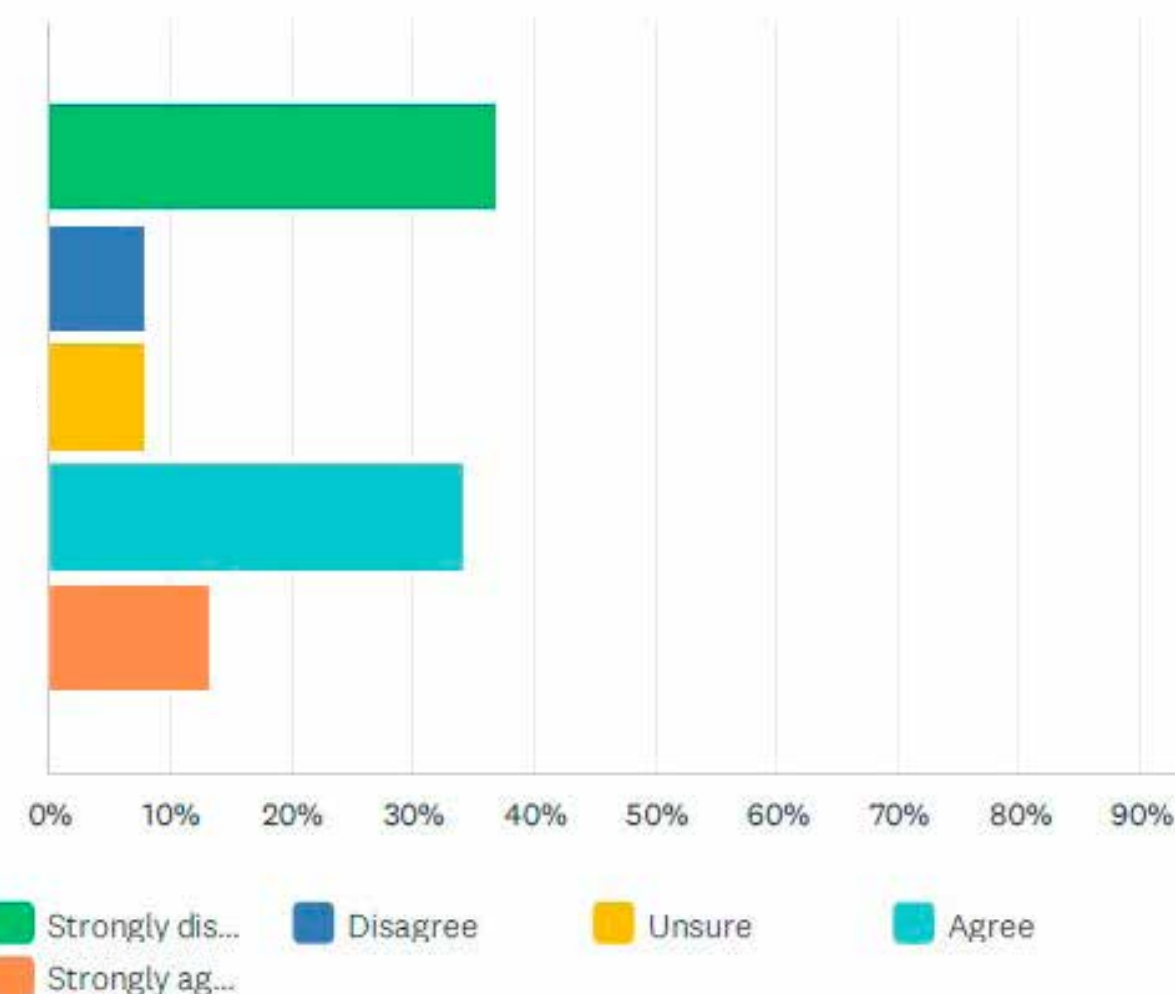
Protection of the "better" agricultural land to the eastern, central and south eastern areas remains important due to its greater agricultural value, larger lot sizes, and potential access to the Greater South East Irrigation Scheme. Other areas might be better suited to more opportunities in the Rural Zone. Please indicate how much you support or agree with changes from agricultural to rural land within the Overall Structure Plan?



Agree + Strongly Agree



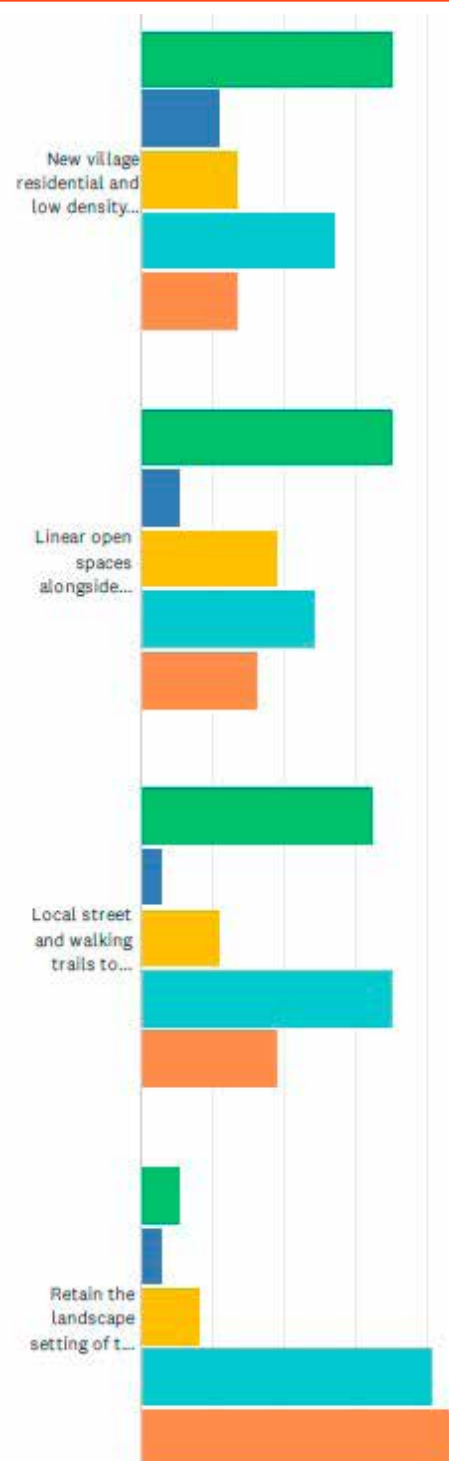
Disagree + Strongly Disagree





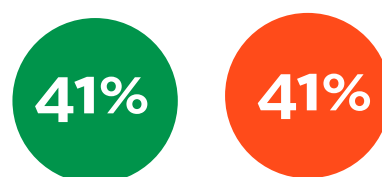
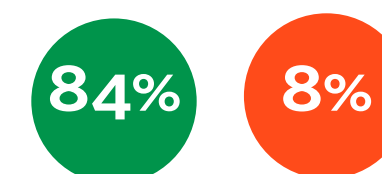
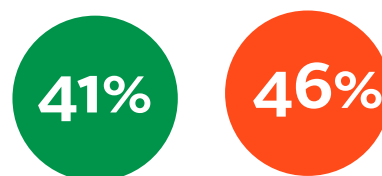
Part D: Bagdad
Township

Consultation on the Draft Bagdad-Mangalore Structure Plan (cont.)



Please indicate how much you support or agree with the different features of the plan for the Bagdad Township

- New village residential and low density residential areas to accommodate around 850 dwellings over time.
- Local street and walking trails to access development areas.
- Linear open spaces alongside Horfield Creek and Bagdad Rivulet.
- Retain the landscape setting of the valley.



LEGEND

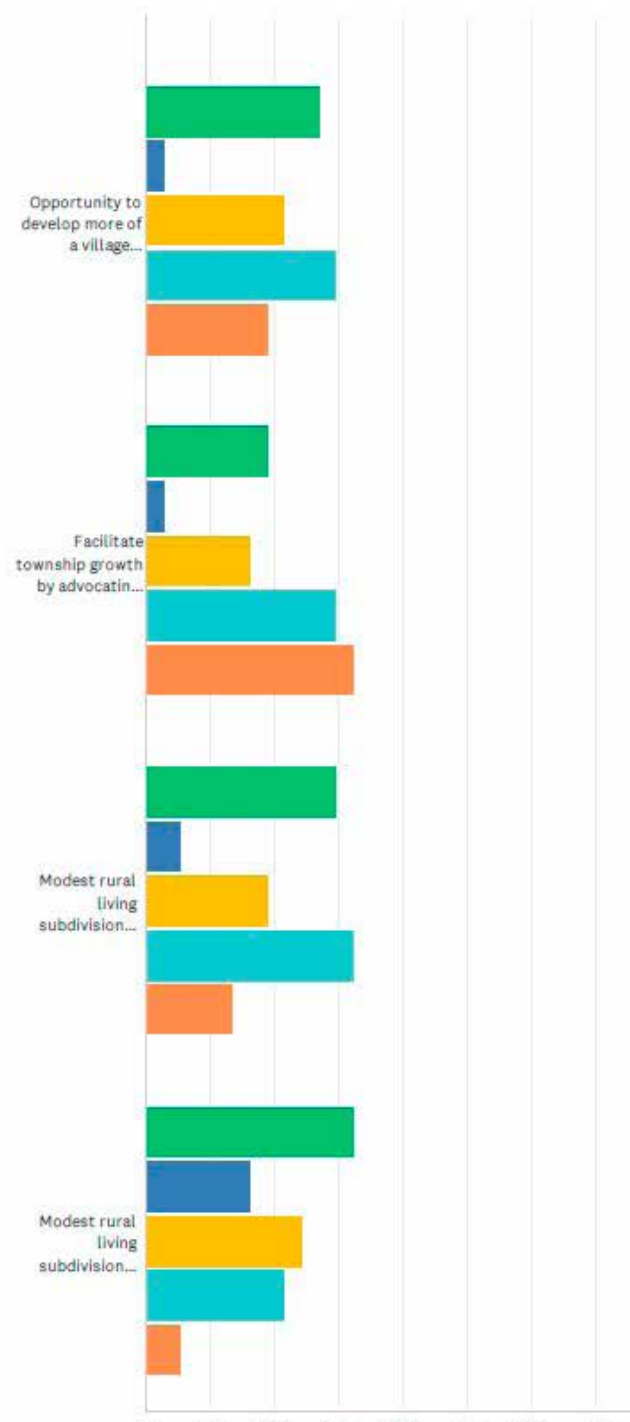
- Agree + Strongly Agree
- Disagree + Strongly Disagree



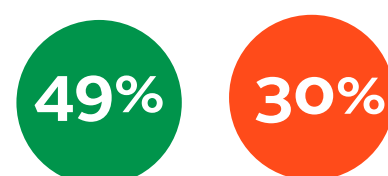
Part D: Bagdad Township

Consultation on the Draft Bagdad-Mangalore Structure Plan (cont.)

Please indicate how much you support or agree with the different features of the plan for the Bagdad Township



- Opportunity to develop more of a village centre by encouraging development of land for local retail and services, and new public open space(s).



- Facilitate township growth by advocating for a new sewer pipeline connecting Bagdad to Brighton,

and replacing the Bagdad waste water treatment plant with a pump station.



- Modest rural living subdivision potential south of Bagdad near Gangells Lane, Hall Lane and Quarrytown Road.



- Modest rural living subdivision potential at Winstead Road (from 0.5ha lot size instead of 1ha today)



LEGEND

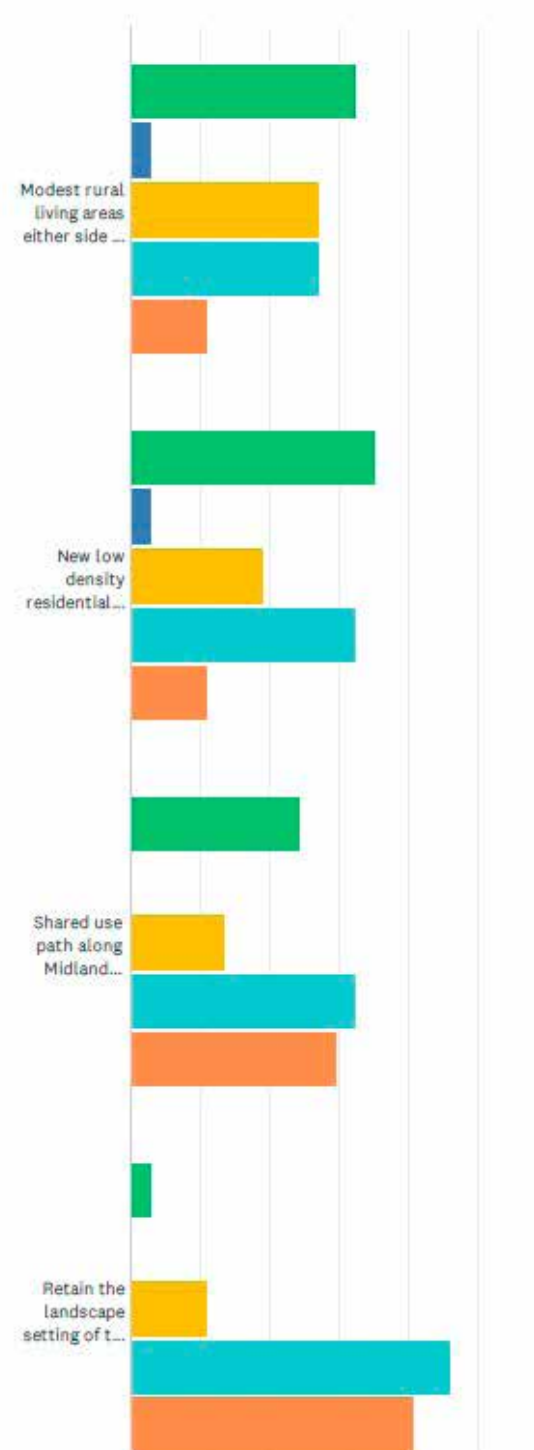
- Agree + Strongly Agree
- Disagree + Strongly Disagree



Part D:
Mangalore
Township

Consultation on the Draft Bagdad-Mangalore Structure Plan (cont.)

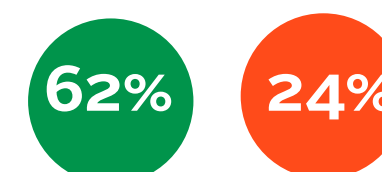
Please indicate how much you support or agree with the different features of the plan for Mangalore?



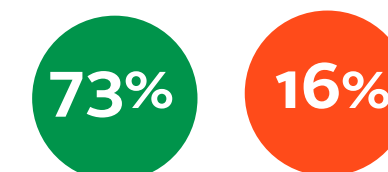
- Modest rural living areas either side of the Midland Highway to accommodate around 150 dwellings



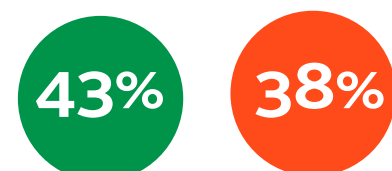
- Shared use path along Midland Highway



- Additional landscaping and playground to Mangalore Recreation Area.



- New low density residential areas near the intersection of Midland Highway and Blackbrush Road to accommodate around 30 dwellings.

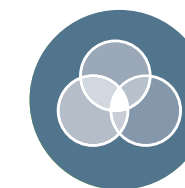


- Retain the landscape setting of the valley



LEGEND

- Agree + Strongly Agree
- Disagree + Strongly Disagree



Consultation on the Draft Bagdad-Mangalore Structure Plan (cont.)

Please rank the other elements of most importance to you within the draft Bagdad-Mangalore Structure Plan?

(1 being the highest, and 9 being the lowest)

1. Implement **traffic calming measures** along the Midland Highway and continue advocacy for a future bypass. Shared walking and cycle pathway extensions (Bagdad-Pontville) and side arms (e.g. Shene Road). Protection of the high forest lands above the valley to the east and west.
2. **New local street networks and access** via existing roads / streets, limiting new access points to Midland Highway.
3. **Urban design and placemaking improvements** in Bagdad and Mangalore e.g. seating, landscaping, small public plaza.
4. School Road safety measures, drop-off and new parking areas.
5. Delivery of the master plan for enhanced sporting and community at the **Bagdad Recreation Area**.
6. **Public art features** including gateway sculpture(s) as a landmark for the area.
7. Protection of the **"better"** agricultural land to the eastern, central and south eastern areas.
8. **Wayfinding** signs at key locations.
9. "Heritage mile" and other heritage information signs.

Consultation on the Draft Bagdad-Mangalore Structure Plan (cont.)

Community Drop-in Sessions

In conjunction with the survey, community drop-in sessions were held on the 31 July 2025 (2pm-7.30pm), giving people the chance to provide feedback on the Draft Bagdad-Mangalore Structure Plan more directly.



Comments from Drop-in Sessions:

- "Extend bike path to Pontville / Brighton should be a high priority."
- "New road network from Blackbrush Road in Mangalore to allow smaller subdivisions."
- "Need new water reservoir on hill north side of Blackbdush Road."
- "Rural Living Zone should extend east of the Rivulet (near Ballyhooly Road)."
- "Need to allow 1ha allotments at Ballyhooly Road"
- "Issues with the path to the rear of properties in Mangalore (security, privacy and access)"
- "Town centre near the Community Club?"
- "Need bigger blocks to maintain country feel."
- "Potential congestion on East Bagdad Road and Midland Highway."
- "Consider alternative exit further to the south."
- "Issues with proposed walking trails along the creek and old railway line (privacy, land-ownership, safety, feasibility)."
- "Support the Bagdad Community Club Master plan."

Summary of consultation on the Draft Bagdad-Mangalore Structure Plan

The consultation process generated 42 survey responses, 5 written submissions, 3 state agency submissions, and 33 drop-in session attendees, totalling 82 responses.



Consultation on the draft Bagdad-Mangalore Structure Plan, from 14 July to 15 September 2025, generated a broad range of feedback, themes and observations.

Mixed views

The survey responses, which asked specific questions about elements of the plan, indicate mixed community views about the Structure Plan.

For example, half of respondents support the overall vision, with 40% not in support.

Of the six guiding principles, there was majority support for four of the six principles.

Survey responses also need to be balanced against other feedback received during the consultation (especially in-person consultations), as well as detailed comments in the survey.

High number of new respondents

Most survey responses were provided online and the majority of survey respondents (64%) had not participated in any previous consultations, including the online survey in December 2024 or the community Co-design workshop in February 2025.

While this is not uncommon, it demonstrates the **importance of taking into account the results of all consultations** when considering any future changes to the plan.

Areas of agreement

The survey responses and other consultation identify a number of themes which have broad agreement.

- _ Growing valley
- _ Infrastructure supporting growth
- _ Keep the country feel
- _ Connected valley
- _ Bagdad- Mangalore to Brighton shared use path

- _ Advocating for a new sewer pipeline to transfer wastewater to the Brighton plant
- _ Retain landscape setting of the valley
- _ Additional landscaping and playground to Mangalore Recreation Area.

Elements with mixed or limited support

Several respondents do not support the extent of growth proposed at Bagdad, potential minimum lot size changes at Winstead Road, and elements such as future linear open spaces along creeklines.

Other examples include:

- _ "More housing opportunities to support a population increase from 2,000 people to 5,000 people in approximately 30 years." (Overall Structure Plan) (47% support / 45% against)
- _ "Support additional village and low density residential land with some rural living housing" (Overall Structure Plan) (47% support / 45% against).
- _ "Protection of the "better" agricultural land..." (Overall Structure Plan) (47% support / 45% against).

Summary of consultation on the Draft Bagdad-Mangalore Structure Plan (cont.)

_"Linear open space alongside Horfield Creek and Bagdad Rivulet (Bagdad Township) (41% support / 41% against).

This highlights the need to carefully consider these elements of the plan over time as implementation proceeds.

Strong support to "keep the country feel" and "retain the landscape setting of the valley"

There was strong support for ‘keeping the country feel’ and ‘retaining the landscape setting of the valley.’ Across the survey, 81% of respondents either strongly agree or agree with ‘keep the country feel.’ Similarly, ‘retain the landscape setting of the valley’ received the **highest levels of support, with 84% in Bagdad, and 86% in Mangalore.**

Housing Growth

The extent of housing growth has been a key topic of discussion since the start of this project. In the initial surveys conducted in December 2024, some respondents expressed support for additional subdivision and land release, while also emphasising the need to maintain the rural character.

During the Co-Design workshop, plans were drawn, presented and discussed demonstrating a certain level of housing growth which were largely consistent with the plans included in this report .

A key survey question within the Overall Structure Plan asked about providing "More housing opportunities to support a population increase from 2,000 to 5,000 people over approximately 30 years". Responses were mixed, with 47% in support, and 45% in opposition.

Reviewing detailed comments, we understand that there are specific locations for review.

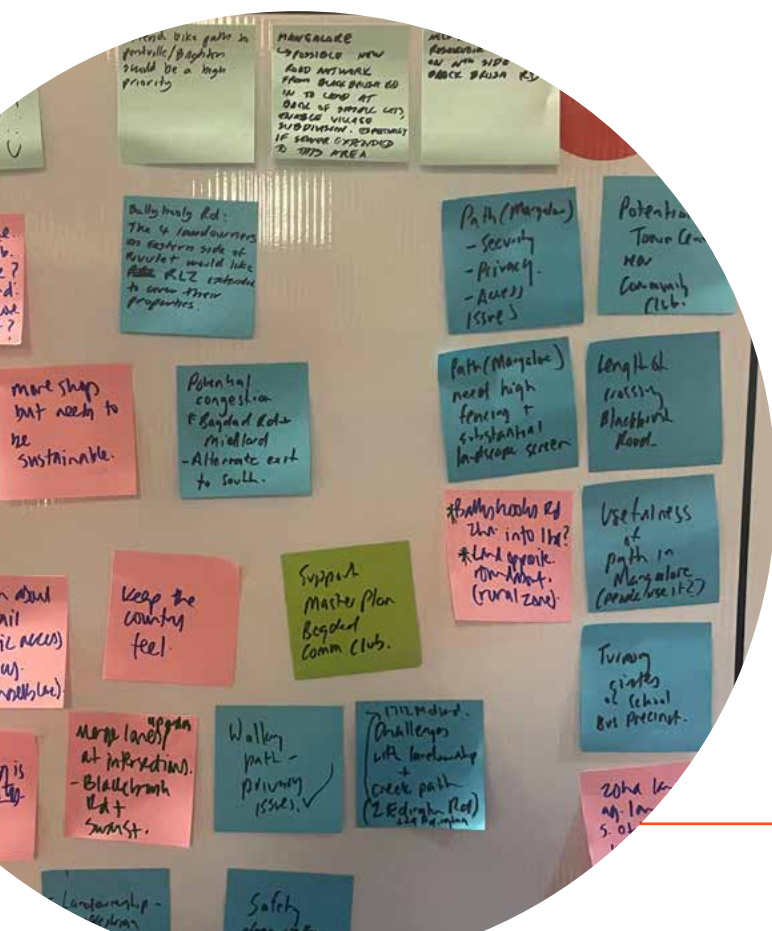
Bagdad

At a high level, community respondents are generally supportive of new housing opportunities for Bagdad-Mangalore.

However the results indicate that while the overall level of growth is broadly acceptable, the **extent of growth in Bagdad is questioned.**

A submission from the Department of State Growth also raised concerns regarding the amount of proposed land supply. We do note that this plan is a long-term growth strategy extending beyond 30 years. The approach is intended to establish a growth "footprint" at a high level, prioritising opportunities, constraints, and community values rather than being driven by immediate dwelling demands. The 'ultimate' scenario in the plan could be said to represent the maximum or preferred form of development, guided by sound planning principles.

Noting that the planning is very long term in nature, the final plan proposes to





Summary of consultation on the Draft Bagdad-Mangalore Structure Plan (cont.)

reduce the amount of growth at Bagdad. The **most logical area for reduction is to the northern extents of the township**, for the following reasons:

- _ Most of this land is beyond 800m walking distance from the centre.
- _ Much of this land is above the 180m water supply limit, which would require additional water reservoir(s).
- _ Development in this area Could place additional traffic congestion on the intersection of East Bagdad Road and the Midland Highway.

Another area where the extent of housing could be reduced is to the **south of the township**, where lowering the density from Village Zone to a Lower Density Zone may be suitable.

East of the Midland Highway (Mangalore)

Some respondents suggested extending the Rural Living Zone east of the Rivulet near Mangalore. **Much of this area is the "better" agricultural land** with larger holdings, greater local prominence, and potential access to the

Greater South East Irrigation Scheme. While we acknowledge that not all of this land is classified as "better", the **Rivulet provides a clear and logical boundary of development** that should be retained.

Winstead Road

Many respondents did not support the "Modest rural living subdivision potential at Winstead Road (0.5 ha lots instead of the current 1 ha)," with 49% opposed and 27% in support.

Although some existing lots are smaller than 1 ha - indicating some capacity for smaller allotments - the topography, location to access to services, limited actual development potential, and feedback from the recent consultation suggest that this planning policy for this area should not be changed.

Other Locations

Respondents for other locations are seeking a change of designation, primarily for rural living development. Detailed responses to these other areas, are documented in the table starting on the following page.

TasWater

TasWater advised that the existing sewerage system does not support the town's projected growth. The long-term plan to decommission the STP and divert flows to Brighton is costly and unlikely to be prioritised within the next 10 years. Interim upgrades may improve treatment of current flows but will not increase capacity, and further development would push the STP beyond its 100 kL/day limit. TasWater therefore prefers Council to focus growth on larger unsewered lots that can use on-site systems. For these reasons, and those outlined previously, the extent of growth for Bagdad has been reduced.

"Creating Destinations"

Some respondents did not support the guiding principle "Create Destinations," with 43% opposed and 38% in support.

Noting comments such as "What destinations are you creating?" and "Instead of 'create,' it should be 'promote' destinations" suggest

a better wording would be to "Promote Destinations", building upon placemaking opportunities already existing at Bagdad-Mangalore.

Walking Trails

Feedback about future walking trails was raised a number of times in consultation. Questions relate to land ownership, privacy, safety, and overall feasibility.

This plan does not propose land acquisition to facilitate walking trails. Instead it suggests that if for example residential land is developed alongside a creek or waterway then an open space area and path is a desirable element to be provided by that development.

The former rail corridor to the west of Bagdad provides an opportunity for a future path or trail behind future development areas, but should be subject to further investigation to determine its overall feasibility.



Summary of consultation on the Draft Bagdad-Mangalore Structure Plan (cont.)

Changes to the document following consultation

A summary of the key changes is provided below to demonstrate that the consultation feedback has been considered.

- _ Page 5 - Wording changed from “Create Destinations” to “Promote Destinations”, as well as references to “stop, stay and spend” have been removed. Changes to the overall structure plan.
- _ Page 6 – Changes to the plans. Wording changes to include Rural Living / large lot options
- _ Page 8 – Reference to Draft STRLUS
- _ Page 10 – Updates to timeline.
- _ Page 21 – Summary of the Draft STRLUS
- _ Page 25 – Updates to the Bagdad Shared Path
- _ Page 26 – Updates to Council’s purchased site at 1689 Midland Highway
- _ Page 41 - Expanded details on landscape and vegetation (Region’s ecological and environmental characteristics)
- _ Page 51 - New summary conclusion chapter added with reference to Appendix C.
- _ Page 53 - Wording changed from “Create Destinations” to “Promote Destinations”, as well as references to “stop, stay and spend” have been removed.
- _ Page 55 (Overall Structure Plan) - Updated to reflect changes.
- _ Page 56 (Bagdad) - Updated to:
 - _ Reduce the extent of the proposed village zone to the north-east (including removal of access points from the Midland Highway in this area). Change the zoning to Low Density Residential (2,500m², unsewered).
 - _ Change the zoning from Village zone to Low Density to the south
 - _ Realign the walking path along Bagdad Rivulet to Midland Highway
- _ Page 57 - Walking trails along the former rail corridor are now identified as “subject to further investigation.”
- _ Page 57 (Bagdad South) - Updated to:
 - _ Remove the Winstead Road land division infill.
- _ Add new community purpose opportunity at 1689 Midland Highway
- _ Page 60 - Additional commentary on business and community with reference to future community facilities in Appendix D.
- _ Page 60 - Updated boundaries to reflect changes in Bagdad.
- _ Page 61 – Notation to specific that streets and roads are indicative.
- _ Page 65 - Zoning plan updated as per changes above.
- _ Page 71 - Additional note for properties fronting Blackbrush Road - “Additional landscaping, screening and high fencing to protect the privacy and security of adjoining properties.”
- _ Page 81 - Sequencing plan updated to reflect consultation outcomes and additional details.
- _ Page 84 - Revised yield estimates.
- _ Pages 114-138 - New Detailed Engagement Summary section.
- _ Page 140 - Updated benchmarking for social infrastructure.





Detailed comment		Number of similar comments	Bagdad-Mangalore Structure Plan response
Vision and Guiding Principles			
1.	Well behind on infrastructure supporting growth and being connected, with very limited services to support growth. Focus on supporting sustainable communities.	1	Noted. Thank you for the feedback. We agree that the necessary infrastructure is essential to support the growth anticipated in the plan. This plan will serve as both a guiding framework and an advocacy tool to support this growth. Sustainability is a focus in the plan, and the plan will includes initiatives designed to promote sustainable communities.
2.	No consultation with landowners	2	Noted. Thank you for your feedback. We have undertaken community engagement through an online survey in December 2024, and a Co-Design Workshop in February 2024, which was promoted to everyone through flyers, social media, newsletters and emails. Between 14 July and 15 September 2025, a second online survey was conducted to share the draft Bagdad-Mangalore Structure Plan and gather feedback. A drop-in session was also held on 31 July 2025 from 2:00pm to 7:30pm. This engagement period was extended from the standard one month to two months to allow for additional feedback.
3.	More infrastructure needed (bus service to Hobart, doctors, police presence and IGA style shop	1	Noted. Thank you for your feedback. This plan makes reference to some of this infrastructure.
4.	Bagdad avoid becoming overly subdivided and poorly implemented centre.	1	Noted. Thank you for your feedback. A review of the feedback from the consultation highlights that there are concerns in relation to the extent of housing in Bagdad. While planning in this plan extends beyond 30 years, we agree that there is justification for some reduction of housing in Bagdad. The most logical area for reduction is to the north-east of the township, for the following reasons: — Most of this land is beyond 800m walking distance from the centre. — The majority of this land is above the 180m water supply limit, which would increase development costs — Development in this area would place additional traffic congestion on the intersection of East Bagdad Road and the Midland Highway. Another area where the extent of housing could be reduced is to the south-west of the township, where lowering the density from Village Zone to a Lower Density Zone may be more suitable. Please see ‘Summary of consultation on the Draft Bagdad-Mangalore Structure Plan’ of this report for further discussion.
5.	Support independent grocer	1	Noted. Thank you for your feedback.
6.	Keep Mangalore quiet tranquil	1	Noted. Thank you for your feedback.
7.	No costings or feasibility undertaken	1	Noted. Detailed costings and feasibility studies are not typically prepared for a Structure Plan. However, this plan has drawn on a team of experts to assess its feasibility, including Jensen PLUS (Planning and Urban Design), Sudgen + Gee (Infrastructure and Services), and Pinion Advisory (Agricultural Assessment). High-level cost estimates have also been provided by Sudgen + Gee (Infrastructure and Services), in consultation with government authorities.
8.	1ha subdivision is too large (Rural Living Zone) – Mangalore example	1	Noted. Thank you for your feedback. Some respondents have called for additional subdivision opportunities in Mangalore, with some suggesting minimum allotment sizes of 5,000m². Majority of these concerns have been raise to allow for more subdivision potential. We agree that additional subdivisions must be done within the context of providing housing supply and choice however this should be commensurate with retaining a country feel and retain the landscape setting to the valley, which has been strongly supported by the community. The draft proposes a minimum allotment size of 1 hectare for land designated as Rural Living in Mangalore. Our review of existing landholdings shows that most are larger than 2 hectares, meaning many properties could be subdivided under the 1-hectare standard. As such, we consider the 1 hectare minimum to be reasonable for the following reasons: — It allows for a level of growth while maintaining the country feel supported by the community. — It preserves spacious lots typical of a rural setting and ensures appropriate separation between dwellings. — It limits the extent of built form, ensuring it remains subordinate to the landscape, reinforcing openness and rural character. — Unlike Bagdad, the area is not close to key services and facilities, making larger lot sizes more suitable. — Many existing allotments would still be capable of subdivision under this standard. On balance, we find the 1 hectare minimum to be an appropriate outcome that supports the objectives of the plan and should remain unchanged.

Consultation on the Draft Bagdad-Mangalore - Response to Submissions

Greater than 3
similar comments

Bagdad-Mangalore
Structure Plan



9.	Strongly disagree with the walking trails along creek sides and old train line (compulsory acquisition, land ownership, safety). Some suggest the focus investment should be on new cement path and joined through to Brighton running parallel with the heritage highway	3	Noted. Thank you for your feedback. Opposition to the walking trails was raised a number of times throughout the consultation. The concerns largely relate to trails along creeklines and the old railway line, particularly regarding potential compulsory acquisition, land ownership, privacy, safety, and overall feasibility. This plan does not propose land acquisition. It is an overarching long-term framework that, if the areas should redeveloped will need to consider to accommodate a walking path, which will be assessed at that time. We accept that some land to the eastern side of the Midland Highway is unlikely to redevelop due to fragmented allotments and flooding issues. As such we agree that a realignment should be considered along the creekline in this location. Along the old railway line, a historic feature of the area, we consider that this should remain in the plan. However, we accept that some of this land may have limited redevelopment potential. As such, the walking path along the railway line should be subject to further investigation to determine its overall feasibility.
10.	Not convinced of keep the country feel with large housing developments	1	Noted. Thank you for your feedback. Changes to the extent of housing has been adjusted in this plan.
11.	Supermarket on Swan Street inappropriate	2	Noted. Thank you for your feedback. Swan Street Supermarket (Option 1) is one of three options for a supermarket. All locations comprise land that is privately owned, and any future developments would be subject to landowners initiating development(s) on their land. An expanded village centre at Bagdad is expected to be a longer term initiative and some designs may require the Midland Highway bypass project to proceed prior to 'main street' style developments taking place along the existing Highway road reserve.
12.	"Our house will not become a supermarket...build it elsewhere"	1	Noted. Thank you for your feedback. All locations comprise land that is privately owned, and any future developments would be subject to landowners initiating development(s) on their land. No change of land use will occur without landowner consent.
13.	985 Midland highway Mangalore to be included in Structure Plan	1	Noted. Thank you for your feedback. This land is currently located within the study area boundary of the Structure Plan. No change.
14.	"Making Bagdad another small town overpopulated"	1	Noted. Thank you for your feedback. A review of the feedback from the consultation highlights that there are concerns in relation to the extent of housing in Bagdad. While planning in this plan extends beyond 30 years, we agree that there is justification for some reduction of housing in Bagdad. The most logical area for reduction is to the north-east of the township, for the following reasons: - Most of this land is beyond 800m walking distance from the centre. - The majority of this land is above the 180m water supply limit, which would increase development costs - Development in this area would place additional traffic congestion on the intersection of East Bagdad Road and the Midland Highway. Another area where the extent of housing could be reduced is to the south-west of the township, where lowering the density from Village Zone to a Lower Density Zone may be more suitable. Please see 'Summary of consultation on the Draft Bagdad-Mangalore Structure Plan' of this report for further discussion.
15.	Bagdad is a rural/agricultural area, not for subdivision	1	Noted. Thank you for your feedback. A review of the feedback from the consultation highlights that there are concerns in relation to the extent of housing in Bagdad. While planning in this plan extends beyond 30 years, we agree that there is justification for some reduction of housing in Bagdad. The most logical area for reduction is to the north-east of the township, for the following reasons: - Most of this land is beyond 800m walking distance from the centre. - The majority of this land is above the 180m water supply limit, which would increase development costs - Development in this area would place additional traffic congestion on the intersection of East Bagdad Road and the Midland Highway. Another area where the extent of housing could be reduced is to the south-west of the township, where lowering the density from Village Zone to a Lower Density Zone may be more suitable. Please see 'Summary of consultation on the Draft Bagdad-Mangalore Structure Plan' of this report for further discussion.
16.	Does not need to go ahead	2	Noted. More detailed responses on this comment are provided throughout this section of the report.
17.	"What destinations are you creating?"	1	Noted. Thank you for your feedback. The principle's intent to encourage placemaking and identity should still supported based on other feedback, however, we will place less emphasis on creating new destinations and focus on promoting existing ones.
18.	"Instead of the term create, it should be "promote" destinations"	1	Noted. Thank you for your feedback. The principle's intent to encourage placemaking and identity should still supported based on other feedback, however, we will place less emphasis on creating new destinations and focus on promoting existing ones.
19.	Doctor at Kempton	1	Noted. Thank you for your feedback.

Consultation on the Draft Bagdad-Mangalore - Response to Submissions

Greater than 3
similar comments

Bagdad-Mangalore
Structure Plan



20.	"Focus on developing the area, rather than preserving the rural feel of the small local town and community"	1	Noted. Thank you for your feedback.
21.	Prioritise Manglore Park, bus turning circle (before quick wins)	1	Noted. Thank you for your feedback. "This is consistent with the community's prioritisation of placemaking improvements in Bagdad and Mangalore (e.g. seating, landscaping, and a small public plaza) ranked #3 in the survey. The staging plan will be updated to reflect this as a quick win.
22.	Support subdivisions	1	Noted. More detailed responses on this comment are provided throughout this section of the report.
23.	"We don't want Southern Midlands to turn into Brighton."	1	Noted. Thank you for your feedback.
Overall Structure Plan – General			
24.	Issue smaller blocks (already lack of childcare, school at capacity)	1	Noted. Thank you for your feedback. A review of the feedback from the consultation highlights that there are concerns in relation to the extent of housing in Bagdad. While planning in this plan extends beyond 30 years, we agree that there is justification for some reduction of housing in Bagdad. The most logical area for reduction is to the north-east of the township, for the following reasons: - Most of this land is beyond 800m walking distance from the centre. - The majority of this land is above the 180m water supply limit, which would increase development costs - Development in this area would place additional traffic congestion on the intersection of East Bagdad Road and the Midland Highway. Another area where the extent of housing could be reduced is to the south-west of the township, where lowering the density from Village Zone to a Lower Density Zone may be more suitable. Please see 'Summary of consultation on the Draft Bagdad-Mangalore Structure Plan' of this report for further discussion.
25.	Flooding (eg. Horfield Creek)	2	Noted. Thank you for your feedback. Flooding has been a major constraint on the development of this plan, and has been carefully considered throughout.
26.	Beautify the creek (platypus used to live there)	1	Noted. Thank you for your feedback. There will be additional commentary on the environmental and ecological characteristics in the report, as well as further reinforcements of the River Management Plan throughout the document.
27.	Existing resident rights ignored	1	Noted. Thank you for your feedback.
28.	Town centre should be consolidated near existing services. New centre seems odd?	1	Noted. Thank you for your feedback. The town centre is positioned close to majority of the housing in Bagdad, which is a key planning principle that should be adopted.
29.	Mangalore Bagdad corridor should be area of focus for development (currently timid approach)	1	Noted. Thank you for your feedback.
30.	Support small lots but maintain the country feel.	1	Noted. Thank you for your feedback.
31.	IGA shouldn't be intended to bulldoze homes and businesses.	1	Noted. Thank you for your feedback. All locations comprise land that is privately owned, and any future developments would be subject to landowners initiating development(s) on their land. No change of land use will occur without landowner consent.
32.	Do not support walking trails along creek	1	Noted. Thank you for your feedback. Opposition to the walking trails was raised a number of times throughout the consultation. The concerns largely relate to trails along creeklines and the old railway line, particularly regarding potential compulsory acquisition, land ownership, privacy, safety, and overall feasibility. This plan does not propose land acquisition. It is an overarching long-term framework that, if the areas should redeveloped will need to consider to accommodate a walking path, which will be assessed at that time. We accept that some land to the eastern side of the Midland Highway is unlikely to redevelop due to fragmented allotments and flooding issues. As such we agree that a realignment should be considered along the creekline in this location.
33.	Do not support walking trails railway line	1	Noted. Thank you for your feedback. Opposition to the walking trails was raised a number of times throughout the consultation. The concerns largely relate to trails along creeklines and the old railway line, particularly regarding potential compulsory acquisition, land ownership, privacy, safety, and overall feasibility. This plan does not propose land acquisition. It is an overarching long-term framework that, if the areas should redeveloped will need to consider to accommodate a walking path, which will be assessed at that time. Along the old railway line, a historic feature of the area, we consider that this should remain in the plan. However, we accept that some of this land may have limited redevelopment potential. As such, the walking path along the railway line should be subject to further investigation to determine its overall feasibility.

Consultation on the Draft Bagdad-Mangalore - Response to Submissions

Greater than 3
similar comments

Bagdad-Mangalore
Structure Plan



34.	If village zone need sewer upgrades – should consider reduction to the blocks outside the village zone. This maintains the character and won't require sewer.	1	Noted. Thank you for your feedback.
35.	Support rural living development	1	Noted. Thank you for your feedback.
36.	Protect agricultural land	1	Noted. Thank you for your feedback.
37.	Protect Mangalore as rural	1	Noted. Thank you for your feedback.
38.	No consultation with landowners	1	Noted. Thank you for your feedback. We have undertaken community engagement through an online survey in December 2024, and a Co-Design Workshop in February 2024, which was promoted to everyone through flyers, social media, newsletters and emails. Between 14 July and 15 September 2025, a second online survey was conducted to share the draft Bagdad-Mangalore Structure Plan and gather feedback. A drop-in session was also held on 31 July 2025 from 2:00pm to 7:30pm. This engagement period was extended from the standard one month to two months to allow for additional feedback.
39.	Bagdad stay agricultural / rural	1	Noted. Thank you for your feedback. A review of the feedback from the consultation highlights that there are concerns in relation to the extent of housing in Bagdad. While planning in this plan extends beyond 30 years, we agree that there is justification for some reduction of housing in Bagdad. The most logical area for reduction is to the north-east of the township, for the following reasons: - Most of this land is beyond 800m walking distance from the centre. - The majority of this land is above the 180m water supply limit, which would increase development costs - Development in this area would place additional traffic congestion on the intersection of East Bagdad Road and the Midland Highway. Another area where the extent of housing could be reduced is to the south-west of the township, where lowering the density from Village Zone to a Lower Density Zone may be more suitable. Please see 'Summary of consultation on the Draft Bagdad-Mangalore Structure Plan' of this report for further discussion.
40.	Do not change	2	Noted. More detailed responses on this comment are provided throughout this section of the report.
41.	Support (if implemented)	1	Noted. Thank you for your feedback.
42.	More development in Mangalore	1	Noted. Thank you for your feedback. Some respondents have called for additional subdivision opportunities in Mangalore, with some suggesting minimum allotment sizes of 5,000m². Majority of these concerns have been raised to allow for more subdivision potential. We agree that additional subdivisions must be done within the context of providing housing supply and choice however this should be commensurate with retaining a country feel and retain the landscape setting to the valley, which has been strongly supported by the community. The draft proposes a minimum allotment size of 1 hectare for land designated as Rural Living in Mangalore. Our review of existing landholdings shows that most are larger than 2 hectares, meaning many properties could be subdivided under the 1-hectare standard. As such, we consider the 1 hectare minimum to be reasonable for the following reasons: - It allows for a level of growth while maintaining the country feel supported by the community. - It preserves spacious lots typical of a rural setting and ensures appropriate separation between dwellings. - It limits the extent of built form, ensuring it remains subordinate to the landscape, reinforcing openness and rural character. - Unlike Bagdad, the area is not close to key services and facilities, making larger lot sizes more suitable. - Many existing allotments would still be capable of subdivision under this standard. On balance, we find the 1 hectare minimum to be an appropriate outcome that supports the objectives of the plan and should remain unchanged.
43.	Rezoning without ownership approval	1	Noted. Thank you for your feedback.
Bagdad Township			
44.	Focus on infrastructure first	1	Noted. Thank you for your feedback.
45.	No cost or feasibility	2	Noted. Detailed costings and feasibility studies are not typically prepared for a Structure Plan. However, this plan has drawn on a team of experts to assess its feasibility, including Jensen PLUS (Planning and Urban Design), Sudgen + Gee (Infrastructure and Services), and Pinion Advisory (Agricultural Assessment). High-level cost estimates have also been provided by Sudgen + Gee (Infrastructure and Services), in consultation with government authorities.
46.	Limiting factors of sewer	1	Noted. See above.
47.	Support public open space along creek and new walking trails and village centre	1	Noted. Thank you for your feedback.
48.	Support village centre around Swan St	1	Noted. Thank you for your feedback.



49.	Issues with walking paths (currently owned properties) + privacy issues	3	Noted. Thank you for your feedback. Opposition to the walking trails was raised a number of times throughout the consultation. The concerns largely relate to trails along creeklines and the old railway line, particularly regarding potential compulsory acquisition, land ownership, privacy, safety, and overall feasibility. This plan does not propose land acquisition. It is an overarching long-term framework that, if the areas should redeveloped will need to consider to accommodate a walking path, which will be assessed at that time. We accept that some land to the eastern side of the Midland Highway is unlikely to redevelop due to fragmented allotments and flooding issues. As such we agree that a realignment should be considered along the creekline in this location. Along the old railway line, a historic feature of the area, we consider that this should remain in the plan. However, we accept that some of this land may have limited redevelopment potential. As such, the walking path along the railway line should be subject to further investigation to determine its overall feasibility.
50.	Need money to existing roads	1	Noted. Detailed costings and feasibility studies are not typically prepared for a Structure Plan. However, this plan has drawn on a team of experts to assess its feasibility, including Jensen PLUS (Planning and Urban Design), Sudgen + Gee (Infrastructure and Services), and Pinion Advisory (Agricultural Assessment). High-level cost estimates have also been provided by Sudgen + Gee (Infrastructure and Services), in consultation with government authorities.
51.	Location of the town centre issues – not at community club area	1	Noted. Thank you for your feedback. The town centre is positioned close to majority of the housing in Bagdad, which is a key planning principle that should be adopted.
52.	Lack of consultation	1	Noted. Thank you for your feedback. We have undertaken community engagement through an online survey in December 2024, and a Co-Design Workshop in February 2024, which was promoted to everyone through flyers, social media, newsletters and emails. Between 14 July and 15 September 2025, a second online survey was conducted to share the draft Bagdad-Mangalore Structure Plan and gather feedback. A drop-in session was also held on 31 July 2025 from 2:00pm to 7:30pm. This engagement period was extended from the standard one month to two months to allow for additional feedback.
53.	Issue with smaller households and taking away agricultural land	1	Noted. Thank you for your feedback.
Mangalore Township			
54.	No additional services	1	Noted. Thank you for your feedback.
55.	Fence around recreation area, public toilet, etc	1	Noted. Thank you for your feedback.
56.	Covenants (Blackbrush Road)	1	Noted. Thank you for your feedback.
57.	Equestrian ground should remain separate	1	Noted. Thank you for your feedback.
58.	Issue with the path rear of lots (privacy, security and foot traffic)	1	Noted. Thank you for your feedback. Properties with the path along the rear of the lots will be updated to reflect landscaping and fencing to ensure the protection of private, security and foot traffic.
59.	Seal road instead of new roads	1	Noted. Thank you for your feedback.
60.	Blackbrush Rd junction is a traffic hazard	1	Noted. Thank you for your feedback.
61.	Disagree with rural living submissions and preserving forested ridgelines and rural landscape	1	Noted. Thank you for your feedback.
62.	Blackbrush road/Mountford Drive is a roadkill hotspot	1	Noted. Thank you for your feedback.
63.	Properties in Mangalore and in particular on the eastern side of the Midland Highway in Mangalore should be able to be developed into 0.5ha allotments. Suggested a zoning layout that would give Mangalore a country village feel and attract people to the area - Plan 1 showing central driveway to 4 allotments - Plan 2 showing zoning plan with area to the north-east of Midland Highway as Rural Living Zone A (0.5ha), south-west of Midland Highway as Village Zone (600-	2	Noted. Thank you for your feedback. Some respondents have called for additional subdivision opportunities in Mangalore, with some suggesting minimum allotment sizes of 5,000m². Majority of these concerns have been raise to allow for more subdivision potential. We agree that additional subdivisions must be done within the context of providing housing supply and choice however this should be commensurate with retaining a country feel and retain the landscape setting to the valley, which has been strongly supported by the community. The draft proposes a minimum allotment size of 1 hectare for land designated as Rural Living in Mangalore. Our review of existing landholdings shows that most are larger than 2 hectares, meaning many properties could be subdivided under the 1-hectare standard. As such, we consider the 1 hectare minimum to be reasonable for the following reasons: - It allows for a level of growth while maintaining the country feel supported by the community. - It preserves spacious lots typical of a rural setting and ensures appropriate separation between dwellings. - It limits the extent of built form, ensuring it remains subordinate to the landscape, reinforcing openness and rural character.



	1500sqm), and further to the south-west Rural Living Zone B (1ha).		- Unlike Bagdad, the area is not close to key services and facilities, making larger lot sizes more suitable. - Many existing allotments would still be capable of subdivision under this standard. On balance, we find the 1 hectare minimum to be an appropriate outcome that supports the objectives of the plan and should remain unchanged.
64.	Rural living Zone needs to be extended in Mangalore	1	Noted. Thank you for your feedback. Much of this area is the "better" agricultural land with larger holdings, greater local prominence, and inclusion in the Greater South East Irrigation Scheme in accordance with the Pinion Advisory Agricultural Report. While we acknowledge that not all of this land is classified as "better", the Rivulet provides a clear and logical boundary of development that should be retained. Therefore, we consider that no change is required.
Other Elements			
65.	All should be in 9 th position – asphaltting existing gravel roads number 1.	1	Noted. Thank you for your feedback.
66.	Bagdad Golf Club must remain a central part of the town's future	1	Noted. Thank you for your feedback.
67.	No additional access points	1	Noted. Thank you for your feedback.
Other Matters			
68.	Respect to the region - The valley in which Bagdad and Mangalore are located is unique in many ways. In my opinion the characteristics to note are: the valley still retains many of the environmental and ecological characteristics as created at least 500,000 years ago; the main features in terms of the juxtaposition and elevation of rocks, water, soil, trees, animals, birds, and insects have not changed much since the ice age; there is evidence that this country was used by indigenous people for at least 40,000 years; and European settlement over the last 200+ years, although exploitive in nature, does not seem to have detracted from the overall experience of a place created to Earth's Rules. Any proposal to alter what is there needs to take into account Earth's Rules because what was created through them, I will argue, still largely exists and continues to support all its life forms. This should be shared with the local community. This could be achieved by: - Run at least one discussion session with some very short statement by invited experts (eg. geology and geography, history or natural values) 'Planning discussion hubs' for the whole project. Rolling exhibition	1	Noted. Thank you for your feedback. We appreciate the insights and accept that this information has not been well documented in previous studies, reports, etc. Environmental and ecological characteristics (considered alongside Earth's Rules) are largely reviewed early in the Structure Planning process through background document review, mapping, and early engagement with relevant authorities, such as the Department of Natural Resources and Environment Tasmania. It is our view that the Plan has been cognisant of these characteristics, for example by protecting areas of vegetation, avoiding development of steep slopes, protecting creeklines. In addition, the Plan has recommended River Management Plan to investigate the protection of the creek lines in more detail. The Guiding Principle to 'Keep the country feel' also reinforces the importance of maintaining the valley's landscape character. As such, we believe that the plan has aimed to protect these natural elements and features, as well as balancing other competing objectives in the plan, which had been supported by the community. In terms of additional engagement, we have undertaken several activities, including an online survey in December 2024 and a Co-Design Workshop in February 2024, promoted widely through flyers, social media, newsletters, and emails. Between 14 July and 15 September 2025, a second online survey was conducted to present the draft Bagdad-Mangalore Structure Plan and gather feedback. A drop-in session was also held on 31 July 2025, from 2:00pm to 7:30pm. This consultation period was extended from the standard one month to two months to provide additional opportunity for feedback. This engagement approach is consistent with projects of this nature, and offering additional sessions requires careful consideration to ensure there would be meaningful participation. In response to the concerns, there will be additional commentary on the environmental and ecological characteristics in the report, as well as further reinforcements of the River Management Plan throughout the document.
69.	How does Council intend to work with community, including young people (eg.	1	Noted. Thank you for your feedback. We have undertaken community engagement through an online survey in December 2024, and a Co-Design Workshop in February 2024 (which included discussions with the school), which was promoted to everyone through flyers, social media, newsletters and emails. Between 14 July and 15 September 2025, a second online survey was conducted to share the draft Bagdad-Mangalore Structure Plan and

	10 years olds) and elderly, and people with disabilities?		gather feedback. A drop-in session was also held on 31 July 2025 from 2:00pm to 7:30pm. This engagement period was extended from the standard one month to two months to allow for additional feedback. This engagement approach is consistent with projects of this nature.
70.	Council to develop idea of 'caring and taking an interest' (eg. climate change). Need expert and reference to Highway to Hell- Climate Change and Australia's Future by Joëlle Geris.	1	Noted. Thank you for your feedback. In response to the concerns, there will be additional commentary on the environmental and ecological characteristics in the report, as well as further reinforcements of the River Management Plan throughout the document.
71.	Need to discuss better understandings of the existing situation for services (eg. sewerage, water services, energy services, and public transport).	1	Noted. Thank you for your feedback. Sudgen + Gee has reviewed and made recommendations on the infrastructure and services which covers existing situation for services (eg. sewerage, water services, energy services, and public transport).
72.	Need to engage people with knowledge and skills in Community Development.	1	Noted. Thank you for your feedback.
73.	Objection to the BMSP being the vehicle for the rezoning of agricultural land on Black Brush Road to rural living or some other residential use class.	1	Noted. Thank you for your feedback. Prior to rezoning, this must go through a formal amendment process, including engagement and consideration of supporting reports.
74.	Mangalore Recreation Area – – Visual representation of the grounds does not accurately reflect its current state. – There is currently 2x arenas (both have recently had surfacing work), a cross country training course, a mounted games/grassed area and the club house has had improvements both inside and outside. Council has also planted up some tree lines and wind breaks. – Confirmation that no other planned changes to the ground use/infrastructure – Does it need to include any future plans of the club?	1	Noted. Thank you for your feedback. The report has been updated to make a reference to the plan being different to the current redevelopment of the land. No additional changes has been made to the plan and should not change the future plans of the club.



Detailed Comment		Bagdad-Mangalore Structure Plan response
TasNetwork		
1.	— No immediate concerns or updates to the proposed structure plan for Bagdad-Mangalore. — The only comment made about power is in the appendices in relation to load estimates ranging from 3.5-5.6 MVA. — The main development will be subdivision developments and a commercial precinct, which we will assess during the connection application phases.	Noted. Thank you for your feedback.
Department of State Growth		
2.	Proposed Land Supply — Proposed significant additional residential yield (nearly 1000 dwellings). Draft plan does not consider forecast demand for the area, nor provide justification for such a significant expansion of the two settlements. — Both towns located some distance from employment opportunities, commercial centres and key services. — Appropriateness of further expansion of residential development adjacent to a Category 1 freight route should be carefully considered. — Council may wish to consider whether the expansion (particularly the expansion of Rural Living Zoned land) can be support under the Southern Tasmanian Regional Land Use Strategy and the draft Tasmanian Planning Policies.	Proposed Land Supply This plan is a long-term strategy extending beyond 30 years, referred to as the 'Ultimate' scenario. The approach is intended to establish the urban footprint at a high level, prioritising opportunities, constraints, and community values rather than being driven solely by immediate dwelling demands. The 'ultimate' scenario represents the maximum desired development of the area and the preferred form of that development, guided by sound planning principles. Following a review of the feedback from the consultation highlights there were some concerns from the community about the level of housing growth, particularly in Bagdad. As such, we agree that there may be some better suited areas to retain in its current form. The most logical area for reduction is to the north-east of the township, due to its proximity to town centres, need for additional water infrastructure and contributes to additional traffic demands (East Bagdad Road and Migland Highway). Another area where the extent of housing could be reduced is to the south-west of the township, where lowering the density from Village Zone to a Lower Density Zone may be more suitable. We also support retaining Winstead Road in its current form (without reducing the allotment size to 0.5 ha), due to its topography and accessibility to services. Overall, these changes to the plan (reduction of approximately 360 dwellings) brings land supply closer to the 30-year demand forecast, while still allowing for the longer-term ('ultimate') scenario. It also reflects broader factors influencing land supply, including infrastructure capacity, commercial viability, landowner intentions, and construction delays. In terms of the Southern Tasmania Regional Land Use Strategy 2010-2035 (STRLUS), which is now fourteen years old, is currently subject of a major review. Work to develop a new Bagdad-Mangalore Structure Plan will be timely in that it will be able to both inform, and be informed by, this broader regional strategic planning project.
	Strategic Corridor Planning — Comments from State Growth in May 2024 in relation to the transport corridor remain relevant. Midland Highway is a key connection within the Burnie to Hobart Freight Corridor. — Tasmanian Government has made significant investment in the Highway including construction of a median turn lane, to improve safety and efficiency. State Growth does not support any localised access alterations and intensification that would affect	Strategic Corridor Planning and Passenger Transport Services Comments received in May 2024 have been considered in this plan. Localised access and intersections with the Highway have been minimised, and the plan has been adjusted further to respond to these concerns. Vegetation along highway forms part of the longer-term scenario and may be realised in association with the Bagdad Bypass corridor, which continues to be protected throughout this plan. All other comments are noted.



	the efficiency of through traffic along the Highway, including roundabouts or traffic signals. - Any conceptual altered treatment proposed along the Midland Highway corridor must be discussed with State Growth. - Vegetation within medians is not supported as it can impact road users and required regular maintenance. - Any proposed shared user paths within the Midland Highway would require careful consideration, noting the status of the adjacent highway. If located pathways within the Highway corridor is agreed, the costs and maintenance would need to be borne by Council. - Existing Bagdad Bypass should remain protected. Passenger transport services - Details provided on passenger transport services in May 2024 also remain relevant.	
TasWater (Late submission)		
	Growth Forecast - The plan shows a wide growth range (75–705 dwellings to 2055). TasWater supports acknowledging this uncertainty, as it affects long-term infrastructure planning. - Although TasWater cannot currently support major new development, the 30-year Structure Plan will help guide future investment decisions. - TasWater’s own planning estimates: - Current load: ~200 ET - Forecast 2070 load: ~390 ET - Full development of Village-zoned land: +674 lots - Potential rezoning: +198 lots These figures broadly align with the Council’s projections. Current Sewerage Capacity - The Bagdad sewer system was not designed for significant growth.	Noted. Thank you for your feedback. The current limitations of the STP have been acknowledged, and it is understood that upgrades may not occur within the next 10 years. While this remains the position, community feedback shows a level of support for new housing opportunities in Bagdad–Mangalore. However, the consultation also indicates that while the overall scale of growth is generally acceptable, the extent of growth proposed in Bagdad specifically is being questioned. On this basis, we have made adjustments to the amount of housing allocated to Bagdad. Further, the plan will need to be an advocate for a new STP, which will be reinforced through the staging. Please see ‘Summary of consultation on the Draft Bagdad-Mangalore Structure Plan’ of this report for further discussion.



- The STP is already at its allowable limit (100 kL/day ADWF). It struggles to meet environmental compliance and any extra load will worsen effluent quality.
- The recycled water scheme is too small to achieve full reuse, so discharges to Horfield Creek will continue.

Future

- Long-term strategy is to close the Bagdad STP and transfer flows to Brighton STP, but the project is very costly (~\$23M) and unlikely to be prioritised for at least 10+ years.
- Interim upgrades may improve treatment quality but will not increase capacity for additional development.

Servicing Advice

- Any new development connected to sewer will push the STP beyond capacity and increase environmental risk. There is little scope for expanding the existing plant.
- Council should prioritise development on larger lots using on-site wastewater systems, which avoid adding load to the TasWater network.



Appendix D _ Updated Social Infrastructure Benchmarking

Updated benchmarking of social infrastructure

The updated benchmarking analysis for Bagdad-Mangalore suggests that there are a number of potential gaps in the quantity of social infrastructure facilities, based on population of 4,634 people in Bagdad-Mangalore, including:

- _1x Kindergarten/Early Childhood Education
- _5x General Practitioners (GPs).
- _1x Youth Centre
- _2.83ha (Active Open Space)

While there is a gap in active open space, this is considered reasonable given the proximity of additional sporting facilities in Brighton.

This analysis does not provide an understanding of the quality of service, or the condition and capacities of these facilities.

A detailed survey of the facilities and services would be required to understand their level of service, conditions etc. This is beyond the scope of this report.

Type of Social Infrastructure	Social Infrastructure Facility	Benchmark for provision	Range (High Values)	Current Provision	Gap Threshold **	Comment
Education	Childcare Centre	4000	9000	2	0.8	Benchmark satisfied
	Kindergarten/Early Childhood Education	8000	12000	0	-0.6	Below Benchmark
	Public Primary School*	7,500	9000	1	0.4	Benchmark satisfied
	Public High School*	15,000	25000	0	-0.3	Benchmark satisfied
	TAFE district campus	150,000		0	0.0	Benchmark satisfied
	University	Not readily available			0.0	Benchmark satisfied
Health	GPs	909		0	-5.1	Below Benchmark
	Hospital	100,000		0	0.0	Benchmark satisfied
Community	Library	15,000	30000	0	-0.3	Benchmark satisfied
	Youth Centre	8000	10000	0	-0.6	Below Benchmark
Open Space	Active	2.0ha (excluding golf courses) per 1000 people		5.44ha	-3.8 ha	Below Benchmark
	Passive	0.7 to 1ha per 1000 people		81.7ha+	78.5ha	Benchmark satisfied
Shopping	Supermarket	10000		0.2	-0.3	Benchmark satisfied

* Demand for public schools will be affected by the provision of private schools

** Gap Threshold is based on Low values as a conservative approach



Thank You
