

# Bagdad-Mangalore Structure Plan

DRAFT

**“Valley growth  
with country feel”**

Prepared for Southern Midlands Council

SOUTHERN  
MIDLANDS  
COUNCIL



**JENSEN  
PLUS**

Planning  
Landscape Architecture  
Urban Design  
Social Planning



## Acknowledgements

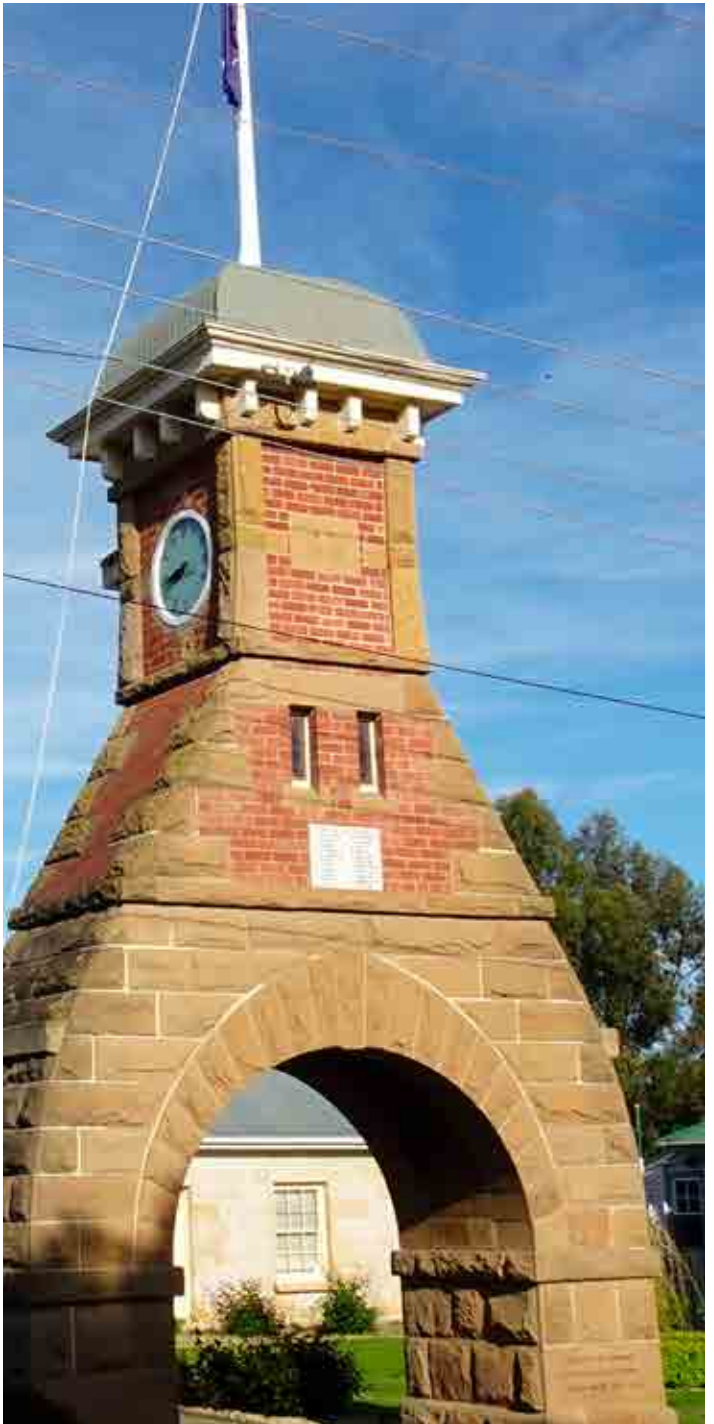
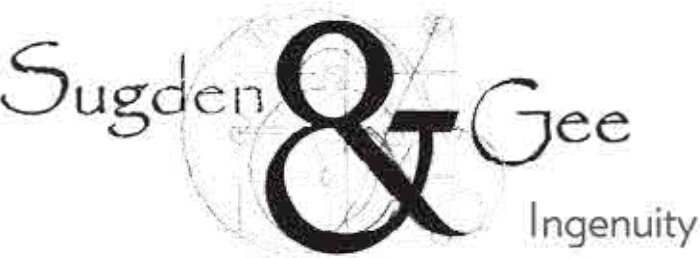
We acknowledge the following stakeholders and communities:

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

### Project team

- \_ Jensen PLUS
- \_ Sugden & Gee
- \_ Pinion Advisory

## Project Team



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

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## **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.

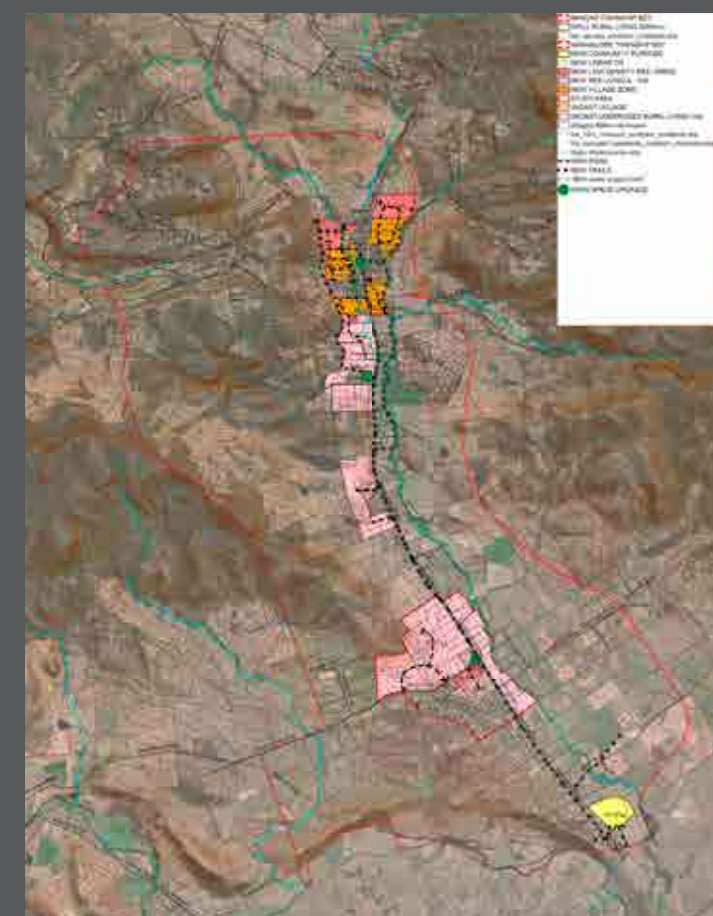
## Vision + Guiding Principles

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. Create destinations



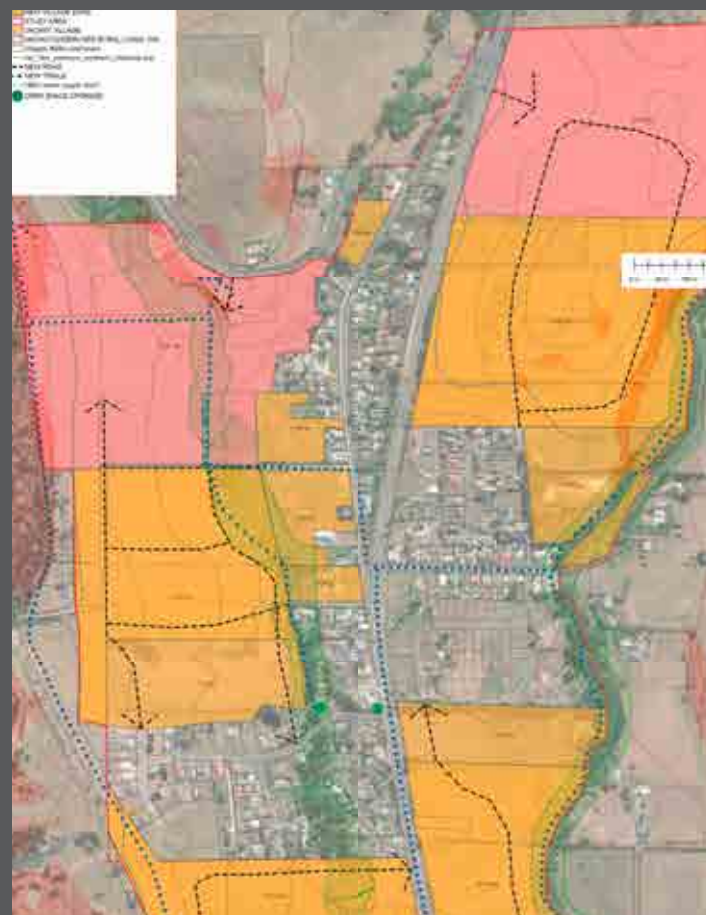
6. Connected valley



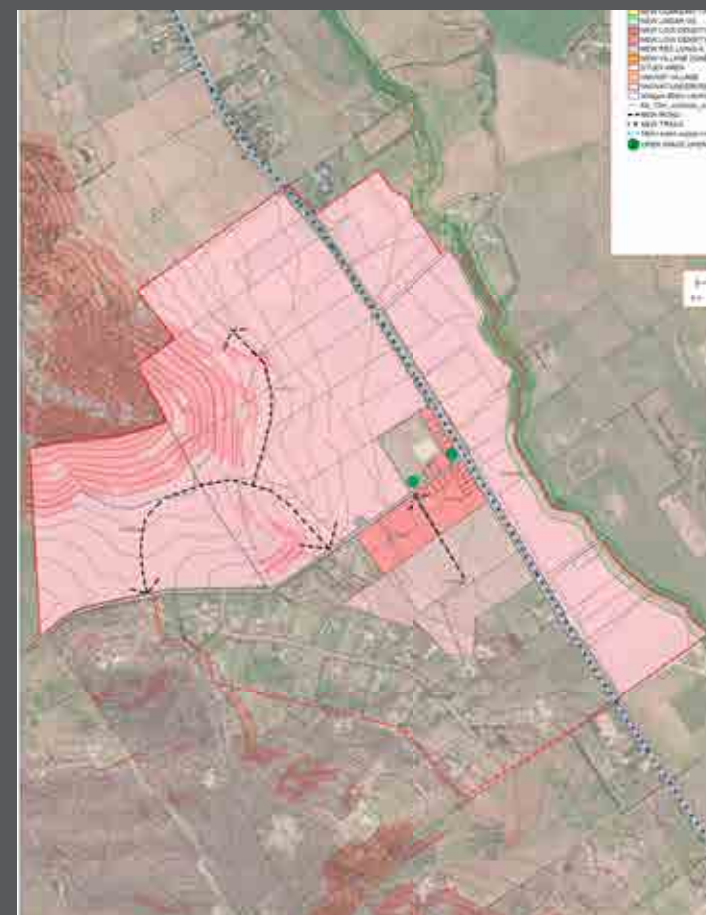
## The Plan for Bagdad-Mangalore At A Glance \_ key elements



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 neighbourhoods, 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).



**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.**

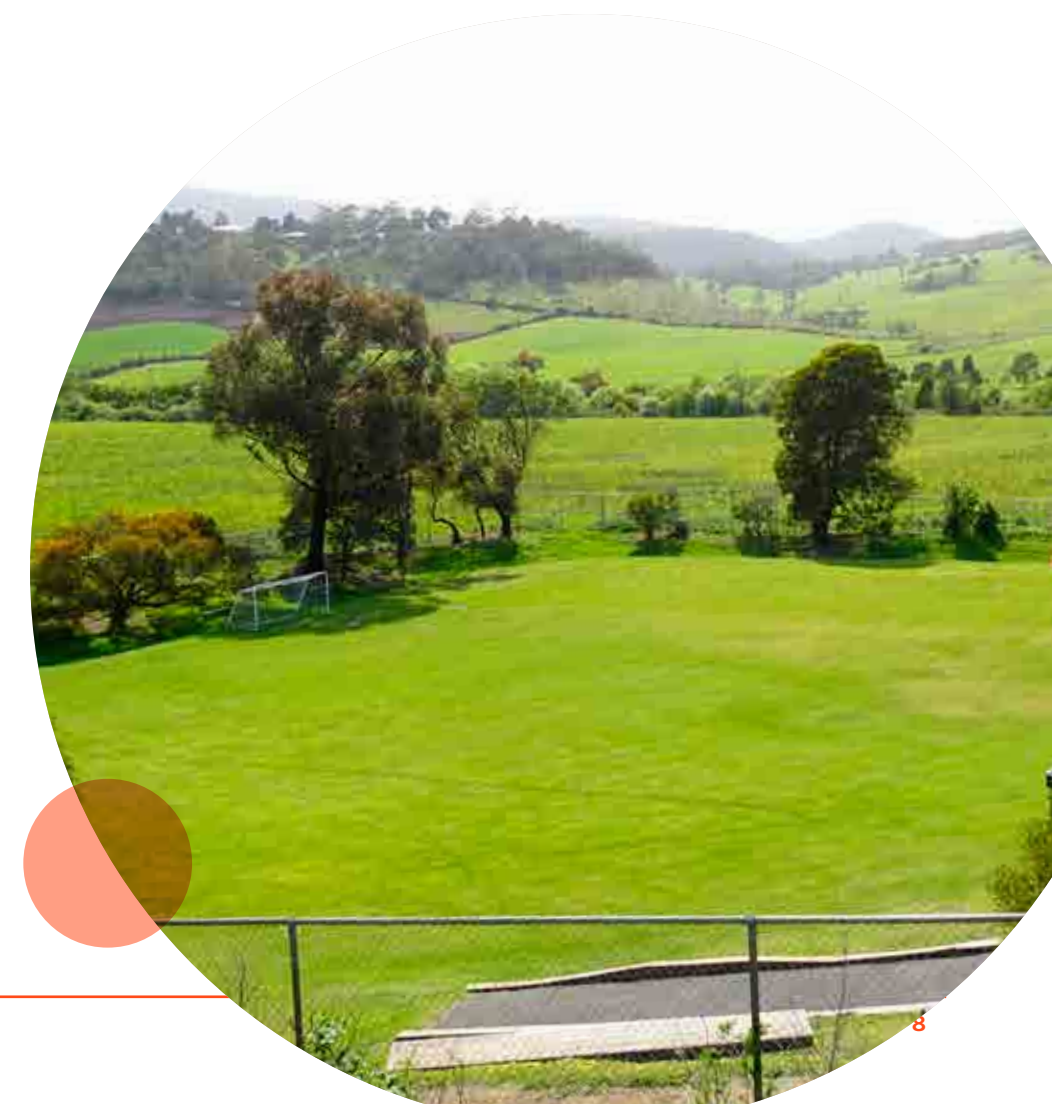
Jensen PLUS was engaged by the Southern Midlands Council to develop a Structure Plan for the future growth of Bagdad-Mangalore.

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 works will feed into the review of the Southern Tasmania Regional Land Use Strategy 2010-2035 (STRLUS), underway now.

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.

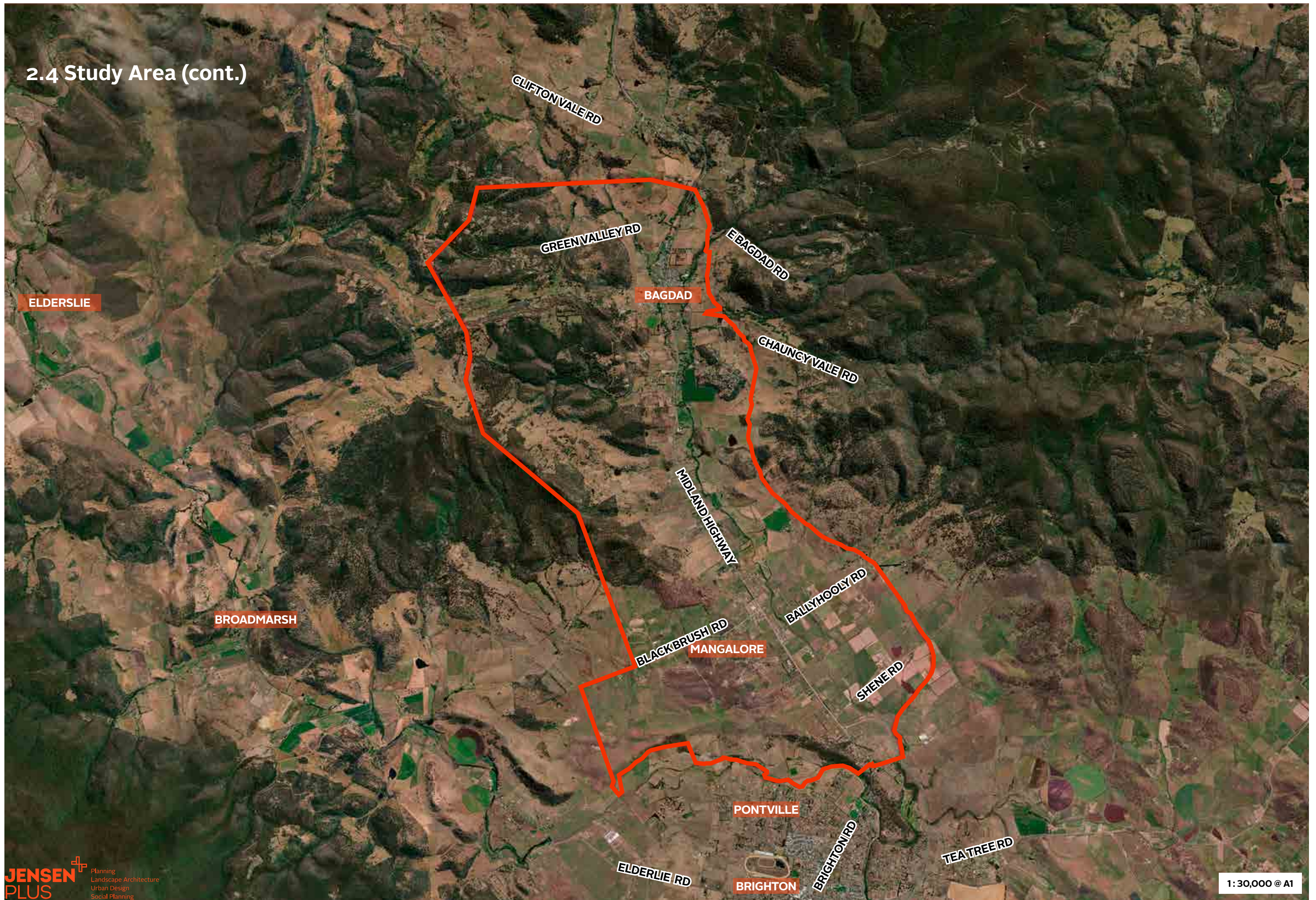
The towns are nestled in a valley, surrounded by natural beauty and distinctive environmental features. These areas are defined by its network of creeklines and vegetation.



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

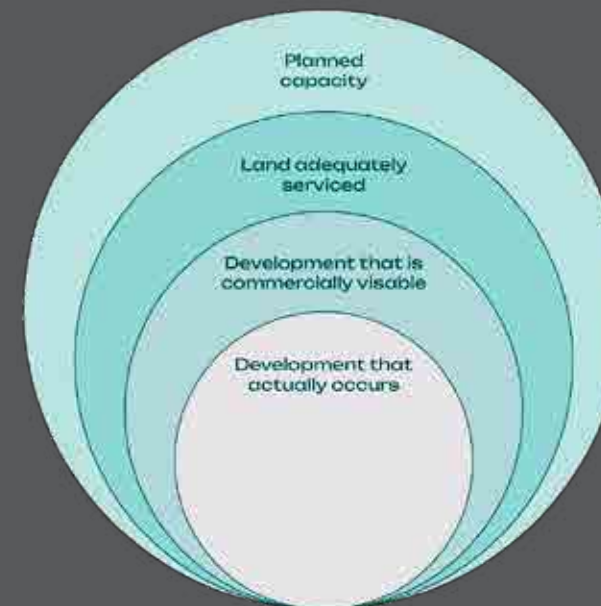


Image: The Auckland Plan, Quantify Strategic Insights, as reproduced in Greater Adelaide Regional Plan 2025

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



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 hertiage 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)

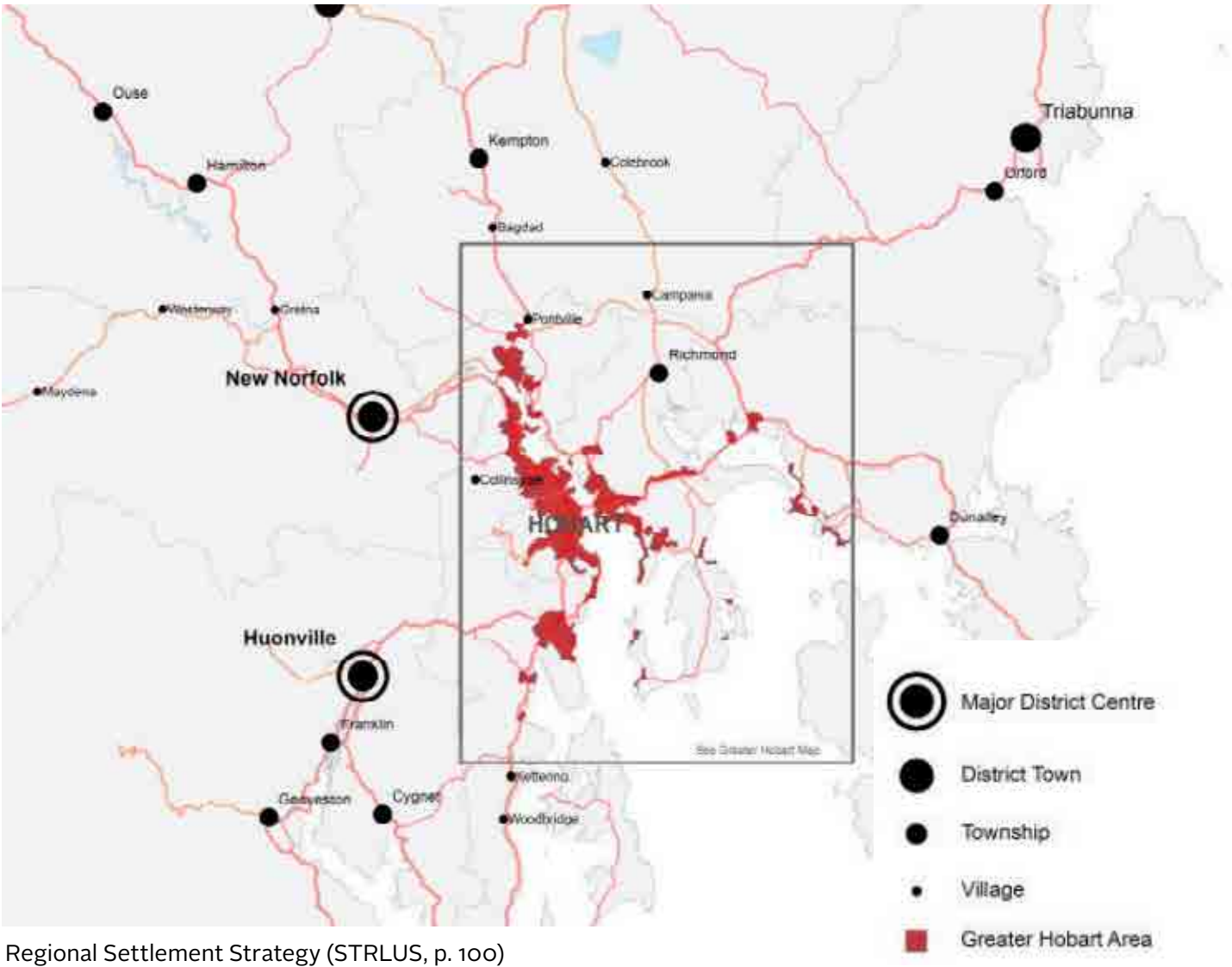


The Southern Tasmania Regional Land Use Strategy 2010-2035 (STRLUS), which is now fourteen years old, is the subject of a major review. Work to develop a new Bagdad-Mangalore Structure Plan will be timely in that it will be able to both inform, and be informed by, this broader regional strategic planning 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 200m 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 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.

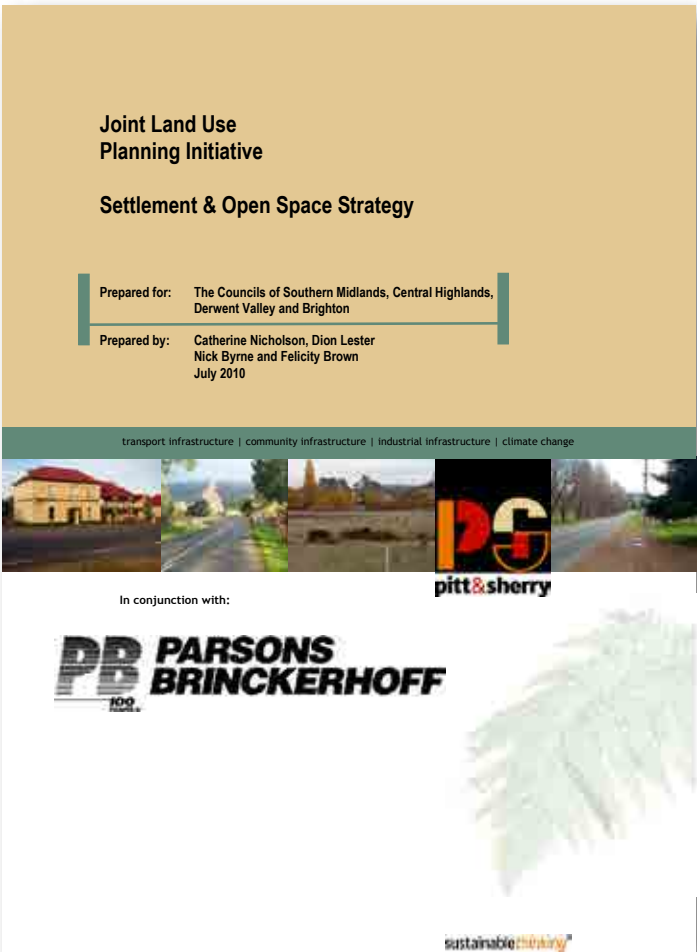


Regional Settlement Strategy (STRLUS, p. 100)



## 4.1 Regional Level Plans (cont.)

### Joint Land Use Planning Initiative Settlement Strategy 2010



### Southern Central Region Regional Workforce Planning 2017



### Southern Central Region Infrastructure Study 2022

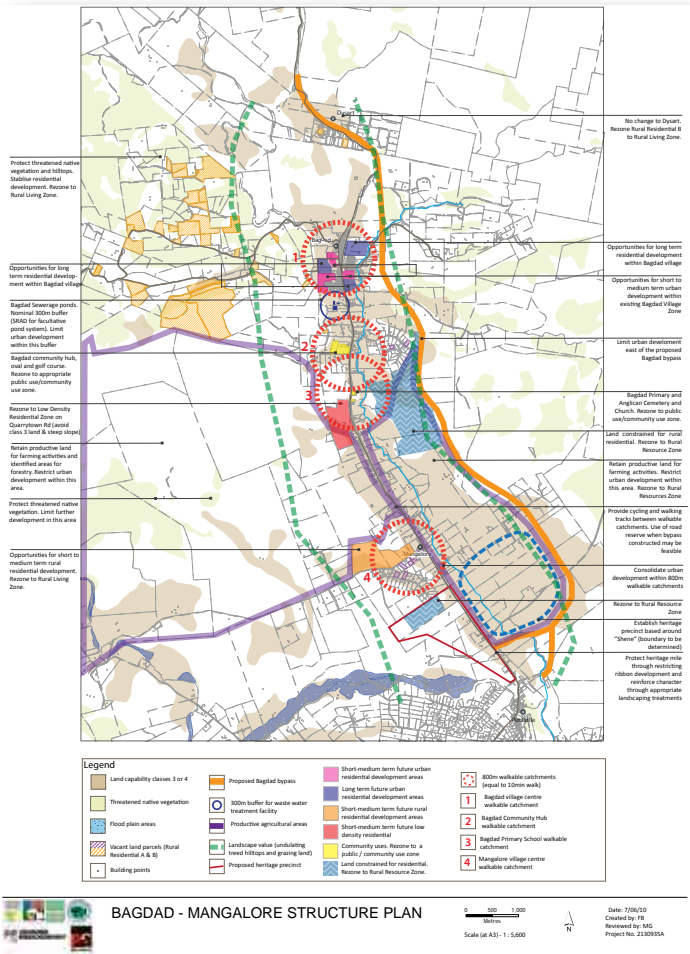






## 4.2 Local Level Plans

### 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.)

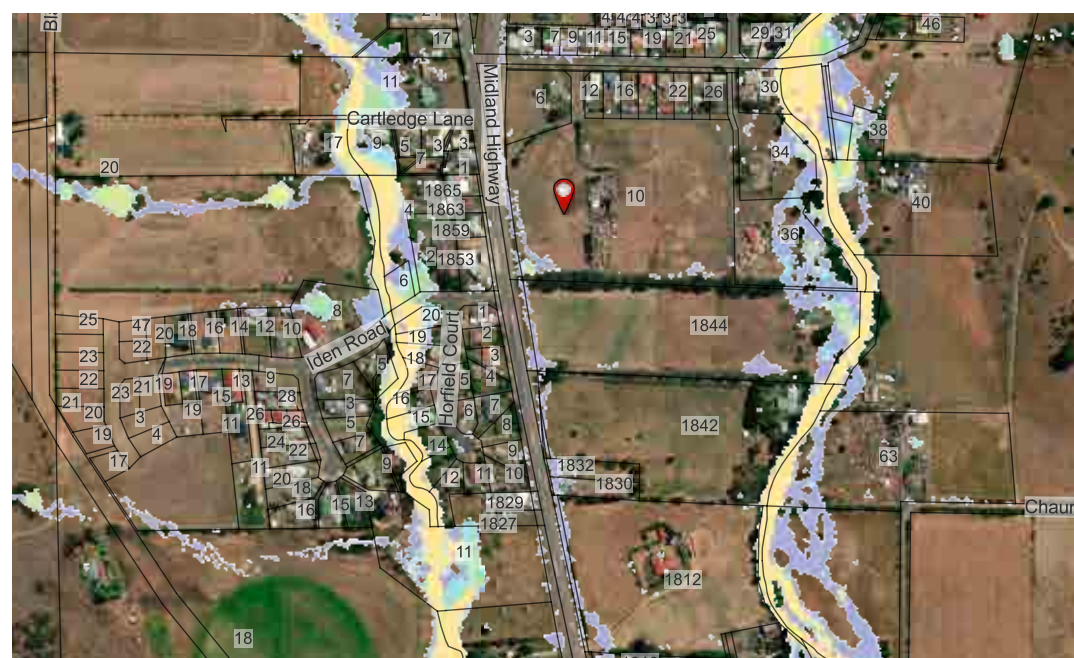
### Bagdad-Mangalore Hydraulic Assessment 2023



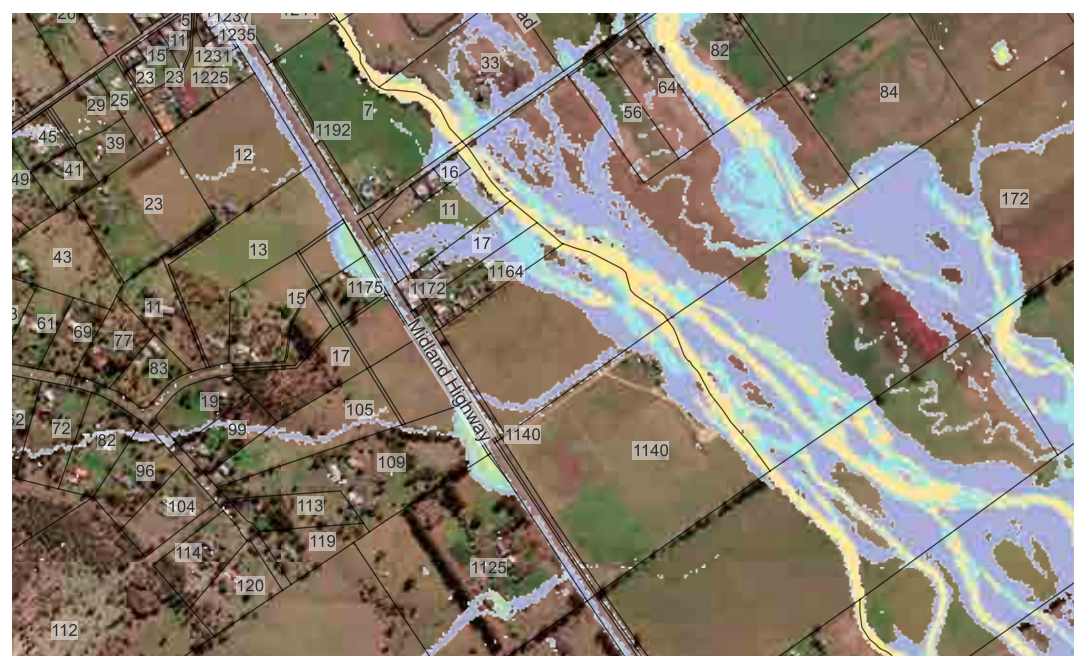
**Part A** of the assessment included modelling of %1 AEP flood extents. The following areas were identified as hazards.

- \_ 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)

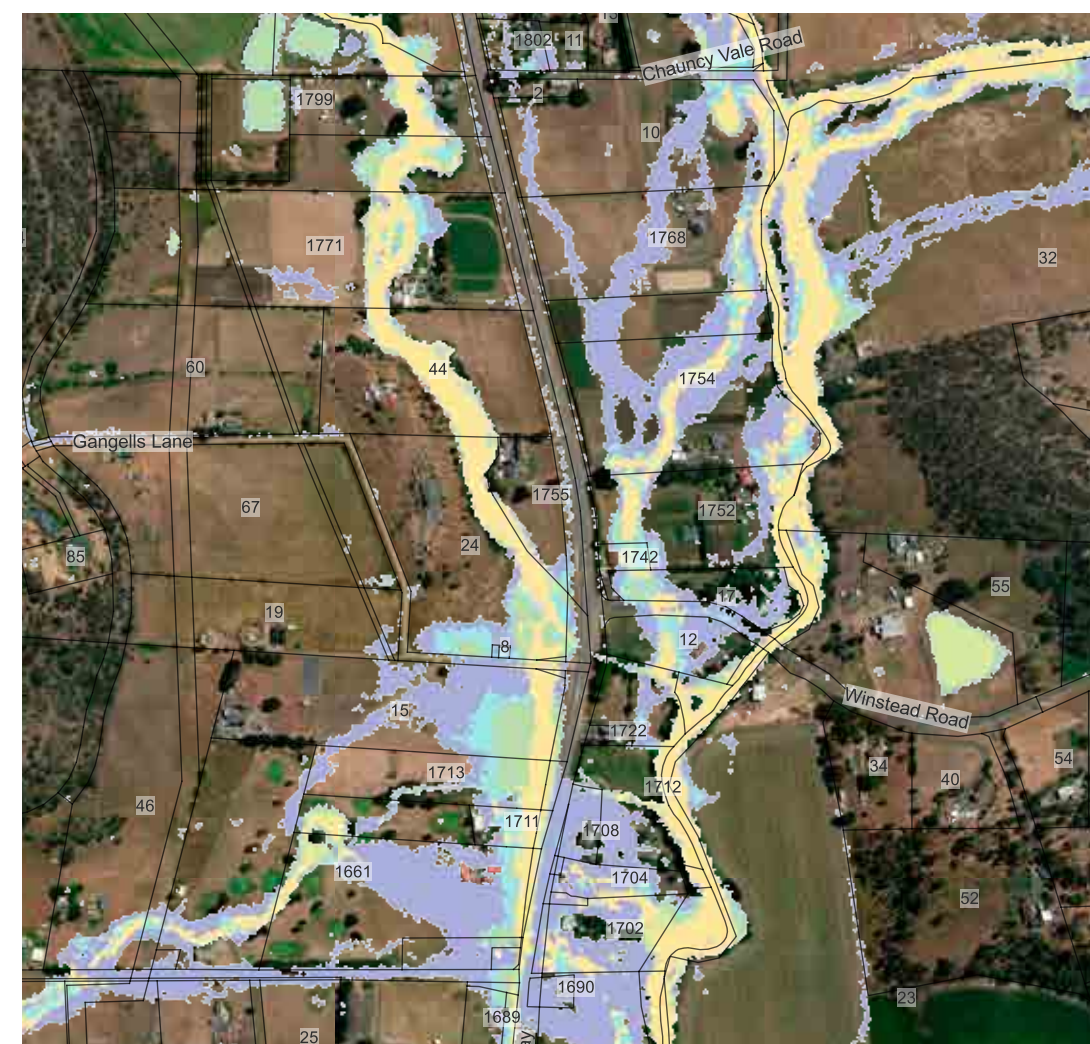
**Part B** discusses mitigation options for some of these areas



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







## 4.4 Key Developments - Bagdad Community Club + Recreation Ground



### BAGDAD COMMUNITY CLUB

#### MASTER PLAN REPORT

18 July 2022 Community Consultation Issue



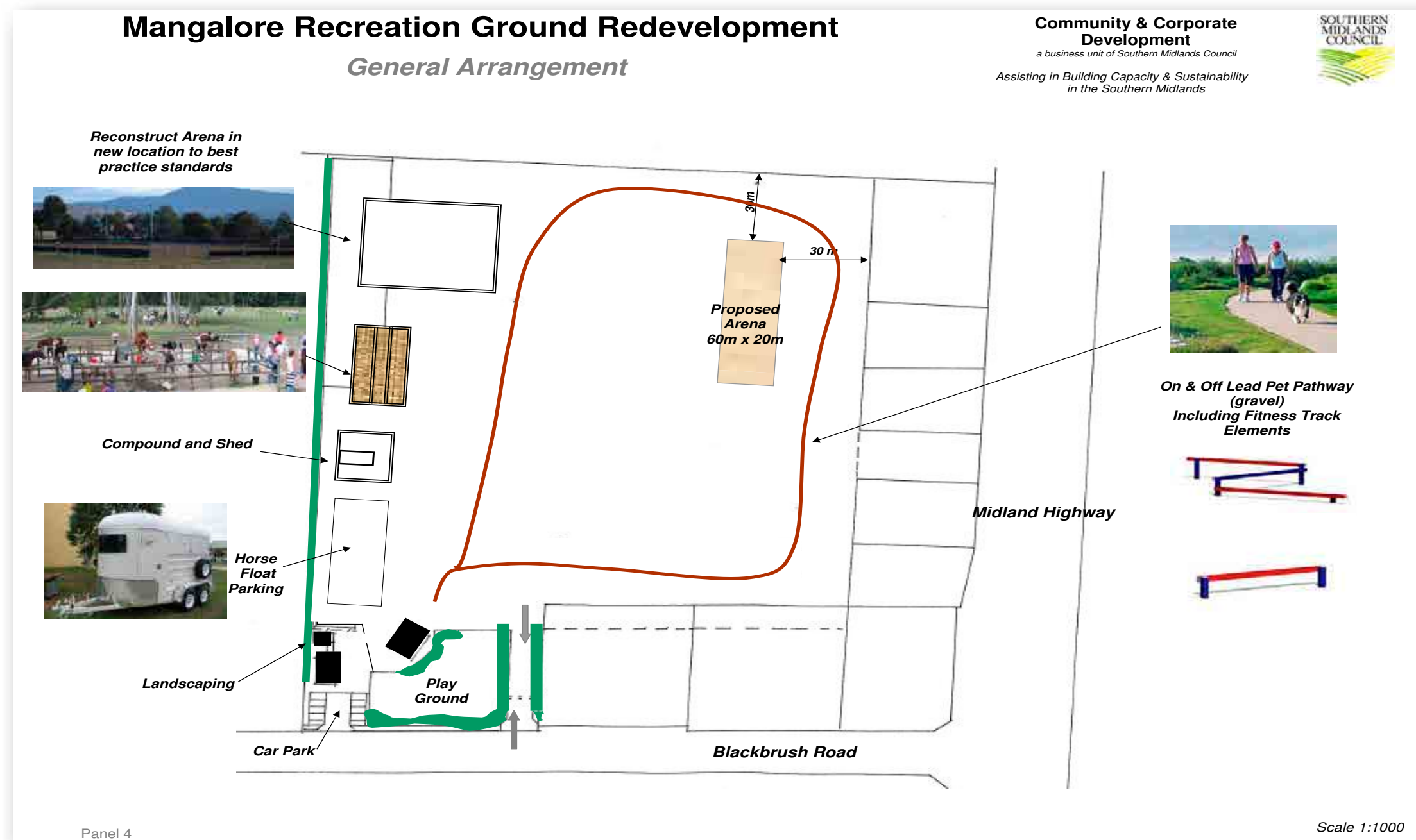
The Master Plan for this recreation precinct proposes:

- \_ 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 transfered to Council, following community agreement.



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



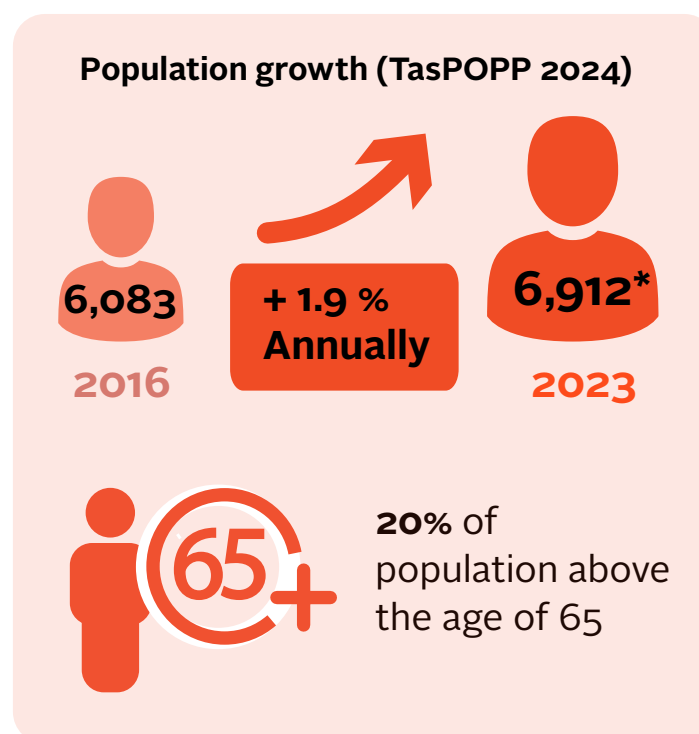
Completed in 2023, the Mangalore Recreation Ground has a special focus on Equine activities.

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

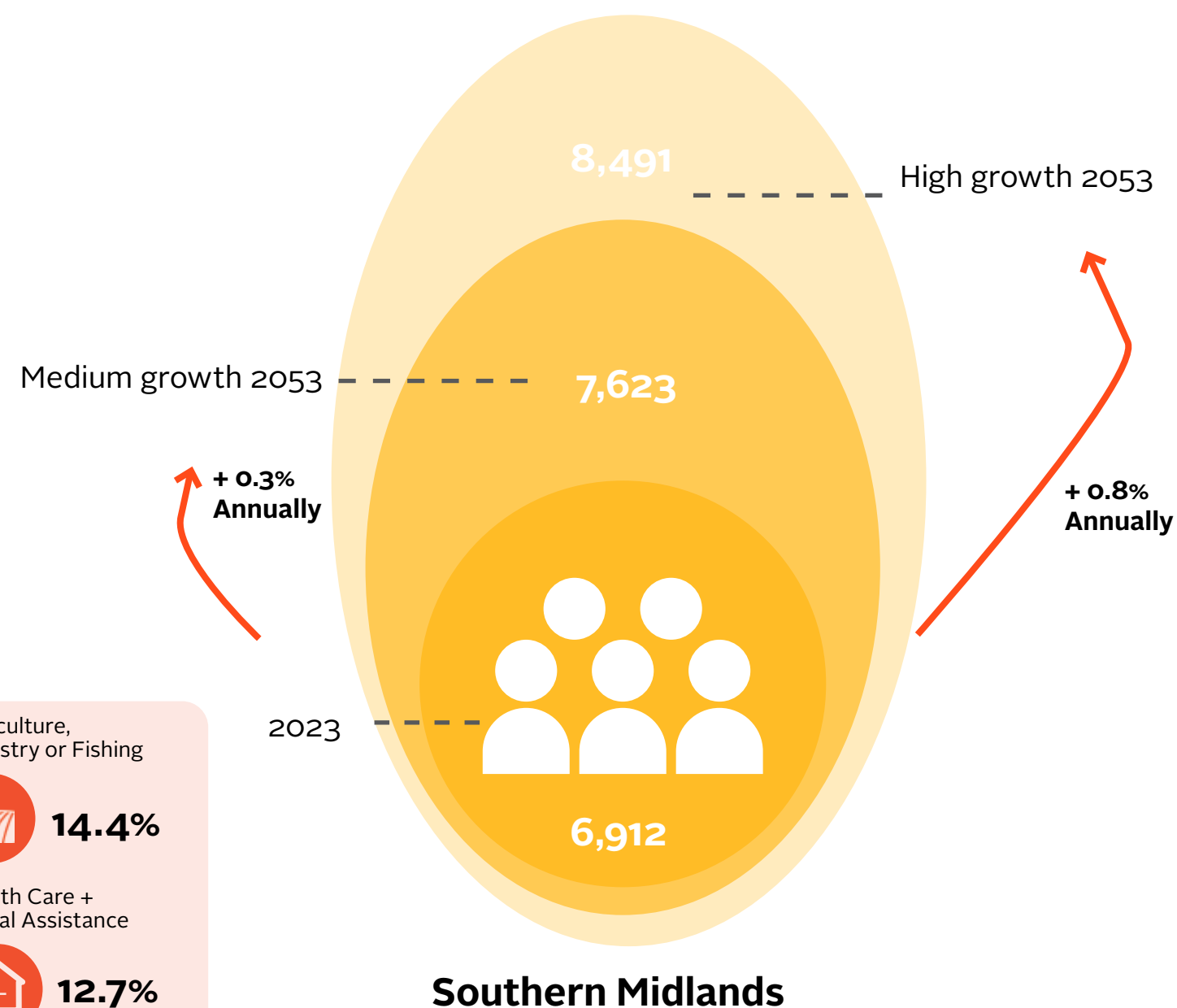
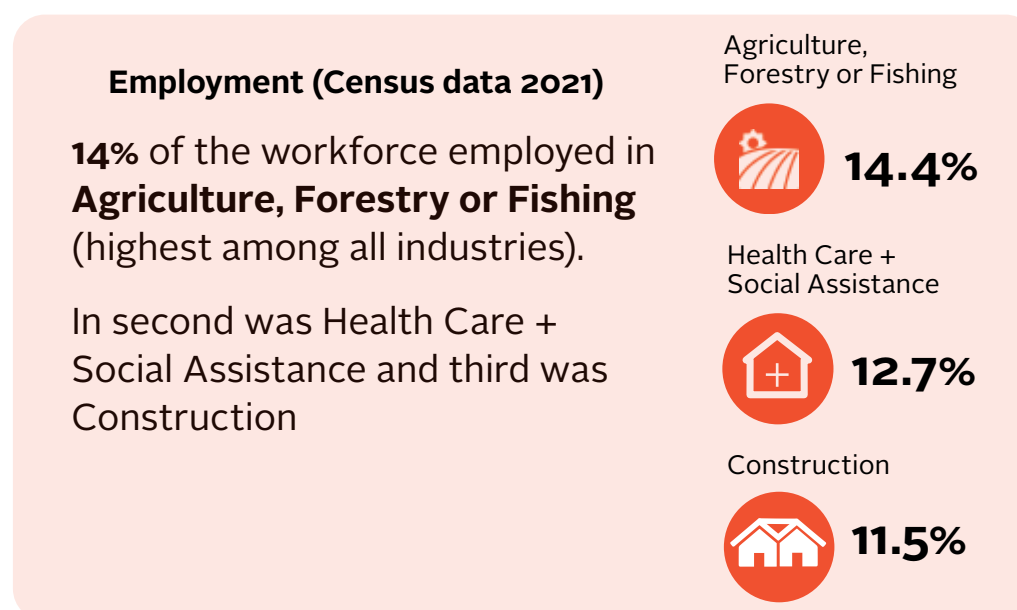


## 4.5 Population Data Review

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%.**

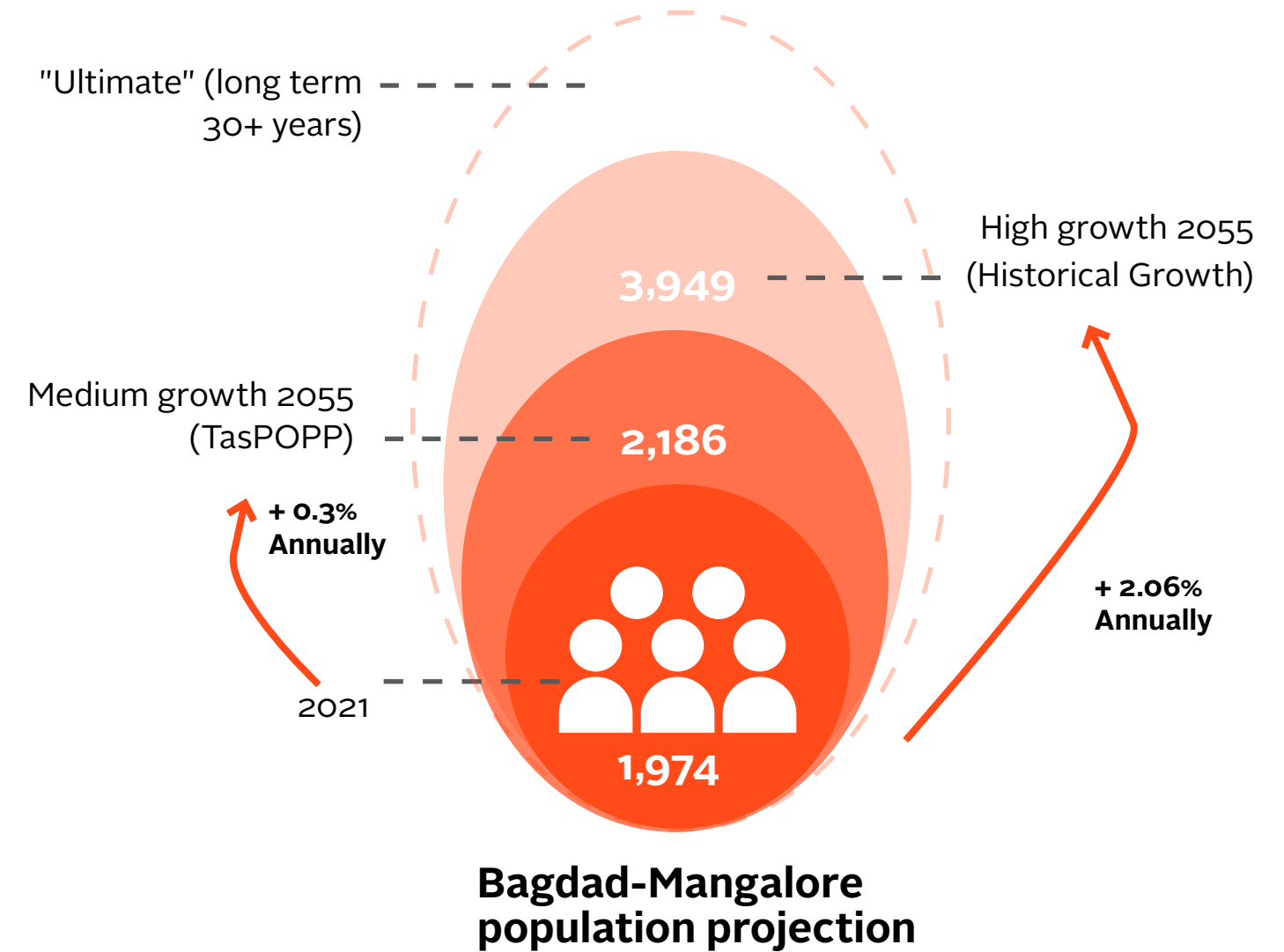
### TasPOPP

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
Mangalore Township		521*	422*
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

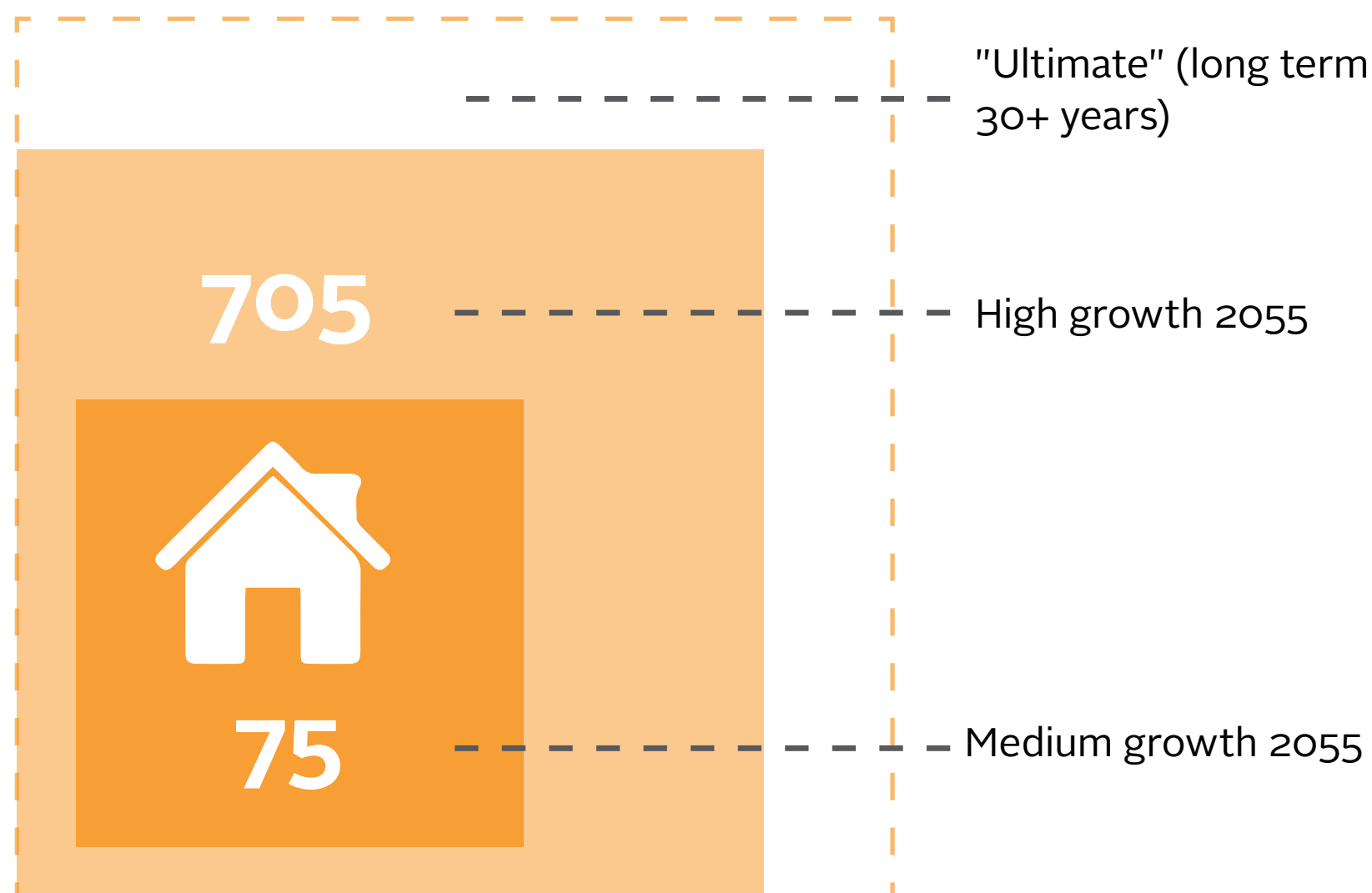
### Implications of population growth on land for housing

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.**



**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 600m<sup>2</sup> 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 10,000m<sup>2</sup>, 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 BMSP 2024 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.



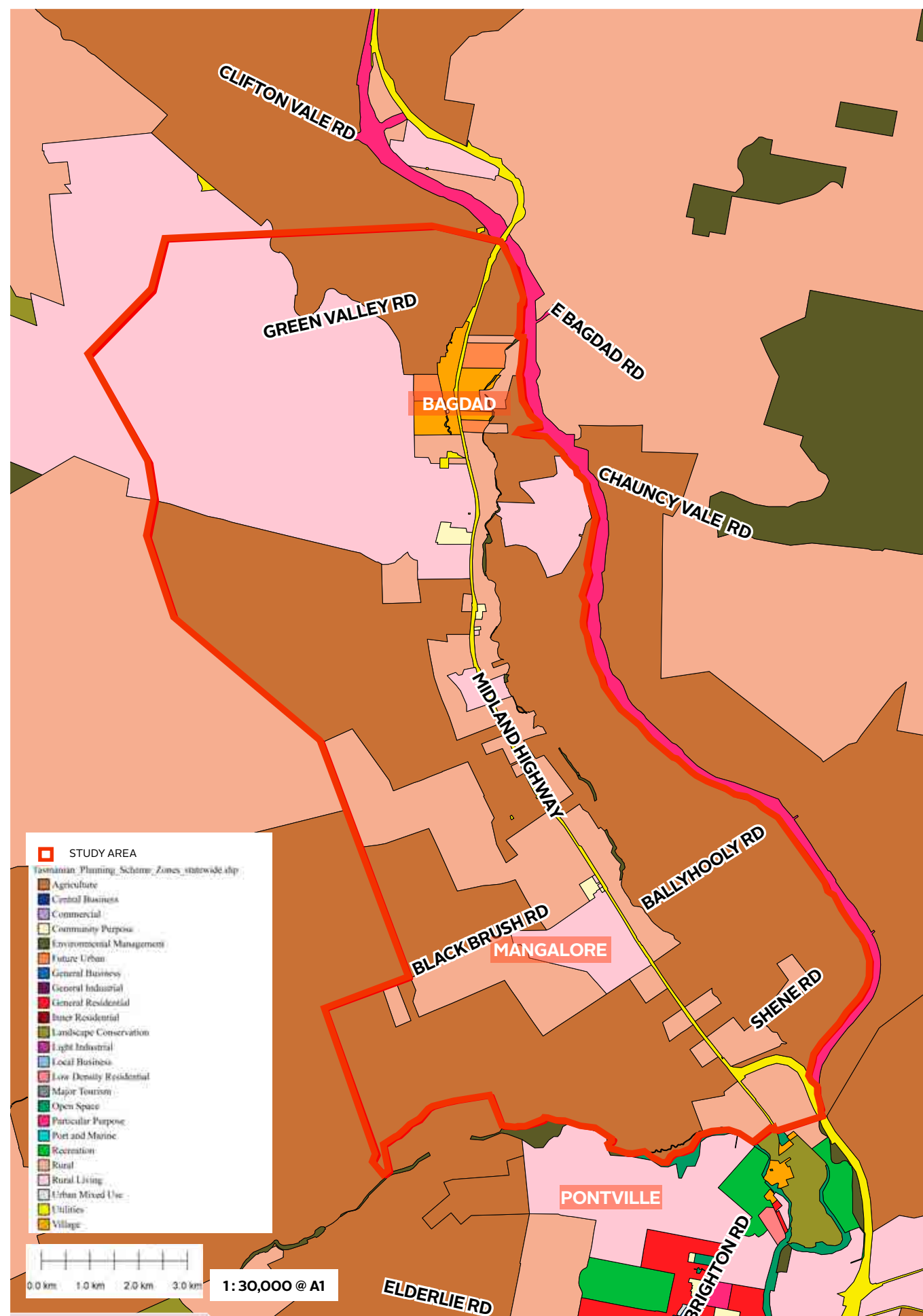


## 5.1 Mapping

### 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

- \_ 9 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.
- \_ Rural living zone largely located in northern fringe of the boundary while agriculture zone largely located along the south of the planning area.
- \_ Importantly minor area along the south Midland Highway provided for the village and urban future zone in north and rest of the area along the highway for the rural zone.
- \_ Environmental management area has provided along some part of major water bodies.





## 5.1 Mapping

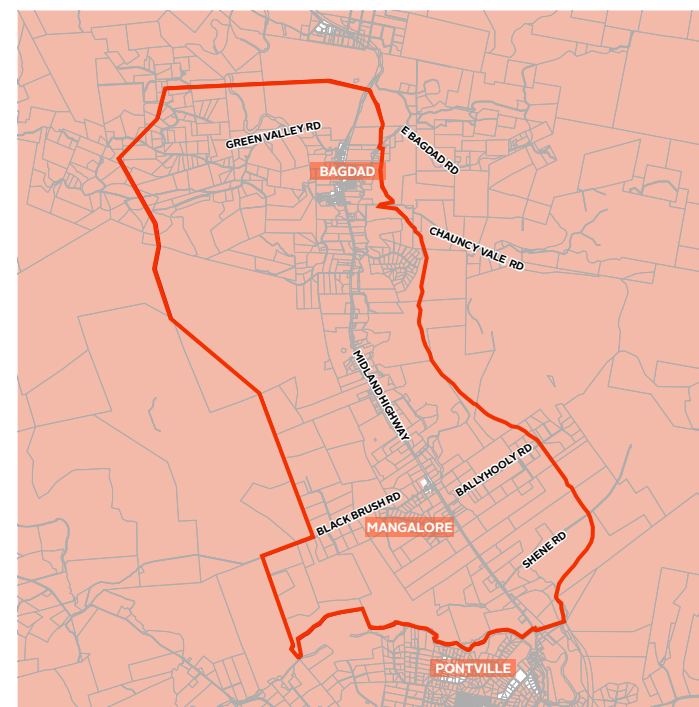
### Codes

**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.

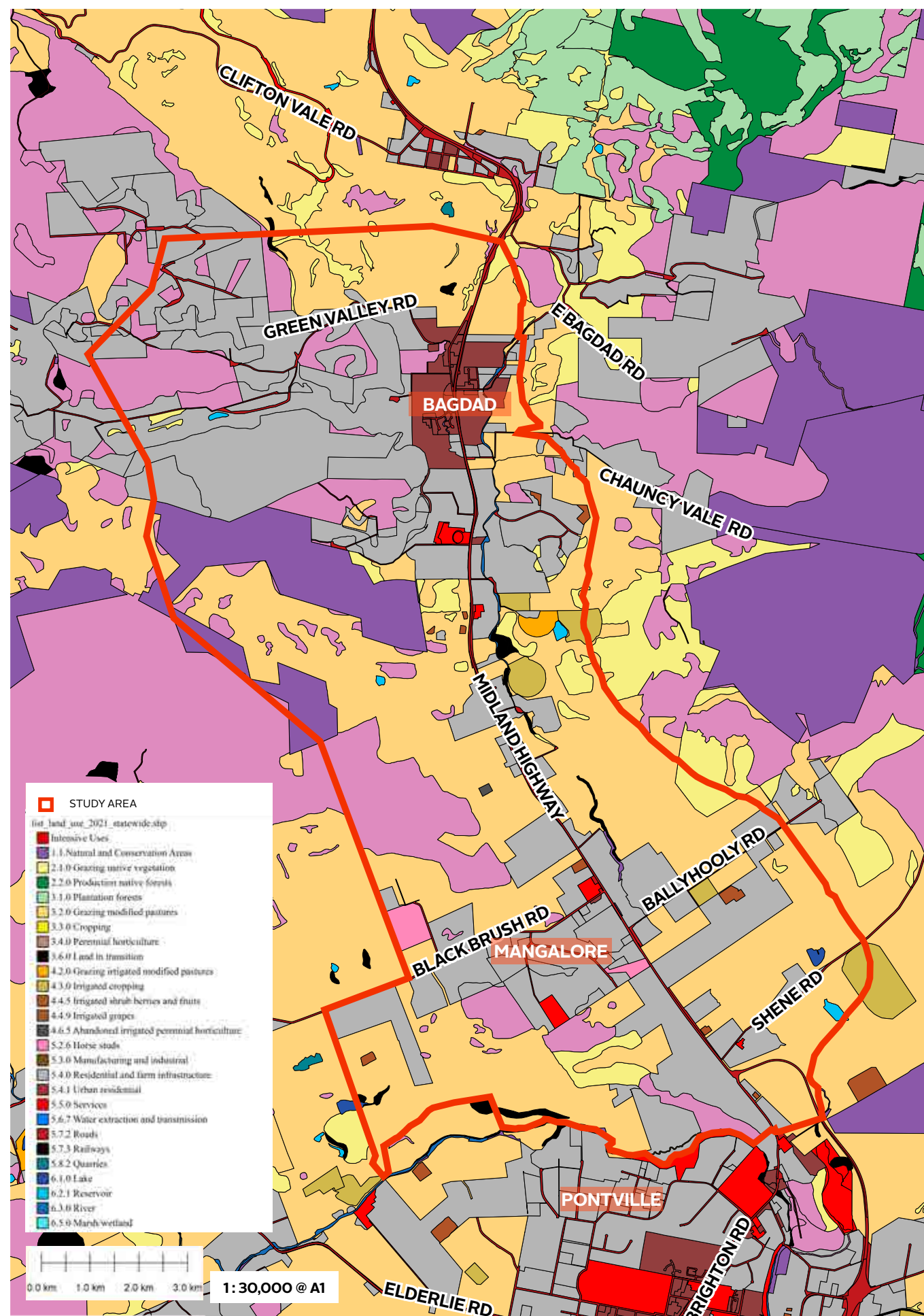




## 5.1 Mapping

### Land Use

**Residential and Farm Infrastructure, and Grazing irrigated modified pasture area, are the most common landuses in the Study Area.**



### Observations

- \_ Land uses in the study area are generally residential and farm infrastructure along South midland highway and remaining area predominately grazing irrigated modified pasture.
- \_ Commercial, public and recreational services scattered along the highway.
- \_ Urban residential cluster has been emerged in north of Bagdad
- \_ Rest of the area consist of residual native cover and the natural and conservation area.



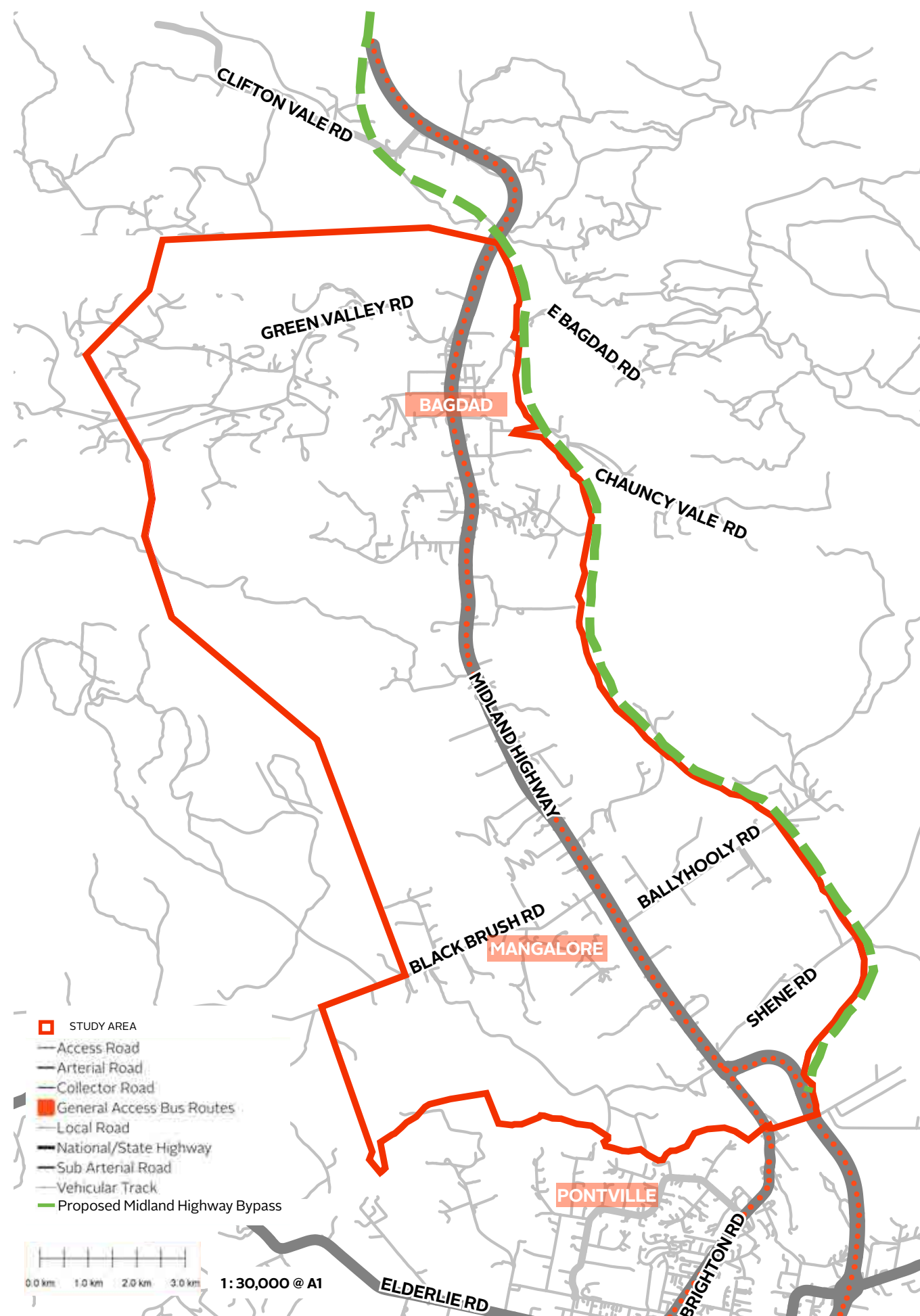
## 5.1 Mapping

### 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 proposed Midland Highway bypass to the east of the towns. It is likely that will not go ahead in the foreseeable future.
- \_ General Access Bus Routes are located along the Midland Highway.
- \_ Limited cycling routes throughout the study area.



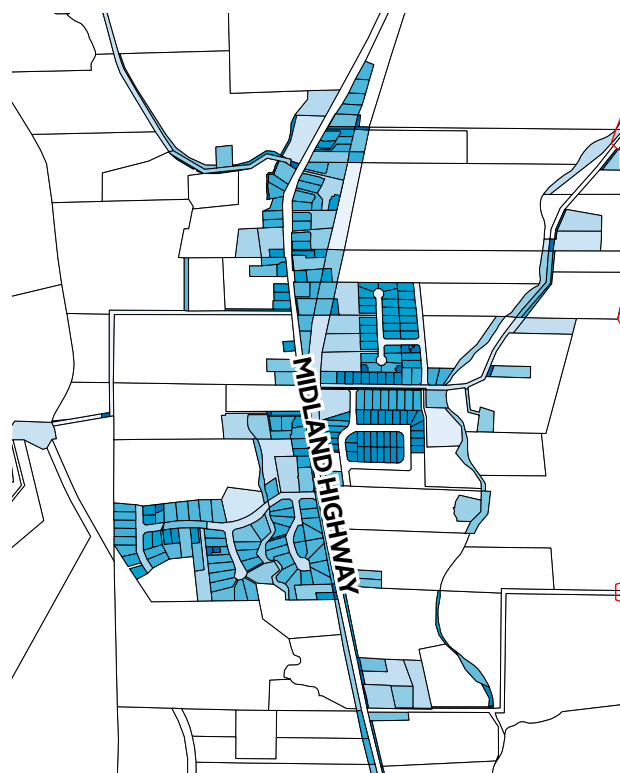


## 5.1 Mapping

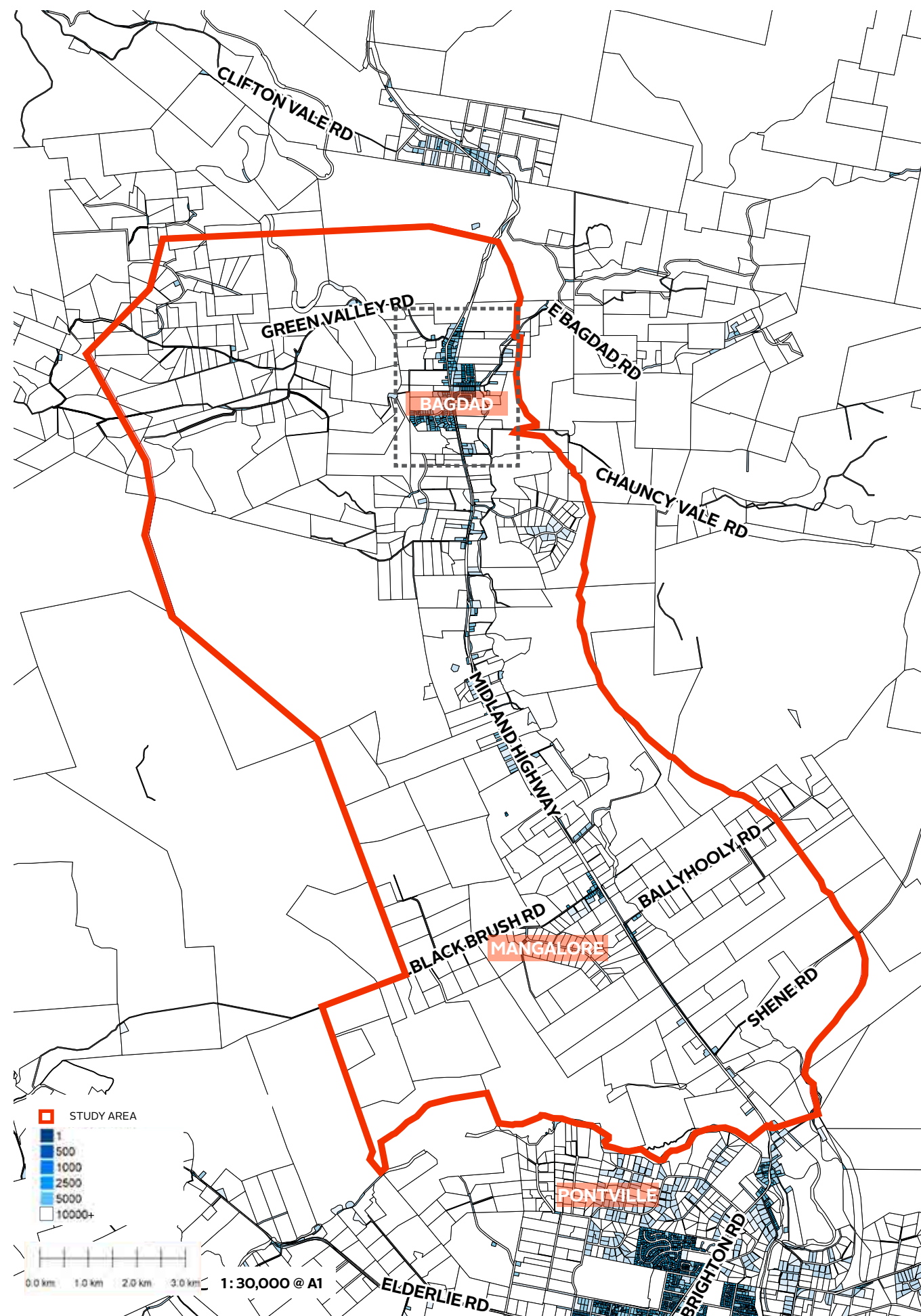
### Lot Size

**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 2,500m<sup>2</sup> - 5,000m<sup>2</sup>) 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 1,000-1,500m<sup>2</sup> to the east side of Midlands Highway in Bagdad.
- \_ A cluster of moderate allotments between 2,500-5,000m<sup>2</sup> at the key junction in Mangalore.
- \_ Large parcels (greater than 10,000m<sup>2</sup>) primarily to the surrounding the towns on rural allotments.

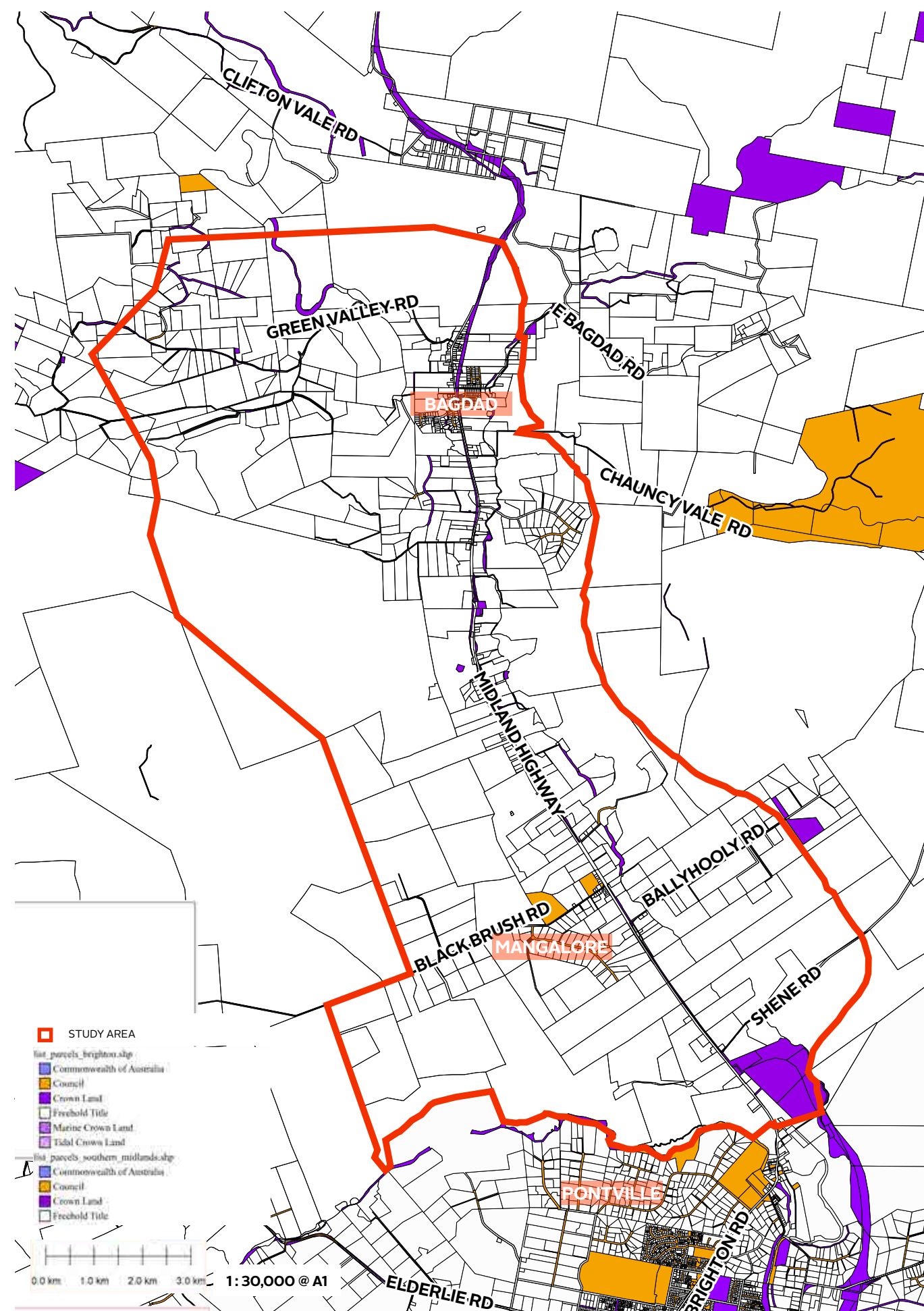


## 5.1 Mapping

### Land Ownership

**Areas of land reserved for the Crown along the Midland Highway.**

**Large areas of land in Mangalore are owned by Council along Black Brush Road.**



### Observations

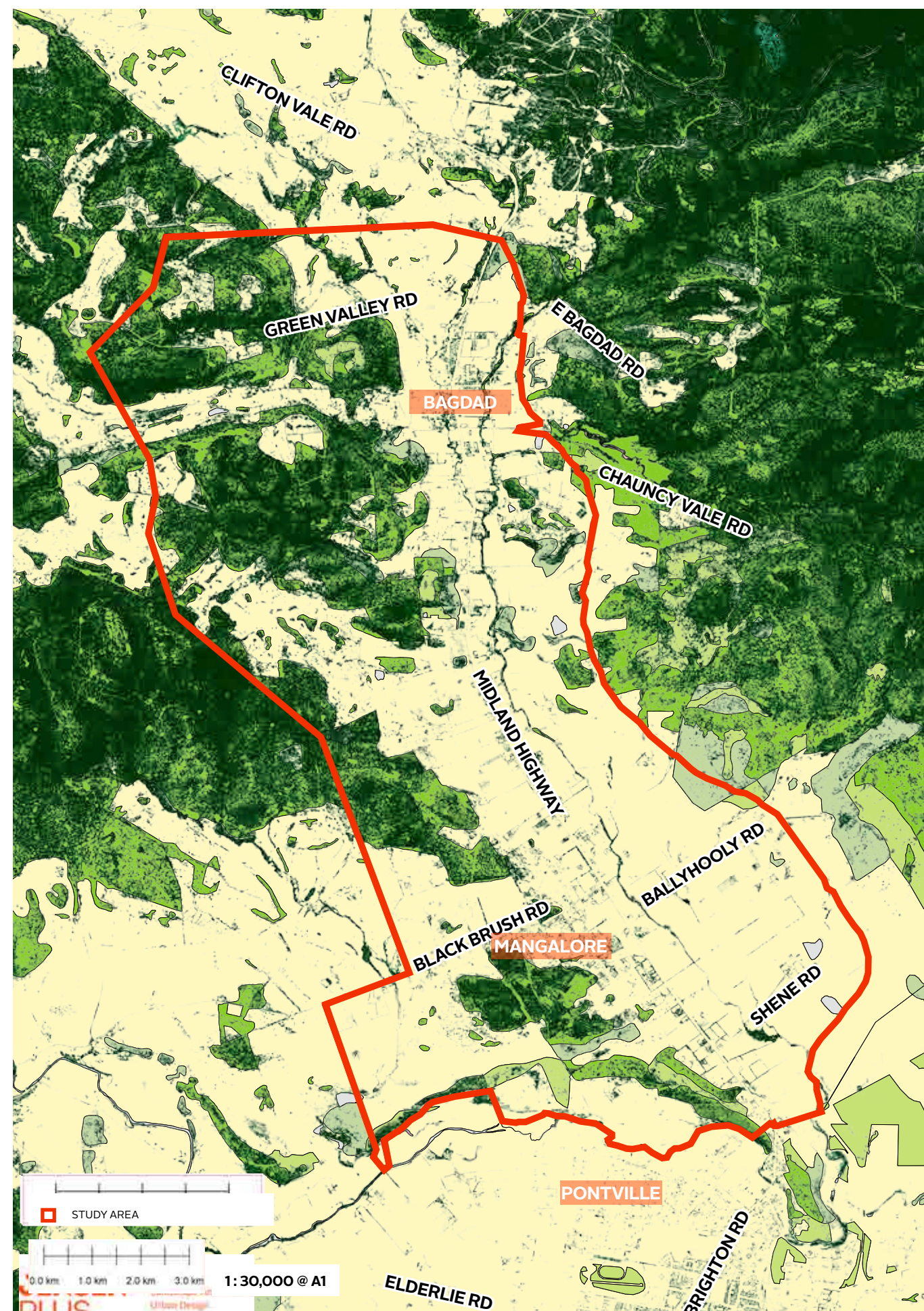
- \_ Majority of the land parcels are privately owned.
- \_ Designated areas of land set aside for the Crown, located along the Midland Highway, which are reserved.
- \_ A small number of parcels of land in Mangalore are under the ownership of Southern Midlands Council, situated along Black Brush Road.



## 5.1 Mapping

Landscape + Vegetation

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

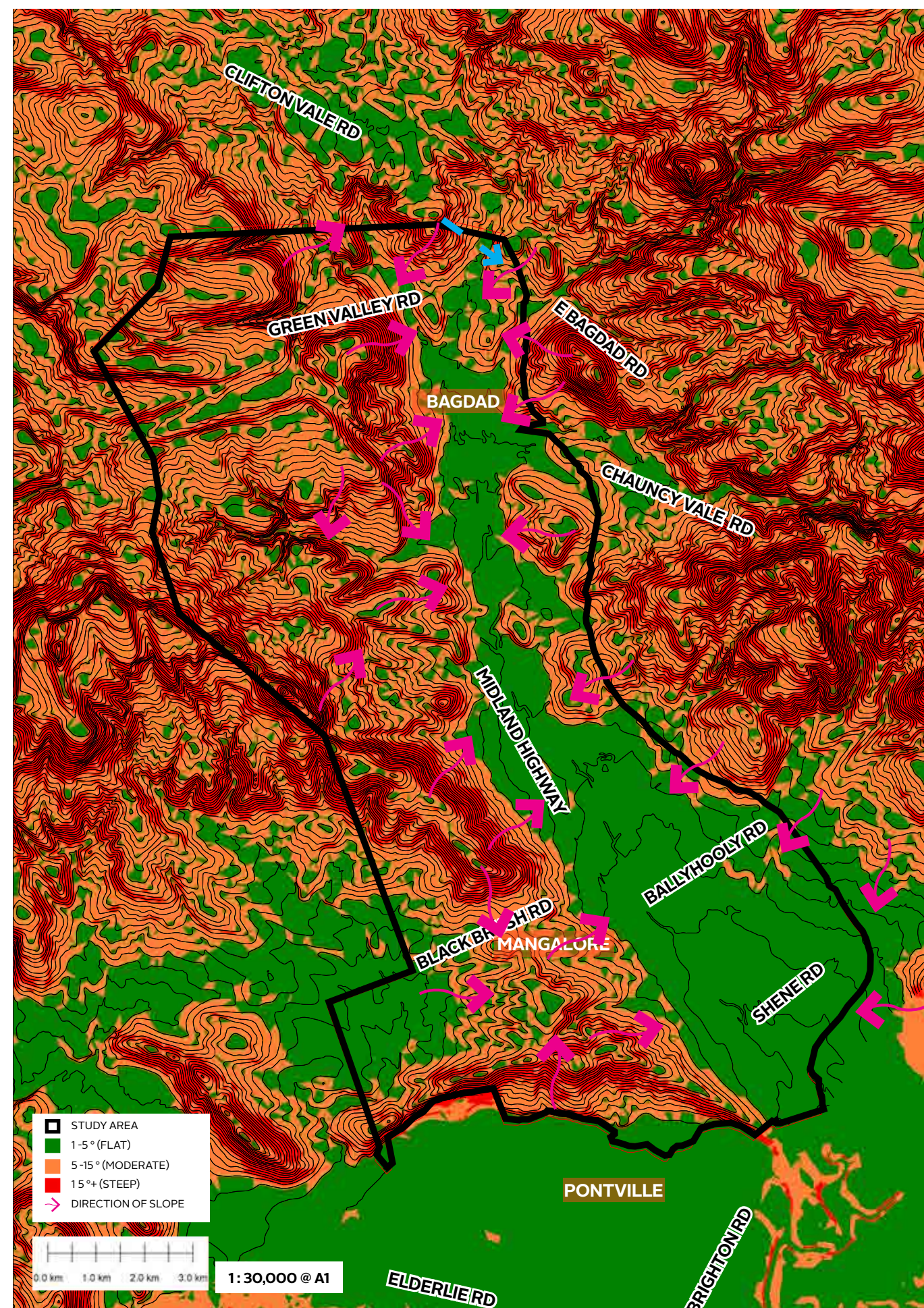




## 5.1 Mapping

Topography + Water


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



## Observations

- \_ Flat topography predominantly along the Midland Highway.
- \_ Moderate and steep slope mostly covers the study area. Steep slope presents risks for construction and servicing.





**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 following pages shows the quantity and location of social infrastructure. The benchmarking analysis for suggests that there is a sufficient quantity of social infrastructure based on the current population. A potential perceived gap in the quantity of social infrastructure based on the current population, includes:

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

**Following this review of the quantity of social infrastructure in Bagdad-Mangalore, there appears to be sufficient infrastructure available to accommodate the projected population in 2053 (High Growth Scenario). 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.**

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

It is highlighted that these benchmarks provide a high-level assessment only. It does not assess the adequacy, acceptability or accessibility 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.



## 6.2 Mapping

### Social Infrastructure

**1x Primary School**

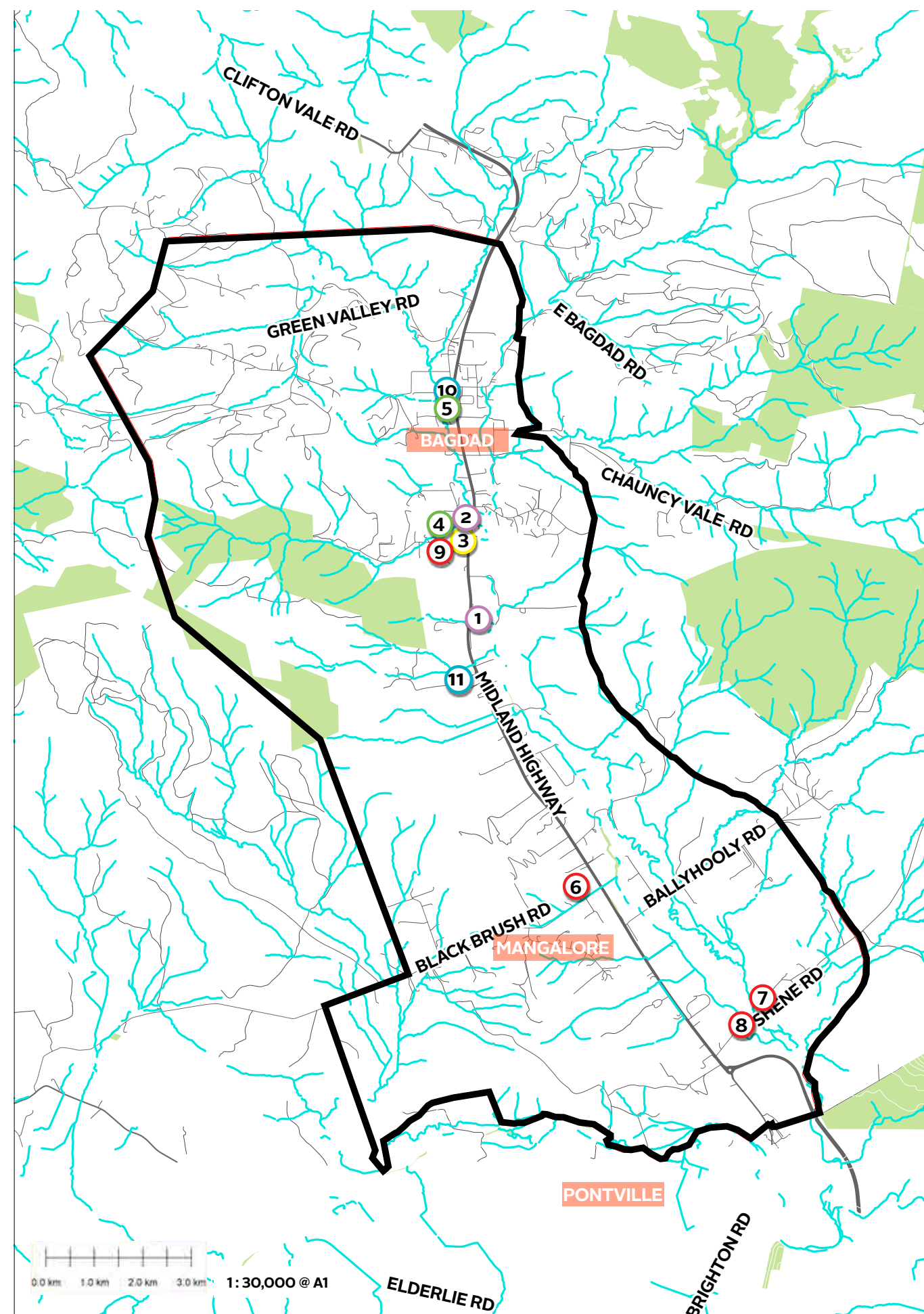
**1x Community Facility**

**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

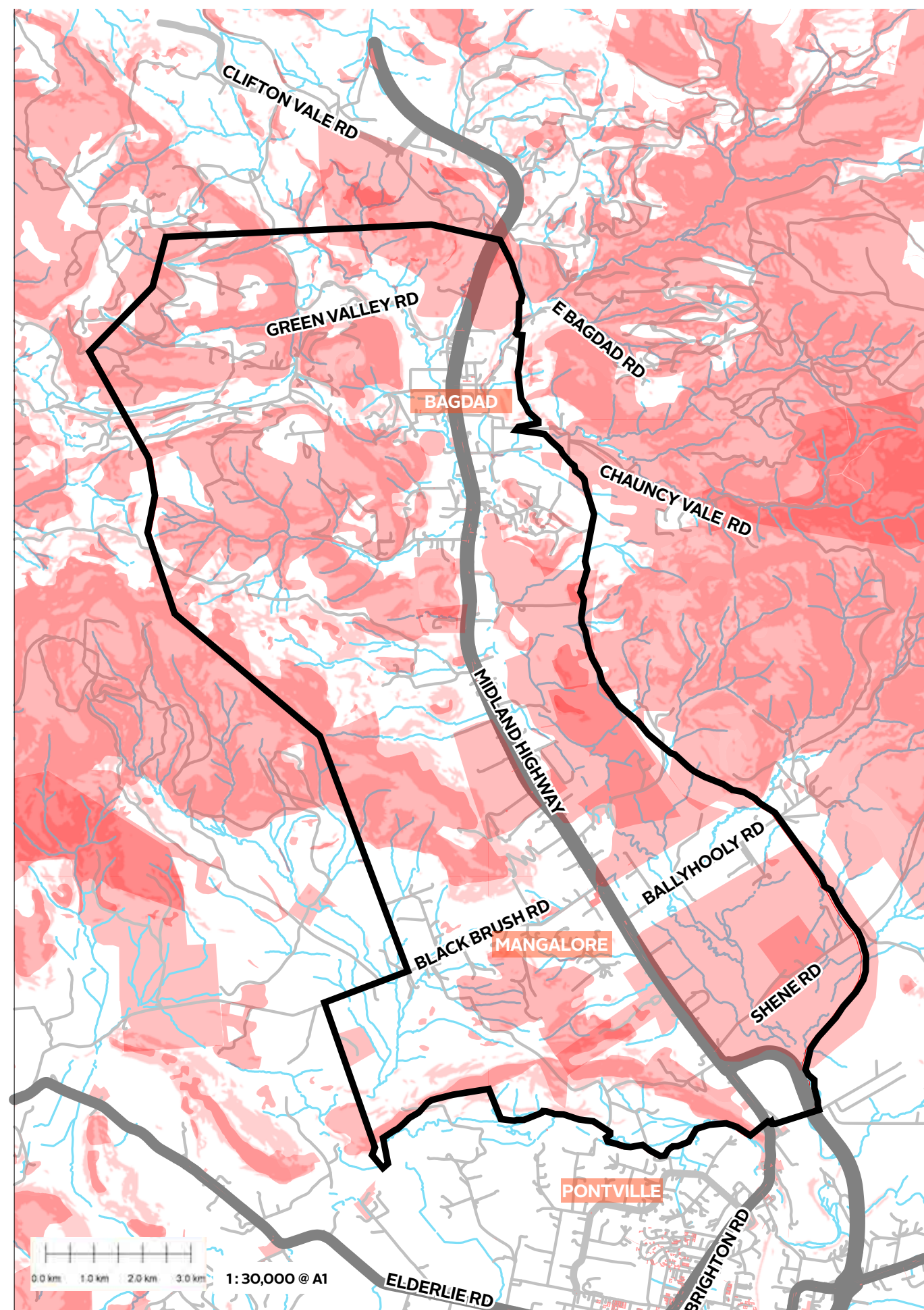




## 7.1 Mapping Constraints

**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.**



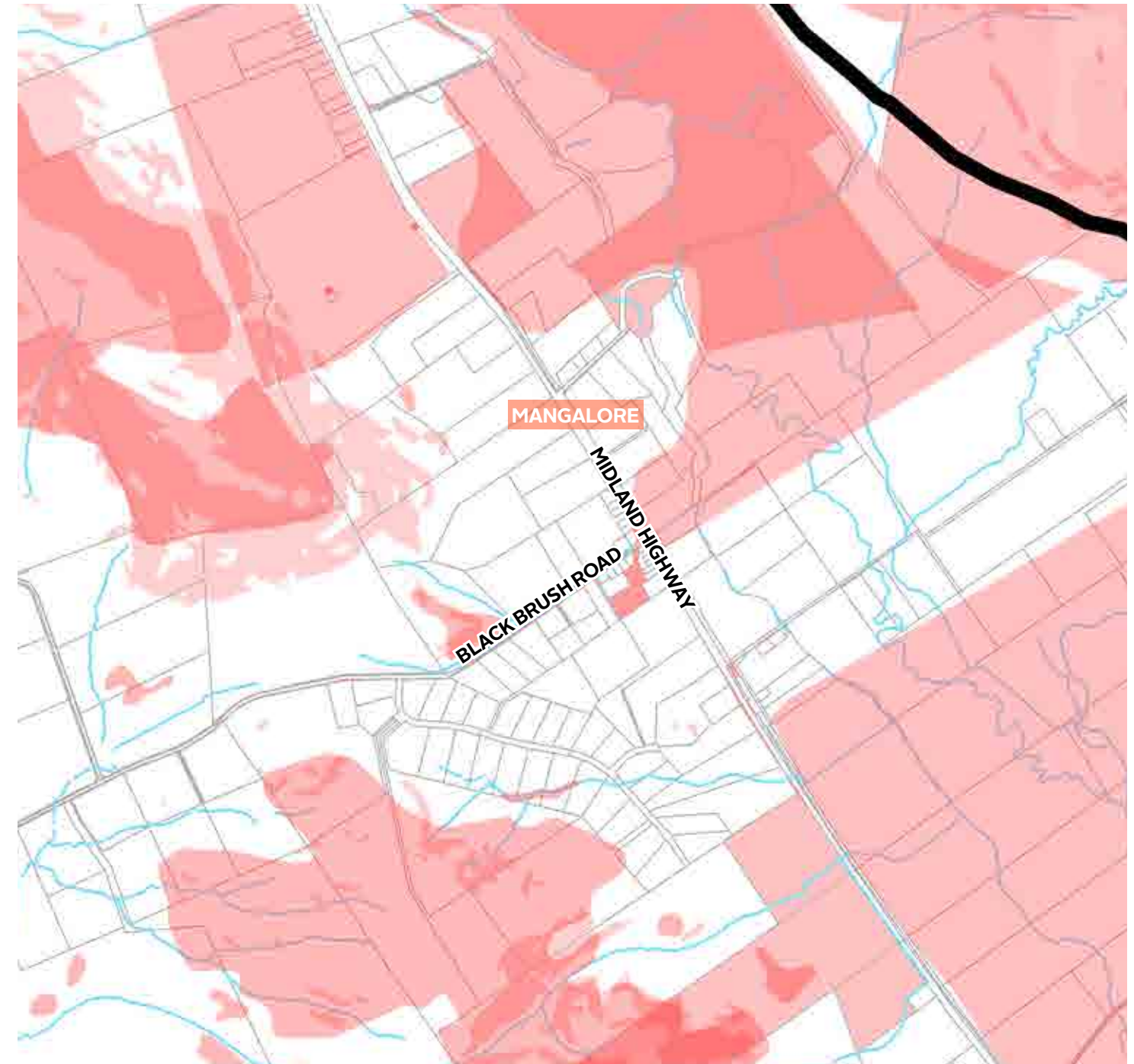
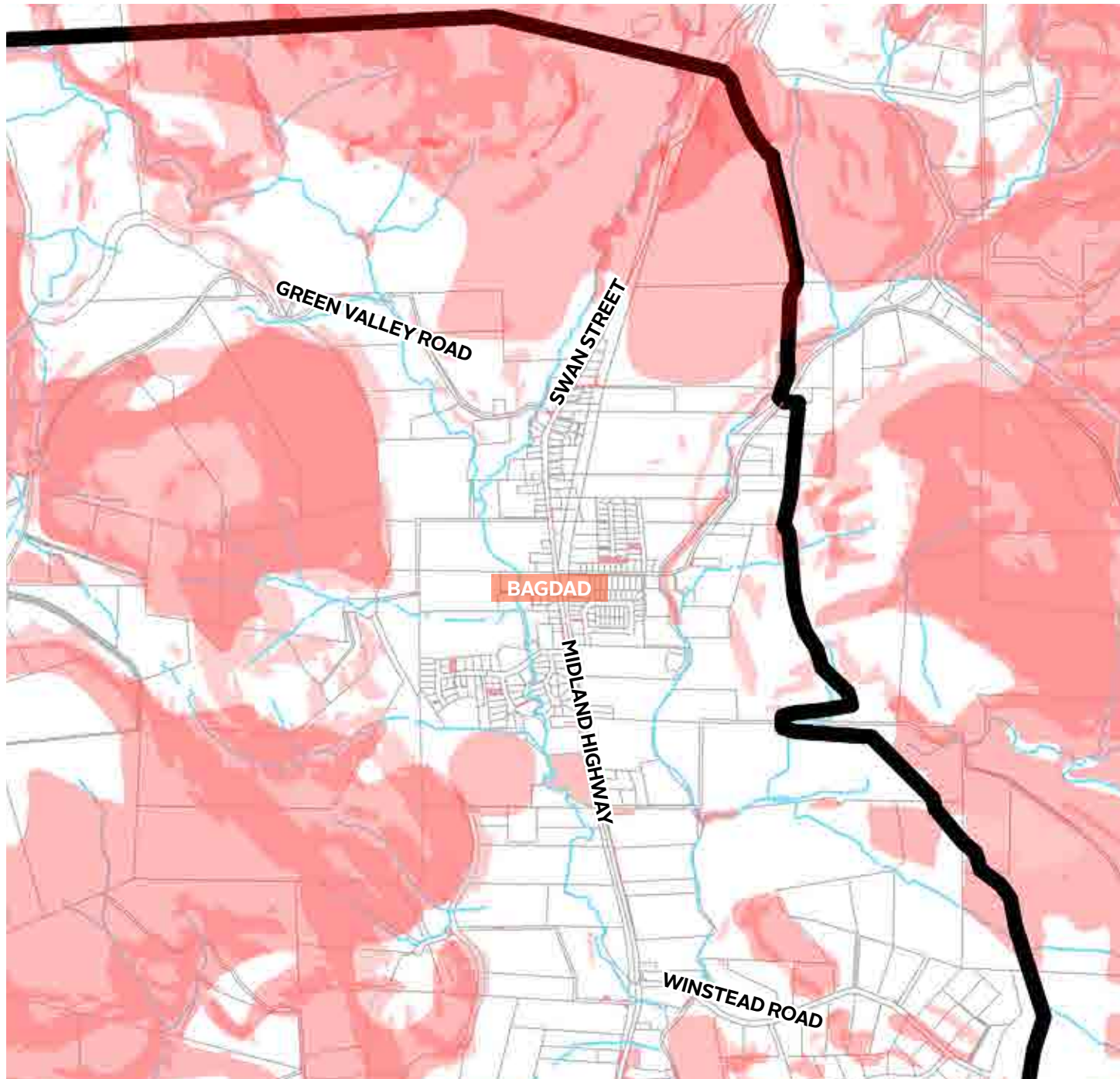
## Observations

- \_ 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 500m<sup>2</sup>
  - \_ 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**

- Early Community + Stakeholder Engagement
- Online Community Survey
- Early stakeholder engagement
- Co-Design Workshop



## 8. Community + Stakeholder Engagement

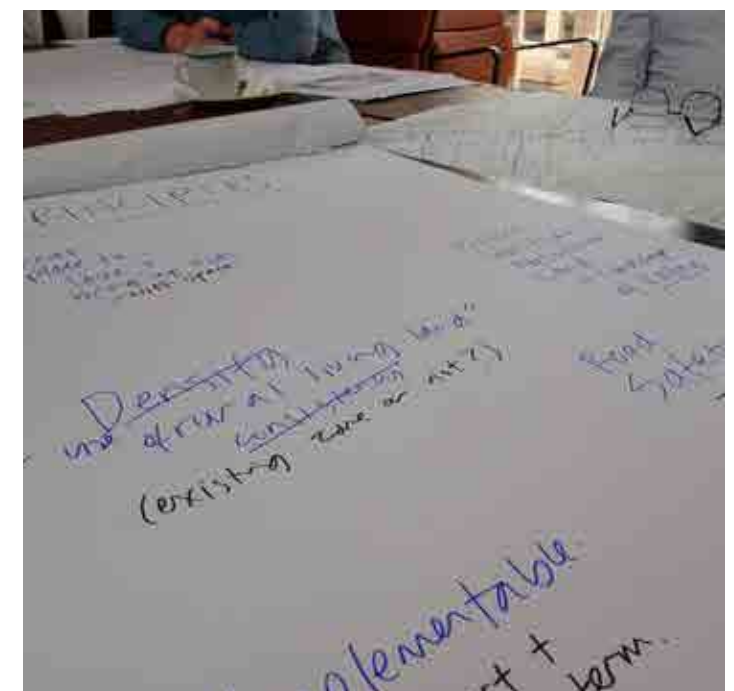
**Genuine engagement with Bagdad - Mangalore's community, residents, councillors, local businesses and stakeholders is essential to developing a robust, well supported structure plan.**

### 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
- \_ Co-Design Workshop 19th + 20th February 2025





# Sample of results

## 8.1 Bagdad-Mangalore Online Community Survey

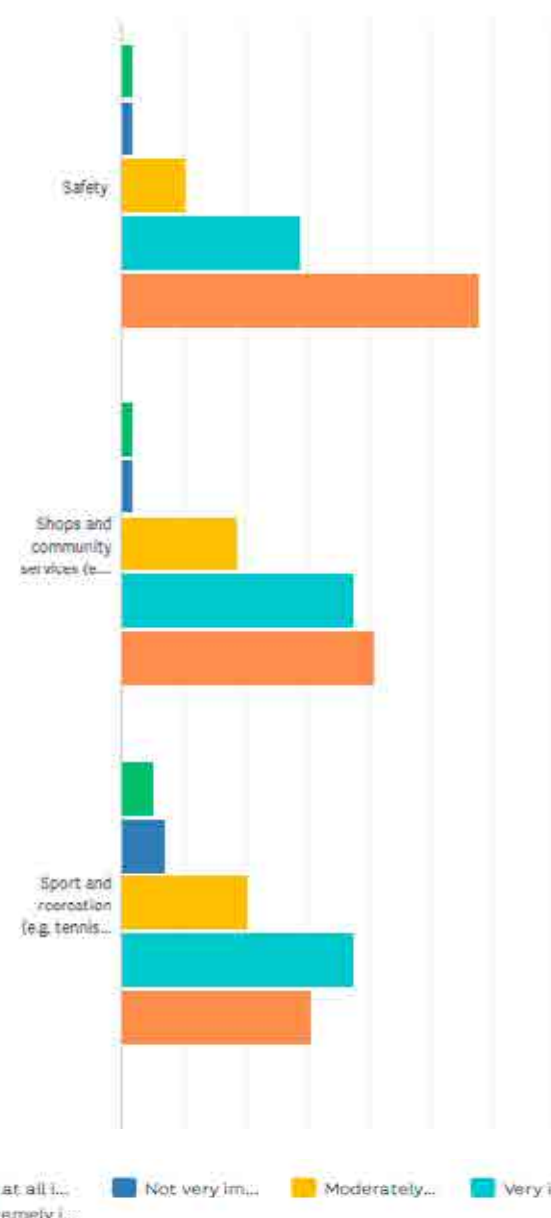
November - December 2024

### 59 responses!

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

51% of respondents had children in their household.

### 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)

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.

The lowest scoring item was "cultural attractions".

Examples of highly important values



## 8.2 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, 19<sup>th</sup> February 2025

5pm-7pm

Community Drop-In

Thursday, 20<sup>th</sup> February 2025

6pm-7pm

Final Presentation

Bagdad Community  
Club

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



### Workshop Objectives

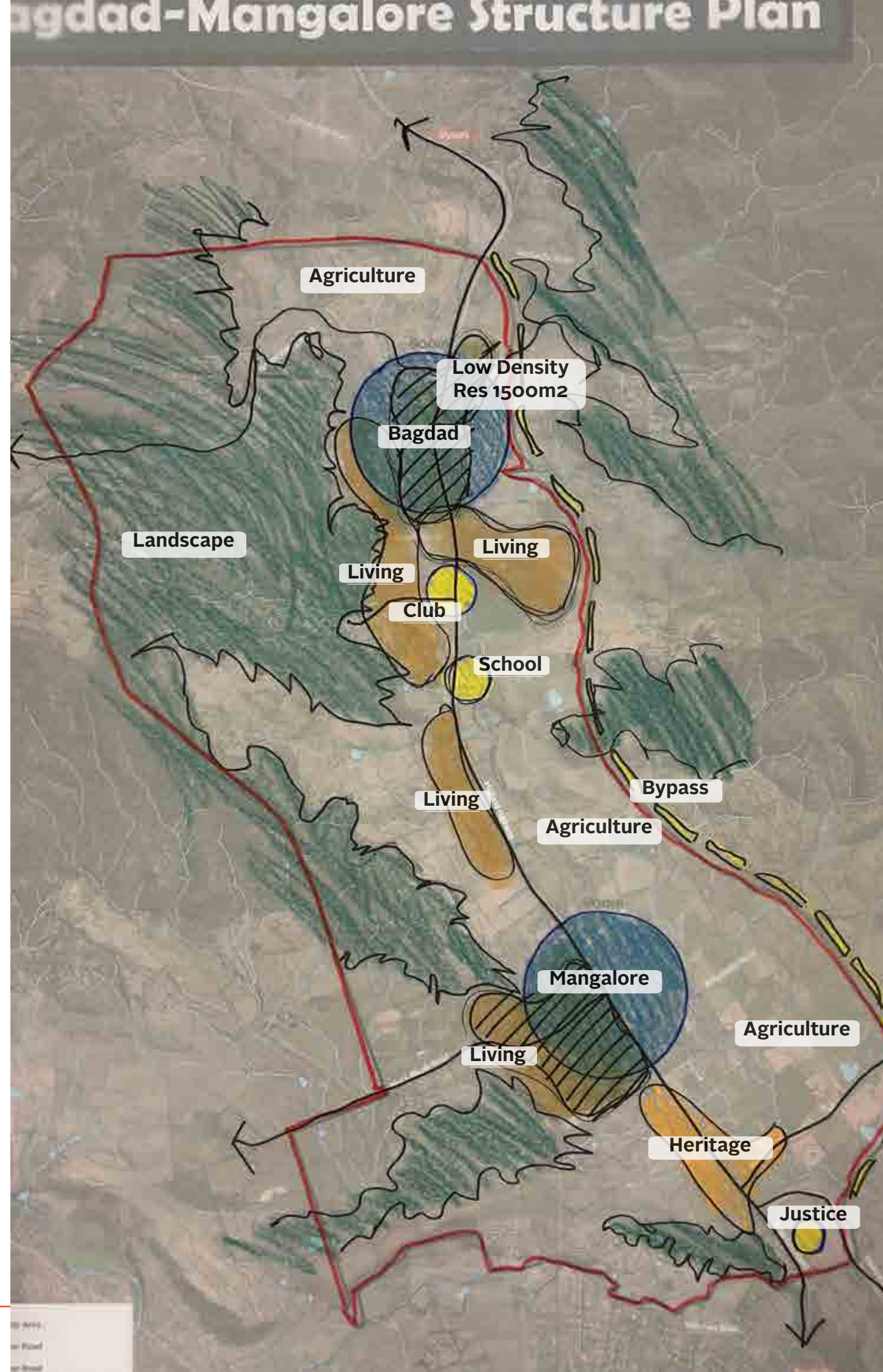
1. Shared understanding of the **context, issues and opportunities**.
2. Develop **vision and guiding principles** for the structure plan
3. Create a **30-year spatial planning scenario(s)** (eg. land use + infrastructure)
4. Develop **key strategies, recommendations + priorities**
5. Community stakeholder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





## 8.2 Overall concept

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



Bagdad-Mangalore  
DRAFT Structure Plan

**Co-design  
workshop  
summary**

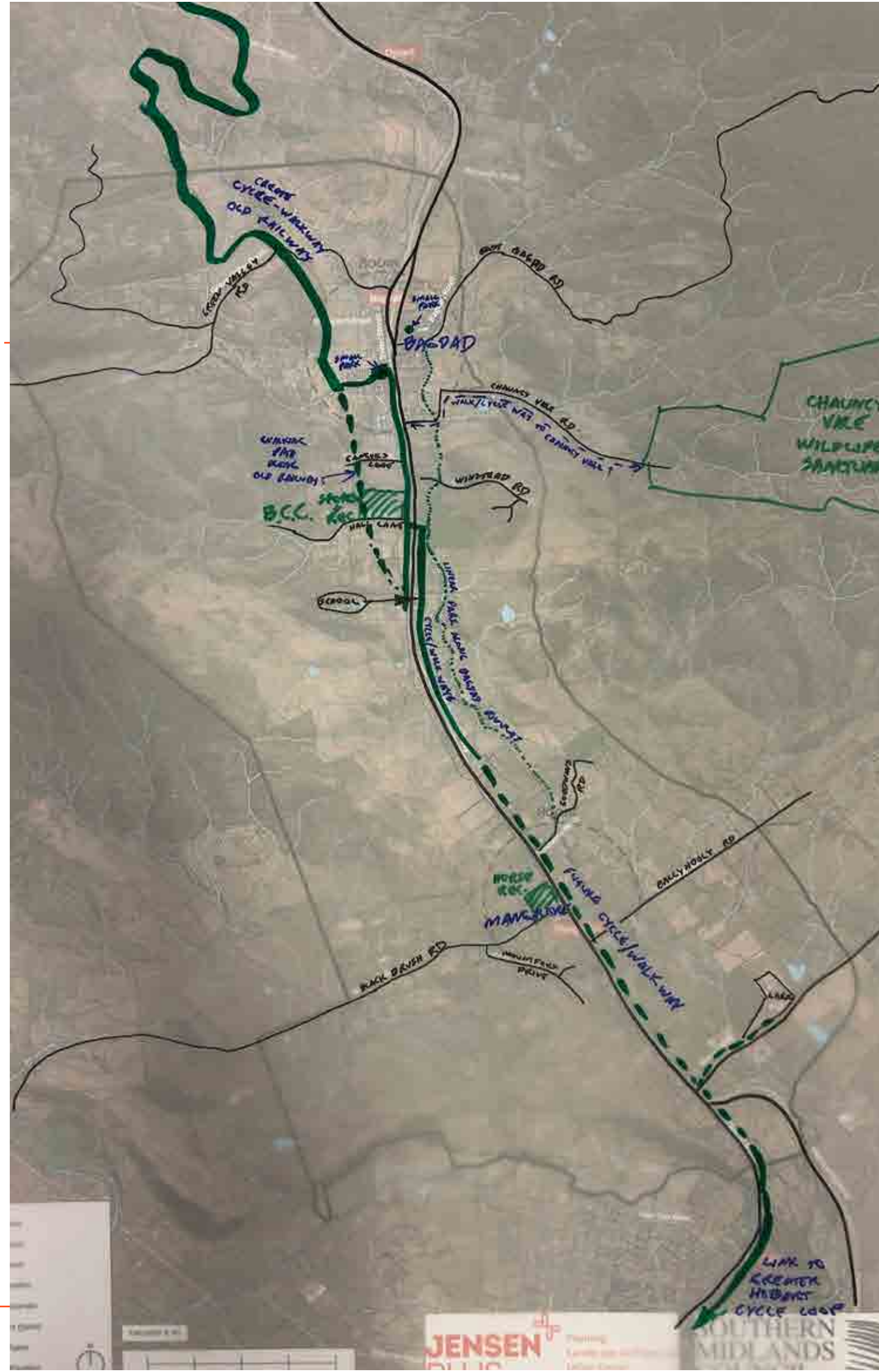
Note: refined after Day #1 and #2 workshops  
and community drop-in feedback



## 8.2

# Connections, paths, open space concept

- **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.



## 8.2 Bagdad concept

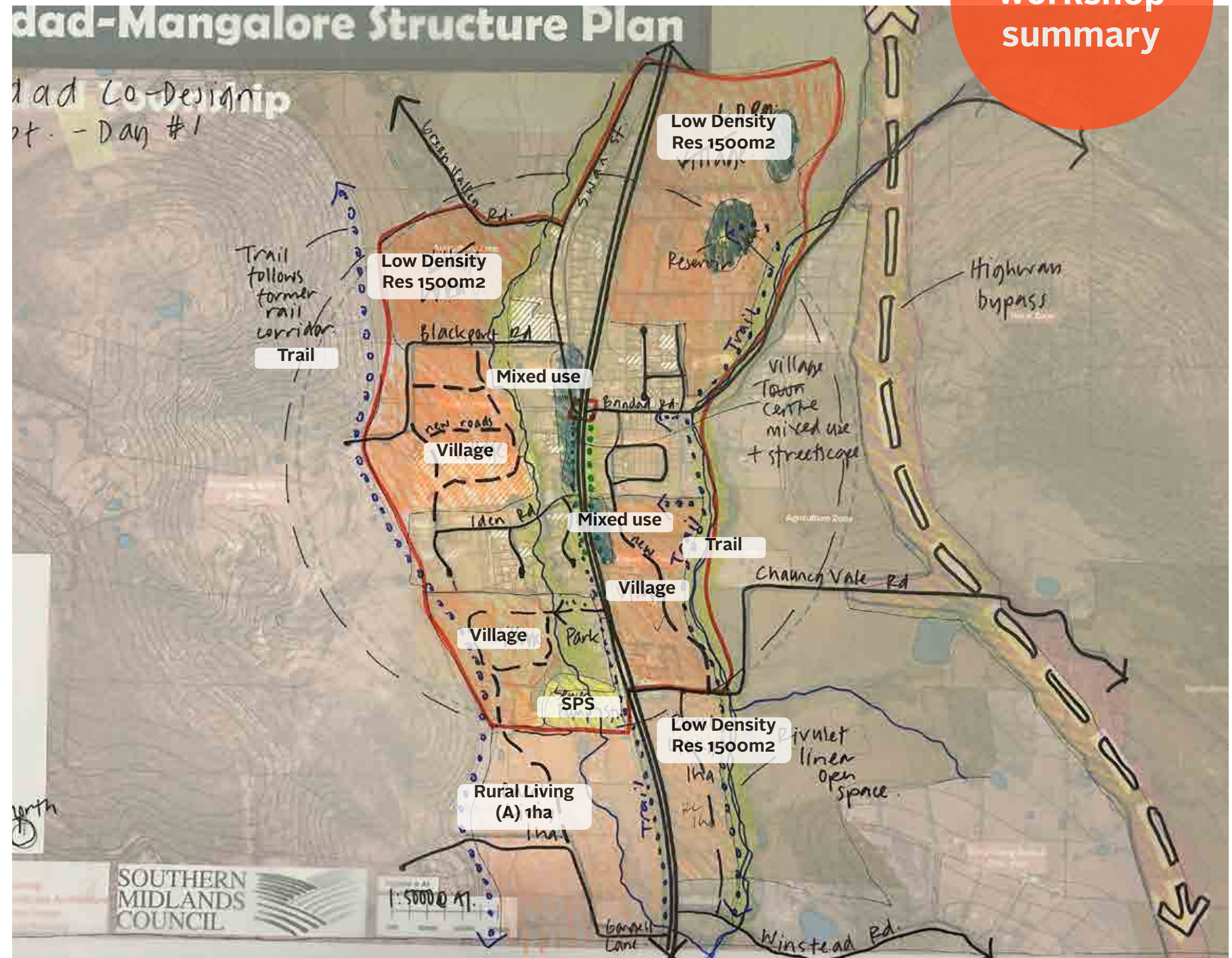
ZONES.		min lot
Village		600m <sup>2</sup>
Future Urban		n/a
Low Density Res		1500m <sup>2</sup>
Rural Living A		1ha
	B	2ha
Agriculture	n/a	5ha
	C	10ha
Rural	D	40ha

all Ag Zone (except high prominence) allow small industries, houses, public nature veg


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

Note: further zone testing required.

Land use budget + yield to be calculated and tested.







**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. 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.





## 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.

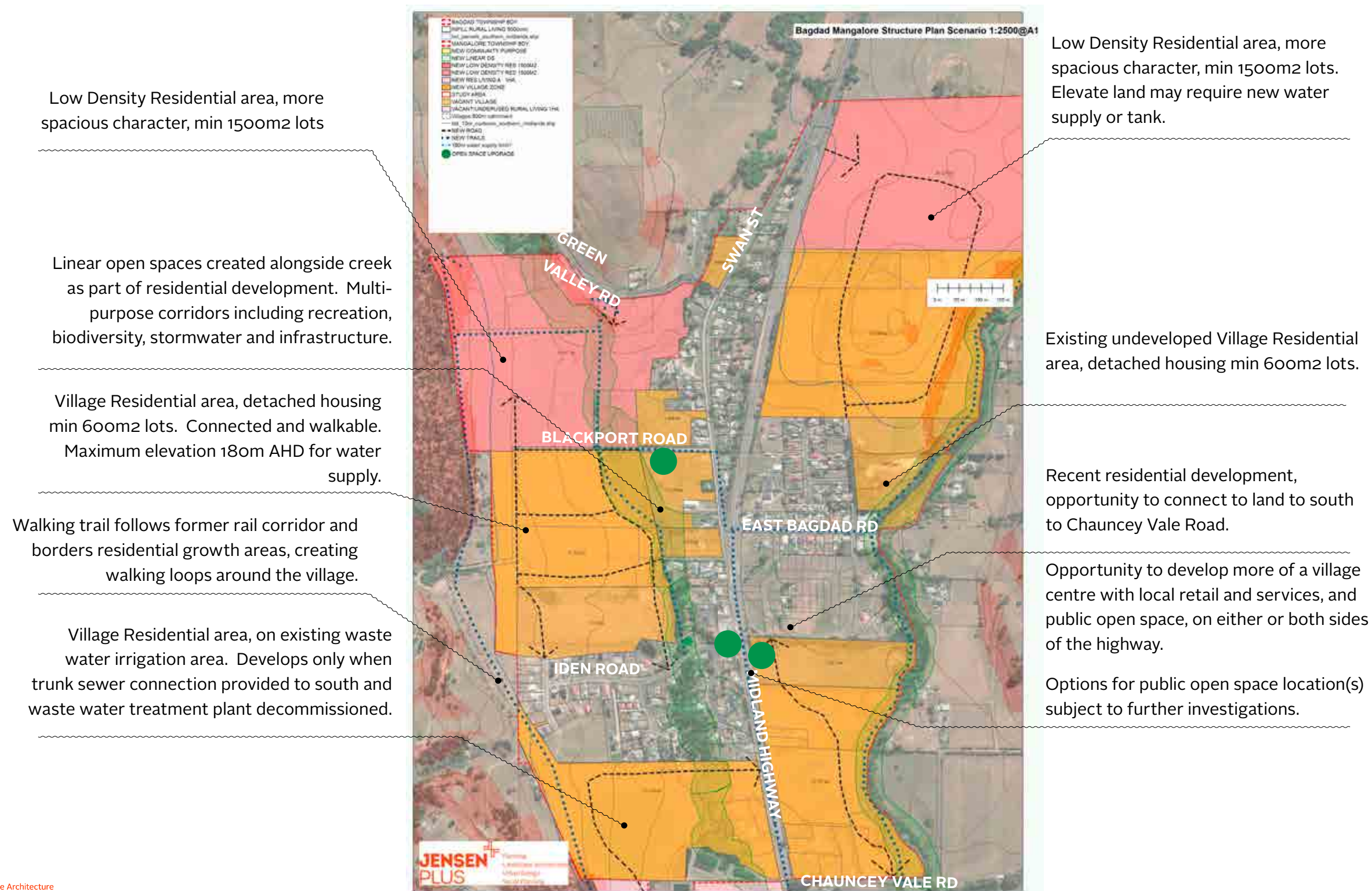


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## 10.2 Structure Plan \_ Bagdad

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.



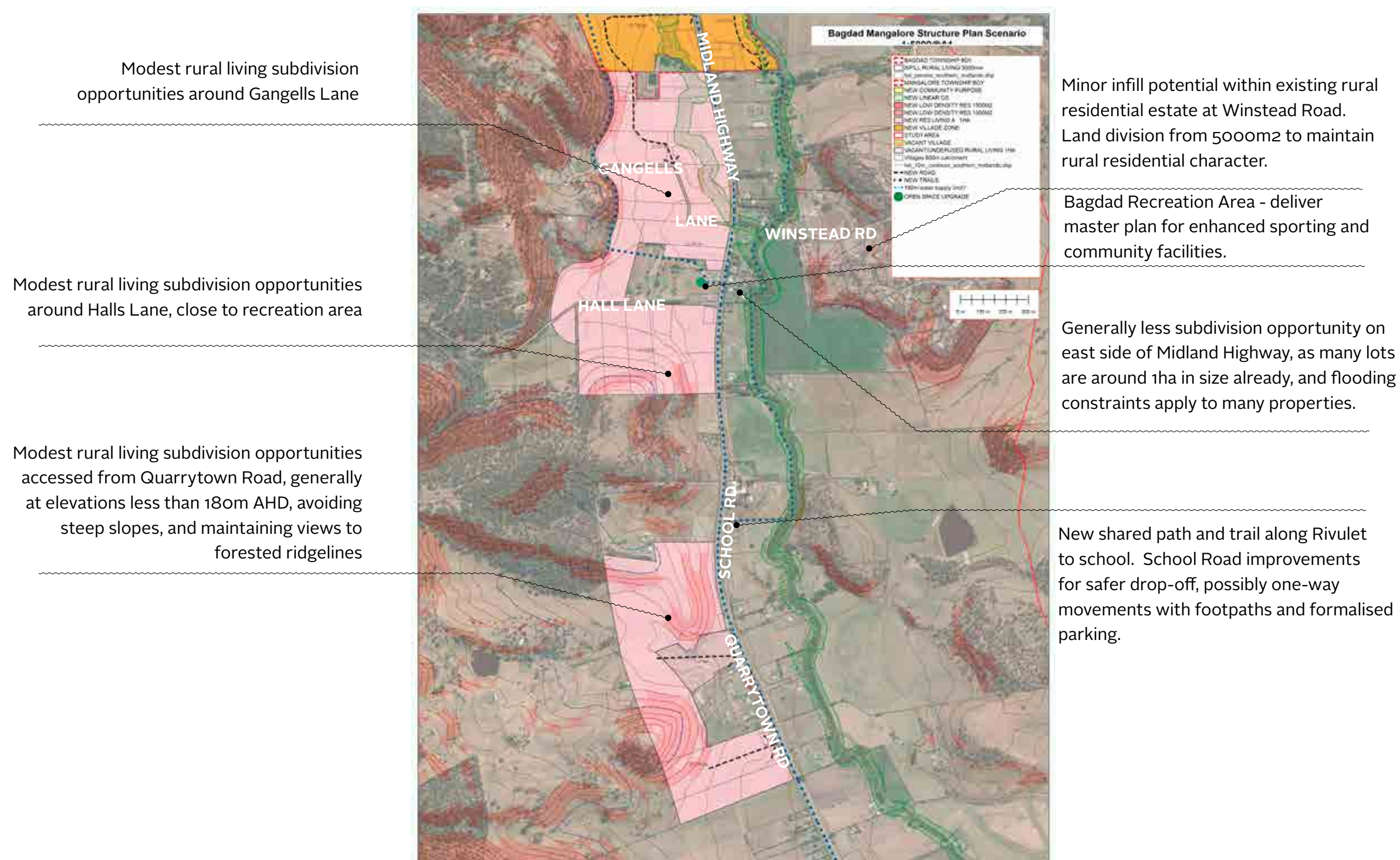
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## 10.3 Structure Plan \_ Bagdad South

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.



1:20000@A3



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

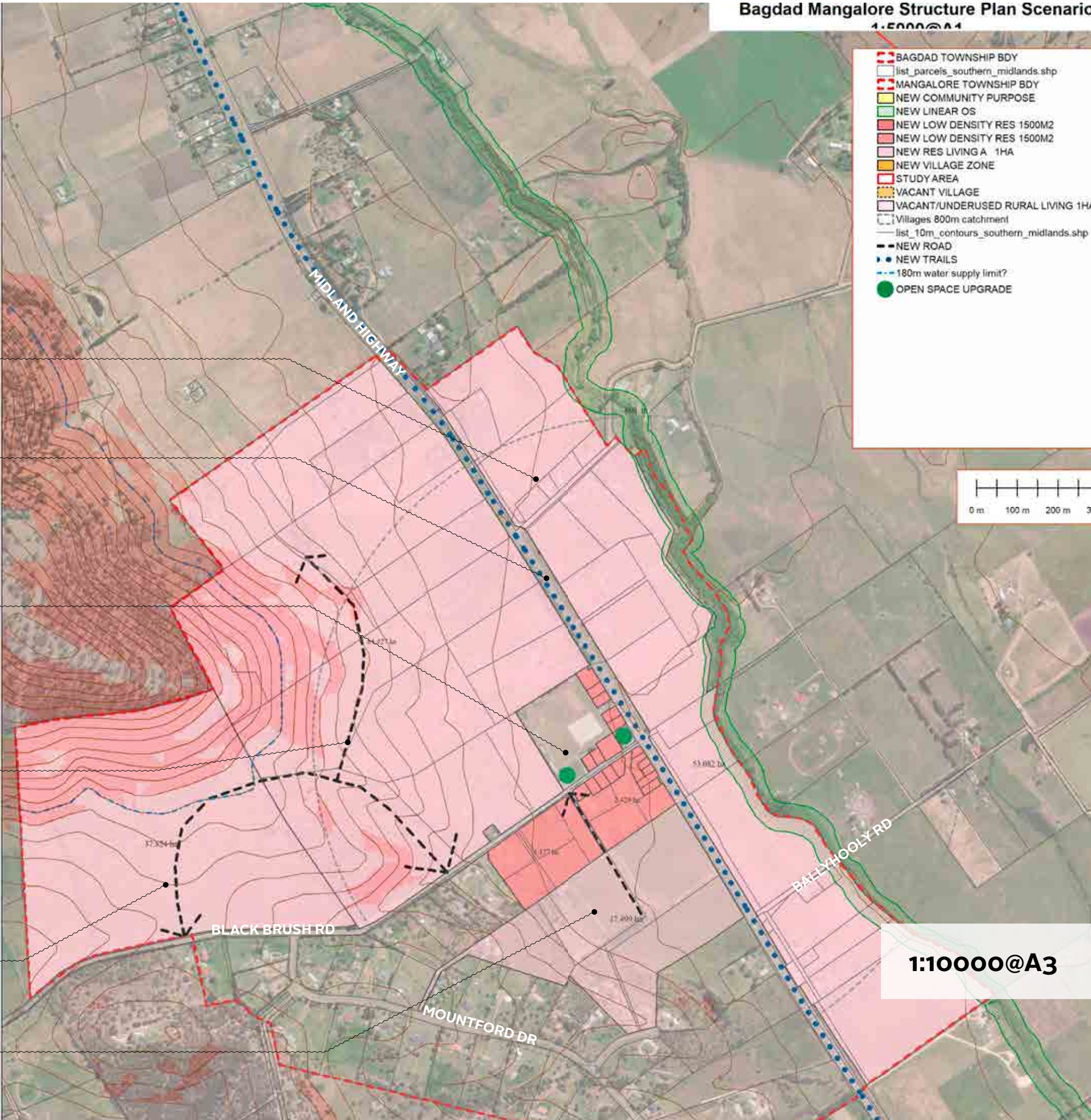
Bagdad-Mangalore-Brighton shared use path

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.

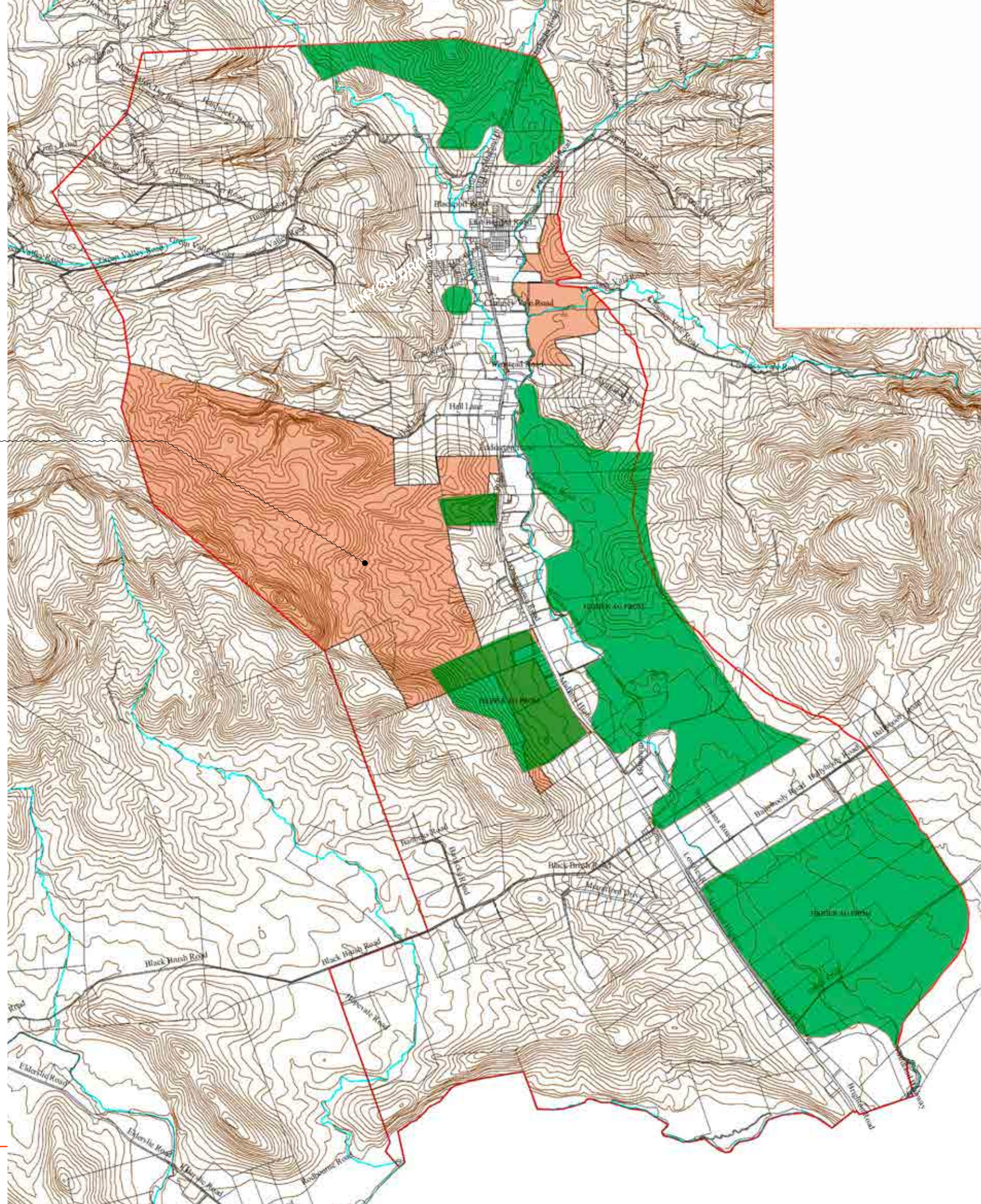




## 10.5 Structure Plan \_ Rural and Agricultural Land

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.





**JENSEN**  
**PLUS**

Planning  
Landscape Architecture  
Urban Design  
Social Planning

Map of land parcels in the Kalamazoo River watershed, color-coded by ownership:

- Red (Kalamazoo County):** 20.128 ha, 19.107 ha
- Orange (Michigan State University):** 19.309 ha, 4.18 ha, 2.45 ha, 2.302 ha, 5.314 ha, 12.738 ha, 3.815 ha, 3.19 ha
- Yellow (Private Land):** 0.04 ha, 8.659 ha

- 

- [illegible]

- 4

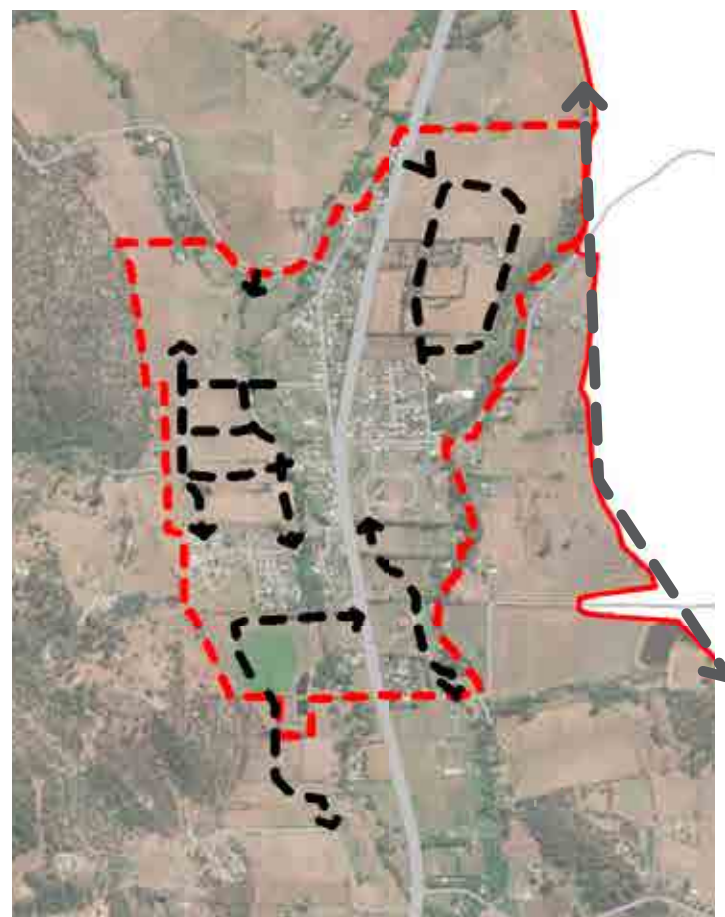


## 10.7 Structure Plan elements (transport)

**Access to development sites will focus on side road access, avoiding 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



**Bagdad**

1. New residential developments supported by 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



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).

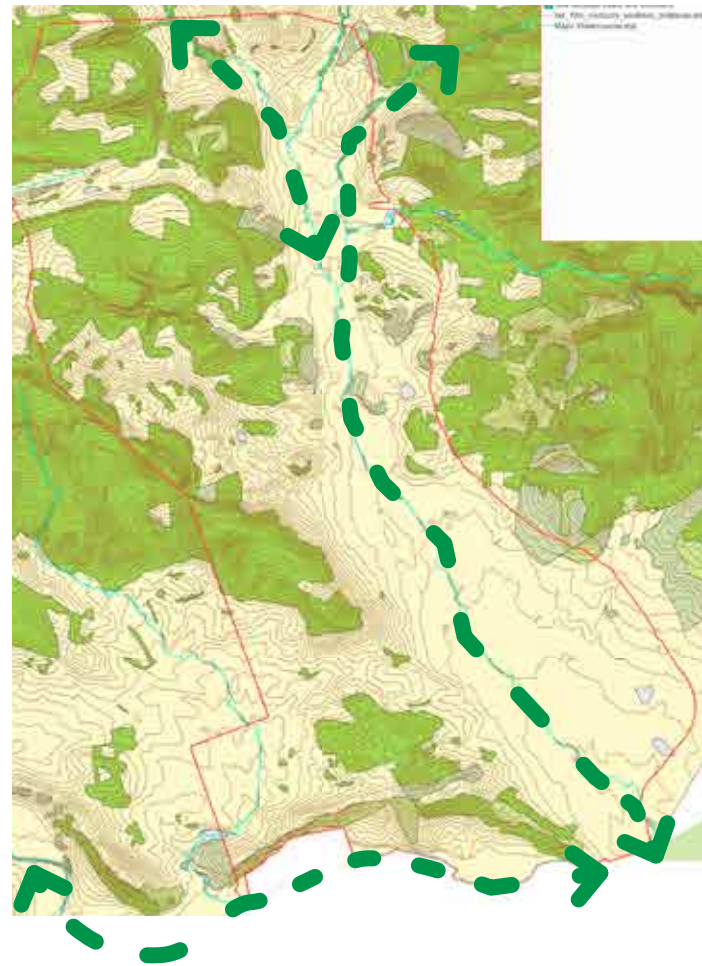


## 10.8 Structure Plan elements (environment)

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

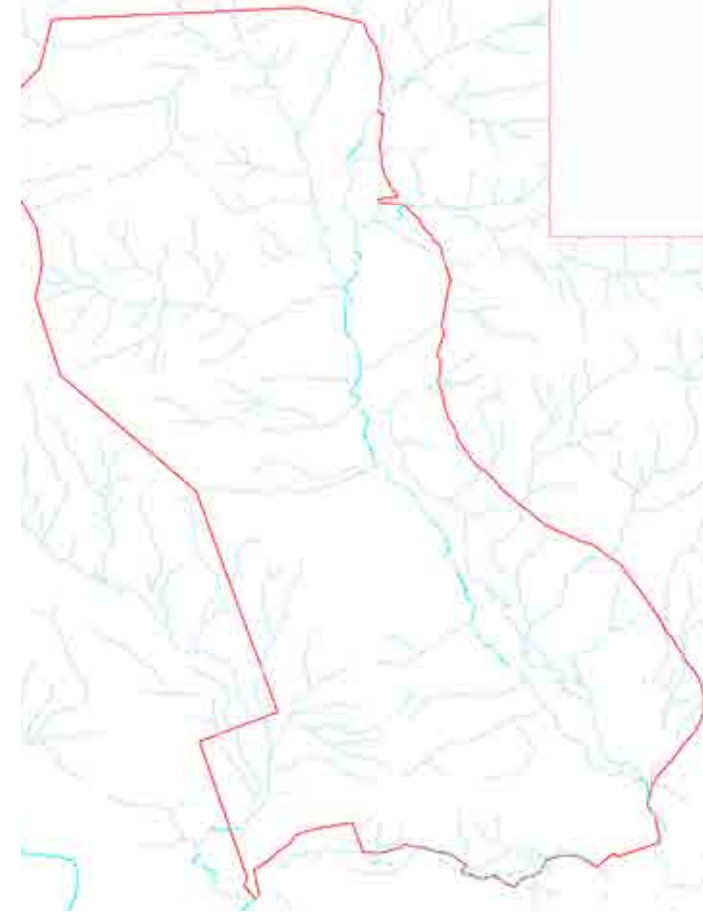
**Bagdad Rivulet and its tributaries are important for stormwater conveyance. Their quality as environmental (and recreation) corridors should be improved over time through better planning and management.**

### Green Infrastructure + corridors



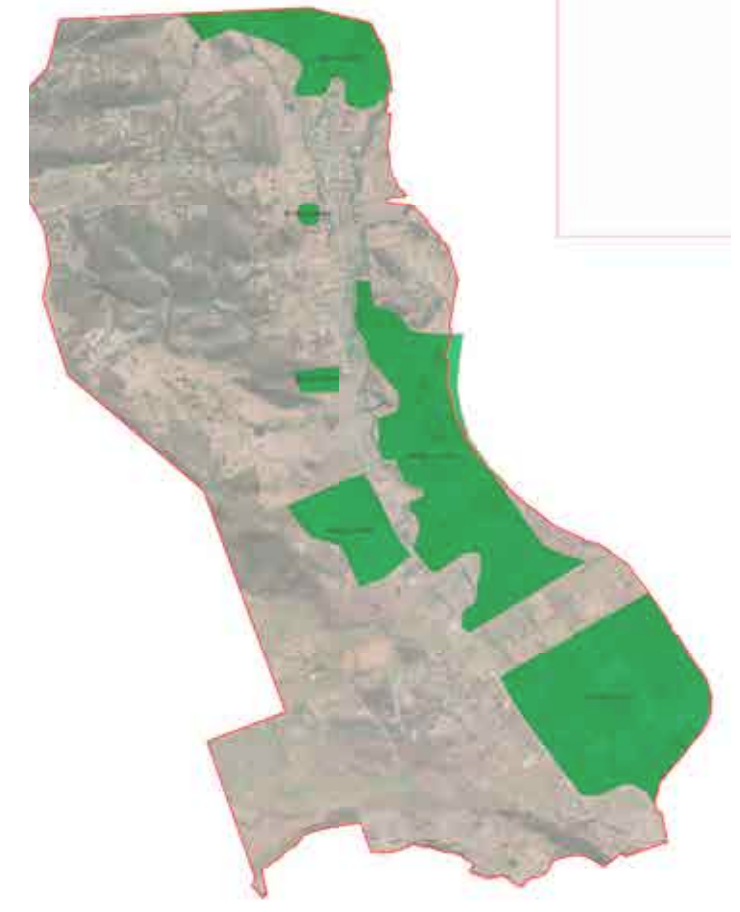
- \_ High forest lands above the valley to the east and west provide the environmental setting for the study area.
- \_ Together with the Bagdad Rivulet and creeks flowing north to south, with great potential for an improved environmental corridor through the valley along these waterways.
- \_ To the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



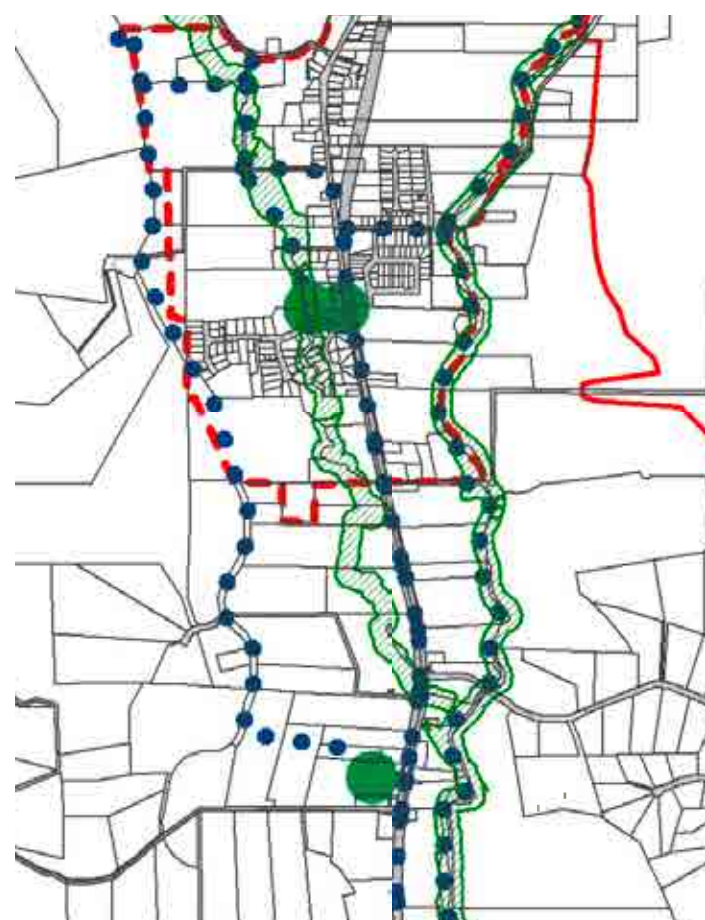
## 10.9 Structure Plan elements (public realm)

**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.**

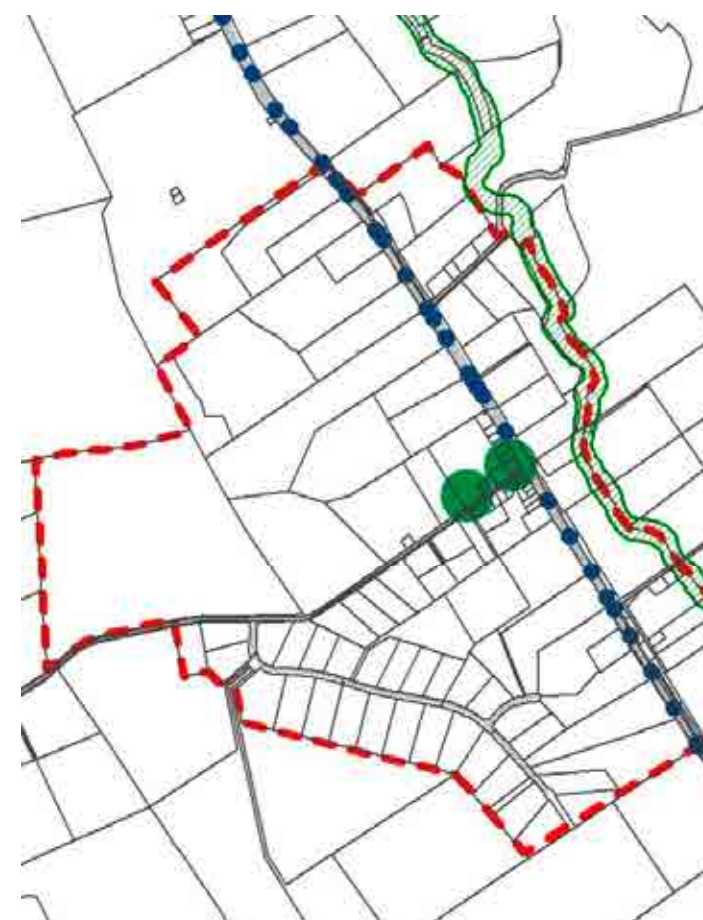
**These should be enhanced to deliver local amenity and visitor interest.**

### Parks + recreation areas



#### Bagdad

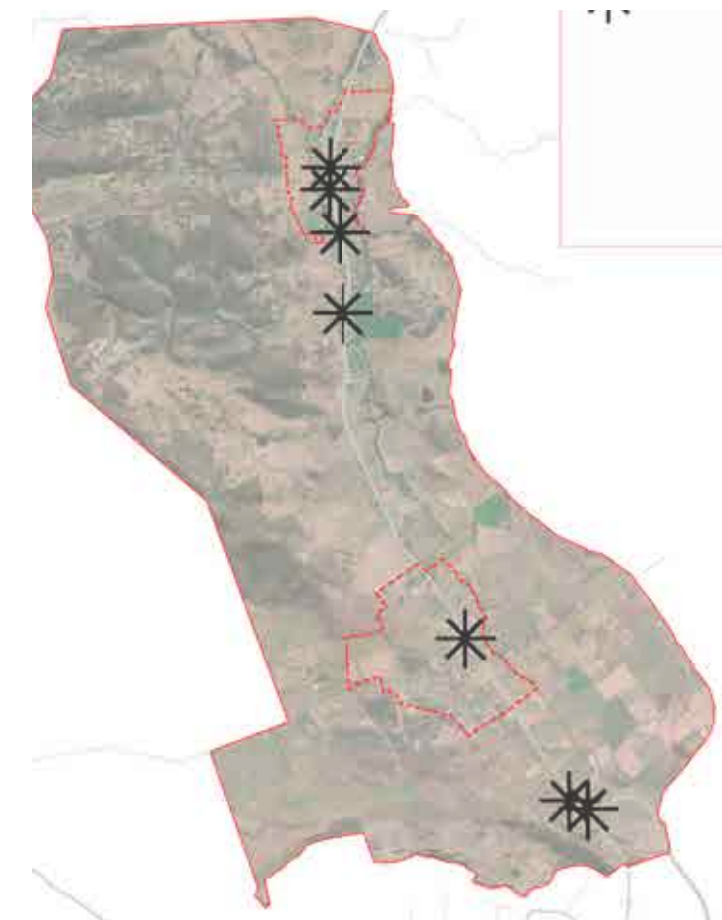
1. Bagdad Recreation Area - deliver master plan for enhanced sporting and community facilities.
2. Bagdad - new village square / small public space) / park in accessible location to both sides highway.
3. New linear open spaces + trails along Rivulet and creek in association with property developments / 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.





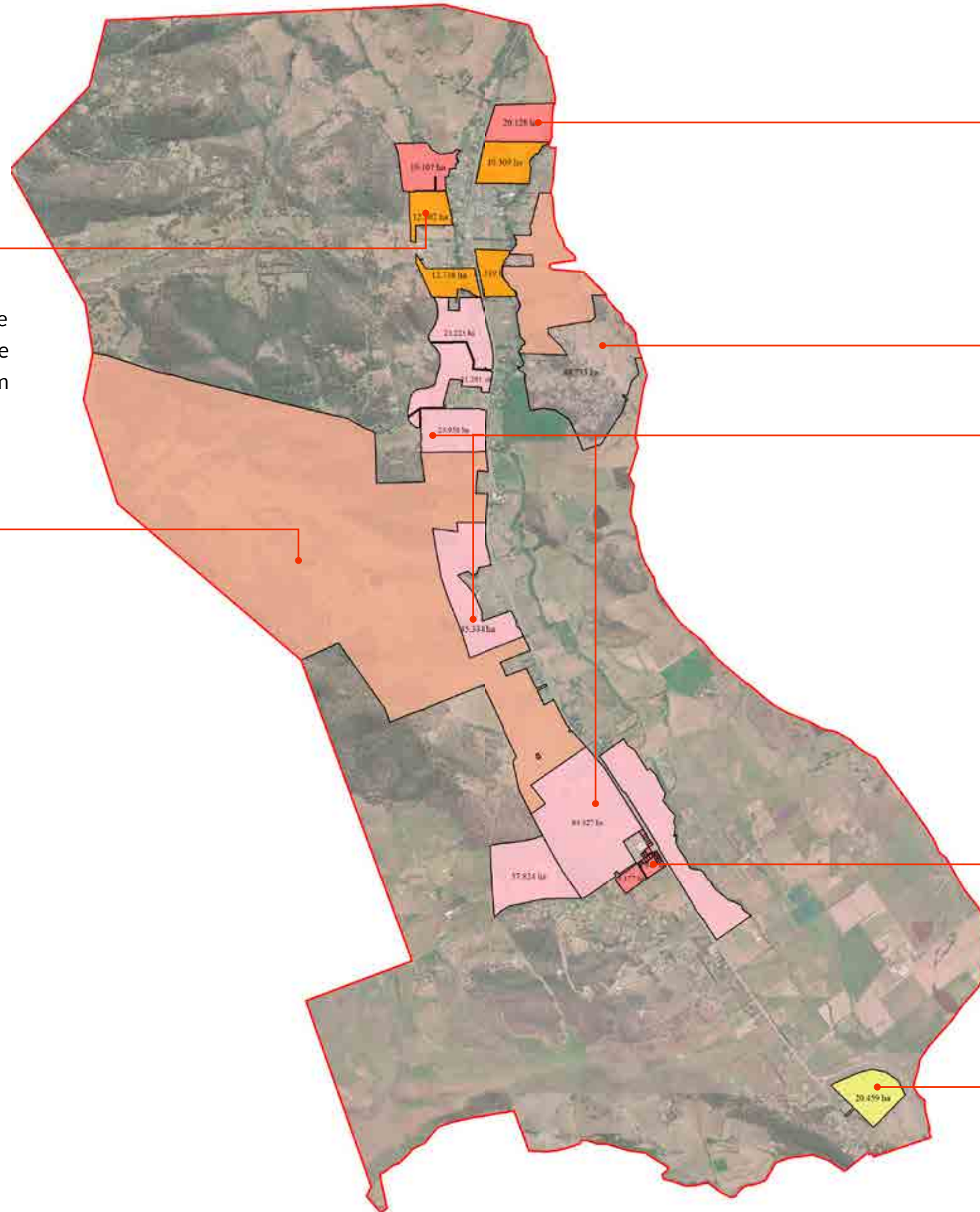
## 10.11 Zoning intent

### 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 600m<sup>2</sup> upwards, providing for affordable options and efficient use of land.

### 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

- \_ More spacious residential character on land further from centre of Bagdad. Land division lots from 1500m<sup>2</sup> upwards, supported by future infrastructure (including sewer).

### Rural Living A Zone

- \_ Minor infill potential within existing rural residential estate at Winstead Road. Land division from 5000m<sup>2</sup>.

### 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.

### 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 3000m<sup>2</sup> upwards, requiring careful on-site waste water treatment.

### Community Purpose Zone

- \_ Site proposed for development as a Tasmanian Youth Justice Facility by Tasmanian Government.



A photograph of a rural landscape. In the foreground, a large, leafy tree stands on the left, partially obscuring a house with a blue roof. A wooden fence runs across the bottom right. The background shows rolling green hills under a clear blue sky. Two semi-transparent circular overlays are present: a large reddish-brown one on the right and a smaller grey one in the top right corner.

## **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.**

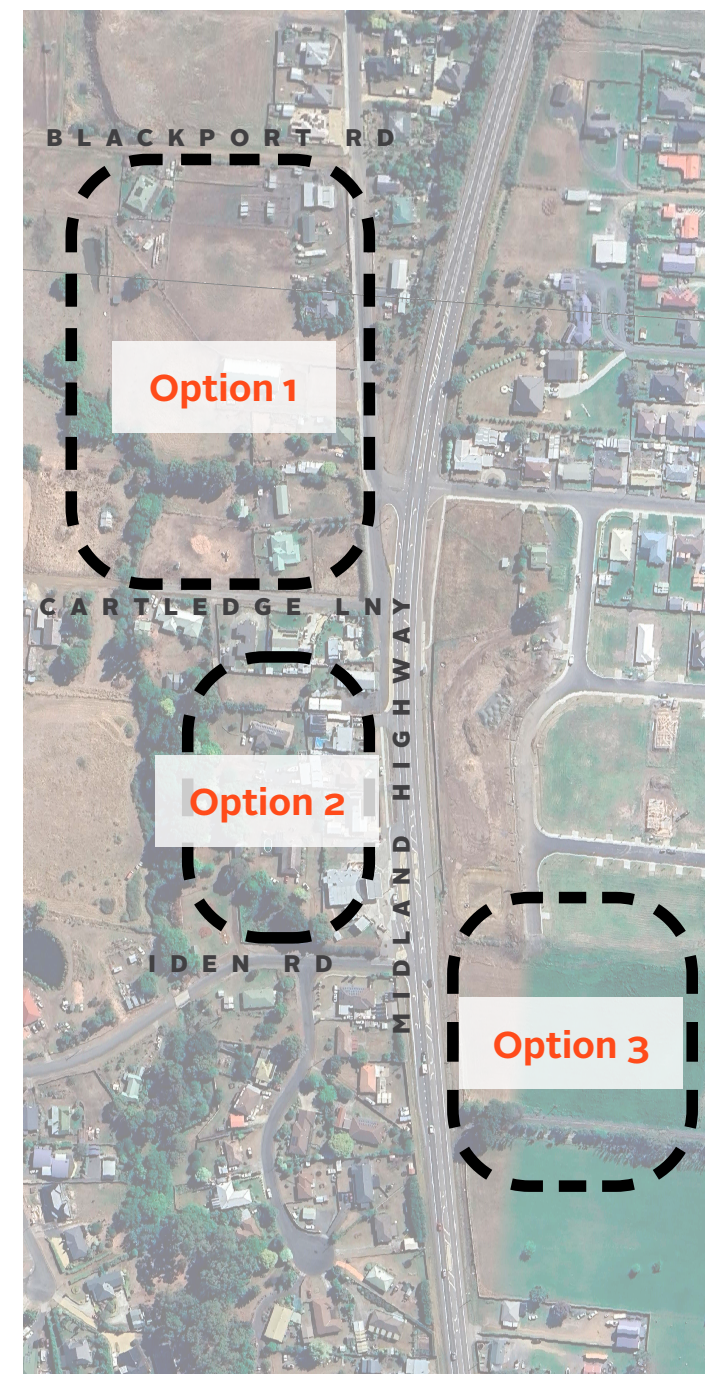
An expanded village centre at Bagdad is expected to be a **longer term initiative and some designs may require the Midland Highway bypass project to proceed** prior to 'main street' style developments taking place along the existing Highway road reserve.

### 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.

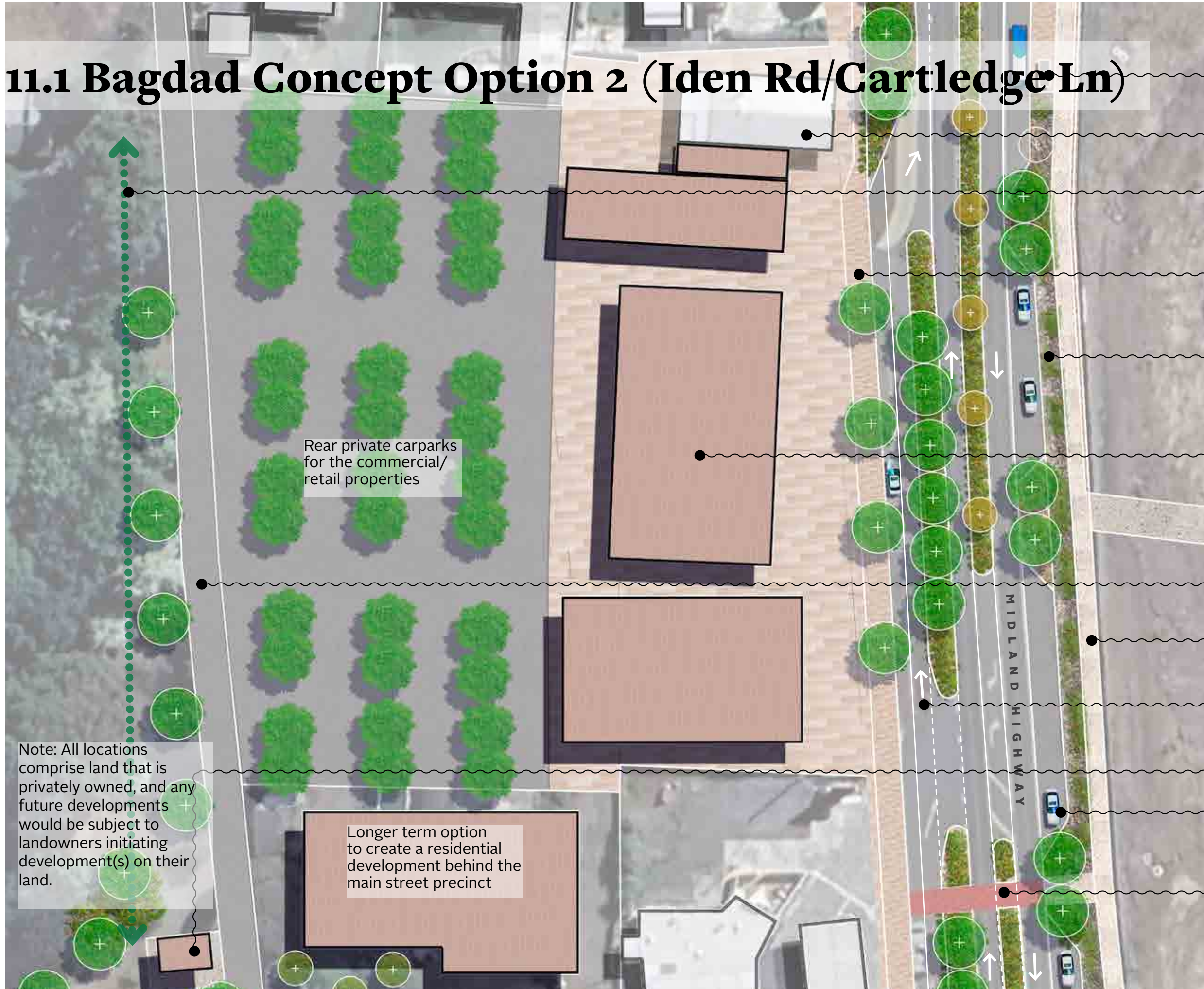


# 11.1 Bagdad Concept Option 1 (Blackport Rd/Cartledge Ln)





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



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.

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

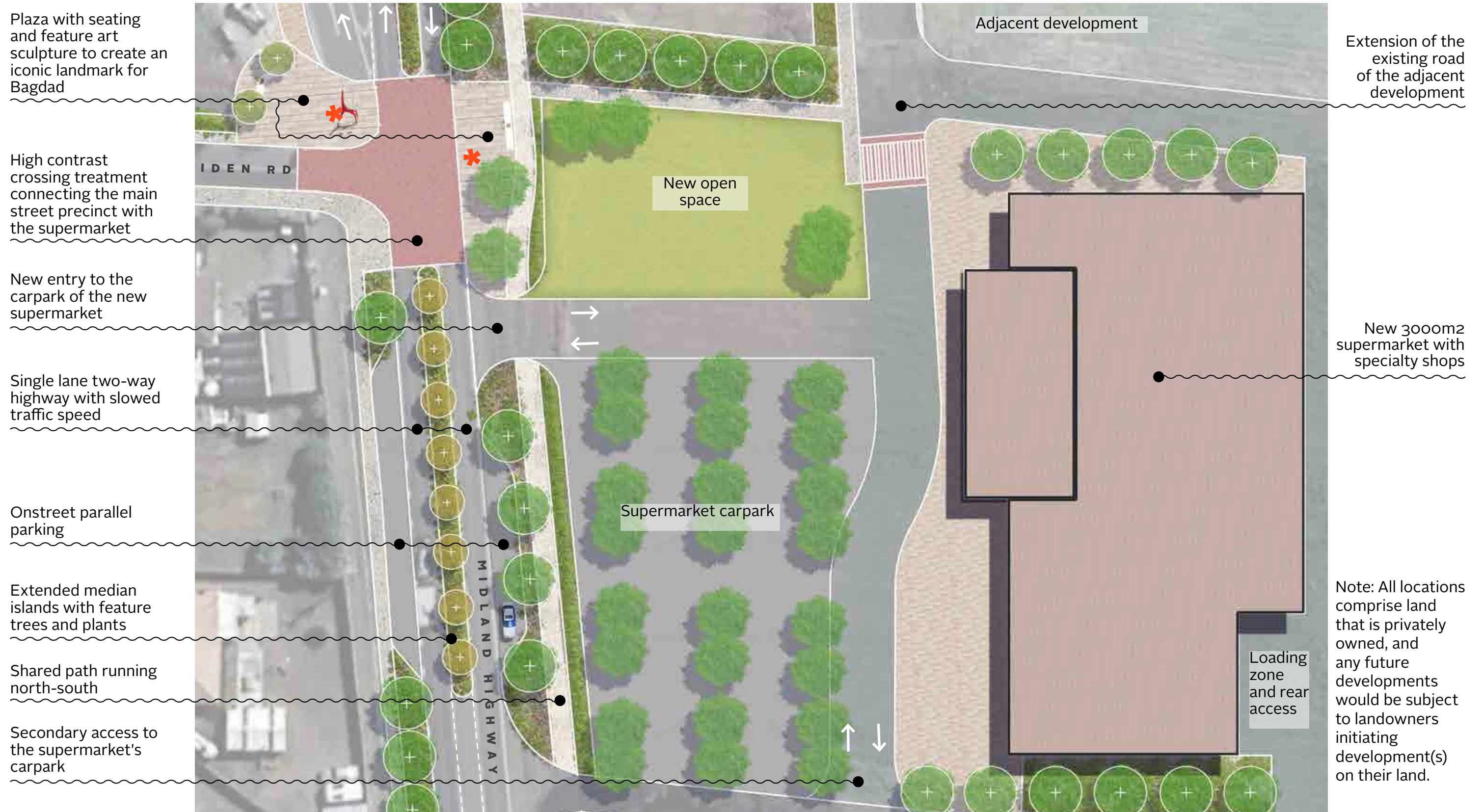
New toilet block adjacent to  
the playground

On street parallel parking

High contrast crossing  
treatment

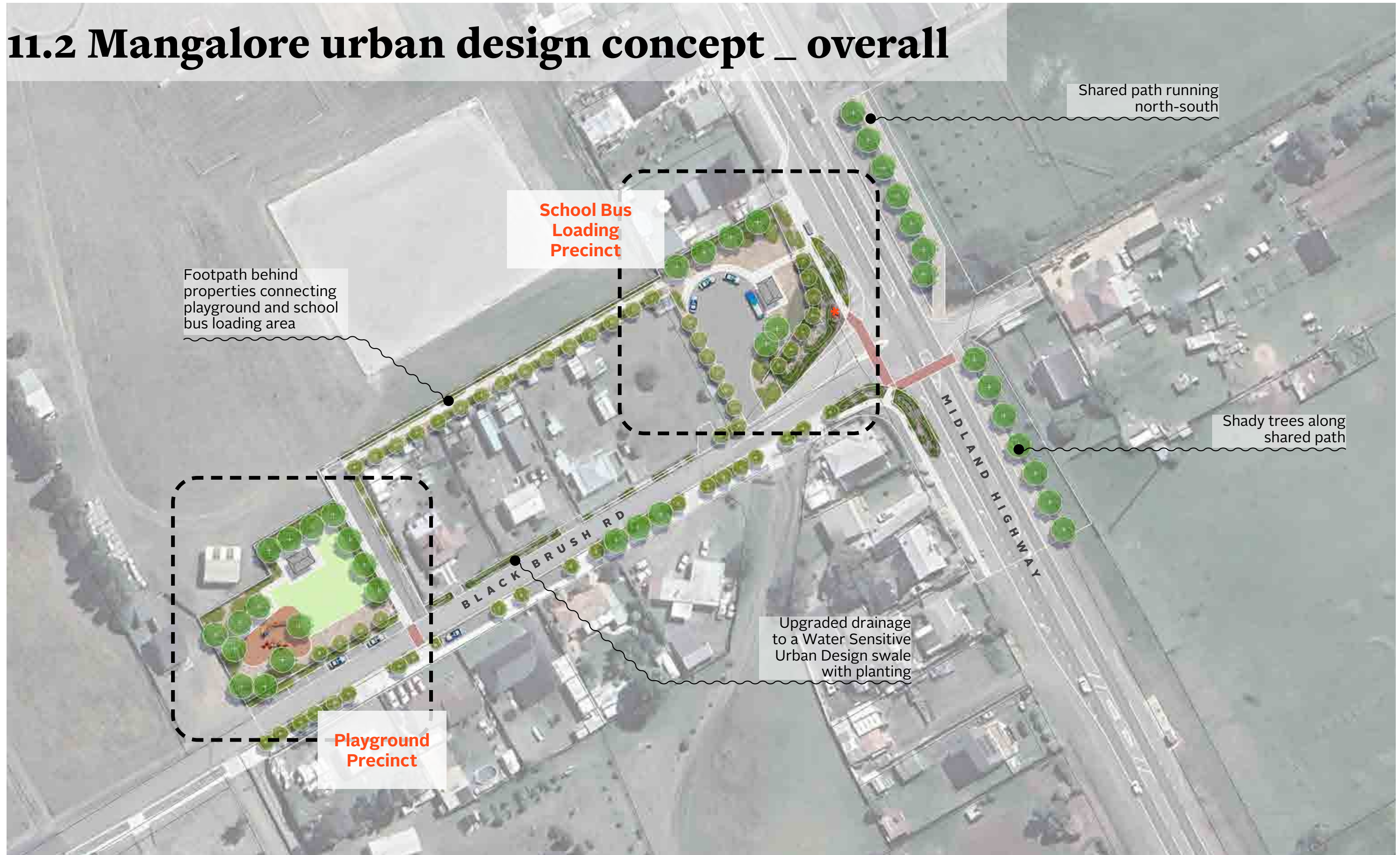


# 11.1 Bagdad Concept Option 3 (East Midland Highway)





## 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](http://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](http://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.



### Streetscape



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



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



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.

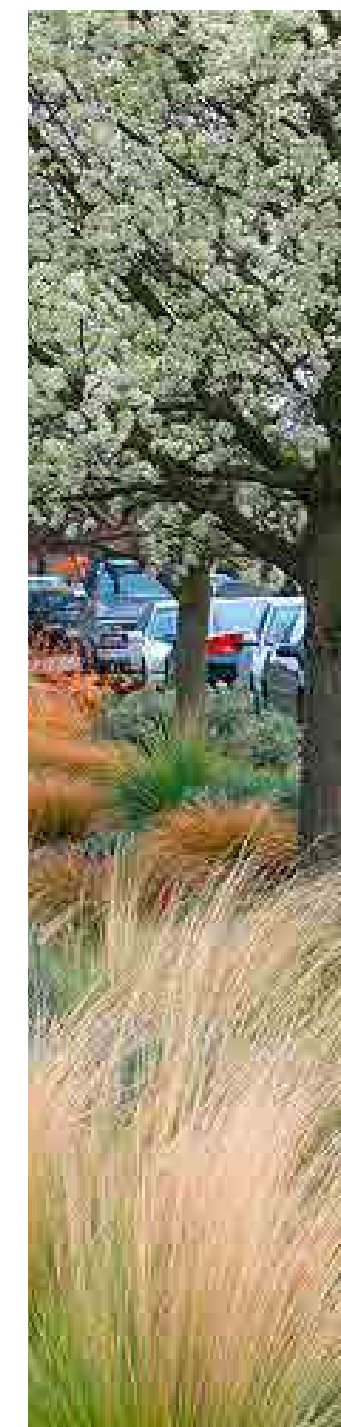
The plant selection will create a green landscape with **seasonal colour change** making it **attractive and shady** for passers-by to stop and experience the local towns.



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.



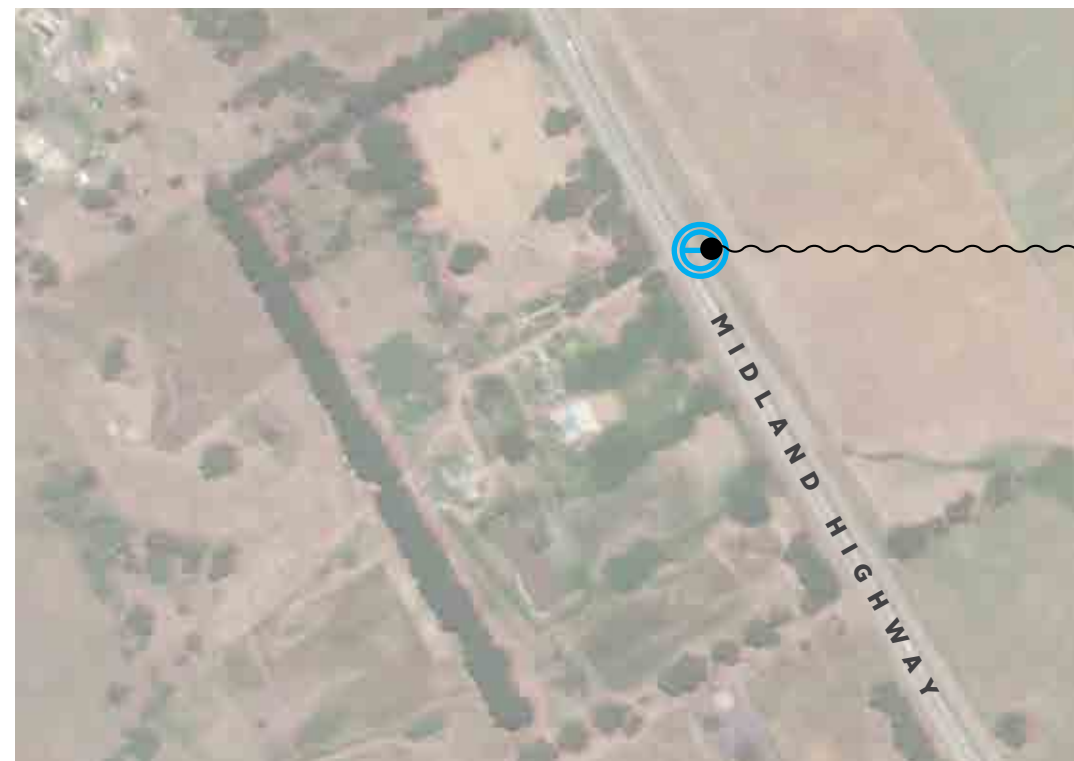
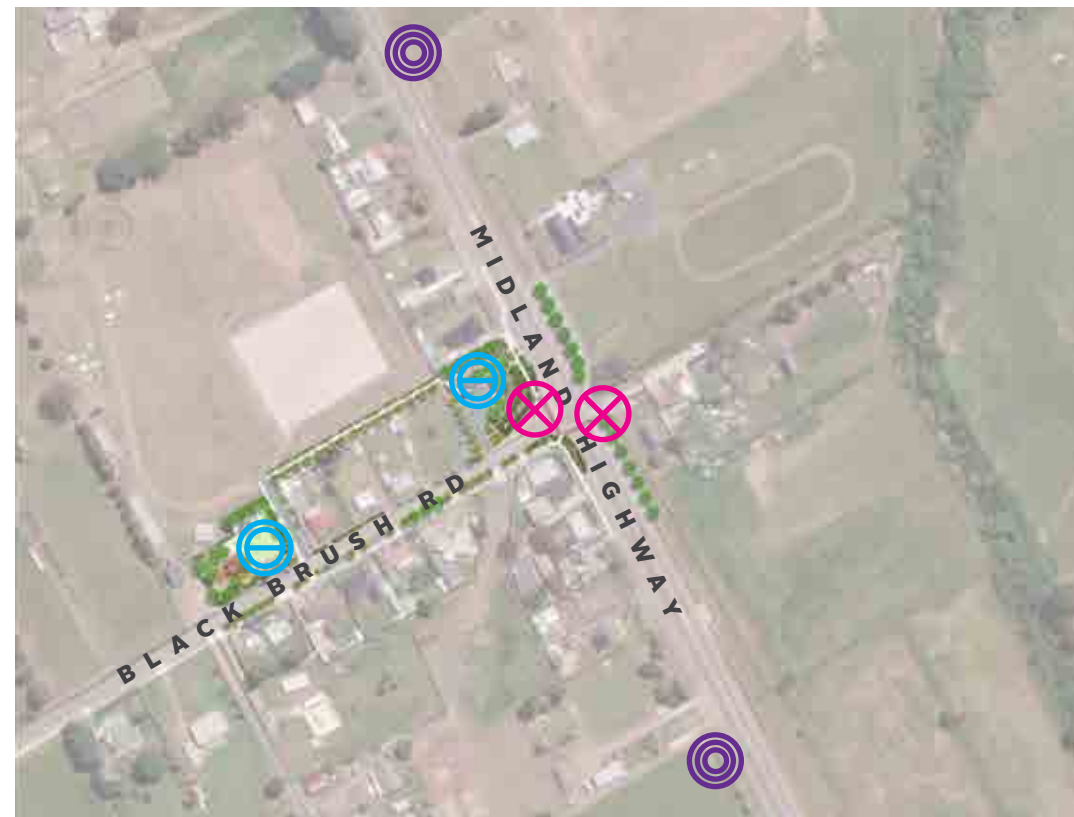


# 11.5 Bagdad-Mangalore Wayfinding Plan

## 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

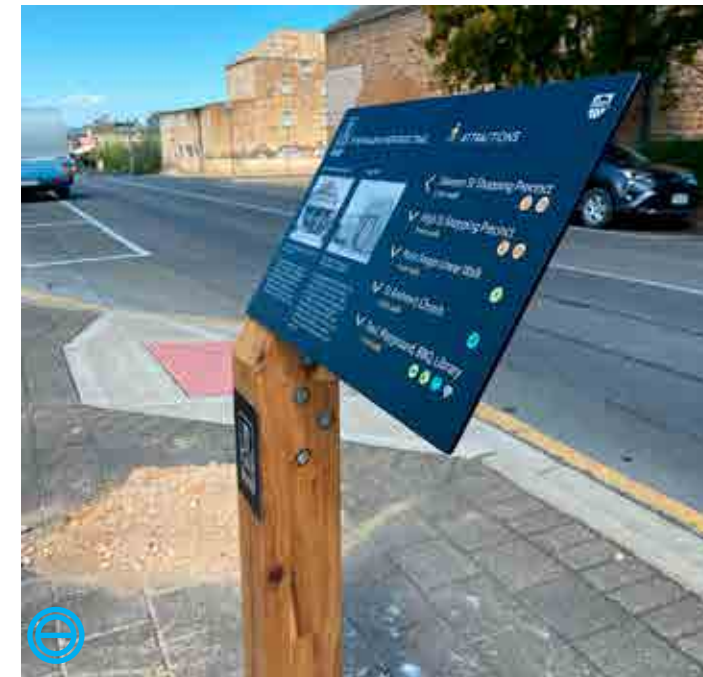


Examples of  
urban design  
features to inspire  
ideas for Bagdad-  
Mangalore

## 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 sign on post (2 options)



Wayfinding in pavement to direct people to key locations.



A scenic view of a rural landscape. In the foreground, a large, leafy tree stands on the left, partially obscuring a house with a blue roof. A wooden fence runs across the bottom right. The background shows rolling green hills under a clear blue sky. A large, semi-transparent brown circle is overlaid on the right side of the image, containing the text.

## **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 private investors



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)



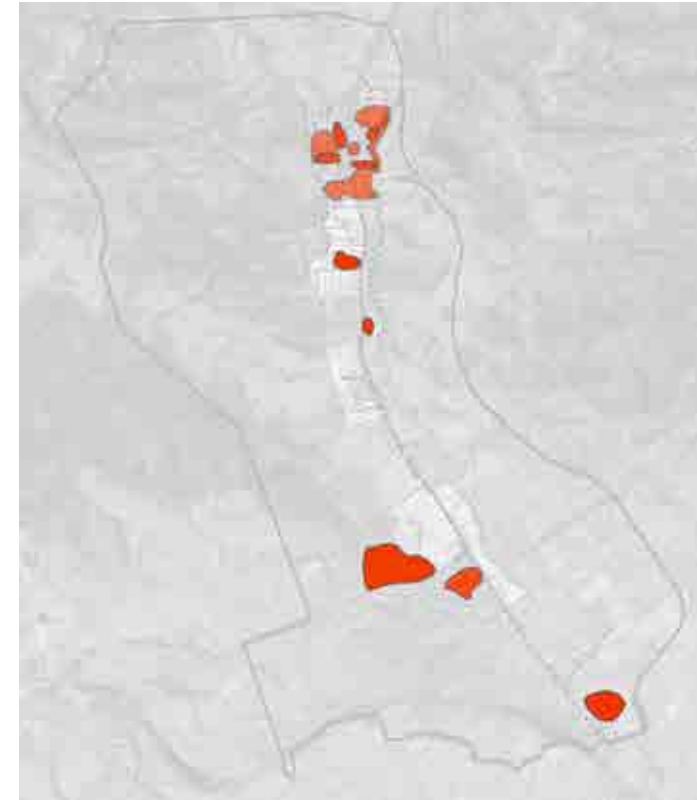
- Development of the proposed Tasmanian Youth Justice Facility near Pontville.
- School Road safety measures, drop-off and new parking areas.
- Implement Bagdad Community Club Master Plan.
- Rezoning of the Council owned land and 'developer-ready' land on Blackbrush Road, Mangalore.
- Wayfinding + signage project.
- Shared walking and cycle pathway extensions (Bagdad-Pontville) and side arms (e.g. Shene Road).

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



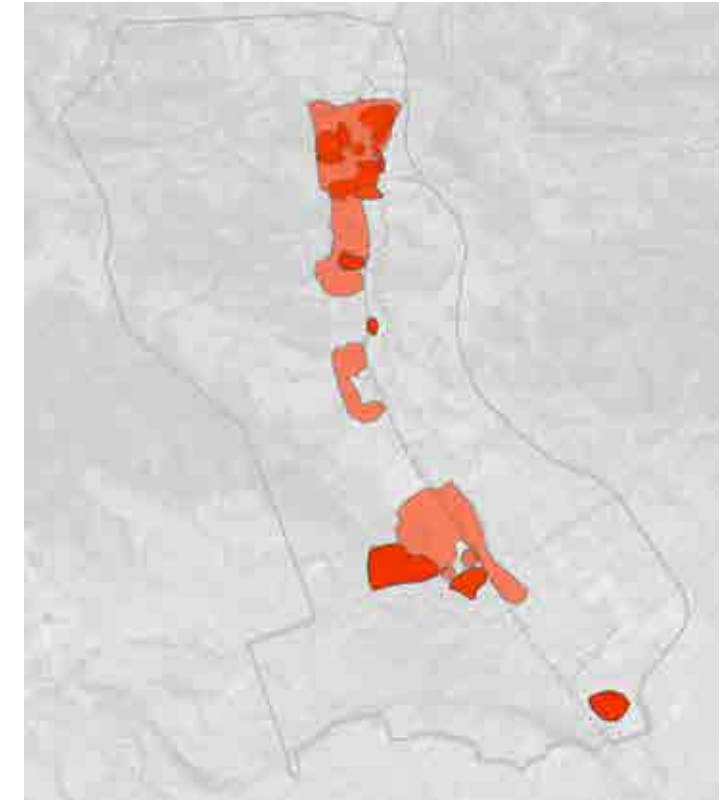
- Existing zoned areas continue to develop.
- Initiate rezoning and development of additional Village Zone land in Bagdad.
- Shared walking and cycle pathway extensions (Bagdad-Pontville) and side arms (e.g. Shene Road).

### 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.





## Appendices





# Appendix A \_ Yield analysis

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# 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.

notes														allow for existing house lots land	assumed g/ha based on recent local subdivisions. Includes land for roads and drainage.
Bagdad															
	gross developm ent area	Net developabl e area *	Rural Living 1ha	Low density residential	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				1500	700	600	450	350	200	250					
typical lot/site size m2				5	10	9	15	30	30	30					
net dwellings per ha (dph)	ha			0	0	0	0	0	0	0					
NEW VILLAGE ZONE	12.302					111									
NEW VILLAGE ZONE	12.738					115									
NEW VILLAGE ZONE	19.309					174									
NEW VILLAGE ZONE	11.319					102									
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		34		
NEW LOW DENSITY RES 1500M2	19.107			96											
NEW LOW DENSITY RES 1500M2	20.128			101											
Sub total	112.817			196		662							858		
Mangalore															
	gross developm ent area	Net developabl e area *	Rural Living 1ha	Low density residential	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				10000	1500	700	600	450	350	200	250				
typical lot/site size m2				0.75	5	0	9	0	30	0	0				
net dwellings per ha (dph)	ha			0	0	0	dw	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	Low density residential	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				10000	1500	700	600	450	350	200	250				
typical lot/site size m2				0.75	0	0	9	0	30	0	0				
net dwellings per ha (dph)	ha			0	0	0	dw	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												
INFILL RURAL LIVING 5000MIN			10												
Sub total	118.936		99	0									99		
TOTAL NEW DWELLINGS GROWTH SCENARIO													1135		

Notes

Bagdad existing developed village area approx 38.656, approx 200 dwellings

Mangalore existing developed area approx 75.878, approx 67 dwellings

Infill rural living subdivision of 50 lots Winstead Rd. Assume minor infill only.





# Appendix B \_ Technical Reports (at a glance)

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# 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.

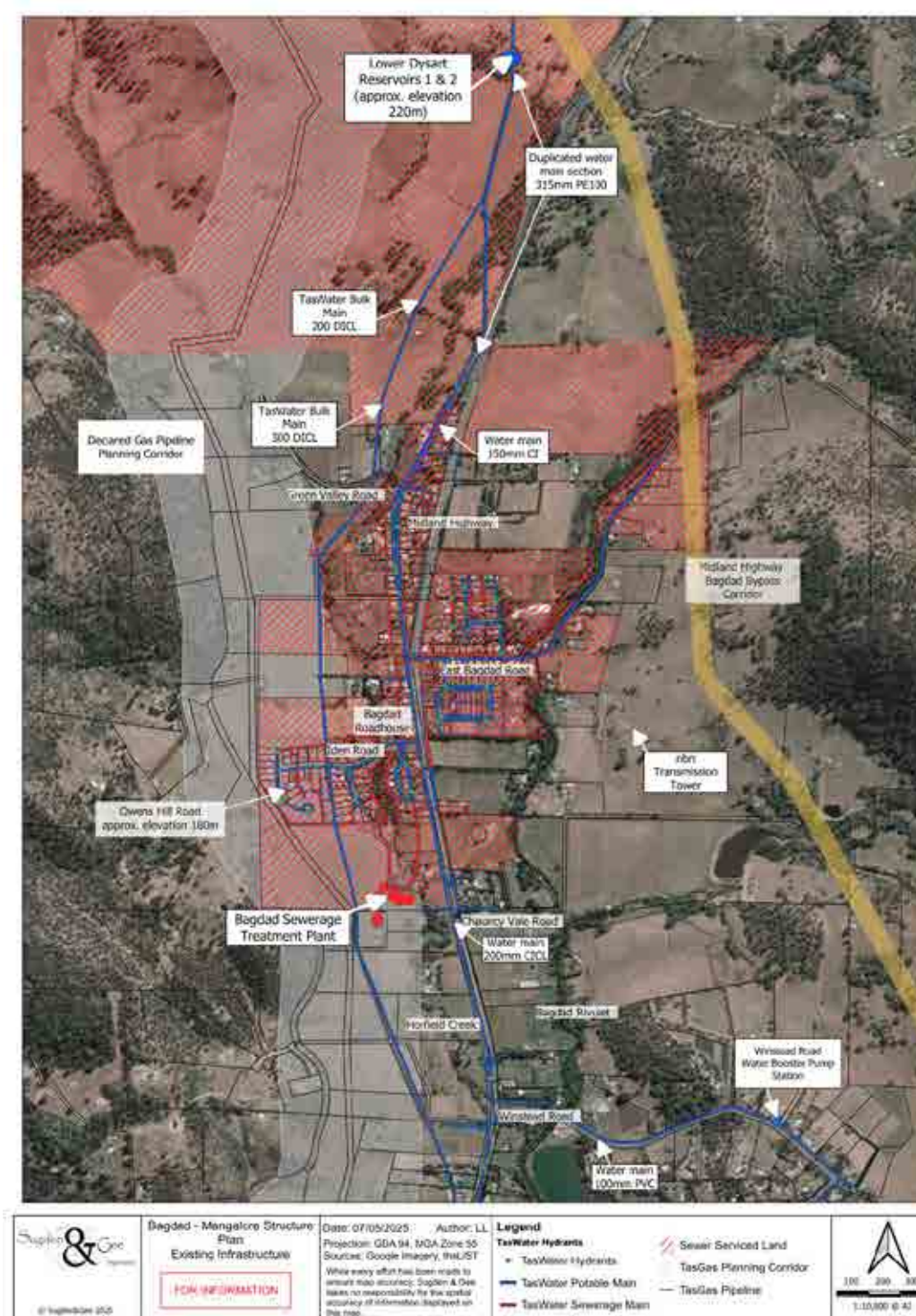


# Infrastructure + Services

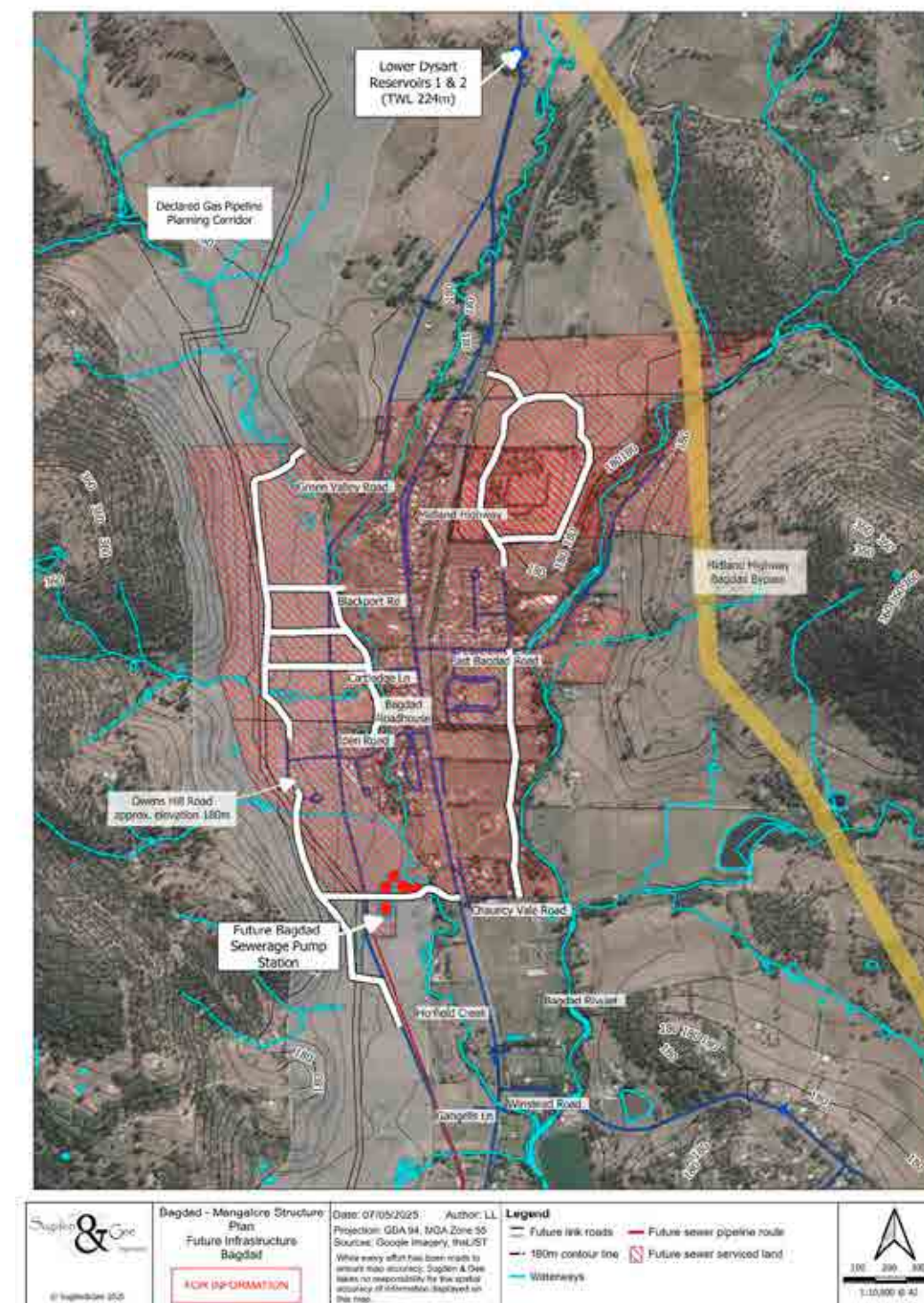
Sugden & Gee

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

Existing Infrastructure



Future Infrastructure





## Pinion Advisory

**JENSEN PLUS**  Planning  
Landscape Architecture  
Urban Design  
Social Planning





# Appendix C \_ Detailed Engagement Summary

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## 8. Early Community + Stakeholder Engagement

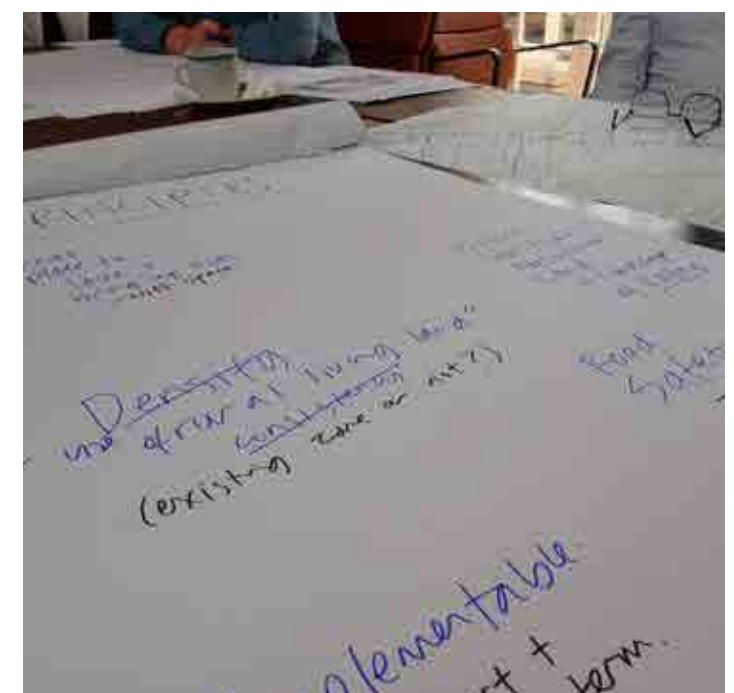
**Genuine engagement with Bagdad - Mangalore's community, residents, councillors, local businesses and stakeholders is essential to developing a robust, well supported structure plan.**

### 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





## 8. Bagdad-Mangalore Online Community Survey

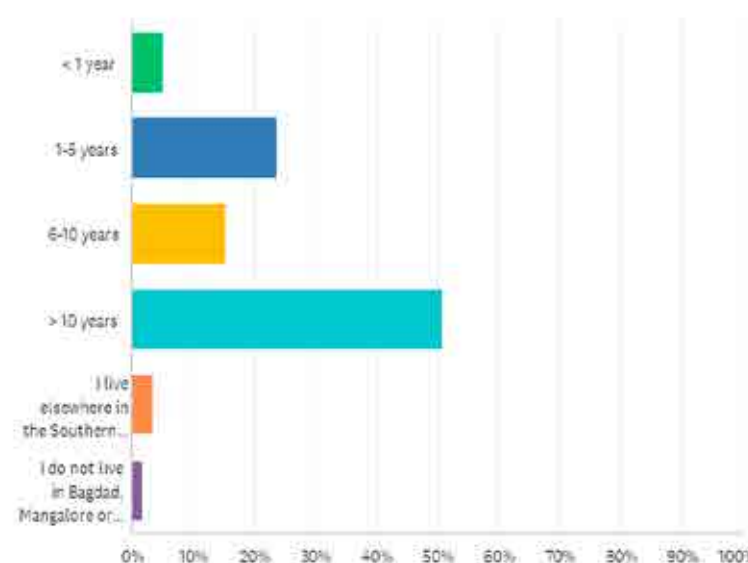
November - December 2024

### 59 responses!

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

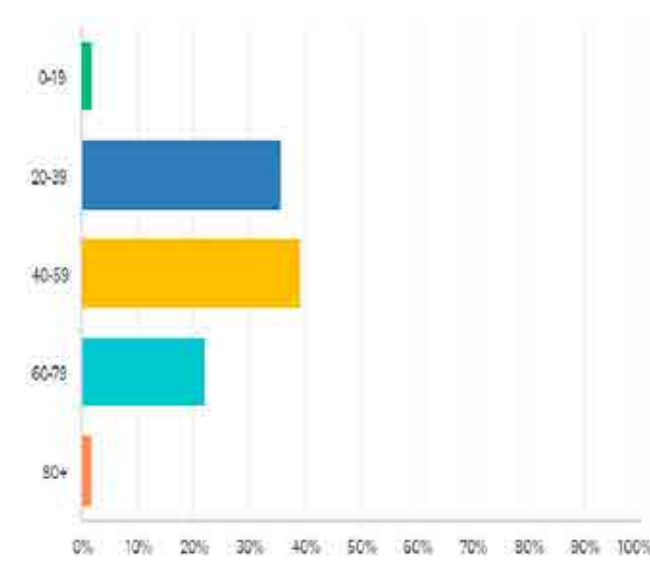
50.85% of respondents had children in their household.

#### How long have you lived in Bagdad - Mangalore?



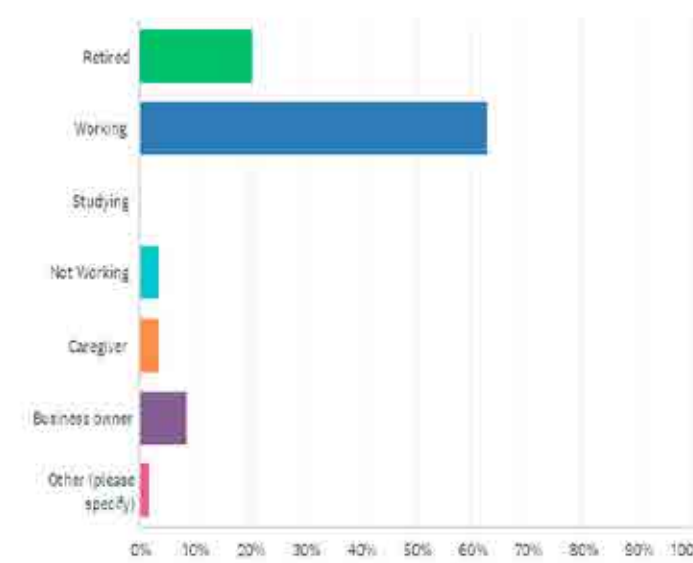
- 95% (56) of the survey respondents live in Bagdad-Mangalore. 2 other respondents live elsewhere in Southern Midlands Council area and 1 respondents lives elsewhere.
- 30 respondents have lived in Bagdad - Mangalore for 10 years or more.

#### 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



# 8. Bagdad-Mangalore Online Community Survey

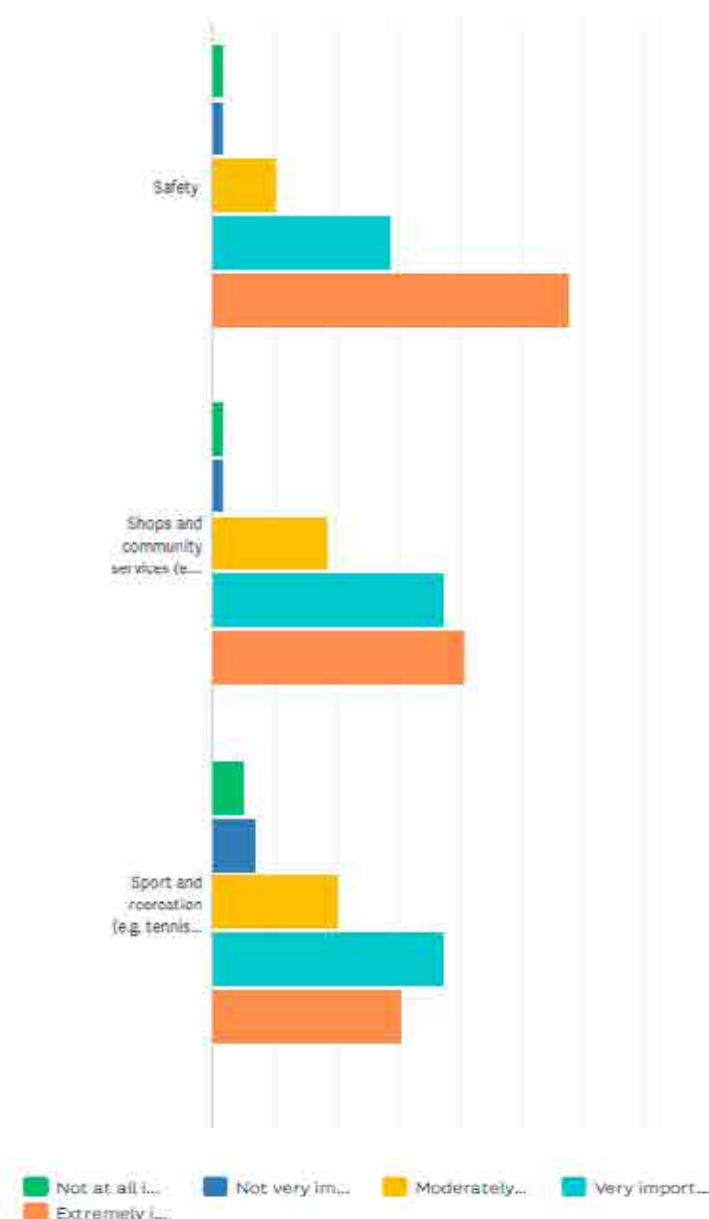
November - December 2024

## What do you value most about Bagdad-Mangalore?

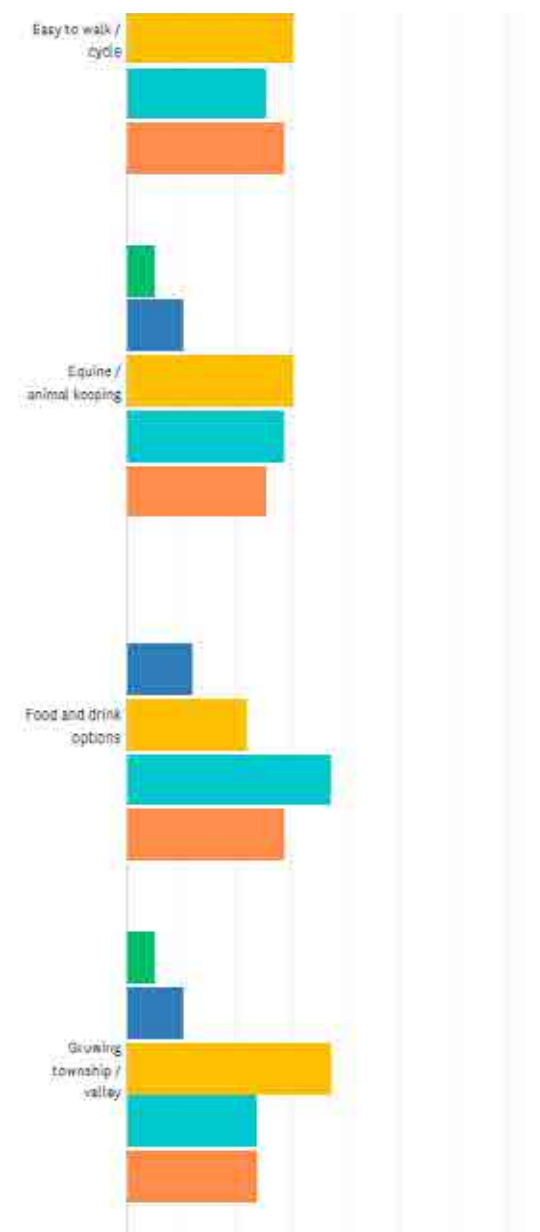
Top five most important values for Bagdad-Mangalore:

- 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.

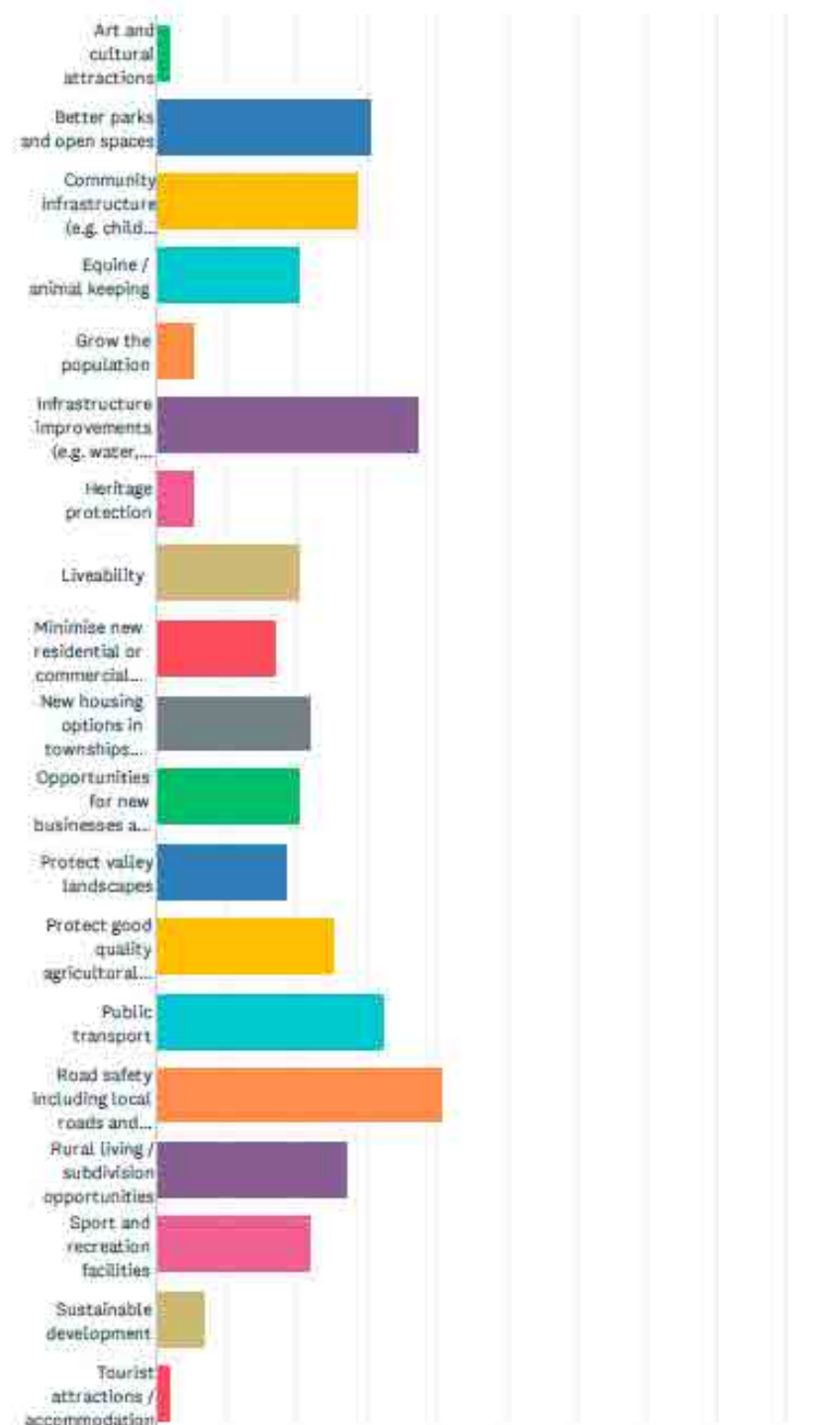


## 8. Bagdad-Mangalore Online Community Survey

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%)





## November - December 2024

## Issues + Opportunities to be addressed

## Road safety

## Upgrade footpaths or cycle paths

## Infrastructure Improvements

## Public transport

Tourism / Art and cultural attractions (lowest)







## 8. 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.





## 8. 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



# 8. Co-Design Workshop 19th + 20th February 2025

**Workshop Aim**

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

## 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



SOUTHERN  
MIDLANDS  
COUNCIL

JENSEN  
PLUS

Bagdad-Mangalore Structure Plan

Co-Design Workshop

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

Wednesday, 19<sup>th</sup> February 2025

5pm-7pm

Community Drop-In

Thursday, 20<sup>th</sup> February 2025

6pm-7pm

Final Presentation

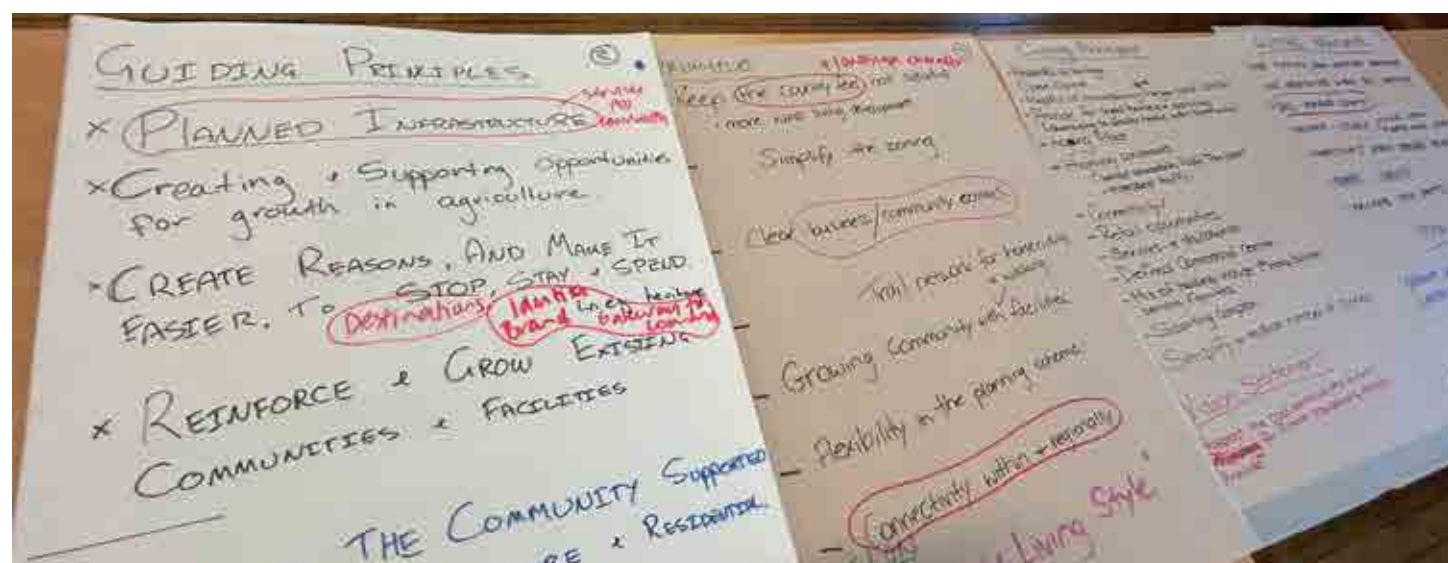
Bagdad Community Club

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



## 8. 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."**

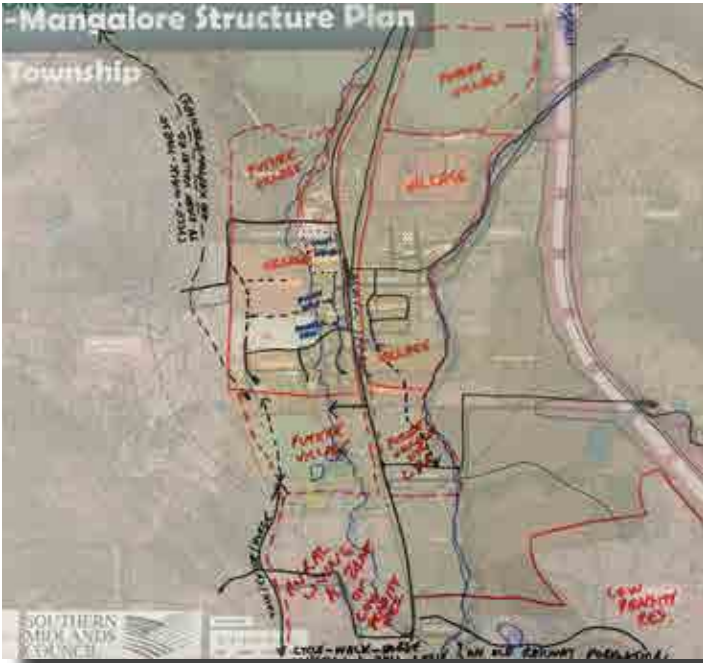
**"Country Living Style"**

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



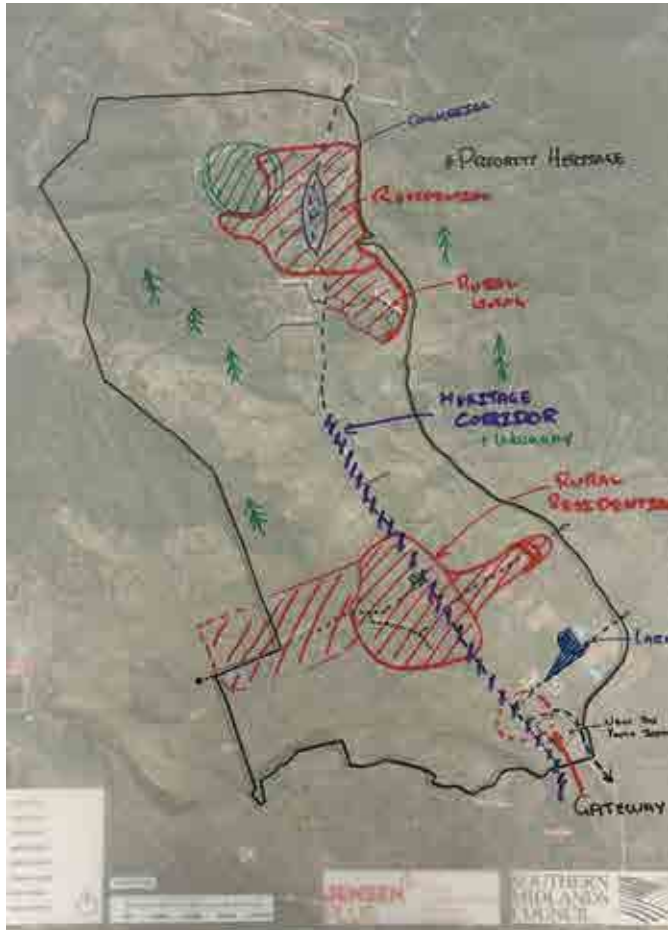
Items highlighted to be addressed in next stage additional investigations.

## 8. 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?



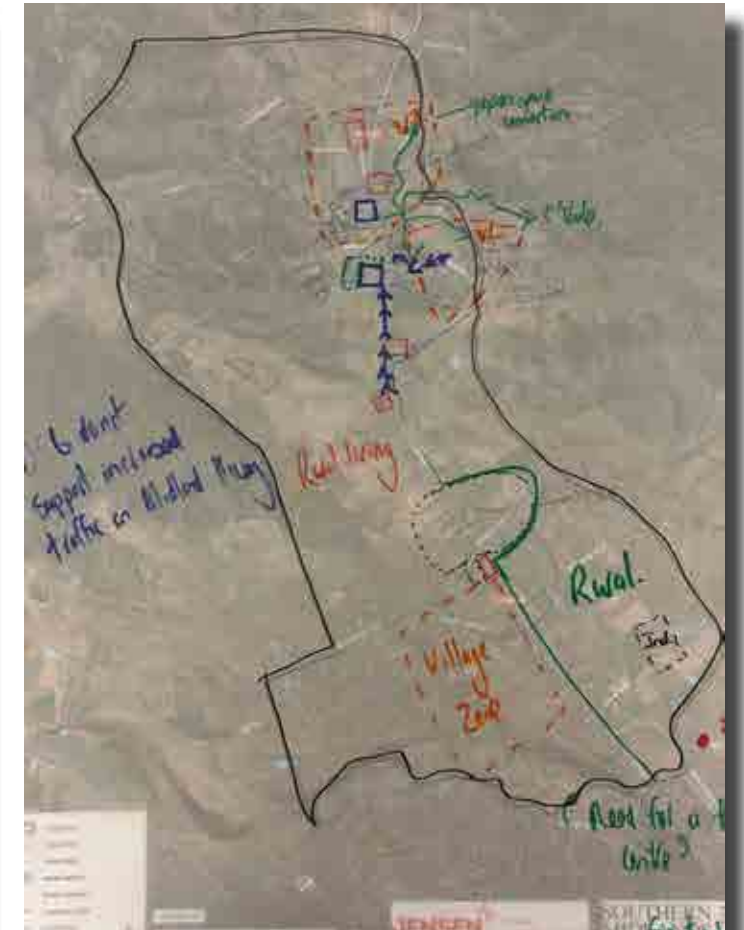
## Small group 2

- \_ 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



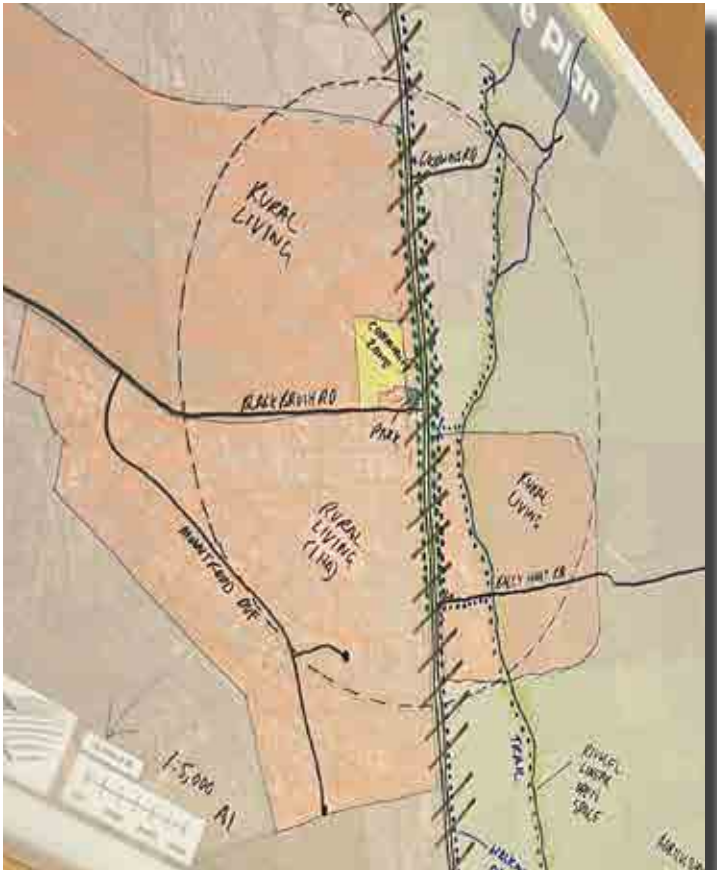
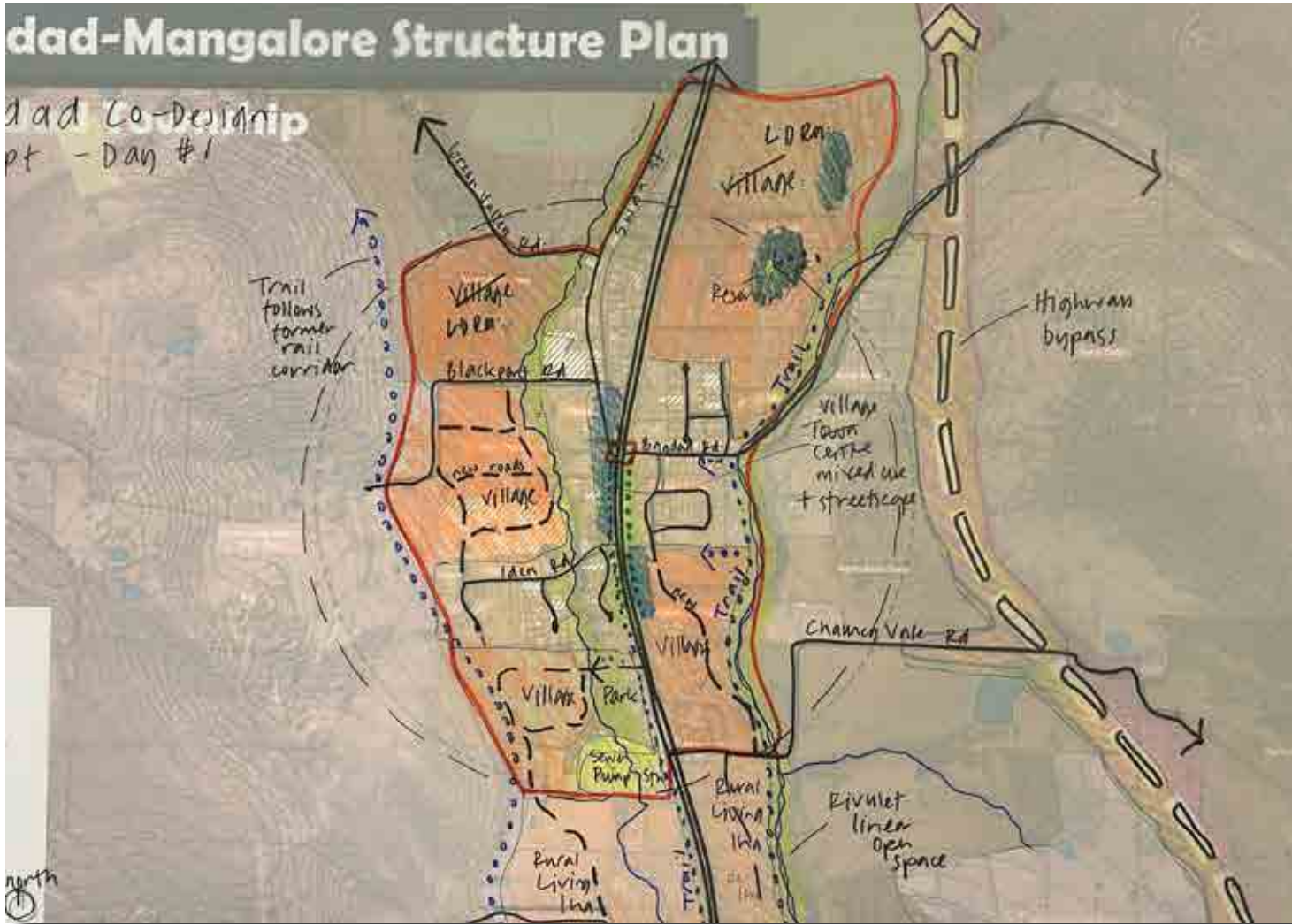
Items highlighted to be addressed in next stage additional investigations.

## 8. 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



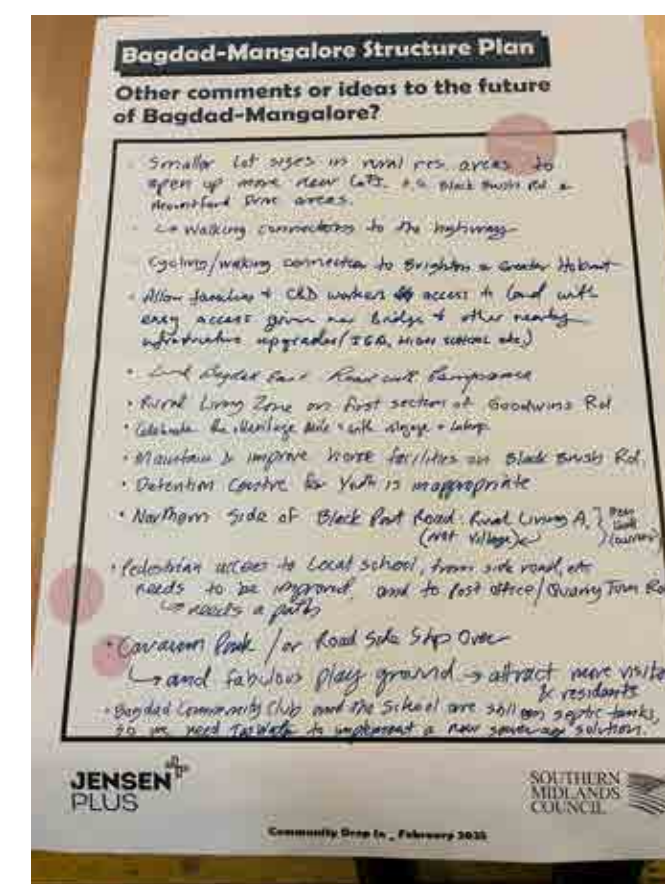


Items highlighted to be addressed in next stage additional investigations.

## 8. 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.

## 8. Day #2 \_ Infrastructure focus group + priorities



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.

## 8. Day #2 \_ Focus groups \_ School, village centre, statutory

<u>ZONES.</u>		min lot
Village		600m <sup>2</sup>
Future Urban		n/a
Low Density Res	3000m <sup>2</sup>	1500m <sup>2</sup>
Rural Living A	300m <sup>2</sup> with on-site d	1 ha
		2 ha
Agriculture n/a	B	5 ha
	C	10 ha
Rural	D	40 ha
all Ag zone (except high prominence) allow small industries house, parks, water veg		
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 3000m<sup>2</sup> (advised minimum for on-site waste water disposal) or 5000m<sup>2</sup> 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 5000m<sup>2</sup> lots can be observed in nearby Pontville (zoned Rural Living A)

<u>SCHOOL -</u>	
121 → 170 ... capacity...	attract affordable young fam
... OSHC ... indoor level need low ... fan	
in need ... literacy	
- High satisfaction	
- School use - recreation	
- Good school community	
- Isolation + transport. e.g.	
- Early intervention needed	
- oval - envirocycle impacts on	
* Sch. road - drop off. (t res)	
car park? one-way	
footpath, widening.	
Footpath / shared path -	
Minimal room for expans	
(knock down rebuild old)	
capable (200) ideal number?	

### 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



## 8. 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



## 8. 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







## 8. 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

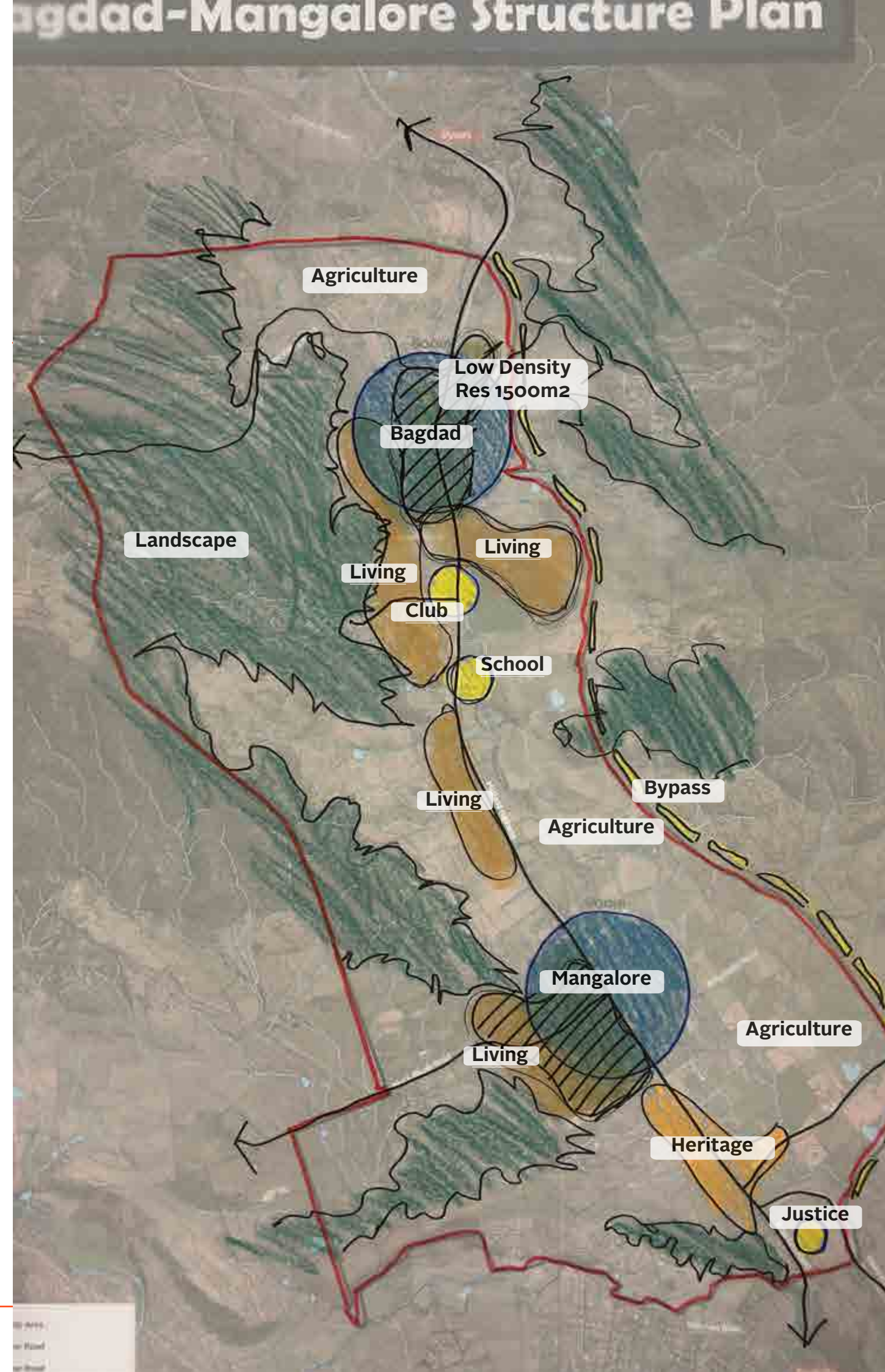
Note: refined after Day #1 and #2 workshops and community drop-in feedback





## 8. 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**

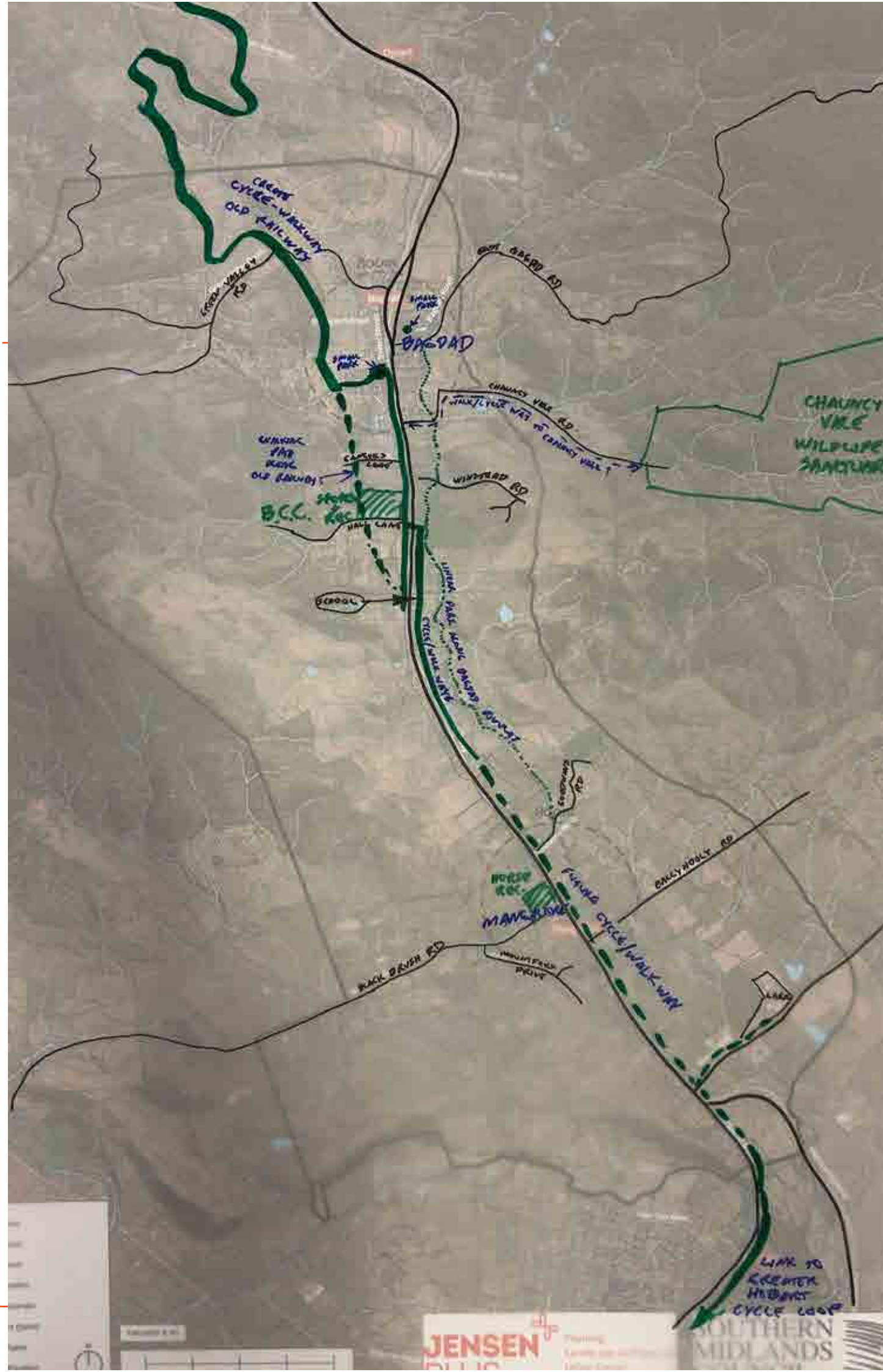


Note: refined after Day #1 and #2 workshops  
and community drop-in feedback



## 8. 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.



## 8. Bagdad

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

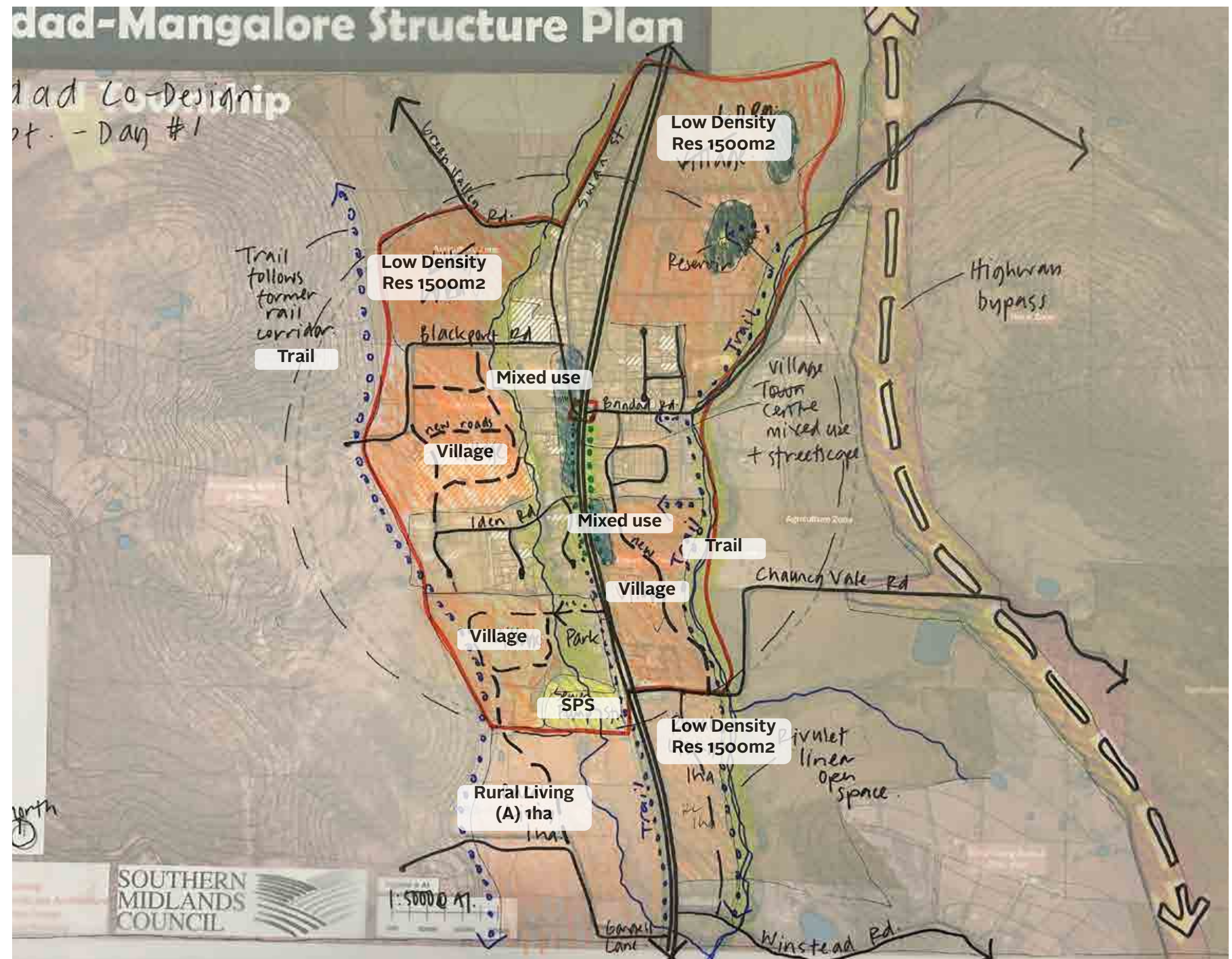
all Ag Zone (except high prominence)  
allow small industries, houses, parks, nature veg

local provision: Schedule  
Special Area Plan  
Site Specific Qualification

Special Area Plan (SAP) - change min lot sizes

Note: further zone testing required.

Land use budget + yield to be calculated and tested.





## 8. Village centre design + placemaking\_Bagdad

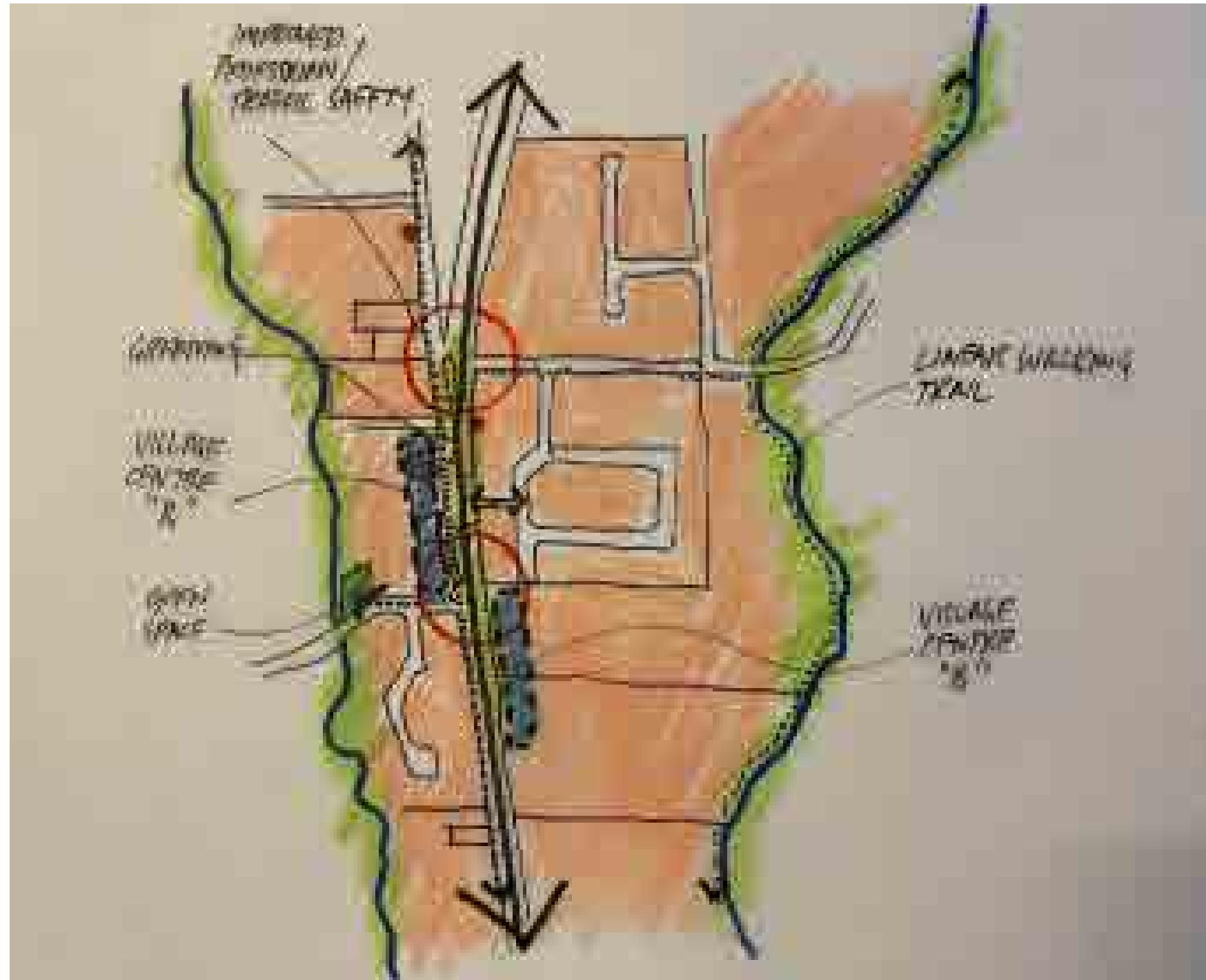
**Improved  
pedestrian + traffic  
safety**

**Greening**

**Walking + Cycling  
links along the  
creek**

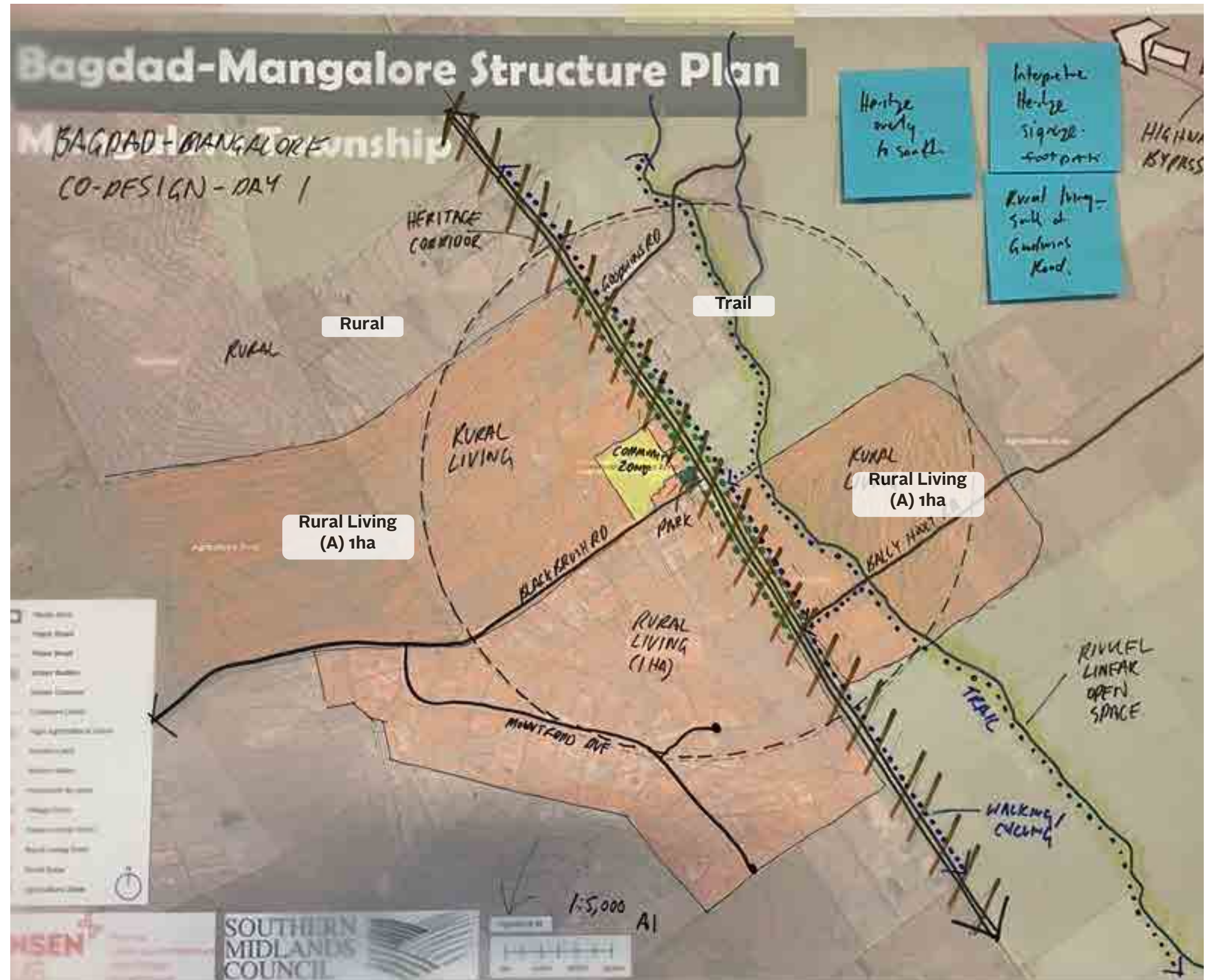
**Small Village  
Centre "A" or "B"**

Note: more detailed concept required





## 8. Mangalore



Note: further zone testing required.

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





## 8. Village centre design + placemaking\_Mangalore

**Upgraded Open  
Space**

**Shared path  
extended along  
Midland Highway  
"Old railway line"**

**Improved  
Pedestrian +  
Traffic Safety**

**"Heritage Mile" +  
Tourism Area**

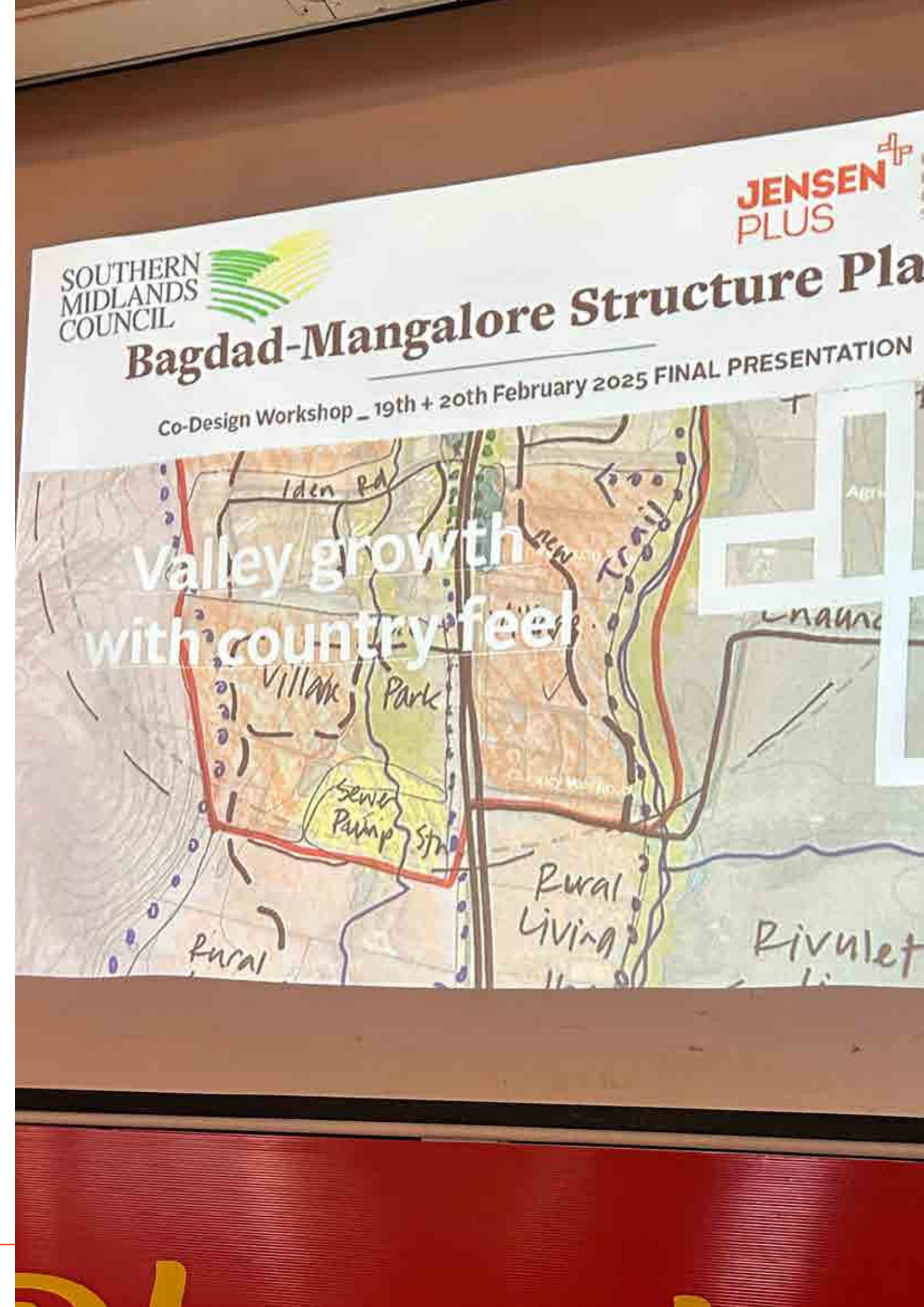
Note: more detailed concept required





## 8. 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







# Appendix D \_ Updated Social Infrastructure Benchmarking

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## Updated benchmarking of social infrastructure

The updated benchmarking analysis for Bagdad-Mangalore suggests that there are a number of perceived gaps in the quantity of social infrastructure based on population of 3,949 people in Bagdad-Mangalore, including:

- \_1x Kindergarten/Early Childhood Education
- \_4x General Practitioners (GPs).
- \_1x Youth Centre
- \_2.46ha (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.

Of course 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	1.0	Benchmark satisfied
	Kindergarten/Early Childhood Education	8000	12000	0	-0.5	Below Benchmark
	Public Primary School*	7,500	9000	1	0.5	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	-4.3	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	-0.5	Below Benchmark
Open Space	Active	2.0ha (excluding golf courses) per 1000 people		5.44ha	-2.46 ha	Below Benchmark
	Passive	0.7 to 1ha per 1000 people		81.7ha+	78.9ha	Benchmark satisfied
Shopping	Supermarket	10000		0.2	-0.2	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

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