

MINUTES – ORDINARY MEETING

26 JUNE 2017



191/17 PLANNING APPLICATION P17-030 : WELLINGTON STREET ROAD RESERVATION, LONGFORD

File Number: CT Crown Land
 Responsible Officer: Des Jennings, General Manager
 Report prepared by: Chloe Lyne, Planning Consultant

1 INTRODUCTION

This report assesses an application for Wellington Street road reservation, Longford to construct a Parklet outside LINC (heritage precinct).

2 BACKGROUND

Applicant:
Northern Midlands Council

Owner:
Department of State Growth (managed by NMC)

Zone:
Utilities

Codes:
Heritage code

Classification under the Scheme:
Utilities

Existing Use:
Road reserve

Deemed Approval Date:
30.6.17

Recommendation:
Approve

Discretionary Aspects of the Application

- heritage precinct

Planning Instrument: *Northern Midlands Interim Planning Scheme 2013*

Preliminary Discussion

Prior to submission of the application, the applicant held discussions with Council officers regarding the status of the application and the level of information required to be submitted with it.

3 STATUTORY REQUIREMENTS

The proposal is an application pursuant to section 57 of the *Land Use Planning & Approvals Act 1993* (i.e. a discretionary application). Section 48 of the *Land Use Planning & Approvals Act 1993* requires the Planning Authority to observe and enforce the observance of the Planning Scheme. Section 51 of the *Land Use Planning & Approvals Act 1993* states that a person must not commence any use or development where a permit is required without such permit.

4 ASSESSMENT

4.1 Proposal

It is proposed to use and develop a small 'parklet' on the road reservation immediately outside the LINC Library on Wellington Street, Longford. Features of the demountable parklet are summarised as follows:

- Parklet to be set back 2.6 metres from the property boundary with 55 Wellington Street
- Dimensions of 6 metres long with a depth of 2.3 metres;

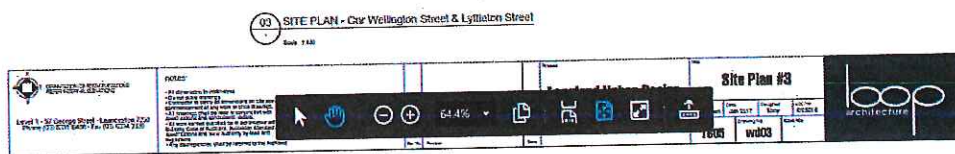
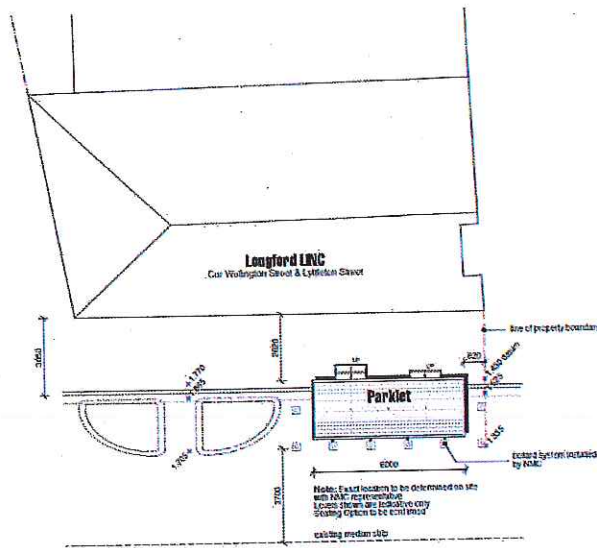
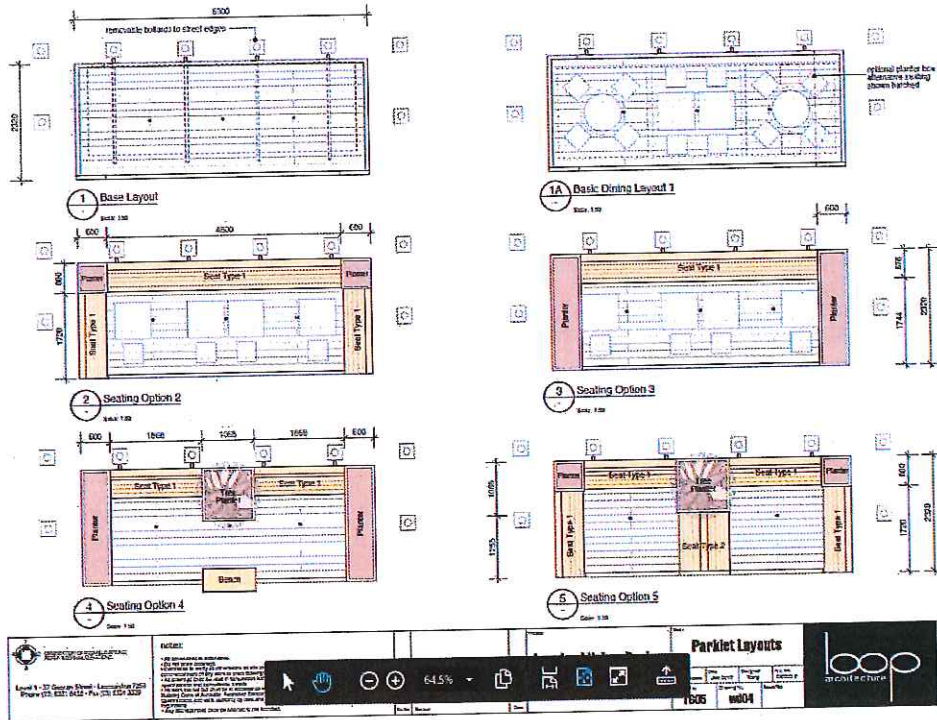
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- Fully enclosed on three sides being the road side, northern and southern elevations with access to the parklet from the footpath along Wellington Street;
- A mix of corten panels and slat screens will be used to enclose the parklet. The height of the walls above the pavement will be 1.4 metres.

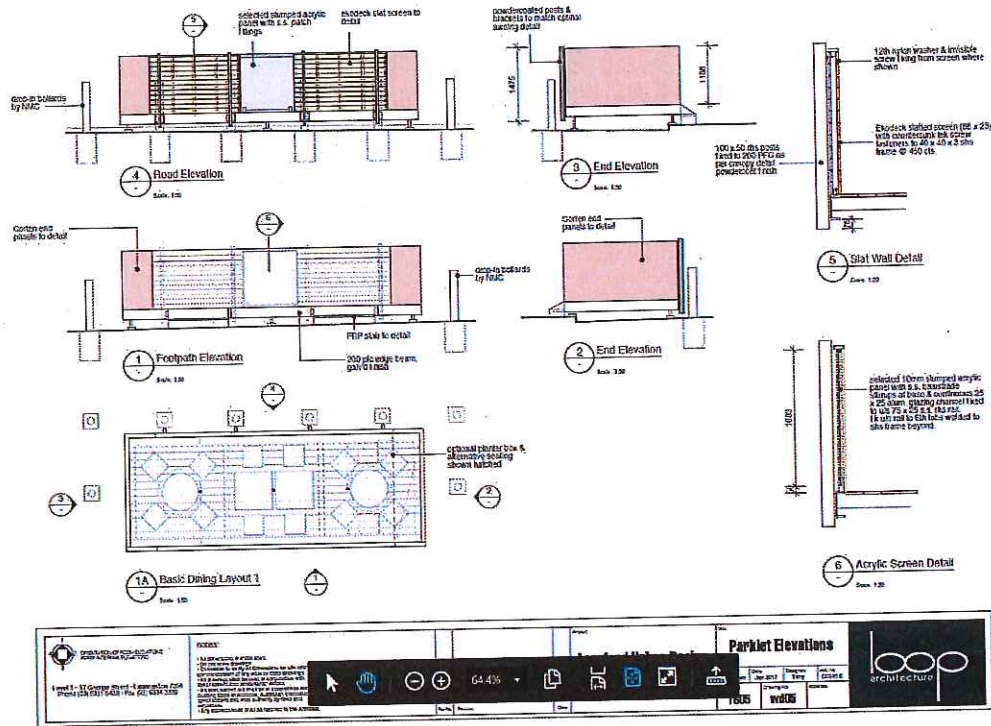
Site Plan



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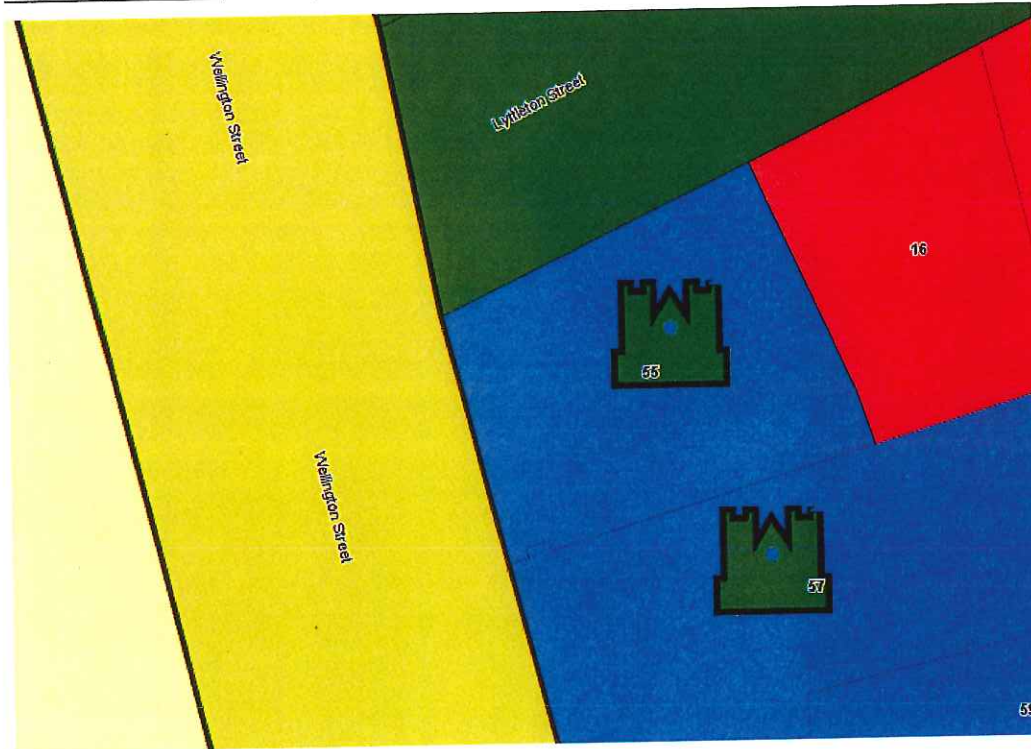


Elevations



4.2 Zone and land use

Zone Map –Utilities



The land is zoned *Utilities*, and is within a *Heritage Precinct* and subject to the *Urban Growth Boundary*.

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The relevant Planning Scheme definition is:

Utilities	<p>Use of land for utilities and infrastructure including:</p> <p>(a) telecommunications;</p> <p>(b) electricity generation;</p> <p>(c) transmitting or distributing gas, oil or power;</p> <p>(d) transport networks;</p> <p>(e) collecting, treating, transmitting, storing or distributing water; or</p> <p>(f) collecting, treating, or disposing or storm or floodwater, sewage or sillage</p> <p>Examples include an electrical sub-station or powerline, gas, water or sewerage main, optic fibre main or distribution hub, pumping station, railway line, retarding basin, road, sewage treatment plant, storm or flood water drain, water storage dam and weir.</p>
Minor utilities	<p>Means use of land for utilities for local distribution or reticulation of services associated with infrastructure such as a footpath, cycle path stormwater channel, water pipes, retarding basin, telecommunication lines or electricity substation and power lines up to but not exceeding 110kv</p>

Utilities is a permitted use within the zone

4.3 Subject site and locality

The author of this report carried out a site visit on 6 June 2017.

Aerial photograph of area



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Photograph of subject site



4.4 Permit/site history

There is no relevant permit history.

4.5 Representations

Notice of the application was given in accordance with Section 57 of the *Land Use Planning & Approvals Act 1993*. A review of Council's Records management system after completion of the public exhibition period revealed that three representations (attached) were received from:

- Dee Alty, 19 Pakenham Street, Longford;
- Longford Business and Tourism Association, C/- 1 William St, Longford; and
- Karen Preece (obo Toosey Aged and Community Care).

The matters raised in the representations are outlined below followed by the planner's comments.

Issue 1

- Loss of car parking spaces for the elderly and young families that visit the library and may not be able to walk too far.

Planner's comment:

The proposed use class of *Utilities* does not require any provision of car parking and, therefore, in respect of relevant Planning Scheme provisions, the proposal is compliant. It is recognised that the proposed works will remove one on-street parking space immediately outside the LINC library. The removal of one on-street space will still leave ample spaces along Wellington Street and adjacent to the Village Green.

Issue 2

- Safety of people within the parklet.

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Planner's comment:

This issue is not dealt with via a standard under the Planning Scheme. Council has had a risk assessment undertaken that has dealt with the risk to patrons using the parklets. The parklet does not have direct access onto the road and the existence of the traffic islands directly to the north of the site will automatically push traffic out around the parklet. Clearly, the consequence of collision of vehicles with the parklet will be catastrophic but the likelihood of that event occurring is rare.

Issue 3

- Impact of traffic noise by users of parklet.

Planner's comment:

This is not a relevant planning consideration but it is noted that on-street dining occurs in towns and cities across the world with fewer barricades (i.e. none or temporary barriers) to the street to prevent traffic-noise nuisance to diners. In this instance, whilst the parklet will be located on the road verge and not the footpath, there will be a more solid structure separating users of the parklet and the traffic.

Issue 4

- Safety concern with visibility for cars turning into Wellington Street from Lyttleton Street.

Planner's comment:

The low height of the parklet means in terms of obstructing visibility for cars turning out of Lyttleton Street, there will be little difference to a car being parked on the street.

Issue 5

- Distraction to drivers as they 'sticky beak' to see who is in the parklet or people using the parklet wave to them.

Planner's comment:

This is not a relevant planning argument. The same issue arises with any activity or development on a street or roadside that creates a point of interest for motorists.

Issue 6

- Limitations on space between parklet and middle of the road for larger vehicles to negotiate.

Planner's comment:

The traffic islands to the north of the parklet protrude further into the road than the parklet itself. The parklet creates no greater impediment to road width than parked cars it effectively replaces.

Issue 7

- No coffee shops in the immediate area for anybody wanting to use the parklet and there is already the Village Green and Christ Church grounds that people can access to sit safely and eat or drink.

Planner's comment:

The parklet is intended to be open for use by all members of the public and not exclusively for a single coffee shop or café. The LINC library is a well patronised service and the parklet will be located directly adjacent to the service and the application is supported by the LINC library service. This application must be determined on its merits against the Planning Scheme and the decision over its location is a matter for Council acting outside its role as the Planning Authority.

Issue 8

- Lists a range of projects the money could be better allocated to.

Planner's comment:

The application must be assessed on the basis of what is proposed and whether it meets the Planning Scheme provisions. Alternative suggestions for allocation of funds is a matter for Council to deal with outside of its role as the Planning Authority.

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Issue 9

- Effect on foot traffic. The parklet would cause a safety concern to elderly members of community who access the Library by walkers and scooters.

Planner's comment:

The location of the parklet will not obstruct pedestrian movement along the footpath and the traffic islands directly to the north provide pedestrians with a safe point to cross the road.

Issue 10

- The proposed works would compromise the heritage values of the streetscape.

Planner's comment:

Council's Heritage Advisor has provided an assessment against the Heritage Code and the Heritage Precinct Specific Area Plan and determined compliance subject to a recommendation that the façade slats be erected vertically and be of a dark grey tone. It is noted that the parklet is a demountable structure and will not permanently and irreparably alter the heritage streetscape.

Issue 11

- The application is unclear in terms of where the parklet will be positioned in relation to the footpath.

Planner's comment:

The site plan clearly delineates the location of the parklet in relation to the footpath.

Issue 12

- The proposed site is a culturally-sensitive area within the heritage precinct and the parklet design is not sensitive to the heritage values of the site.

Planner's comment:

Council's Heritage Advisor has provided an assessment against the Heritage Code and the Heritage Precinct Specific Area Plan and determined compliance subject to a recommendation that the façade slats be erected vertically and be of a dark grey tone. It is noted that the parklet is a demountable structure and will not permanently and irreparably alter the heritage streetscape.

Issue 13

- The planning application gives provides no justification for spending \$50,000 on a parklet and locating it in this position.

Planner's comment:

The allocation of Council funds is not a relevant matter to consider under the provisions of the Planning Scheme.

Issue 14

- Disappointed to see this planning application advertised because the General Manager stated publicly at a meeting of Longford Business and Tourism Association that public consultation would occur, which it hasn't.

Planner's comment:

This is not a matter for consideration of the proposed development in relation to compliance with the relevant Planning Scheme provisions. However, it is noted that Council has consulted with the community on numerous occasions regarding Longford including during:

- Longford Visitor Appeal Study;
- Longford Place Activation Plan; and
- Longford Urban Design Strategy.

Part of that consultation has been around identifying opportunities to reinvigorate and beautify the town centre, improving pedestrian experience with improved footpath amenity, providing safe areas

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for people to sit with areas of shade. The LINC library is an ideal location allowing user to access the service and sit in shaded areas.

4.6 Referrals

The only referrals required were as follows:

Council's Works Department

Precis: Council's Works Department (Duncan Mayne) reported that Works and Infrastructure had no comment to make.

TasWater

Precis: A Taswater Submission to Planning Authority Notice was issued on 5 June 2017. (Taswater Ref: TWDA 2017/00170-NMC).

Heritage Adviser

Council's Heritage Advisor, David Denman, reviewed the application on 4 February 2017. Mr Denman noted that he had no objections to the proposal and his comments form the Heritage Code assessment of this report. Mr Denman recommended that the Eco-deck slats be vertical instead of horizontal and that they be in a dark grey colour. This is a condition to be included on the permit.

Tasmanian Heritage Council

Not applicable

Department of State Growth

Precis:

Details of the application were referred to State Growth who responded stating they had no objection to the proposal. State Growth requires the imposition of a range of condition on the permit as detailed below:

1. *All structures and pedestrianised areas immediately adjacent to a traffic lane are to be protected by a suitable barrier or bollard system that is rated to withstand a crash impact of at least 60km/h. Appropriate clearance to structures and pedestrianised areas to allow for any deflection of the barrier / bollard system shall be applied.*
2. *Clearance from the road centre line to the face of the barrier / bollard system shall be a minimum of 3.7 metres. If bollards are used, their maximum spacing shall be 1.2 metres.*
3. *Ongoing maintenance, repair or replacement of the barrier/bollard system is the responsibility of the applicant;*
4. *Prior to undertaking any works in the road reservation the applicant must provide detailed engineering drawings of all proposed works to the Department of State Growth in support of an application for a Permit to Work in a State Road Reserve. (Application forms are available at <http://www.transport.tas.gov.au/road/permits>). Applications must be received by the Department of State Growth a minimum of twenty eight (28) days prior to the expected commencement date for works in order to allow sufficient time for the application to be assessed. No works are to be undertaken until a written permit has been issued. The permit is issued in accordance with the provisions of the Roads and Jetties Act 1935.*

Launceston Airport

Not applicable to this application

Tasrail (adjoining landowner)

Not applicable to this application

Environmental Health Officer

Not applicable to this application

Natural Resource Management Facilitator

Not applicable to this application

Environment Protection Agency (level 2 under EMPCA)

Precis: Not applicable to this application.

General Manager

Precis: Application signed by the General Manager.

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Minister administering Crown Lands

Precis: Application signed by the General Manager as per delegation from the Minister and allowed for by the Land Use Planning & Approvals Act 1993.

4.7 Planning Scheme Assessment

28.3 Use Standards

28.3.1 Capacity of existing utilities

<i>Objective: To ensure that uses do not compromise the capacity of utility services.</i>	
Acceptable Solutions	Performance Criteria
A1 <i>If for permitted or no permit required uses.</i>	P1 <i>The proposal must not unreasonably compromise or reduce the operational efficiency of the utility having regard to:</i> a) <i>existing land use practices; and</i> b) <i>the location of the use in relation to the utility; and</i> c) <i>any required buffers or setbacks; and</i> d) <i>the management of access.</i>

Comment: Utilities is a permitted use in the zone.

UTILITIES ZONE

28.3 Use Standards

Not applicable given the use is permitted

28.4 Development Standards

28.4.1 Building Design and Siting

<i>Objective: To ensure that the siting and design of development:</i> a) <i>considers the impacts to adjoining lots; and</i> b) <i>further the local area objectives and desired future character statements for the area, if any.</i>	
Acceptable Solutions	Performance Criteria
A1 <i>Height must not exceed:</i> a) <i>6m; or</i> b) <i>15 m for ancillary antenna and masts for communication devices.</i>	P1 <i>Height must:</i> a) <i>minimise the visual impact having regard to:</i> i) <i>prevailing character of the landscape or urban pattern of the surrounding area; and</i> ii) <i>form and materials; and</i> iii) <i>the contours or slope of the land; and</i> iv) <i>existing screening or the ability to implement/establish screening through works or landscaping; and</i> b) <i>protect the amenity of residential uses in the area from unreasonable impacts having regard to:</i> i) <i>the surrounding pattern of development; and</i> ii) <i>the existing degree of overlooking and overshadowing; and</i> iii) <i>methods to reduce visual impact.</i>

Comment: Complies with A1. The maximum height of the parklet is 1.4 metres from the pavement.

A2 <i>Buildings must be set back from all boundaries a minimum distance of 3m.</i>	P2 <i>Building setbacks must:</i> a) <i>complement existing building setbacks in the immediate area; and</i> b) <i>minimise adverse impacts on adjoining land uses having regard to:</i> i) <i>the form of the building; and</i> ii) <i>the contours or slope of the land; and</i> iii) <i>methods to reduce visual impact; and</i> c) <i>protect the amenity of adjoining residential uses from unreasonable impacts of overshadowing and overlooking having regard to:</i>
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| | <ul style="list-style-type: none"> i) the surrounding pattern of development; and ii) the existing degree of overlooking and overshadowing; and iii) methods to reduce overlooking and overshadowing. |
|--|--|

Comment: Complies with P2. The proposed parklet is to be setback 2.6 metres from the eastern property boundary and well in excess of 3 metres from all other property boundaries.

The application is considered to meet the Performance Criteria on the following basis:

- The setback to the LINC Library coupled with the small scale of the parklet mean there will be no impacts on the Library building in terms of overshadowing or loss of sunlight to habitable windows. The proposed boundary setback is commensurate with boundary setbacks in the surrounding area.
- The site is not immediately adjacent to any residential uses.

28.4.2 Subdivision

Objective	
a)	To ensure that land is available for public and private utility services; and
b)	To further the local area objectives and desired future character statements for the area, if any.
Acceptable Solutions	Performance Criteria
A1 Subdivision must be for a utility use.	<p>P1.1 Subdivision must:</p> <ul style="list-style-type: none"> a) be required for public use by the Crown, public authority or a Council; or b) be a combined application for subdivision and subsequent development and use of the land; and <p>P1.2 Subdivision must have regard to:</p> <ul style="list-style-type: none"> a) the topographical or natural features of the site; and b) the pattern of existing development; and c) the ability of vegetation to provide buffering; and d) any features of natural, historical or cultural significance; and e) the presence of any natural hazards; and f) to the local area objectives and desired future character statements for the zone, if any; and <p>P1.3 Subdivision must provide services appropriate to the intended use.</p>

Comment: Not applicable

A2 The lot must have a minimum frontage of 3.6m.	P2 Subdivision must provide appropriate, permanent access by a right of carriageway registered over all relevant titles.
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Comment: Not applicable

CODES	
E1.0 BUSHFIRE PRONE AREAS CODE	N/a
E2.0 POTENTIALLY CONTAMINATED LAND	N/a
E3.0 LANDSLIP CODE	N/a
E4.0 ROAD AND RAILWAY ASSETS CODE	Complies – no changes
E.5.0 FLOOD PRONE AREAS CODE	N/a
E6.0 CAR PARKING AND SUSTAINABLE TRANSPORT CODE	See code assessment below
E7.0 SCENIC MANAGEMENT CODE	N/a
E8.0 BIODIVERSITY CODE	N/a
E9.0 WATER QUALITY CODE	N/a
E10.0 RECREATION AND OPEN SPACE CODE	N/a
E11.0 ENVIRONMENTAL IMPACTS & ATTENUATION CODE	N/a
E12.0 AIRPORTS IMPACT MANAGEMENT CODE	N/a
E13.0 LOCAL HISTORIC HERITAGE CODE	See Heritage Adviser's assessment
E14.0 COASTAL CODE	N/a
E15.0 SIGNS CODE	N/a

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ASSESSMENT AGAINST E6.0 CAR PARKING & SUSTAINABLE TRANSPORT CODE

E6.6 Use Standards

E6.6.1 Car Parking Numbers

Objective: To ensure that an appropriate level of car parking is provided to service use.

Acceptable Solutions		Performance Criteria	
A1	The number of car parking spaces must not be less than the requirements of:	P1	The number of car parking spaces provided must have regard to:
a)	Table E6.1; or	a)	the provisions of any relevant location specific car parking plan; and
b)	a parking precinct plan contained in Table E6.6: Precinct Parking Plans (except for dwellings in the General Residential Zone).	b)	the availability of public car parking spaces within reasonable walking distance; and
		c)	any reduction in demand due to sharing of spaces by multiple uses either because of variations in peak demand or by efficiencies gained by consolidation; and
		d)	the availability and frequency of public transport within reasonable walking distance of the site; and
		e)	site constraints such as existing buildings, slope, drainage, vegetation and landscaping; and
		f)	the availability, accessibility and safety of on-road parking, having regard to the nature of the roads, traffic management and other uses in the vicinity; and
		g)	an empirical assessment of the car parking demand; and
		h)	the effect on streetscape, amenity and vehicle, pedestrian and cycle safety and convenience; and
		i)	the recommendations of a traffic impact assessment prepared for the proposal; and
		j)	any heritage values of the site; and
		k)	for residential buildings and multiple dwellings, whether parking is adequate to meet the needs of the residents having regard to:
		i)	the size of the dwelling and the number of bedrooms; and
		ii)	the pattern of parking in the locality; and
		iii)	any existing structure on the land.

Comment: Complies with A1

Table E6.1 does not set a required number of spaces for utilities. It is noted that the proposed works will remove one on-street space outside of the library. It is considered there is sufficient on-street parking spaces along both sides of Wellington Street in the vicinity to cater for demand for parking created by businesses in the area. The parklet forms part of Council's Urban Design Strategy for Longford

Table E6.1: Parking Space Requirements

Use	Parking Requirement	
	Vehicle	Bicycle
Residential:		
If a 1 bedroom or studio dwelling in the General Residential Zone (including all rooms capable of being used as a bedroom)	1 space per dwelling	1 space per unit or 1 spaces per 5 bedrooms in other forms of accommodation.
If a 2 or more bedroom dwelling in the General Residential Zone (including all rooms capable of being used as a bedroom)	2 spaces per dwelling	

E6.6.2 Bicycle Parking Numbers

Objective: To encourage cycling as a mode of transport within areas subject to urban speed zones by ensuring safe, secure and convenient parking for bicycles.

Acceptable Solutions		Performance Criteria	
A1.1	Permanently accessible bicycle parking or storage spaces must be provided either on the site or within 50m of the site in accordance with the requirements of Table E6.1; or	P1	Permanently accessible bicycle parking or storage spaces must be provided having regard to the:
		a)	likely number and type of users of the site and their opportunities and likely preference for bicycle travel; and

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A1.2	The number of spaces must be in accordance with a parking precinct plan contained in Table E6.6: Precinct Parking Plans.	b)	location of the site and the distance a cyclist would need to travel to reach the site; and
		c)	availability and accessibility of existing and planned parking facilities for bicycles in the vicinity.
Comment: Not applicable			

E6.6.3 Taxi Drop-off and Pickup

Objective: To ensure that taxis can adequately access developments.			
Acceptable Solutions		Performance Criteria	
A1	One dedicated taxi drop-off and pickup space must be provided for every 50 car spaces required by Table E6.1 or part thereof (except for dwellings in the General Residential Zone).	P1	No performance criteria.
Comment: Not applicable			

E6.6.4 Motorbike Parking Provisions

Objective: To ensure that motorbikes are adequately provided for in parking considerations.			
Acceptable Solutions		Performance Criteria	
A1	One motorbike parking space must be provided for each 20 car spaces required by Table E6.1 or part thereof.	P1	No performance criteria.
Comment: Not applicable			

E6.7 Development Standards

E6.7.1 Construction of Car Parking Spaces and Access Strips

Objective: To ensure that car parking spaces and access strips are constructed to an appropriate standard.			
Acceptable Solutions		Performance Criteria	
A1	All car parking, access strips manoeuvring and circulation spaces must be:	P1	All car parking, access strips manoeuvring and circulation spaces must be readily identifiable and constructed to ensure that they are useable in all weather conditions.
a)	formed to an adequate level and drained; and		
b)	except for a single dwelling, provided with an impervious all weather seal; and		
c)	except for a single dwelling, line marked or provided with other clear physical means to delineate car spaces.		
Comment: Not applicable			

E6.7.2 Design and Layout of Car Parking

Objective: To ensure that car parking and manoeuvring space are designed and laid out to an appropriate standard.			
Acceptable Solutions		Performance Criteria	
A1.1	Where providing for 4 or more spaces, parking areas (other than for parking located in garages and carports for dwellings in the General Residential Zone) must be located behind the building line; and	P1	The location of car parking and manoeuvring spaces must not be detrimental to the streetscape or the amenity of the surrounding areas, having regard to:
	and	a)	the layout of the site and the location of existing buildings; and
A1.2	Within the General residential zone, provision for turning must not be located within the front setback for residential buildings or multiple dwellings.	b)	views into the site from the road and adjoining public spaces; and
		c)	the ability to access the site and the rear of buildings; and
		d)	the layout of car parking in the vicinity; and
		e)	the level of landscaping proposed for the car parking.
Comment: Not applicable			
A2.1	Car parking and manoeuvring space must:	P2	Car parking and manoeuvring space must:
a)	have a gradient of 10% or less; and	a)	be convenient, safe and efficient to use having regard to matters such as slope, dimensions,

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b)	where providing for more than 4 cars, provide for vehicles to enter and exit the site in a forward direction; and	b)	layout and the expected number and type of vehicles; and
c)	have a width of vehicular access no less than prescribed in Table E6.2 and Table E6.3, and		provide adequate space to turn within the site unless reversing from the site would not adversely affect the safety and convenience of users and passing traffic.
A2.2	The layout of car spaces and access ways must be designed in accordance with Australian Standards AS 2890.1 - 2004 Parking Facilities, Part 1: Off Road Car Parking.		

Comment: Not applicable

Table E6.2: Access Widths for Vehicles

Number of parking spaces served	Access width (see note 1)	Passing bay (2.0m wide by 5.0m long plus entry and exit tapers) (see note 2)
1 to 5	3.0m	Every 30m

E6.7.3 Car Parking Access, Safety and Security

Objective: To ensure adequate access, safety and security for car parking and for deliveries.

Acceptable Solutions		Performance Criteria	
A1	Car parking areas with greater than 20 parking spaces must be:	P1	Car parking areas with greater than 20 parking spaces must provide for adequate security and safety for users of the site, having regard to the:
a)	secured and lit so that unauthorised persons cannot enter or;	a)	levels of activity within the vicinity; and
b)	visible from buildings on or adjacent to the site during the times when parking occurs.	b)	opportunities for passive surveillance for users of adjacent building and public spaces adjoining the site.

Comment: Not applicable

E6.7.4 Parking for Persons with a Disability

Objective: To ensure adequate parking for persons with a disability.

Acceptable Solutions		Performance Criteria	
A1	All spaces designated for use by persons with a disability must be located closest to the main entry point to the building.	P1	No performance criteria.
A2	One of every 20 parking spaces or part thereof must be constructed and designated for use by persons with disabilities in accordance with Australian Standards AS/NZ 2890.6 2009.	P2	No performance criteria.

Comment: Not applicable

E6.7.6 Loading and Unloading of Vehicles, Drop-off and Pickup

Objective: To ensure adequate access for people and goods delivery and collection and to prevent loss of amenity and adverse impacts on traffic flows.

Acceptable Solutions		Performance Criteria	
A1	For retail, commercial, industrial, service industry or warehouse or storage uses:	P1	For retail, commercial, industrial, service industry or warehouse or storage uses adequate space must be provided for loading and unloading the type of vehicles associated with delivering and collecting people and goods where these are expected on a regular basis.
a)	at least one loading bay must be provided in accordance with Table E6.4; and		
b)	loading and bus bays and access strips must be designed in accordance with Australian Standard AS/NZS 2890.3 2002 for the type of vehicles that will use the site.		

Comment: Not applicable

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E6.8 Provisions for Sustainable Transport

E6.8.1 Bicycle End of Trip Facilities

Not used in this planning scheme

E6.8.2 Bicycle Parking Access, Safety and Security

Objective:

To ensure that parking and storage facilities for bicycles are safe, secure and convenient.

Acceptable Solutions	Performance Criteria
<p>A1.1 Bicycle parking spaces for customers and visitors must:</p> <p>a) be accessible from a road, footpath or cycle track; and</p> <p>b) include a rail or hoop to lock a bicycle to that meets Australian Standard AS 2890.3 1993; and</p> <p>c) be located within 50m of and visible or signposted from the entrance to the activity they serve; and</p> <p>d) be available and adequately lit in accordance with Australian Standard AS/NZS 1158 2005 Lighting Category C2 during the times they will be used; and</p> <p>A1.2 Parking space for residents' and employees' bicycles must be under cover and capable of being secured by lock or bicycle lock.</p>	<p>P1 Bicycle parking spaces must be safe, secure, convenient and located where they will encourage use.</p>
<p>A2 Bicycle parking spaces must have:</p> <p>a) minimum dimensions of:</p> <p>i) 1.7m in length; and</p> <p>ii) 1.2m in height; and</p> <p>iii) 0.7m in width at the handlebars; and</p> <p>b) unobstructed access with a width of at least 2m and a gradient of no more 5% from a public area where cycling is allowed.</p>	<p>P2 Bicycle parking spaces and access must be of dimensions that provide for their convenient, safe and efficient use.</p>
<p>Comment: Not applicable</p>	

E6.8.5 Pedestrian Walkways

Objective: To ensure pedestrian safety is considered in development

Acceptable Solution	Performance Criteria
<p>A1 Pedestrian access must be provided for in accordance with Table E6.5.</p>	<p>P1 Safe pedestrian access must be provided within car park and between the entrances to buildings and the road.</p>
<p>Comment: Not applicable</p>	

Table E6.5: Pedestrian Access

Number of Parking Spaces Required	Pedestrian Facility
1-10	No separate access required (i.e. pedestrians may share the driveway). [Note (a) applies].
11 or more	A 1m wide footpath separated from the driveway and parking aisles except at crossing points. [Notes (a) and (b) apply].

Notes

- a) In parking areas containing spaces allocated for disabled persons, a footpath having a minimum width of 1.5m and a gradient not exceeding 1 in 14 is required from those spaces to the principal building.
- b) Separation is deemed to be achieved by:
- a horizontal distance of 2.5m between the edge of the driveway and the footpath; or
 - protective devices such as bollards, guard rails or planters between the driveway and the footpath; and
 - signs and line marking at points where pedestrians are intended to cross driveways or parking aisles.

ASSESSMENT AGAINST E13.0 (LOCAL HISTORIC HERITAGE CODE) – HERITAGE ADVISOR'S ASSESSMENT

E13.1 Purpose

E13.1.1 The purpose of this provision is to:

- protect and enhance the historic cultural heritage significance of local heritage places and heritage precincts; and
- encourage and facilitate the continued use of these items for beneficial purposes; and

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- c) discourage the deterioration, demolition or removal of buildings and items of assessed heritage significance; and
- d) ensure that new use and development is undertaken in a manner that is sympathetic to, and does not detract from, the cultural significance of the land, buildings and items and their settings; and
- e) conserve specifically identified heritage places by allowing a use that otherwise may be prohibited if this will demonstratively assist in conserving that place

E13.2 Application of the Code

E13.2.1 This code applies to use or development of land that is:

- a) within a Heritage Precinct;
- b) a local heritage place;
- c) a place of identified archaeological significance.

E13.3 Use or Development Exempt from this Code

E13.3.1 The following use or development is exempt from this code:

- a) works required to comply with an Emergency Order issued under Section 162 of the Building Act 2000;
- b) electricity, optic fibre and telecommunication cables and gas lines to individual buildings which connect above ground or utilise existing service trenches;
- c) internal alterations to buildings if the interior is not included in the historic heritage significance of the place or precinct;

Comment: The subject site is within a Heritage Precinct.

E13.5 USE STANDARDS

E13.5.1 Alternative Use of heritage buildings

N/a

E13.6 DEVELOPMENT STANDARDS

E13.6.1 Demolition

E13.6.2 Subdivision and development density

E13.6.3 Site Cover

E13.6.4 Height and Bulk of Buildings

E13.6.5 Fences

E13.6.6 Roof Form and Materials

E13.6.7 Wall materials

E13.6.8 Siting of Buildings and Structures

N/a

E13.6.9 Outbuildings and Structures

Objective: To ensure that the siting of outbuildings and structures does not detract from the historic heritage significance of local heritage places and the ability to achieve management objectives within identified heritage precincts.

Acceptable Solutions	Performance Criteria
A1 Outbuildings and structures must be: a) set back an equal or greater distance from the principal frontage than the principal buildings on the site; and b) in accordance with the acceptable development criteria for roof form, wall material and site coverage within a precinct identified in Table E13.1: Heritage Precincts, if any.	P1 New outbuildings and structures must be designed and located; a) to be subservient to the primary buildings on the site; and b) to not detract from meeting the management objectives of a precinct identified in Table E13.1: Heritage Precincts, if any.

Comment: Satisfies the performance criteria.

E13.6.10 Access Strips and Parking

Objective: To ensure that access and parking does not detract from the historic heritage significance of local heritage places and the ability to achieve management objectives within identified heritage precincts.

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Acceptable Solutions		Performance Criteria	
A1	Car parking areas for non-residential purposes must be:	P1	Car parking areas for non-residential purposes must not:
a)	located behind the primary buildings on the site;	a)	result in the loss of building fabric or the removal of gardens or vegetated areas where this would be detrimental to the setting of a building or its historic heritage significance; and
b)	in accordance with the acceptable development criteria for access and parking as within a precinct identified in Table 1: Heritage Precincts, if any.	b)	detract from meeting the management objectives of a precinct identified in Table E13.1: Heritage Precincts, if any.

Comment: N/a

E13.6.11 Places of Archaeological Significance

E13.6.12 Tree and Vegetation Removal

E13.6.13 Signage

N/a

Table E13.1: Local Heritage Precincts

For the purpose of this table, Heritage Precincts refers to those areas listed, and shown on the Planning Scheme maps as Heritage Precincts.

Existing Character Statement - Description and Significance

LONGFORD HERITAGE PRECINCT CHARACTER STATEMENT

The Longford Heritage Precinct is unique because it is the core of an intact nineteenth century townscape, rich with significant structures and the atmosphere of a centre of trade and commerce for the district. Traditional commercial buildings line the main street, flanked by two large public areas containing the Christ Church grounds and the War Memorial. The street then curves gently at Heritage Corner towards Cressy, and links Longford to the surrounding rural farmland, creating views to the surrounding countryside and a gateway to the World Heritage listed Woolmers and Brickendon estates. Heritage residential buildings are tucked behind the main street comprising traditional styles from the mid nineteenth century to the early twentieth century, including significant street trees, picket fences and cottage gardens. The rural township feel is complemented by a mix of businesses serving local needs, tourism and historic interpretation. Longford's heritage ambience has been acknowledged, embraced and built on by many of those who live in or visit the town.

Management Objectives

To ensure that new buildings, additions to existing buildings, and other developments which are within the Heritage Precincts do not adversely impact on the heritage qualities of the streetscape, but contribute positively to the Precinct.

To ensure developments within street reservations in the towns and villages having Heritage Precincts do not to adversely impact on the character of the streetscape but contribute positively to the Heritage Precincts in each settlement.

Comment: The proposal is consistent with the Heritage Precinct Character Statement and satisfies the Management Objectives.

ASSESSMENT AGAINST F2.0 (HERITAGE PRECINCTS SPECIFIC AREA PLAN)

F2.1 Purpose of Specific Area Plan

F2.1.1 In addition to, and consistent with, the purpose of E13.0 Local Historic Heritage Code, the purpose of this Specific Area Plan is to ensure that development makes a positive contribution to the streetscape within the Heritage Precincts.

F2.2 Application of Specific Area Plan

F2.2.1 This Specific Area Plan applies to those areas of land designated as Heritage Precincts on the Planning Scheme maps.

F2.3 Definitions

F2.3.1 Streetscape

For the purpose of this specific area plan 'streetscape' refers to the street reservation and all design elements within it, and that area of a private property from the street reservation; including the whole

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of the frontage, front setback, building façade, porch or verandah, roof form, and side fences; and includes the front elevation of a garage, carport or outbuilding visible from the street (refer Figure F2.1 and F2.2).

F2.3.2 Heritage-Listed Building

For the purpose of this Plan 'heritage-listed building' refers to a building listed in Table F2.1 or listed on the Tasmanian Heritage Register.

Comment: Although the subject site is within the Heritage Precincts Specific Area Plan, the only relevant development standard relates to external colours.

F2.5 STANDARDS FOR DEVELOPMENT

F2.5.16 Paint Colours

Objective: To ensure that new colour schemes maintain a sense of harmony with the street or area in which they are located.

Acceptable Solutions (no performance criteria)

A1.1	Colour schemes must be drawn from heritage-listed buildings within the precinct; or
A1.2	Colour schemes must be drawn from the following:
a)	Walls – Off white, creams, beige, tans, fawn and ochre.
b)	Window & Door frames – white, off white, Indian red, light browns, tans, olive green and deep Brunswick green.
c)	Fascia & Barge Boards – white, off white Indian red, light browns, tans, olive green and deep Brunswick green
d)	Roof & Gutters – deep Indian red, light and dark grey, (black, green and blue are not acceptable).
A2	There must be a contrast between the wall colour and trim colours.
A3	Previously unpainted brickwork must not be painted, except in the case of post-1960 buildings.

Comment: Meets the Acceptable Solutions. I recommend that the Eco-deck slats be in a dark grey colour.

SPECIFIC AREA PLANS	
F1.0	TRANSLINK SPECIFIC AREA PLAN N/a
F2.0	HERITAGE PRECINCTS SPECIFIC AREA PLAN See Heritage Adviser's assessment
SPECIAL PROVISIONS	
9.1	Changes to an Existing Non-conforming Use N/a
9.2	Development for Existing Discretionary Uses N/a
9.3	Adjustment of a Boundary N/a
9.4	Demolition N/a
9.5	Subdivision N/a
STATE POLICIES	
The proposal is consistent with all State Policies.	
OBJECTIVES OF LAND USE PLANNING & APPROVALS ACT 1993	
The proposal is consistent with the objectives of the <i>Land Use Planning & Approvals Act 1993</i> .	
STRATEGIC PLAN/ANNUAL PLAN/COUNCIL POLICIES	
<i>Strategic Plan 2017-2027</i>	
<i>Statutory Planning</i>	

5 FINANCIAL IMPLICATIONS TO COUNCIL

Not applicable to this application.

6 OPTIONS

Approve subject to conditions, or refuse and state reasons for refusal.

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7 DISCUSSION

Discretion to refuse the application is limited to:

- Setback to boundary;
- Outbuildings and structures under the Heritage Code

Conditions that relate to any aspect of the application can be placed on a permit. The proposal will be conditioned to be used and developed in accordance with the proposal plans.

8 ATTACHMENTS

- Application & plans
- Responses from referral agencies
- Representations

RECOMMENDATION

That land at Wellington Street road reservation, Longford be approved to be developed and used for a Parklet outside 55 Wellington Street LINC, in accordance with application P17-030, and subject to the following conditions:

1 Layout not altered

The use and development must be in accordance with the endorsed plans numbered

- **P1 – Proposed Site Plan #3.** (*Drawing No wd03, January 2017*).
- **P2 – Parklet Layouts** (*Drawing No wd04, January 2017*).
- **P3 – Parklet Elevations** (*Drawing No wd05, Jan 2017*) (**PLAN TO BE AMENDED**)
- **P4 – Section AA** (*Drawing No wd07, Jan 2017*).
- **P5 – Seating/Step details** (*Drawing No wd09, Jan 2017*)

2 Amendment to plan

Before the development commences an Amended Plan must be submitted (P3 – Elevations) showing:

- The eco-slats being laid in a vertical alignment and finished in a dark grey colour to the satisfaction of Council's Heritage Advisor.

3. TasWater conditions

Sewer and water services must be provided in accordance with TasWater's Planning Authority Notice (reference number TWDA 2017/00169-NMC).

3 State Growth conditions

- 3.1 All structures and pedestrianised areas immediately adjacent to a traffic lane must be protected by a suitable barrier or bollard system that is rated to withstand a crash impact of at least 60km/h. Appropriate clearance to structures and pedestrianised areas to allow for any deflection of the barrier / bollard system must be applied.
- 3.2 Clearance from the road centre line to the face of the barrier / bollard system must be a minimum of 3.7 metres. If bollards are used, their maximum spacing must be 1.2 metres.
- 3.3 Ongoing maintenance, repair or replacement of the barrier / bollard system is the responsibility of the applicant.
- 3.4 Prior to undertaking any works in the road reservation the applicant must provide detailed engineering drawings of all proposed works to the Department of State Growth in support of an application for a Permit to Work in a State Road Reserve. (Application forms are available at: <http://www.transport.tas.gov.au/road/permits>) Applications must be received by the Department of State Growth a minimum of twenty eight (28) days prior to the expected commencement date for works in order to allow sufficient time for the application to be assessed. No works are to be

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undertaken until a written permit has been issued. The permit is issued in accordance with the provisions of the Roads and Jetties Act 1935.

DECISION

Cr Polley/Cr Goninon

That the matter be discussed.

Carried unanimously

Cr Polley/Cr Knowles

That land at Wellington Street road reservation, Longford be approved to be developed and used for a Parklet outside 55 Wellington Street LINC, in accordance with application P17-030, and subject to the following conditions:

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- 4.2 Clearance from the road centre line to the face of the barrier / bollard system must be a minimum of 3.7 metres. If bollards are used, their maximum spacing must be 1.2 metres.
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Carried

Voting for the motion:

Mayor Downie, Cr Gordon, Cr Knowles, Cr Lambert, Cr Polley

Voting against the motion:

Cr Calvert, Cr Goninon, Cr Goss