

PLAN 5

PLANNING APPLICATION PLN-19-0182

ROAD RESERVE ADJACENT TO AND OPPOSITE 55A MAIN ROAD, PERTH

ATTACHMENTS

- A Application & plans
- B Responses from referral agencies
- C Representations

AERIAL PHOTOGRAPH & SERVICES MAP for ROAD RESERVE ADJACENT TO AND OPPOSITE 55A MAIN ROAD, PERTH



ZONING MAP - UTILITIES ZONE



PLANNING APPLICATION Proposal

Description of proposal: The Department of State Growth is proposing two new bus stops on Main Road, Perth. These stops are critical to match in with the route design operation through Perth, which best serves the community. The new route implementation is to occur in January 2020, meaning that the new bus stops will need to be constructed by this time.
(attach additional sheets if necessary)

If applying for a subdivision which creates a new road, please supply three proposed names for the road, in order of preference:

1. N/A 2. 3.

Site address: Northam bound stop: adjacent to 74, 76 and 78 Main Road, Perth
Southern bound stop: adjacent to SSA Main Road, Perth

CT no: N/A → road easement (section of road between Frederick and Stone Streets)

Estimated cost of project \$ 12,000.00
(include cost of landscaping, car parks etc for commercial/industrial uses)

Are there any existing buildings on this property? Yes / No
If yes – main building is used as

If variation to Planning Scheme provisions requested, justification to be provided:

Bus stops are exempt under section 6.2.2 of the Northam Midlands Interim Planning Scheme 2013. However, in this location the works trigger a development application as the bus stops are located within a heritage precinct.

See Supporting Statement and associated attachments
(attach additional sheets if necessary)

Is any signage required? Yes, the works is for a bus stop/signage.
(if yes, provide details)

Department of State Growth

STRATEGY POLICY AND COORDINATION

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General Manager
Des Jennings
Northern Midlands Council
PO Box 156
Longford TAS 7301

Dear Mr Jennings

Supporting statement for development application for new bus stop – Main Road, Perth

Further to my recent letter with regard to delivering bus stop infrastructure in Perth, State Growth has also been working with your council officers on a separate set of bus stops on Main Road, Perth (adjacent to 55A Main Road and 74, 76 and 78 Main Road).

Although bus stops are exempt under section 6.2.2 of the *Northern Midlands Interim Planning Scheme 2013*, in this location the proposed works require a development application as the bus stops are within a heritage precinct (subsection (a) of 6.2.1).

In relation to this development application, the management objectives of the Local Historic Heritage Code are to ensure that developments within street reservations in towns and villages do not adversely impact on the character of the streetscape. Provision of a bus stop is a very minor alteration to the streetscape and it is considered that it would not impact on the heritage values of the Perth heritage precinct. The attached planning submission demonstrates how the proposed development satisfies the relevant provisions found in the *Northern Midlands Interim Planning Scheme 2013*.

State Growth has conducted consultation with adjacent property residents to determine if they have any issues or questions. The bus stop is located on a State Road, therefore landowner consent has been provided by the appropriate representative in State Growth.

Changes to bus services will occur in early 2020. This will mean that a new bus stop will need to be constructed by this time.

If you have any further questions or require further information, please contact Dustin Moore on 6166 4469.

Yours sincerely

A handwritten signature in blue ink, appearing to read "J. Verrier".

James Verrier
Director
POLICY AND PROJECTS

08 September 2019

Attachments

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- 2 -

- Letter of Consent
- Planning submission
- Site plan
- Locality plan
- Site information and assessment by Jacobs

Department of State Growth

STATE ROADS

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General Manager
Des Jennings
Northern Midlands Council
PO Box 156
Longford TAS 7301

Dear Mr Jennings

**LETTER OF CONSENT FOR DEVELOPMENT APPLICATION FOR NEW BUS STOPS –
MAIN ROAD, PERTH**

I, the undersigned, provide consent to Department of State Growth staff to lodge a development application for two new bus stops in Perth.

The two proposed bus stops are located on a State Road.

Yours sincerely

A handwritten signature in blue ink, appearing to be "MB".

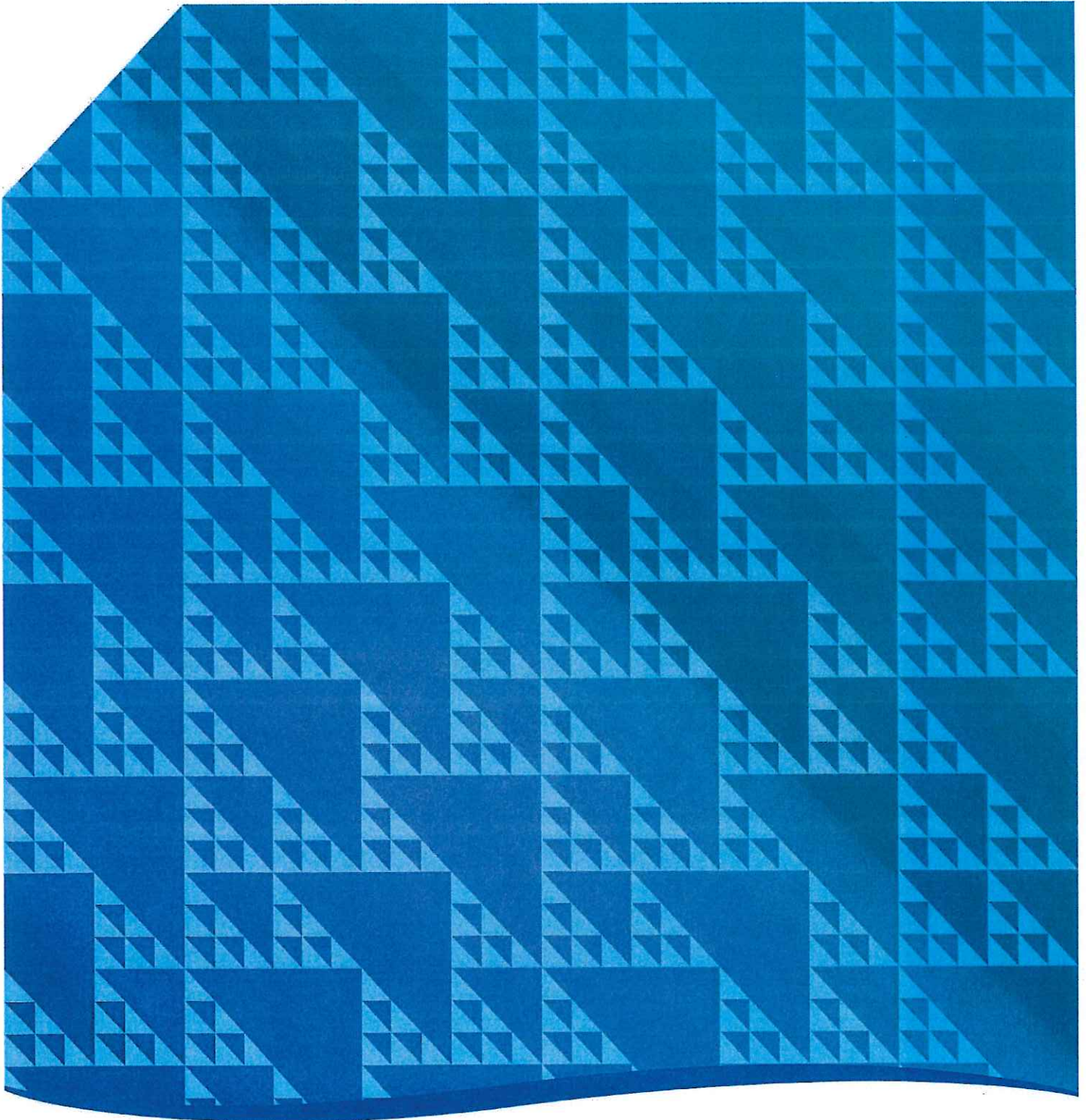
Martin Blake
ACTING GENERAL MANAGER STATE ROADS

6 September 2019

1-549

Planning submission for two new
bus stops on Main Road, Perth

Planning Submission



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Summary

The Department of State Growth (State Growth) is currently reviewing bus networks across the state, including in Perth, through a bus services review project. A need for new bus stops in Perth has been identified to be more direct and save travel time for bus users.

State Growth has been working with council officers and after careful consideration would like to locate two bus stops on Main Road, Perth (adjacent to 55A Main Road and 74, 76 and 78 Main Road). State Growth has conducted consultation with adjacent property residents to determine if they have any issues or questions.

Although bus stops are exempt under section 6.2.2 of the *Northern Midlands Interim Planning Scheme 2013* (NMIPS 2013), in this location the proposed works require a development application as the bus stops are within a heritage precinct (subsection (a) of 6.2.1).

This planning submission provides an assessment of the proposed works against the relevant planning provisions found in E13 *Local Historic Heritage Code*. It is considered that the proposed works satisfy all of the relevant provisions and will not impact on the heritage values of the Perth Heritage Precinct.

Proposal

Background

Perth is serviced by general access buses from Cressy and Longford as well as from Evandale, St Helens and Hobart/Launceston.

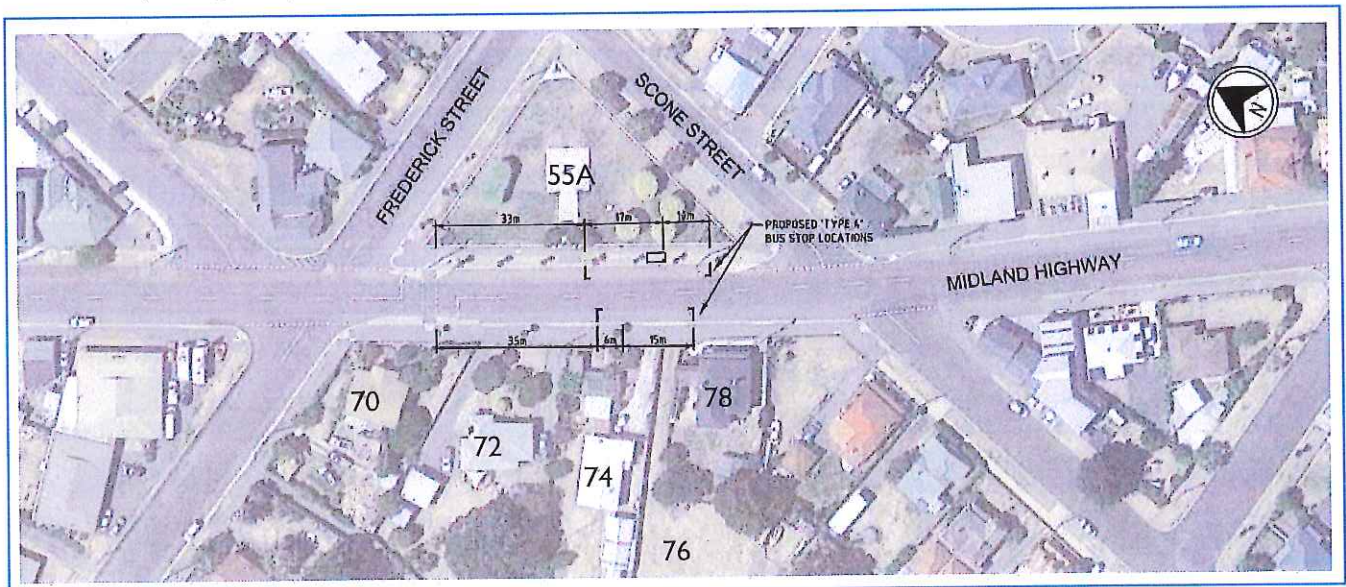
The general access route from Cressy and Longford which travels through Perth has been simplified to travel along the Perth Main Road. Main Road is central to both residential areas to the east and west of Perth and the change will improve travel time for Cressy/Longford and Perth passengers.

To support this, two new bus stops are required, near the intersections of Frederick and Scone Streets. This location has been identified in consultation with council officers as it is close to the pedestrian crossing to support safe crossing of passengers using the service. It has been determined there is sufficient site distance to the pedestrian crossing, which is also manned by a crossing guard in school peak periods.

Consultation with adjacent property owners has occurred, some owners had concerns regarding the loss of on-street car parking, traffic safety and property access. There were no concerns raised in relation to impact on heritage values or visual amenity.

Location

The proposed bus stops are to be located on Main Road, Perth, adjacent to 55A Main Road and 74, 76 and 78 Main Road (see Figure 2).



This area of Perth is identified in NMIPS 2013 as a heritage precinct, specifically the Perth Heritage Precinct (see Figure 1).

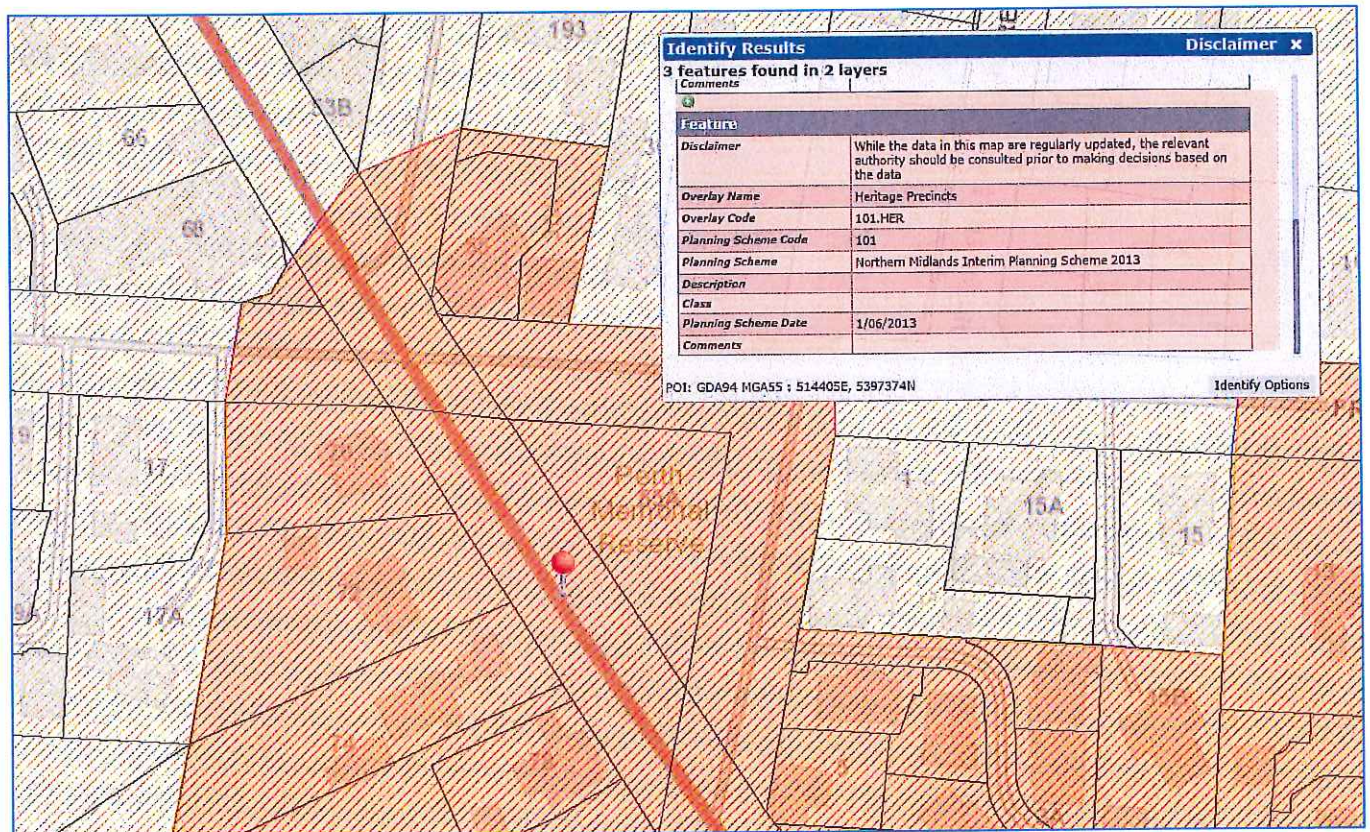


Figure 1: Heritage precinct

Additionally, the proposed bus stops are adjacent to three heritage places (see Table 1).

Table 1: Adjacent heritage places

| Tasmanian Heritage Register ID | NIMPS 2013 ID | Name | Address | Status | Title |
|--------------------------------|---------------|--------------------|----------------------|------------------------|--------|
| 5228 | - | Perth War Memorial | 55A Main Road, Perth | Permanently Registered | 231876 |
| 5226 | 345 | Cottage | 74 Main Road, Perth | Permanently Registered | 6034 |
| 5227 | 346 | Cottage | 78 Main Road, Perth | Permanently Registered | 31635 |

Works

The proposed bus stops are Type 4 bus stop locations (see Figure 3). This means no extension of the kerb is required.

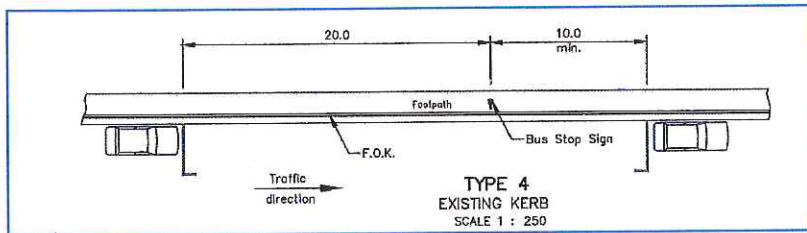


Figure 3: Type of bus stop location proposed

The works will include the installation of a pole into a concrete footing, a blade (i.e. the bus stop sign), a timetable case and Tactile Ground Surface Indicators (TGSIs), as well as linemarking painted on the road pavement to clearly state the bus stop zone on the western side of Main Road.

On the eastern side of the road, the works will include the installation of a pole, a blade, a timetable case, a concrete boarding pad and TGSIs on the eastern side of Main Road, as well as linemarking painted on the road pavement. The installation of a concrete boarding pad is only required on the eastern side of Main Road, as the concrete footpath on the western side of the road abuts the kerb. The TGSIs and concrete boarding pad must be provided in order for the bus stop to be compliant with the *Disability Discrimination Act 1992 (DDA)*.

DDA compliance is based on <https://www.humanrights.gov.au/australian-human-rights-commission-accessible-bus-stops-guidelines#>.

As a matter of note, under E15.3 *Definition of Terms Used in this Code* of NMIPS 2013 a bus stop sign is categorised as a 'regulatory sign'. A 'regulatory sign' is a sign relating to safe and effective use of a road, railway, waterway or airway or intended to provide public notice (including, but not limited to, fox task force, water restrictions, road networks and fire danger).

The dimensions of the bus stop sign, which includes the pole and blade, are expected to be:

- pole: 2.9m (height)
- blade: 450mm (depth) x 225mm (width).

The pole and blade will be sited so that they are not an obstruction to pedestrians or be visually obtrusive. Also due to DDA standards the bus stop sign needs to be clearly visible for people standing at the proposed bus stop and be at least 300mm from the kerb and 300mm from the boarding point. Some flexibility is permitted in placement as the bus stop sign can be up to 600mm from the kerb.

There is a preference that the blade is facing away from the kerb to avoid vehicular collisions.

An example of a typical bus stop sign is at Figure 4.

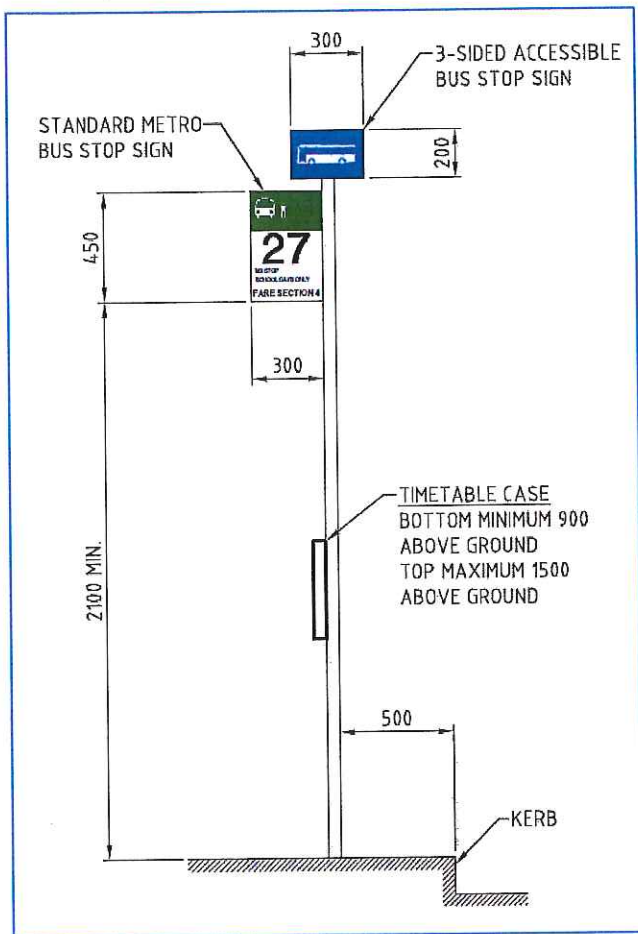


Figure 4: Typical bus stop sign

The timetable case will be no wider than A4 width to ensure that it does not create any pedestrian obstruction.

The dimensions for the concrete boarding pad are expected to be:

- 2.8m (width)
- 2m (depth).

An example of the minimum Grade C bus stop with kerb, which includes TGSI requirements is at Figure 5.

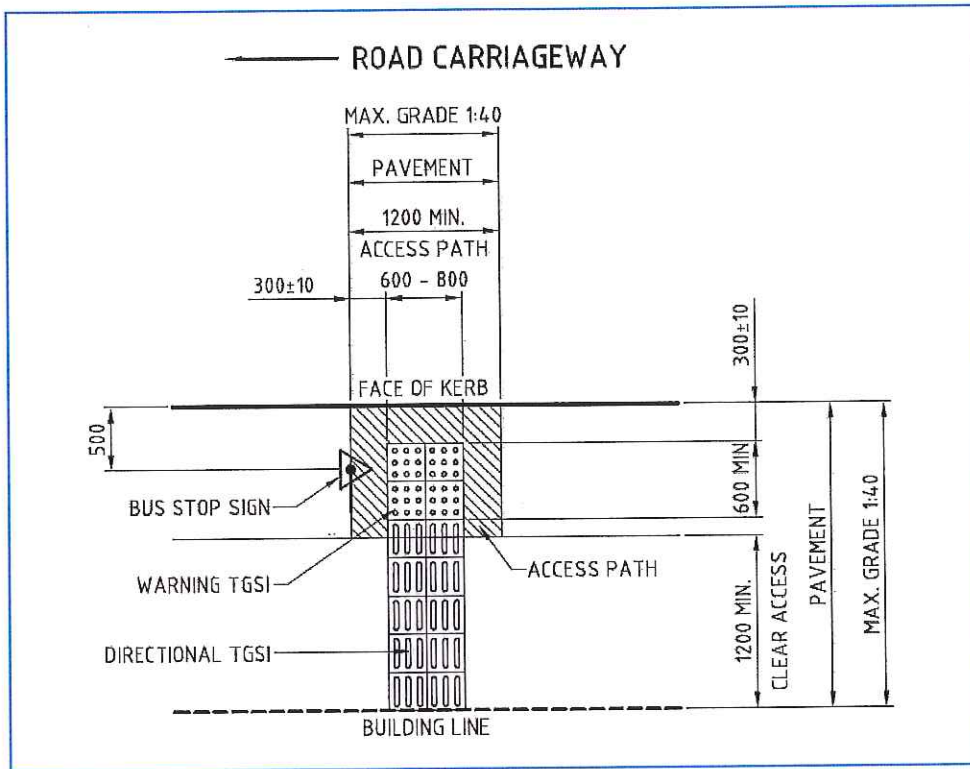


Figure 5: Minimum Grade C bus stop with kerb

Legislative requirements

The below statutory provisions apply to the proposal for two new bus stops on Main Road, Perth.

6.2. Provision and Upgrades of Linear and Minor Utilities and Infrastructure

Section 6.2.2 of NMIPS 2013 provides situations where certain developments and uses are exempt from needing a permit. Specifically, bus stops are exempt under section 6.2.2 of NMIPS 2013.

However, as the proposed bus stops are to be located within a heritage precinct identified in NMIPS 2013, they are subject to section E13 *Local Historic Heritage Code*. Therefore, the bus stops are no longer exempt and the development is required to obtain a planning permit.

The main section of NMIPS 2013 that is relevant is. Section 6.2.1 of NMIPS 2013, as this section removes the exemption and requires the development to obtain a planning permit.

E13 Local Historic Heritage Code

The following sections and provisions of the Local Historic Heritage Code are applicable to this development application.

E13.6.8 Siting of Buildings and Structures

Objective

| To ensure that the siting of buildings, does not detract from the historic heritage significance of local places and the ability to achieve management objectives within identified heritage precincts. | |
|--|--|
| Acceptable Solutions | Performance Criteria |
| <p>AI</p> <p>New buildings and structures must be in accordance with the acceptable development criteria for setbacks of buildings and structures to the road within a precinct identified in Table E13.1: Heritage Precincts, if any.</p> | <p>PI</p> <p>The front setback for new buildings or structure must:</p> <ul style="list-style-type: none"> a) be consistent with the setback of surrounding buildings; and b) be set at a distance that does not detract from the historic heritage significance of the place; and c) not detract from meeting the management objectives of a precinct identified in Table E13.1: Heritage Precincts, if any. |

E13.6.9 Outbuildings and Structures

| <p>Objective</p> <p>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.</p> | |
|---|--|
| Acceptable Solutions | Performance Criteria |
| <p>AI</p> <p>Outbuildings and structures must be:</p> <ul style="list-style-type: none"> 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. | <p>PI</p> <p>New outbuildings and structures must be designed and located;</p> <ul style="list-style-type: none"> 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. |

E13.6.13 Signage

| |
|---|
| <p>Objective</p> <p>To ensure that signage is appropriate to conserve the historic heritage significant of local places and precincts.</p> |
|---|

| Acceptable Solutions | Performance Criteria |
|---|--|
| <p>AI</p> <p>Must be a sign identifying the number, use, heritage significance, name or occupation of the owners of the property not greater than 0.2m².</p> | <p>PI</p> <p>New signs must be of a size and location to ensure that:</p> <p>a) Period details period details, windows, doors and other architectural details are not covered or removed; and</p> <p>b) heritage fabric is not removed or destroyed through attaching signage; and</p> <p>c) the signage does not detract from the setting of a heritage place or does not unreasonably impact on the view of the place from public viewpoints; and</p> <p>d) signage does not detract from meeting the management objectives of a precinct identified in Table E13.1: Heritage Precincts, if any.</p> |

Table 2: Table E13.1: Heritage Precincts

| |
|--|
| <p>Heritage Precincts –</p> <ol style="list-style-type: none"> 1. Evandale Heritage Precinct 2. Ross Heritage Precinct 3. Perth Heritage Precinct 4. Longford Heritage Precinct 5. Campbell Town Heritage Precinct |
| <p>Existing Character Statement – Description and Significance</p> |
| <p>I EVANDALE HERITAGE PRECINCT CHARACTER STATEMENT</p> <p>The Evandale Heritage Precinct is unique because it is the core of an intact nineteenth century townscape, with its rich and significant built fabric and village atmosphere. Its historic charm, tree lined streets and quiet rural setting all contribute to its unique character. Its traditional buildings are an impressive mix of nineteenth and early twentieth century architectural styles while its prominent elements are its significant trees, the Water Tower and the Church spires. The original street pattern is an important setting for the Precinct, with views along traditional streetscapes, creating an historic village atmosphere that is still largely intact. Period residential buildings, significant trees, picket fences, hedgerows and cottage gardens are all complementary, contributing to the ambience of a nineteenth century village. The main roads into and out of Evandale create elevated views to the surrounding countryside which give context to the town and the Precinct, and contribute to its character. The quiet village feel of the town is complemented by a mix of businesses meeting local needs, tourism and historic interpretation. Evandale's heritage ambience has been acknowledged, embraced and built on by many of those who live in or visit the village.</p> |

2 ROSS HERITAGE PRECINCT CHARACTER STATEMENT

The Ross Heritage Precinct is unique because it is the intact core of a nineteenth century townscape, with its rich and significant built fabric and the village atmosphere. Its historic charm, wide tree lined streets and quiet rural environment all contribute to its unique character. Its traditional buildings comprise simple colonial forms that are predominantly one storey, while the prominent elements are its significant trees and Church spires. Most commercial activities are located in Church Street as the main axis of the village, which directs attention to the War Memorial and the Uniting Church on the hill. The existing and original street pattern creates linear views out to the surrounding countryside. The quiet rural feel of the township is complemented by a mix of businesses serving local needs, tourism and historic interpretation. Ross' heritage ambience has been acknowledged, embraced and built on by many of those who live in or visit the village.

3 PERTH HERITAGE PRECINCT CHARACTER STATEMENT

The Perth Heritage Precinct is unique because it is still the core of a small nineteenth century riverside town, built around the thoroughfare from the first bridge to cross the South Esk River, and which retains its historic atmosphere. It combines significant colonial buildings, compact early river's edge residential development, and retains the small-scale commercial centre which developed in the nineteenth century at the historic crossroads and river crossing for travel and commerce between Hobart, Launceston and the North West. Perth's unique rural setting is complemented by its mix of businesses still serving local and visitor's needs. Perth's heritage ambience is acknowledged by many of those who live in or visit the town, and will be enhanced by the eventual construction of the Midland Highway bypass.

4 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.

5 CAMPBELL TOWN HERITAGE PRECINCT CHARACTER STATEMENT

The Campbell Town Heritage Precinct is unique because it is the core of a substantially intact nineteenth century townscape, with its significant built fabric, and its atmosphere of a traditional resting place on the main road between the north and south. Its wide main street, historic buildings and resting places for travellers all contribute to its unique character. High Street has remained as the main commercial focus for the town, continuing to serve the needs of residents, visitors and the agricultural community. The War Memorial to the north marks the approach to the business area which terminates at the historic bridge over the Elizabeth River; a significant landscape feature. Traditional buildings in the Precinct include impressive examples of colonial architecture. The historic Valentine's Park is the original foreground for 'The Grange' and provides a public outdoor resting place for visitors and locals at the heart of the town. Campbell Town'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 adversely impact on the character of the streetscape but contribute positively to the Heritage Precincts in each settlement.

Assessment

Typically, section 6.2.2 of the *Northern Midlands Interim Planning Scheme 2013* (NMIPS 2013) would exempt the development associated with a new bus stop from needing a permit.

However, as the proposed bus stops are to be located within a heritage precinct identified in NMIPS 2013, section 6.2.1 does require the development to obtain a planning permit.

Below is an assessment of how the proposed works satisfy the statutory requirements set out in NMIPS 2013.

It is noted that the proposal has been assessed against all relevant zones and codes, and that the below are the provisions which need further explanation.

E13.6.8 Siting of Buildings and Structures

AI is not applicable as there are no identified setbacks in Table E13.1: *Heritage Precincts*, therefore the proposed works must be assessed against PI.

PI

The front setback for new buildings or structure must:

- a) *be consistent with the setback of surrounding buildings; and*
- b) *be set at a distance that does not detract from the historic heritage significance of the place; and*
- c) *not detract from meeting the management objectives of a precinct identified in Table E13.1: Heritage Precincts, if any.*

With regards to setback being consistent with the setback of surrounding buildings, the siting of the works will be between 300mm and 600mm from the kerb and will be more or less in line with the existing trees and tree guards. There are no other relevant buildings or structures located within the road reserve. Therefore it is considered that a) and b) are satisfied since the works will be set at a distance furthest away from an adjacent heritage item without the works being in the road and aligning the bus stop signs with the existing trees will provide consistency.

The management objectives for all heritage precincts listed in Table E13.1 *Heritage Precincts* are the same.

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.

It is considered that the proposed works will contribute positively to the Perth Heritage Precinct as the bus stops have intentionally not been located within the small-scale commercial centre and therefore will not be removing

any of the time-restricted parking spaces. Additionally, the proposed bus stop signs are slender, visually unobtrusive and will be aligned with the existing trees and tree guards.

E13.6.9 Outbuildings and Structures

AI is not applicable as there are no identified setbacks in Table E13.1: Heritage Precincts, therefore the proposed works must be assessed against PI.

PI

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.

It is considered that the proposed works satisfy PI of E13.6.9 for the same reasons identified above for E13.6.8.

E13.6.13 Signage

AI is not applicable as the bus stop signs do not identify the number, use, heritage significance, name or occupation of the owners of the property, therefore the proposed works must be assessed against PI.

It is considered that because the bus stop signs are not attached to a building then a) and b) are satisfied. As discussed above, due to the slender and unobtrusive nature of the bus stop signs the impact on the view of the streetscape generally will not be unreasonably impacted. Again, as noted in the 'Works' section of this planning submission, the dimensions, surface material and clearance for example must legally comply with the DDA, and are to be consistent across the State to provide passenger legibility. Therefore any visual impact that the proposed bus stop signs will have is reasonable due to the requirements set out in the DDA.

Table E13.1: Heritage Precincts

Subsection d) of E13.6.13 PI references Table E13.1: Heritage Precincts, therefore this table is relevant to this development application. Specifically the Perth Heritage Precinct Character Statement and the overall management objectives are relevant.

The proposed works will not immediately affect the character of the Perth Heritage Precinct. The works will not be attached to any colonial buildings or heritage items, are away from the small-scale commercial centre and will not negatively impact on the compact nature of the residential development.

As discussed in the previous subsections, it is considered that the works will not detract from meeting the management objectives or negatively affect the character of the Perth Heritage Precinct.

Conclusion

The proposed works trigger the need for a development application due to the area being identified as a heritage precinct in NMIPS 2013.

It is considered that the proposed works are unobtrusive and will not negatively impact on the heritage precinct. Any impact the bus stop signs will have on the area are reasonable due to the fact that all new and upgraded bus

stops must be compliant with the *Disability Discrimination Act 1992*, so there is little ability to modify the dimensions and materiality of the proposed works.

The above assessment provides rationale for how all relevant performance criteria has been satisfied.

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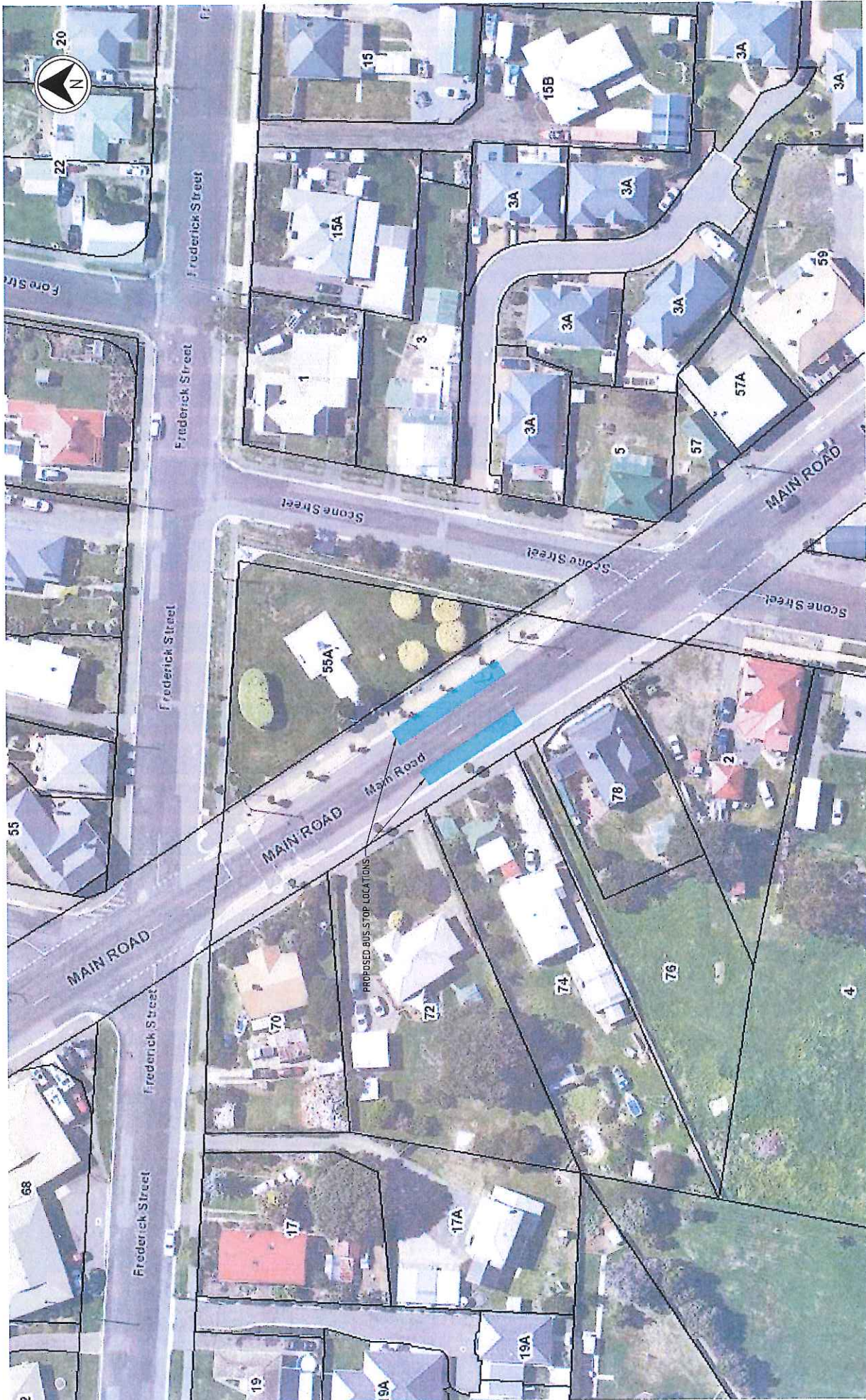
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PROPOSED BUS STOPS MAIN STREET, PERTH - ID 37A

1. North Zone – Site Information & Assessment

1.1 ID_37A Perth, Midland Highway, Scone Street

1.1.1 Key Metrics

| Parameter | Description |
|---|--|
| Address: | Inbound stop: Approx. 74 Main Road, Perth Outbound stop: Approx. 55A Main Road, Perth (Memorial Reserve) |
| Jacobs Bus Stop ID No.: | 37A |
| Road Asset Owner: | Department of State Growth |
| Speed Zone (km/hr): | 50 |
| AADT (veh/day): | 6,024 (bi-directional volume based on 2017 State Growth Traffic Count Data, to Youl Main Road) |
| Road / Category: | Single carriageway, Main Road |
| Existing Pedestrian Connection: | <ul style="list-style-type: none"> Footpath on the western side of the highway (approx. 4.0 m wide to front of kerb). Footpath on the eastern side of the highway (approx. 2.0 m wide to gravel nature strip). |
| Patronage at New Stops (passengers/day): | Unknown |
| Incident/Accident History: | Nil known bus related incidents, however there have been a small number of road crashes in vicinity to the proposed stop at the intersection of Main Road with Scone Street and Frederick Street. The majority of crashes were in relation to cross traffic movements, including two crashes in the last few years, and were minor or involved property damage only (2018 Crash Data, Department of State Growth). |
| Bus Operator: | Tassielink |
| Improvement: | Install new inbound and outbound stops on Main Road, Perth, in vicinity to Scone Street. |
| Client Comment/Direction: | <ul style="list-style-type: none"> 4 new stops on Main Rd, Perth (State Road / Northern Midlands Council footpath). New stops required due to the construction of the Perth Link Road and closure of Drummond St. Stops were originally in vicinity to King St, however the bus operator said that they would be better located closer to a safe crossing location for school children using the service. |

1.1.2 Description

The Main Road (Midland Highway) through Perth is currently the major transport link between Hobart and Launceston. Changes to bus service stops and routes are required due to the construction of the Perth Link Road and closure of Drummond St, which will divert the majority of traffic around the Perth township.

A new inbound and outbound bus stop will be located centrally, in vicinity to Scone St and in close proximity to an existing pedestrian crossing for Perth Primary School students. In this location, the road is single carriageway with a signed speed limit of 50 km/h and temporary enforced speed limit of 40 km/h during peak school periods.

The road width is approximately 12.3 m between kerbs. There is currently no restriction on on-street parking in vicinity to the proposed stop locations. There are wide, existing footpaths on either side of the road in addition to a gravel nature strip on the eastern side.

The eastern stop is adjacent to the Perth Memorial Reserve, whilst the stop on the western side would be adjacent to low density residential dwellings. There are intersections north and south of the stop, with Frederick St to the north and Scone St to the south. A pedestrian crossing traverses the Main Road just south of the Fredrick St intersection.

The proposed stop locations ensure that there is adequate crossing sight distance (CSD) between approaching vehicles and pedestrians at the school crossing. There is also adequate Safe Intersection Sight Distance (SISD) for each leg of the adjacent intersections (Scone St and Frederick St) for a 40 km/h speed environment and reaction time of 2 seconds (Austroads Guide to Road Design: Part 4A, Table 3.2). Given the bus stop area will be clear the majority of the time, this is a better outcome than the existing situation as it leaves the sight lines totally clear when there is no bus. Currently, there are no restrictions on long term parking in each of the areas which would impede sight lines for longer periods.

On the western side of the road, there is a high density of shared driveway crossovers. As such, the proposed location traverses the dual crossover for 74 and 76 Main Road. Whilst the stops directly oppose each other, there is still 6 m of trafficable width between the stops for circumventing vehicles to navigate in the unlikely instance where both an inbound and outbound bus is present.

Based on a desktop analysis, it is assumed the longitudinal grade and crossfall of the road in vicinity to the stops is fairly flat, allowing DDA compliance to be readily achieved. Where possible, impacts to roadside trees will be avoided as part of the works.

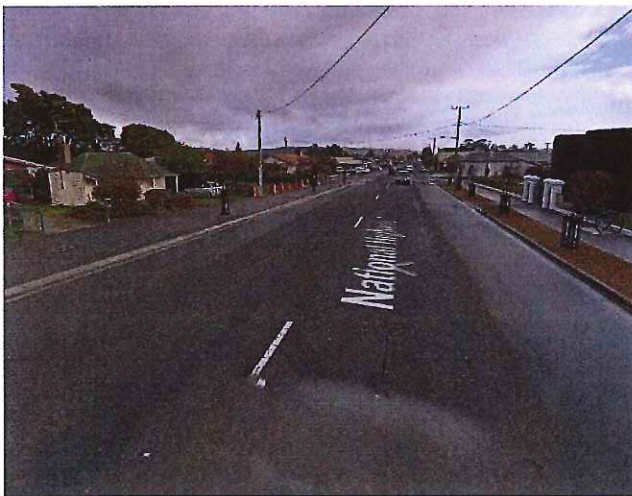


Figure 1 Main Road in vicinity to Scone St (looking north towards Launceston)



Figure 2 School crossing at Frederick St (looking south along Main Road towards Hobart)

1.1.3 Risk Assessment

In addition to the overarching risks identified in the bus stop risk assessment, Section 2.3, and previous discussion, the following specific risks were identified at the proposed stop location:

| Risk Identified | Possible Impacts | Risk Cause | Comment | Mitigation |
|---|---|---|---|--|
| A bus either causes or is involved in a collision between vehicles as it enters / departs the bus stops | Collision causes injury to bus passengers, vehicle occupants and/or pedestrians | <ul style="list-style-type: none"> Bus has to exit and enter a reasonably heavy traffic stream (this will decrease following construction of Perth Link Rd) and operate in a relatively constrained environment with a pedestrian crossing, driveways and intersections in close proximity. These factors could lead to a collision. | Risk of a collision is relatively low considering the 50 km/h speed environment (and 40 km/h limit during school hours). Sight distance at all intersections and the pedestrian crossing is adequate. | Clear delineation of the bus stop area, including line marking and signage. |
| Proposed location is not accepted by key stakeholders e.g. directly adjacent landowners, Northern Midlands Council etc. | Stop needs to be located elsewhere or removed from the proposed service reroute | <ul style="list-style-type: none"> Adjacent landowners, particularly those directly adjacent at 74 and 76 Main Road may oppose loss of on-street parking and amenity such as driveway impedances, noise and privacy Approvals and maintenance responsibilities not amenable to Northern Midlands Council | <p>Impacts on privacy should be relatively low given the passenger numbers are not expected to be significant. Operating hours for proposed services will be between 7am and 6pm.</p> <p>Council will only be required to maintain the additional concrete paved boarding area on the eastern side of the road.</p> | <p>Undertake further consultation with the landowners and Northern Midlands Council to discuss the project, prior to and during construction.</p> <p>Signage could be installed to allow on-street parking from 6pm to 7am, for example.</p> |

1.1.4 Existing Services

Based on a desktop site inspection, Telstra, overhead power and water services are in vicinity to the proposed stop locations.

Overall, the level of risk associated with these services is deemed relatively low given the extent of construction for the stops is anticipated to be minimal. As there is no guarantee that all services have been observed on site, it is recommended additional verification is undertaken for future design work and prior to construction.

| Expected Services Risk | Risk Level (tick one box) | | |
|----------------------------------|-------------------------------------|--------------------------|--------------------------|
| | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Comment (if Medium or High Risk) | Low Risk | Medium Risk | High Risk |

Definition

- Low:** Minimal ground breaking activities required for upgrade/construction works, or no services identified on site within potential construction area. Ground breaking activities restricted to 250mm (i.e. 150mm concrete pavement on 100mm crushed rock) or less from existing kerb/pavement levels.
- Medium:** Services identified within construction/upgrade works zone and potential to have an impact on construction costs.
- High:** Services identified within construction/upgrade works zone with high potential to have an impact on construction costs due to anticipated volume or work/depth of excavation required to implement proposed bus stop works.

1.1.5 Recommendation

Install two new stops along Main Road (Perth) between Scone Street and Frederick Street, in accordance with:

- LGAT TSD-R22-v1 – Type 4 Existing Kerb Stop
- Pitt & Sherry Metro Tasmania DDA Accessible Bus Stop – Grade C Bus Stop with Kerb

Provide a small concrete paved waiting area over the existing gravel nature strip, adjacent to the new blade on the eastern side of the road to provide a minimum level of performance for a basic accessible bus stop. Install a new blade and TGSIs adjacent to the western stop.

DDA Compliance

The proposed preliminary design will provide for the additional DDA improvements over the existing / current bus stop (if existing).

| Compliance | Boarding Point | Unobstructed Space | Transition | Ramps and Kerbs | Signage | TGSI's |
|------------|---|--------------------|------------|-----------------|---------|--------|
| Existing | x | ✓ | x | NA | x | x |
| Proposed | ✓ | ✓ | ✓ | NA | ✓ | ✓ |
| Notes | Based on a desktop inspection, it is assumed that the grades of the existing footpaths are at a maximum longitudinal and crossfall of 2.5%. | | | | | |
| Paraquad | DDA compliance likely, Paraquad consultation not required. | | | | | |

1.1.6 Preliminary Design & Costings

Design

The concept/preliminary design layout proposed for this location, that in addition forms the basis of the cost estimate is provided.

Costings

Costing for the works associated with this stop is provided under Appendix I.

REFERRAL OF DEVELOPMENT APPLICATION PLN-19-0182 TO WORKS & INFRASTRUCTURE DEPARTMENT

Property/Subdivision No: N/a

Date: 12 September 2019

Applicant: Department of State Growth

Proposal: Two bus stops (utilities) (heritage precinct)

Location: Road reserve adjacent to and opposite 55A Main Road, Perth

W&I referral PLN-19-0182, Road reserve adjacent to and opposite 55A Main Road, Perth

Planning admin: W&I fees paid.

No W&I comment

It was noted that this area cannot be used by busses on ANZAC day but I don't think this is a planning issue, just something we need to make the bus companies aware of at the time.

Jonathan Galbraith (Engineering Officer)

Discussed with Leigh McCullagh

Date: 13/9/19

Rosemary Jones

From: Hills, Garry <Garry.Hills@stategrowth.tas.gov.au>
Sent: Friday, 20 September 2019 1:04 PM
To: NMC Planning
Cc: Moore, Dustin
Subject: RE: Referral to Department of State Growth of Planning Application PLN-19-0182 - Road reserve adjacent to and opposite 55A Main Road, Perth TAS 7300

Follow Up Flag: Follow up
Flag Status: Flagged

Our Ref: D19/234763

Hello Rosemary, just advising we have no comment to make on this one.

As we (our Passenger Transport area) are the applicant we will facilitate any permit processes internally and liaise with Jonathan Galbraith if Council ultimately end up delivering the works.

Cheers, Garry

From: NMC Planning [mailto:planning@nmc.tas.gov.au]
Sent: Thursday, 12 September 2019 3:54 PM
To: Development <Development@stategrowth.tas.gov.au>
Subject: Referral to Department of State Growth of Planning Application PLN-19-0182 - Road reserve adjacent to and opposite 55A Main Road, Perth TAS 7300

12/09/2019

Department of State Growth
 via email to: Development@stategrowth.tas.gov.au

Referral to Department of State Growth of Planning Application PLN-19-0182 - Road reserve adjacent to and opposite 55A Main Road, Perth TAS 7300

The following planning application has been received under the *Northern Midlands Interim Planning Scheme 2013*.

| | |
|---------------------|--|
| NMC ref no: | PLN-19-0182 |
| Site: | Road reserve adjacent to and opposite 55A Main Road, Perth TAS 7300 |
| Proposal: | Two bus stops (utilities) (heritage precinct) |
| Applicant: | DSG |
| Use class: | Utilities |
| Zone: | UTILITIES ZONE Heritage Precinct |
| Development status: | Discretionary |
| Notes: | The subject site is in a 50kph zone. No changes to access proposed. |

1-572

Attached is a copy of the application, plans/documentation relating to the proposal. It would be appreciated if you could return any comments, or notification that you do not wish to comment on the application, within fourteen (14) days of the date of this letter. If you have any queries, please telephone Council's Development Services Department on 6397 7301 or e-mail planning@nmc.tas.gov.au

Attachments: Application & supporting documentation as pdf

Rosemary Jones



Administration Officer - Community & Development | Northern
Midlands Council

Council Office, 13 Smith Street (PO Box 156), Longford Tasmania 7301

T: (03) 6397 7303 | F: (03) 6397 7331

E: rosemary.jones@nmc.tas.gov.au | W: www.northernmidlands.tas.gov.au

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of choice

T a s m a n i a ' s H i s t o r i c H e a r t

Please note that due to the high volume of enquiries received, officers will be available for phone and face to face appointments to discuss building and planning matters at the following times:

- Monday - between 9:00am and 12:00pm
- Wednesday - between 2:00pm and 5:00pm
- Friday - between 9:00am and 12:00pm

For general enquiries please refer to the Fact Sheet located on our website at <http://northernmidlands.tas.gov.au>

Meetings can be arranged at other times by appointment.

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NORTHERN MIDLANDS COUNCIL

REPORT FROM: HERITAGE ADVISER, DAVID DENMAN
DATE: 12 September 2019
REF NO: PLN-19-0182; N/a
SITE: Road reserve adjacent to and opposite 55A Main Road,
Perth
PROPOSAL: Two bus stops (utilities) (heritage precinct)
APPLICANT: Department of State Growth
REASON FOR REFERRAL: HERITAGE PRECINCT
Local Historic Heritage Code
Heritage Precincts Specific Area Plan

Do you have any objections to the proposal: **No**

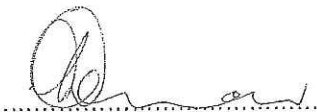
Do you have any other comments on this application?

The proposed bus stops are standard public infrastructure. Therefore, they will not have an adverse impact on the heritage values of the streetscape.

Email referral as word document to David Denman – david@denman.studio


Attach public exhibition documents

Subject line: Heritage referral PLN-19-0182 - Road reserve adjacent to and opposite 55A Main Road, Perth



David Denman (Heritage Adviser)

Date: 1/10/2019



| |
|--|
| Assessment against E13.0 (Local Historic Heritage Code) |
|--|

E13.1 Purpose

E13.1.1 *The purpose of this provision is to:*

- a) *protect and enhance the historic cultural heritage significance of local heritage places and heritage precincts; and*
- b) *encourage and facilitate the continued use of these items for beneficial purposes; and*
- 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;*
- c) *internal alterations to buildings if the interior is not included in the historic heritage significance of the place or precinct;*
- d) *maintenance and repairs that do not involve removal, replacement or concealment of any external building fabric;*
- e) *repainting of an exterior surface that has been previously painted, in a colour similar to that existing;*
- f) *the planting, clearing or modification of vegetation for safety reasons where the work is required for the removal of dead, or treatment of disease, or required to remove unacceptable risk to the public or private safety, or where vegetation is causing or threatening to cause damage to a building or structure; and*
- g) *the maintenance of gardens, unless there is a specific listing for the garden in Table E13.1 or Table E13.2.*

Comment:

The subject site is within a Heritage Precinct.

E13.5 USE STANDARDS**E13.5.1 Alternative Use of heritage buildings**

| <i>Objective: To ensure that the use of heritage buildings provides for their conservation.</i> | |
|---|--|
| Acceptable Solutions | Performance Criteria |
| A1 <i>No acceptable solution.</i> | <p>P1 <i>Notwithstanding Clause 8.9, a permit may be granted for any use of a locally listed heritage place where:</i></p> <ul style="list-style-type: none"> a) <i>it can be demonstrated that the proposed use will not adversely impact on the significance of a heritage place; and</i> b) <i>the amenity impacts of both the proposed use on the surrounding areas and from the surrounding area on the proposed use are considered acceptable; and</i> c) <i>a report by heritage professional states that it is necessary for conservation purposes or the continued maintenance of the building or where there is an overriding public benefit.</i> |

Comment: N/a

E13.6 DEVELOPMENT STANDARDS

E13.6.1 Demolition

| <i>Objective: To ensure that the demolition or removal of buildings and structures does not impact on the historic heritage significance of local heritage places and the ability to achieve management objectives within identified heritage precincts.</i> | |
|--|---|
| Acceptable Solutions | Performance Criteria |
| A1 <i>Removal of non-original cladding to expose original cladding.</i> | <p>P1.1 <i>Existing buildings, parts of buildings and structures must be retained except:</i></p> <ul style="list-style-type: none"> a) <i>where the physical condition of place makes restoration inconsistent with maintaining the cultural significance of a place in the long term; or</i> b) <i>the demolition is necessary to secure the long-term future of a building or structure through renovation, reconstruction or rebuilding; or</i> c) <i>there are overriding environmental, economic considerations in terms of the building or practical considerations for its removal, either wholly or in part; or</i> d) <i>the building is identified as non-contributory within a precinct identified in Table E13.1: Heritage Precincts, if any; and</i> <p>P1.2 <i>Demolition must not detract from meeting the management objectives of a precinct identified in Table E13.1: Heritage Precincts, if any.</i></p> |

Comment: N/a

E13.6.2 Subdivision and development density

| <i>Objective: To ensure that subdivision and development density does not impact on the historic heritage significance of local heritage places and the ability to achieve management objectives within identified heritage precincts.</i> | |
|--|-----------------------------|
| Acceptable Solutions | Performance Criteria |
| A1 <i>No acceptable</i> | P1 <i>Subdivision must:</i> |

| | |
|------------------|---|
| <p>solution.</p> | <ul style="list-style-type: none"> a) be consistent with and reflect the historic development pattern of the precinct or area; and b) not facilitate buildings or a building pattern unsympathetic to the character or layout of buildings and lots in the area; and c) not result in the separation of building or structures from their original context where this leads to a loss of historic heritage significance; and d) not require the removal of vegetation, significant trees of garden settings where this is assessed as detrimental to conserving the historic heritage significance of a place or heritage precinct; and e) not detract from meeting the management objectives of a precinct identified in Table E13.1: Heritage Precincts, if any. |
|------------------|---|

Comment: N/a

E13.6.3 Site Cover

| <p><i>Objective: To ensure that site coverage is consistent with historic heritage significance of local heritage places and the ability to achieve management objectives within identified heritage precincts, if any.</i></p> | |
|---|--|
| <p>Acceptable Solutions</p> | <p>Performance Criteria</p> |
| <p>A1 Site coverage must be in accordance with the acceptable development criterion for site coverage within a precinct identified in Table E13.1: Heritage Precincts, if any.</p> | <p>P1 The site coverage must:</p> <ul style="list-style-type: none"> a) be appropriate to maintaining the character and appearance of the building or place, and the appearance of adjacent buildings and the area; and b) not detract from meeting the management objectives of a precinct identified in Table E13.1: Heritage Precincts, if any. |

Comment: N/a

E13.6.4 Height and Bulk of Buildings

| <p><i>Objective: To ensure that the height and bulk of buildings are consistent with historic heritage significance of local heritage places and the ability to achieve management objectives within identified heritage precincts.</i></p> | |
|---|---|
| <p>Acceptable Solutions</p> | <p>Performance Criteria</p> |
| <p>A1 New building must be in accordance with the acceptable development criteria for heights of buildings or structures within a precinct identified in Table E13.1: Heritage Precincts, if any.</p> | <p>P1.1 The height and bulk of any proposed buildings must not adversely affect the importance, character and appearance of the building or place, and the appearance of adjacent buildings; and</p> <p>P1.2 Extensions proposed to the front or sides of an existing building must not detract from the historic heritage significance of the building; and</p> <p>P1.3 The height and bulk of any proposed buildings must not detract from meeting the management objectives of a precinct identified in Table E13.1: Heritage Precincts, if any.</p> |

Comment: N/a

E13.6.5 Fences

Objective: To ensure that fences are designed to be sympathetic to, and 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 New fences must be in accordance with the acceptable development criteria for fence type and materials within a precinct identified in Table E13.1: Heritage Precincts, if any. | P1 New fences must: <ul style="list-style-type: none"> a) be designed to be complementary to the architectural style of the dominant buildings on the site or b) be consistent with the dominant fencing style in the heritage precinct; and c) not detract from meeting the management objectives of a precinct identified in Table E13.1: Heritage Precincts, if any. |

Comment: N/a

E13.6.6 Roof Form and Materials

Objective: To ensure that roof form and materials are designed to be sympathetic to, and 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 Roof form and materials must be in accordance with the acceptable development criteria for roof form and materials within a precinct identified in Table E13.1: Heritage Precincts, if any. | P1 Roof form and materials for new buildings and structures must: <ul style="list-style-type: none"> a) be sympathetic to the historic heritage significance, design and period of construction of the dominant existing buildings on the site; and b) not detract from meeting the management objectives of a precinct identified in Table E13.1: Heritage Precincts, if any. |

Comment: N/a

E13.6.7 Wall materials

Objective: To ensure that wall materials are designed to be sympathetic to, and 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 Wall materials must be in accordance with the acceptable development criteria for wall materials within a precinct identified in Table E13.1: Heritage Precincts, if any. | P1 Wall material for new buildings and structures must: <ul style="list-style-type: none"> a) be complementary to wall materials of the dominant buildings on the site or in the precinct; and b) not detract from meeting the management objectives of a precinct identified in Table E13.1: Heritage Precincts, if any. |

Comment: N/a

E13.6.8 Siting of Buildings and Structures

Objective: To ensure that the siting of buildings, 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 New buildings and structures must be in accordance with the acceptable development criteria for setbacks of buildings and structures to the road within a precinct identified in Table E13.1: Heritage Precincts, if any. | P1 The front setback for new buildings or structure must: a) be consistent with the setback of surrounding buildings; and b) be set at a distance that does not detract from the historic heritage significance of the place; and c) not detract from meeting the management objectives of a precinct identified in Table E13.1: Heritage Precincts, if any. |

Comment: Satisfies the performance criteria.

E13.6.9 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.

| Acceptable Solutions | Performance Criteria |
|---|---|
| A1 Car parking areas for non-residential purposes must be: a) located behind the primary buildings on the site; or b) in accordance with the acceptable | P1 Car parking areas for non-residential purposes must not: a) result in the loss of building fabric or the removal of gardens or vegetated areas where this would be detrimental to the |

| | |
|---|---|
| <p><i>development criteria for access and parking as within a precinct identified in Table 1: Heritage Precincts, if any.</i></p> | <p><i>setting of a building or its historic heritage significance; and</i> b) <i>detract from meeting the management objectives of a precinct identified in Table E13.1: Heritage Precincts, if any.</i></p> |
|---|---|

Comment: N/a

E13.6.11 Places of Archaeological Significance

Objective: To ensure that places identified in Table E13.3 as having archaeological significance are appropriately managed.

| Acceptable Solutions | Performance Criteria |
|--|---|
| <p>A1 <i>No acceptable solution.</i></p> | <p>P1 <i>For works impacting on places listed in Table E13.3:</i> a) <i>it must be demonstrated that all identified archaeological remains will be identified, recorded and conserved; and</i> b) <i>details of survey, sampling and recording techniques technique be provided; and</i> c) <i>that places of identified historic heritage significance will not be destroyed unless there is no prudent and feasible alternative.</i></p> |

Comment: N/a

E13.6.12 Tree and Vegetation Removal

Objective: To ensure that the removal, destruction or lopping of trees or the removal of vegetation 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 |
|--|--|
| <p>A1 <i>No acceptable solution.</i></p> | <p>P1 <i>The removal of vegetation must not:</i> a) <i>unreasonably impact on the historic cultural significance of the place; and</i> b) <i>detract from meeting the management objectives of a precinct identified in Table E13.1: Heritage Precincts, if any.</i></p> |

Comment: N/a

E13.6.13 Signage

Objective: To ensure that signage is appropriate to conserve the historic heritage significance of local heritage places and precincts.

| Acceptable Solutions | Performance Criteria |
|--|---|
| <p>A1 <i>Must be a sign identifying the number, use, heritage significance, name or occupation of the owners of the property not greater</i></p> | <p>P1 <i>New signs must be of a size and location to ensure that:</i> a) <i>period details, windows, doors and other architectural details are not covered or removed; and</i> b) <i>heritage fabric is not removed or destroyed through attaching signage; and</i> c) <i>the signage does not detract from the setting of a heritage place or does not unreasonably impact on the view of the place from public viewpoints; and</i></p> |

| | |
|--------------------------|---|
| than 0.2m ² . | d) signage does not detract from meeting the management objectives of a precinct identified in Table E13.1: Heritage Precincts, if any. |
|--------------------------|---|

Comment: Satisfies the performance criteria.

E13.6.14 Maintenance and Repair

| |
|--|
| <p>Objective <i>To ensure that maintenance and repair of buildings is undertaken to be sympathetic to, and not detract from the <u>historic cultural heritage significance</u> of local heritage places and precincts.</i></p> |
| <p>Acceptable Solution <i>New materials and finishes used in the maintenance and repair of buildings match the materials and finishes that are being replaced.</i></p> |

Comment: 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.

| |
|--|
| <p>Existing Character Statement - Description and Significance</p> <p>EVANDALE HERITAGE PRECINCT CHARACTER STATEMENT <i>The Evandale Heritage Precinct is unique because it is the core of an intact nineteenth century townscape, with its rich and significant built fabric and village atmosphere. Its historic charm, tree lined streets and quiet rural setting all contribute to its unique character. Its traditional buildings are an impressive mix of nineteenth and early twentieth century architectural styles while its prominent elements are its significant trees, the Water Tower and the Church spires. The original street pattern is an important setting for the Precinct, with views along traditional streetscapes, creating an historic village atmosphere that is still largely intact. Period residential buildings, significant trees, picket fences, hedgerows and cottage gardens are all complementary, contributing to the ambience of a nineteenth century village. The main roads into and out of Evandale create elevated views to the surrounding countryside which give context to the town and the Precinct, and contribute to its character. The quiet village feel of the town is complemented by a mix of businesses meeting local needs, tourism and historic interpretation. Evandale's heritage ambience has been acknowledged, embraced and built on by many of those who live in or visit the village.</i></p> <p>ROSS HERITAGE PRECINCT CHARACTER STATEMENT <i>The Ross Heritage Precinct is unique because it is the intact core of a nineteenth century townscape, with its rich and significant built fabric and the village atmosphere. Its historic charm, wide tree lined streets and quiet rural environment all contribute to its unique character. Its traditional buildings comprise simple colonial forms that are predominantly one storey, while the prominent elements are its significant trees and Church spires. Most commercial activities are located in Church Street as the main axis of the village, which directs attention to the War Memorial and the Uniting Church on the hill. The existing and original street pattern creates linear views out to the surrounding countryside. The quiet rural feel of the township is complemented by a mix of businesses serving local needs, tourism and historic interpretation. Ross' heritage ambience has been acknowledged, embraced and built on by many of those who</i></p> |
|--|

live in or visit the village.

PERTH HERITAGE PRECINCT CHARACTER STATEMENT

The Perth Heritage Precinct is unique because it is still the core of a small nineteenth century riverside town, built around the thoroughfare from the first bridge to cross the South Esk River, and which retains its historic atmosphere. It combines significant colonial buildings, compact early river's edge residential development, and retains the small-scale commercial centre which developed in the nineteenth century at the historic crossroads and river crossing for travel and commerce between Hobart, Launceston and the North West. Perth's unique rural setting is complemented by its mix of businesses still serving local and visitor's needs. Perth's heritage ambience is acknowledged by many of those who live in or visit the town, and will be enhanced by the eventual construction of the Midland Highway bypass.

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.

CAMPBELL TOWN HERITAGE PRECINCT CHARACTER STATEMENT

The Campbell Town Heritage Precinct is unique because it is the core of a substantially intact nineteenth century townscape, with its significant built fabric, and its atmosphere of a traditional resting place on the main road between the north and south. Its wide main street, historic buildings and resting places for travellers all contribute to its unique character. High Street has remained as the main commercial focus for the town, continuing to serve the needs of residents, visitors and the agricultural community. The War Memorial to the north marks the approach to the business area which terminates at the historic bridge over the Elizabeth River; a significant landscape feature. Traditional buildings in the Precinct include impressive examples of colonial architecture. The historic Valentine's Park is the original foreground for 'The Grange' and provides a public outdoor resting place for visitors and locals at the heart of the town. Campbell Town'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.

F2.2.2 The following development is exempt from this Specific Area Plan:

- a) works required to comply with an Emergency Order issued under section 162 of the Building Act 2000;
- b) electricity, optic fibre and telecommunications cables, and water, sewerage, drainage connections and gas lines to individual buildings;
- c) maintenance and repairs that do not involve removal, replacement or concealment of any external building fabric;
- d) repainting of an exterior surface that has been previously painted, in a colour similar to that existing;
- e) the planting, clearing or modification of vegetation for safety reasons where the work is required for the removal of dead wood, or treatment of disease, or required to remove unacceptable risk to the public or private safety, or where vegetation is causing or threatening to cause damage to a building or structure; and
- f) the maintenance of gardens, unless there is a specific listing for the garden in Table E13.1 or Table E13.2.

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 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.

F2.4 Requirements for Design Statement

F2.4.1 In addition to the requirements of clause 8.1.3, a design statement is required in support of the application for any new building, extension, alteration or addition, to ensure that development achieves consistency with the existing streetscape and common built forms that create the character of the streetscape.

F2.4.2 The design statement must identify and describe, as relevant to the application, setbacks, orientation, scale, roof forms, plan form, verandah styles, conservatories, architectural details, entrances and doors, windows, roof covering, roof plumbing, external wall materials, paint colours, outbuildings, fences and gates within the streetscape. The elements described must be shown to be the basis for the design of any new development.

F2.4.3 *The design statement must address the subject site and the two properties on both sides, the property opposite the subject site and the two properties both sides of that.*

Comment: Although the subject site is within the Heritage Precincts Specific Area Plan, the proposal will not have an effect on the streetscape.

From: Philip van Asch <----->
Sent: Sunday, 15 September 2019 5:51 PM
To: NMC Planning
Subject: Re Development application PLN-19-0182

Follow Up Flag: Follow up
Flag Status: Flagged

I am writing to you to Strongly Object with the Development Application PL-19-0182.

I am the property owner of 74 Main Road Perth where the proposed new Bus Stop is to be built. I am extremely concerned that this will have a great impact on my property which may decline my property value, vandalism to my property, rubbish left to blow into my yard. people accessing my property and letting my dogs out onto the street which has happened in the past.

Restricted views when leaving my driveway.
Because of the proposed bus shelter .

The Bus stop will be situated straight across my driveway.

No parking outside my home for visitors to my home from Scone St to Fredrick St this also includes my two neighbors. No Parking for customers of Tasmanian Bakery and the Cafe which trucks, tourists with caravans use this area on both sides of the street this will have a great impact on their business.

Also other concerns are in my opinion that the stop is too close to a 5 Way intersection which in the past has been a place for quite a few traffic accidents.

My other concern with these stops, are on the War Memorial side the road will surely have to be built up for elderly access to the bus Down the road is flat.
Vandalism to the Memorial because of the easy access (front gates).

I honestly think that the Bus stop is a complete and utter waste of our taxpayers money WHY dont they leave it where it is now
as it is a much safer option or move it down the road further near the MPs address as this is where REDLINE COACHES pickup and drop off from .

Regards
Philip van Asch
Property owner and Ratepayer of 74 Main Road.

The Residents

2 Scone Street

PERTH TAS

..... 27/9/2019.....

General Manager

PO BOX 156

LONGFORD TAS 7301

YR REF NO: PLN-19-0182

Referring to the above mentioned application before Council we would like to present concerns we have already raised in the planning stage as per correspondence received inviting feedback.

The concerns were with safety:

1. The bakery opposite Scone Street and Main Rd intersection becomes busy which has created a navigational hazard when trying to access the Perth Main Rd due to vehicles parking across our driveways and out the front of the properties . Some of these properties which under the proposal would have no on street parking in place due to the regulations pertaining to parking near a bus stop. (properties 78 and 76, 74 Main Road, Perth).
2. Our property is adjoining 78 Main Rd, on the corner of Scone Street and Main Road. We have double gates into one section of our property on Main Rd, that need to be accessed and also one directly on the corner of the two streets. Vehicles have been parking directly over our double gate access and also too close to the other gate which is our main driveway access. Concerns are that when parking is not permitted outside 78 and 76 Main Rd, where will vehicles park when visiting the bakery and other businesses.
3. When travelling through the Perth township drivers must be hyper vigilant . The amount of signage, distraction from other obstacles on the foot paths along with the added hazard of pedestrians at a crossing, leading to the possibility of a bus with passengers embarking or disembarking at a bus shelter, the stop being both sides of the road, with a park and features all being in the line of vision in a very short distance is potentially hazardous.
4. With reference to the school crossing and the actual use of the bus service/bus stop in the proposed location, how has it been determined that those students using the crossing would be using the bus/ bus stop proposed. It may be also worth investigation , if not conducted already, whether a school crossing historically has been without incidents of poor consequence, if in too close a proximity to a bus stop.
5. Patrons parking and moving vehicles whilst visiting the bakery and other businesses in busy times also add to the congestion, all happening within a very short distance. We have asked

.....2

what other alternate locations were examined. We have had no response to that. The direction is to our knowledge about "planning", within the township. Looking at future businesses opening in the area it would be expected that the obvious failings to date regarding planning around vehicular traffic: both heavy and other, along with pedestrian traffic be taken into consideration before the proposed location for the bus stop is agreed upon.

Attached are images of the typical parking issues already existing in the direct area surrounding the proposed bus stops.

Yours sincerely,

Susanne Gatto

enc 7.

VIEW: 1-588⁸ RING TOWARDS SCOME ST.
OUTSIDE 78 MAIN RD. PERTH.

RESIDENT VEHICLE & TRUCK BLOCKING
2 SCOME STREET'S
DOUBLE DRIVEWAY



"1 OF 2"

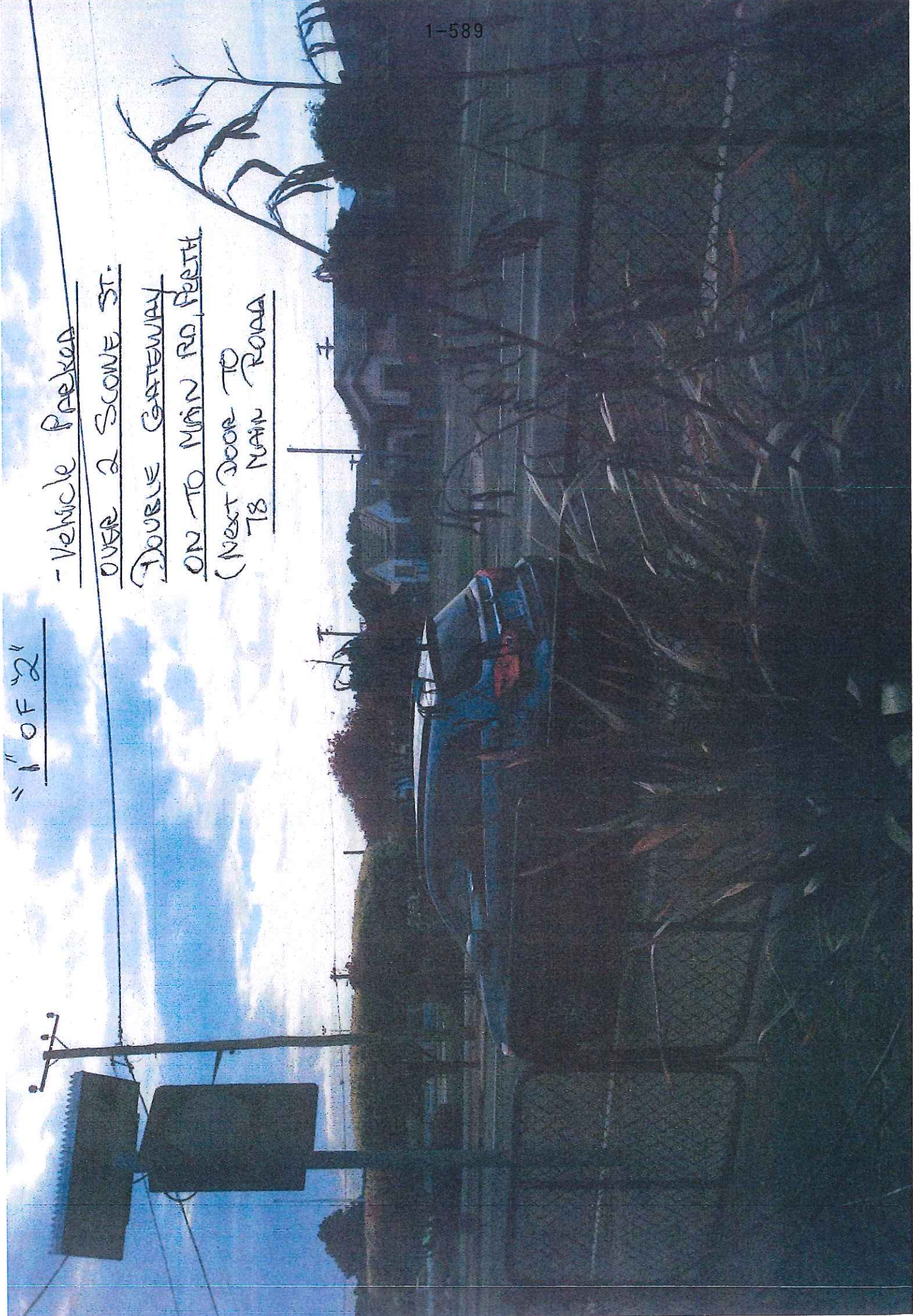
- Vehicle Parked

OVER 2 SCONE ST.

DOUBLE GATEWAY

ON TO MAIN RD, PERTH

(NEXT DOOR TO
78 MAIN ROAD



"2" OF "2"
1-590



BUS 17591
PASSING

CNR MAIN RD @ SCORSET



1-592

CNR SCONE ST 9 MAIN RD, PERTH.

"1" OF "2"

(Property Next
To 78 Main Rd
Perth.)

TRUCK OVER
DOUBLE
DRIVEWAY
2 SCONE ST

MAIN
DRIVEWAY



2 SCONE
ST

CNR

SCONE
9
MAIN R



1-593
2 OF 2.



From: Warwick Cuthbertson <warwick.cuthbertson@perth.wa.gov.au>
Sent: Thursday, 26 September 2019 4:23 PM
To: NMC Planning
Subject: PLN-19-0182

Follow Up Flag: Follow up
Flag Status: Flagged

Attention General Manager

I write to lodge my complaint re the above application. My address 78 Main Rd Perth .

Having read the Application as associated advantages of the location of the Bus Stop.

I request that the following points be considered as a resident who is to be affected.

- Proximity to the school crossing... poses limited vision to cars approaching crossing from the South. I note a bus driver comment that the crossing used by students though not many, who may need to catch the bus thus proximity to crossing is an advantage. I would expect it would be on a rare occasion for Perth Primary school students to use the bus service.
- Limited parking for the resident of 78 Main Rd . . . the drive to 78 is difficult to negotiate thus one of the few residents on the Main Rd who park on the road. This will also limit other parking for visitors etc.
- Proximity to Bakery and proposed café opening in November will create the need for additional parking in the immediate area. Since the opening of the Bakery cars have been parking in front of No 78.
- Future planning for Main Rd. What are the Councils plans (ie. trees in the centre of the road)?
- I have spoken to neighbours in the vicinity . All object to the proposed location of the bus stops.

Warwick Cuthbertson (78 Main Rd Perth)