

PLAN 1

PLANNING APPLICATION PLN-20-0324

34 DRUMMOND STREET, PERTH

ATTACHMENTS

- A Application & plans, correspondence with applicant
- B Responses from referral agencies
- C Representations & applicant's response

1-344
PLANNING APPLICATION
Proposal

Description of proposal:

DEMOLITION OF 1 GARAGE & 2ND ACCESS.

(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: 34 DRUMMOND ST, PERTH.

CT no:

Estimated cost of project \$5K. (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 House.

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

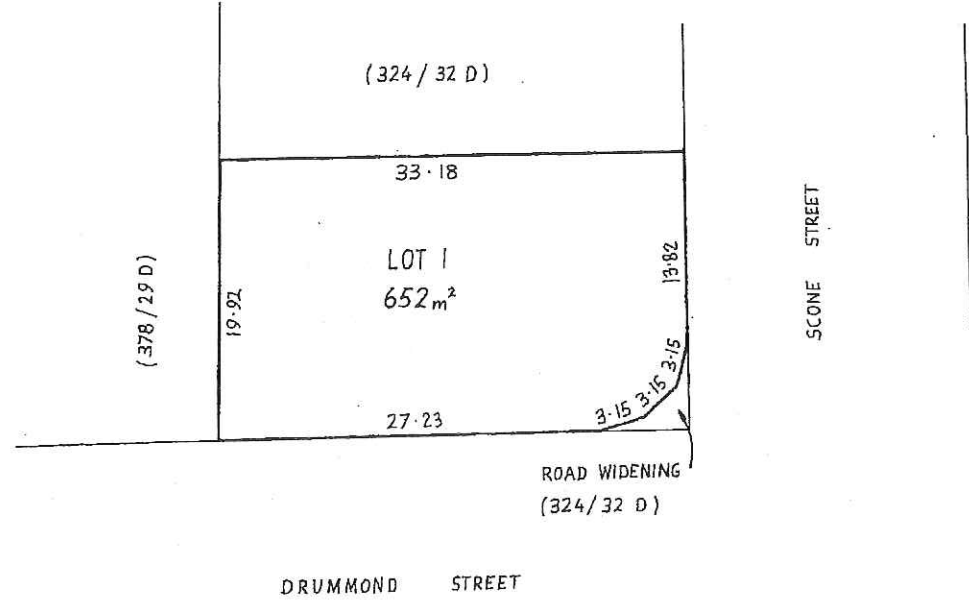
(attach additional sheets if necessary)

Is any signage required? N/A
(if yes, provide details)

EXHIBITED

OWNER FOLIO REFERENCE CT 2051/16 GRANTEE	PLAN OF TITLE LOCATION TOWN OF PERTH SECTION R FIRST SURVEY PLAN No. (324/32 D) COMPILED BY L.T.O SCALE 1:300 LENGTHS IN METRES	Registered Number P 200177 APPROVED 01 MAY 1985  Recorder of Titles	
MAPSHEET MUNICIPAL CODE No. 123	LAST UPI No 5601425	LAST PLAN No. (324/32 D)	ALL EXISTING SURVEY NUMBERS TO BE CROSS REFERENCED ON THIS PLAN

BALANCE PLAN



LOT 1
652m²

DRUMMOND STREET

SCORE STREET

ROAD WIDENING
(324/32 D)

EXHIBITED

1-346

#36 DRUMMOND STREET
PERTH

#22 SCONE STREET
PERTH

EXISTING
CROSSOVER
AND DRIVEWAY

EXISTING DUAL
VEHICLE GARAGE

EASTERN HALF
OF EXISTING
GARAGE TO BE
DEMOLISHED

EXISTING
HOUSE

CONSTRUCT NEW
DOUBLE PARKING BAY
5.0m x 5.4m APPROX

CONSTRUCT NEW
CROSSOVER AND
DRIVEWAY ON SCONE
STREET FRONTAGE

DRUMMOND STREET

SCONE STREET

- Notes:
1. Title boundaries shown were compiled from P.200177 and are approximate and subject to survey.
 2. Features shown on this plan have been digitised from LISTrap aerial photography and are approximate and subject to survey.

SITE PLAN

CLIENT: CARLTON DIXON
34 DRUMMOND STREET, PERTH 7300
C.T.200177/1

EXHIBITED

10 Goodman Court Livermay TAS 7248
 PO Box 593 Mowbray Heights TAS 7248
 Phone (03) 6332 3760
 Fax (03) 6332 3764
 Email: admin@woolcottsurveys.com.au

Drawn: ASB
 File name: L201212_Prop_Plan_101220.dwg
 Date: 10/12/20
 Scale: 1:200@A3

Job Number: L201212
 Edition: v1.0
 Sheet: 1/1

Traffic Impact Assessment

Prepared by: Chloe Lyne (Planning Consultant)

Date: 11.1.21

Site Address: 34 Drummond Street, Perth

Proposal: Second access to property

Site Photographs:

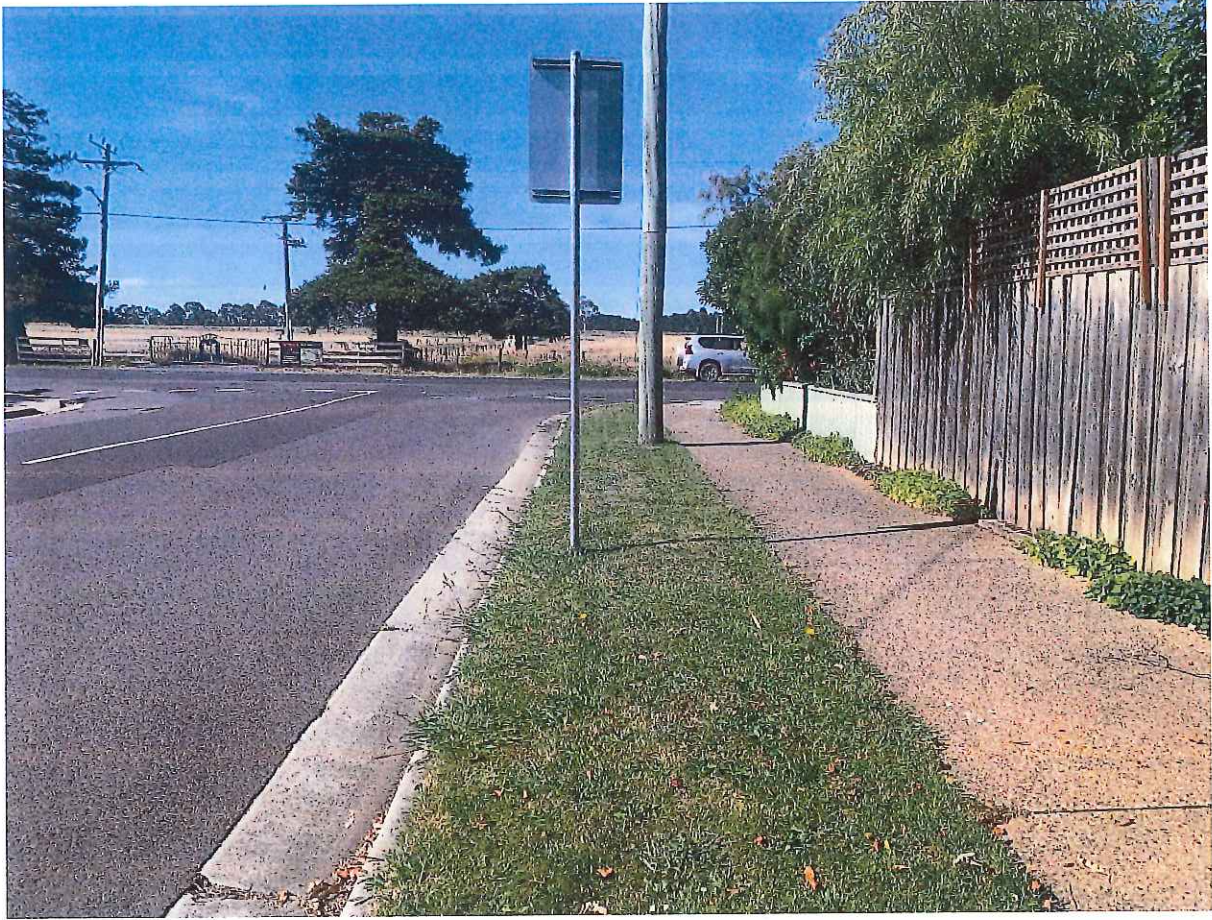
Photo 1 – Front of subject site from Scone Street



Photo 2 – Site distance available looking northward



Photo 3 – Site distance available looking southward



Planning Scheme Consideration:

The relevant clauses are as follows:

E4.7.2 Management of Road Accesses and Junctions

<p>Objective</p> <p>To ensure that the safety and efficiency of roads is not reduced by the creation of new accesses and junctions or increased use of existing accesses and junctions.</p>	
Acceptable Solutions	Performance Criteria
<p>A1 For roads with a speed limit of 60km/h or less the development must include only one access providing both entry and exit, or two accesses providing separate entry and exit.</p>	<p>P1 For roads with a speed limit of 60km/h or less, the number, location, layout and design of accesses and junctions must maintain an acceptable level of safety for all road users, including pedestrians and cyclists.</p>
<p>Comment: The proposal does not meet acceptable solution A1 and relies on performance criteria P1.</p>	<p>Comment: The low speed, residential environment, footpath and available sight distances ensure acceptable level of safety for all road users, including pedestrians and cyclists.</p> <p>The second access fronts Scone Street whilst the existing access fronts Drummond Street.</p>

E4.7.4 Sight Distance at Accesses, Junctions and Level Crossings

<p>Objective</p> <p>To ensure that use and development involving or adjacent to accesses, junctions and level crossings allows sufficient sight distance between vehicles and between vehicles and trains to enable safe movement of traffic.</p>	
Acceptable Solutions	Performance Criteria
<p>A1 Sight distances at</p> <p>a) an access or junction must comply with the Safe Intersection Sight Distance shown in Table E4.7.4.</p>	<p>P1 The design, layout and location of an access, junction or rail level crossing must provide adequate sight distances to ensure the safe movement of vehicles.</p>

<p>Comment: Does not comply. The available sight distance to the north is in excess of the required 90m, however the sight distance to the south is approximately 28 metres due to the Scone/Drummond St intersection.</p>	<p>Comment: The design, layout and location of the access provides adequate sight distances to ensure the safe movement of vehicles. The speed environment is low, particularly as vehicles turning into Scone Street from Drummond Street will need to slow to turn the corner.</p>
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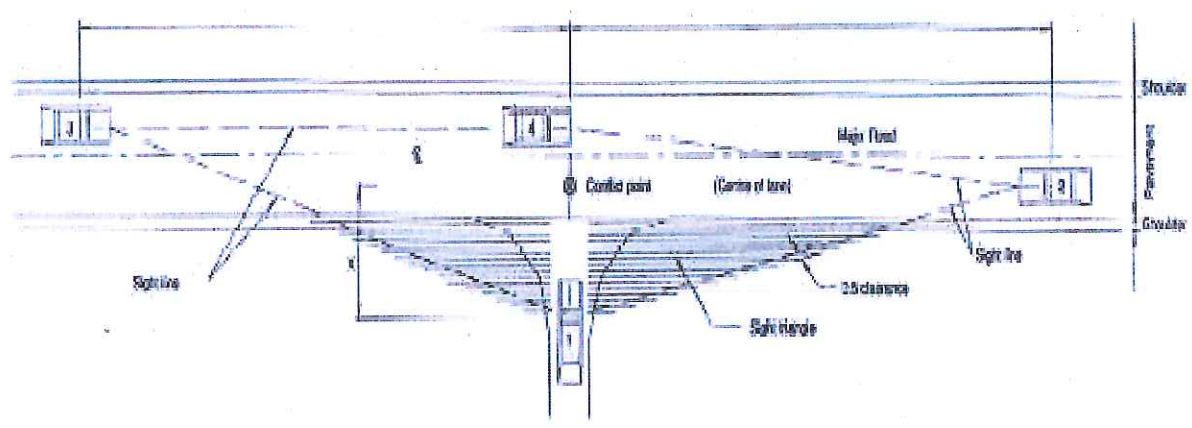


Figure E4.7.4 Sight Lines for Accesses and Junctions

X is the distance of the driver from the conflict point.
 For category 1, 2 and 3 roads X = 7m minimum and for other roads X = 5m minimum.

Table E4.7.4 Safe Intersection Sight Distance (SISD)

Vehicle Speed km/h	Safe Intersection Sight Distance (SISD) metres, for speed limit of:	
	60 km/h or less	Greater than 60 km/h
50	80	90
60	105	115
70	130	140
80	165	175
90		210
100		250
110		290

Notes:

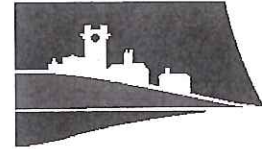
- (a) Vehicle speed is the actual or recorded speed of traffic passing along the road and is the speed at or below which 85% of passing vehicles travel.
- (b) For safe intersection sight distance (SISD):
 - (i) All sight lines (driver to object vehicle) are to be between points 1.2 metres above the road and access surface at the respective vehicle positions with a clearance to any sight obstruction of 0.5 metres to the side and below, and 2.0 metres above all sight lines;

- (ii) These sight line requirements are to be maintained over the full sight triangle for vehicles at any point between positions 1, 2 and 3 in Figure E4.7.4 and the access junction;
- (iii) A driver at position 1 must have sight lines to see cars at any point between the access and positions 3 and 2 in Figure E4.7.4;
- (iv) A driver at any point between position 3 and the access must have sight lines to see a car at position 4; and
- (v) A driver at position 4 must have sight lines to see a car at any point between position 2 and the access.

Confirmation of Traffic Impact Assessment adequacy from road authority (Northern Midlands Council) in accordance with clause E4.5.3:



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Northern Midlands Council Representative



NORTHERN
MIDLANDS
COUNCIL

Our ref: PLN-20-0324

6th January 2021

Jaffa International Pty Ltd
P.O. Box 1983
HOBART 7001

By email: cdixon@bmil.com.au

Dear Mr Dixon

Additional Information Required for Planning Application PLN-20-0324
Demolish part of garage, construct second access (Heritage Precinct) at 34 Drummond Street, Perth

I refer to the abovementioned application, which has been reviewed by Council's Planners. The following information is required to allow consideration of your application under the *Northern Midlands Interim Planning Scheme 2013*:

- A Traffic Impact Assessment addressing clause E4.7.2 P1 and E4.7.4 P1 of the planning scheme.

A template is attached for your assistance.

In accordance with Section 54 of the *Land Use Planning and Approvals Act 1993*, the statutory period for processing the application will not recommence until the requested information has been satisfactorily supplied. It is a requirement of the Planning Authority that all correspondence, if emailed, is sent to planning@nmc.tas.gov.au and referenced with the planning application number PLN-20-0234. If you have any queries, please contact Council's Planning Section on 6397 7301, or e-mail planning@nmc.tas.gov.au.

Yours sincerely

A handwritten signature in black ink, appearing to read 'P. Godier'.

Paul Godier
Senior Planner

Att: Traffic Impact Assessment template

REFERRAL OF DEVELOPMENT APPLICATION PLN-20-0324 TO WORKS & INFRASTRUCTURE DEPARTMENT

Property/Subdivision No: 104200.245
Date: 14 January 2021
Applicant: Jaffa International
Proposal: Demolish part of garage, construct second access (Heritage Precinct)
Location: 34 Drummond Street, Perth

W&I referral PLN-20-0324, 34 Drummond Street, Perth

Planning admin: W&I fees paid.

Jonathan - if you require further information, advise planning section as soon as possible – there are only 14 days from receipt of permitted applications and 21 days from receipt of discretionary applications to stop the clock.

W.2 Access (Urban)

- a) A concrete driveway crossover and apron must be constructed from the edge of **the Road** to the property boundary in accordance with Council standard drawing TSD R09 and all other relevant Council standards.
- b) **Access works must not commence** until an application for vehicular crossing has been approved by Council.

Jonathan Galbraith (Engineering Officer)

Date: 15/1/21


NORTHERN MIDLANDS COUNCIL

REPORT FROM: HERITAGE ADVISER, DAVID DENMAN
DATE: 14 January 2021
REF NO: PLN-20-0324; 104200.245
SITE: 34 Drummond Street, Perth
PROPOSAL: Demolish part of garage, construct second access (Heritage Precinct)
APPLICANT: Jaffa International
REASON FOR REFERRAL: HERITAGE PRECINCT
Local Historic Heritage Code
Heritage Precincts Specific Area Plan

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

The section of garage to be demolished has no heritage value and will therefore not have an adverse impact on the streetscape.

The new crossover will not have an impact on the streetscape.



David Denman (Heritage Adviser)

Date: 2/2/2021



Assessment against E13.0 (Local Historic Heritage Code)
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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: Satisfies the performance criteria.

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

<p>A1 No acceptable solution.</p>	<p>P1 Subdivision must:</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 or 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.
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Comment: N/a

E13.6.3 Site Cover

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.

Acceptable Solutions	Performance Criteria
<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

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.

Acceptable Solutions	Performance Criteria
<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:</p>

	<i>Heritage Precincts, if any.</i>
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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
<p>A1 <i>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.</i></p>	<p>P1 <i>New fences must:</i></p> <ul style="list-style-type: none"> a) <i>be designed to be complementary to the architectural style of the dominant buildings on the site or</i> b) <i>be consistent with the dominant fencing style in the heritage precinct; and</i> c) <i>not detract from meeting the management objectives of a precinct identified in Table E13.1: Heritage Precincts, if any.</i>

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
<p>A1 <i>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.</i></p>	<p>P1 <i>Roof form and materials for new buildings and structures must:</i></p> <ul style="list-style-type: none"> a) <i>be sympathetic to the historic heritage significance, design and period of construction of the dominant existing buildings on the site; and</i> b) <i>not detract from meeting the management objectives of a precinct identified in Table E13.1: Heritage Precincts, if any.</i>

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
<p>A1 <i>Wall materials must be in accordance with the acceptable development criteria for wall materials within a precinct identified in Table E13.1:</i></p>	<p>P1 <i>Wall material for new buildings and structures must:</i></p> <ul style="list-style-type: none"> a) <i>be complementary to wall materials of the dominant buildings on the site or in the precinct; and</i> b) <i>not detract from meeting the management objectives of a precinct identified in Table E13.1:</i>

<i>Heritage Precincts, if any.</i>	<i>Heritage Precincts, if any.</i>
<u>Comment:</u> 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 <i>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.</i>	P1 <i>The front setback for new buildings or structure must:</i> a) <i>be consistent with the setback of surrounding buildings; and</i> b) <i>be set at a distance that does not detract from the historic heritage significance of the place; and</i> c) <i>not detract from meeting the management objectives of a precinct identified in Table E13.1: Heritage Precincts, if any.</i>

Comment: 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 <i>Outbuildings and structures must be:</i> a) <i>set back an equal or greater distance from the principal frontage than the principal buildings on the site; and</i> b) <i>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.</i>	P1 <i>New outbuildings and structures must be designed and located;</i> a) <i>to be subservient to the primary buildings on the site; and</i> b) <i>to not detract from meeting the management objectives of a precinct identified in Table E13.1: Heritage Precincts, if any.</i>

Comment: N/a

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 <i>Car parking areas for non-residential purposes must be:</i> a) <i>located behind the primary buildings on the site; or</i>	P1 <i>Car parking areas for non-residential purposes must not:</i> a) <i>result in the loss of building fabric or the removal of gardens or vegetated areas</i>

<p>b) in accordance with the acceptable development criteria for access and parking as within a precinct identified in Table 1: Heritage Precincts, if any.</p>	<p>where this would be detrimental to the setting of a building or its historic heritage significance; and b) detract from meeting the management objectives of a precinct identified in Table E13.1: Heritage Precincts, if any.</p>
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Comment: N/a

E13.6.11 Places of Archaeological Significance

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

Comment: N/a

E13.6.12 Tree and Vegetation Removal

<p><i>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.</i></p>	
<p>Acceptable Solutions</p>	<p>Performance Criteria</p>
<p>A1 No acceptable solution.</p>	<p>P1 The removal of vegetation must not: a) unreasonably impact on the historic cultural significance of the place; and b) detract from meeting the management objectives of a precinct identified in Table E13.1: Heritage Precincts, if any.</p>

Comment: N/a

E13.6.13 Signage

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

<p>property not greater than 0.2m².</p>	<p>d) from public viewpoints; and signage does not detract from meeting the management objectives of a precinct identified in Table E13.1: Heritage Precincts, if any.</p>
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Comment: N/a

E13.6.14 Maintenance and Repair

<p><i>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.</p>
<p>Acceptable Solution New materials and finishes used in the maintenance and repair of buildings match the materials and finishes that are being replaced.</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 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>
<p>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</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)
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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.

Andrew & Kate Adams
36 Drummond Street Perth Tas 7300
PH

31 Jan 2021

Northern Midlands Council
Planning Department
PO BOX 156
Longford Tas 7301

REF: PLN-20-0324

To whom it may concern.

We are writing in opposition to the potential changes next door at 34 Drummond street.

1) Having looked into the driveway access, our concern is how close this will be to the intersection of Scone and Drummond Streets. As Drummond street is a 70k zone, traffic tends to enter scone street at a reasonable pace which would negate the safe access of vehicles form the proposed driveway. With future development over the road on the Glenn Eyre Estate, this will increase traffic dramatically in and out of scone street, increasing further danger to both turning traffic and driveway access. We do not believe this is a wise or safe decision on behalf of the property owner or the council, being in such close proximity to the intersection. The property already has a safe and easily accessible dual driveway off Drummond Street.

We also have concerns that a carport that close to the heritage precinct isn't going to be in keeping with the heritage look and feel of the street.

2) We don't see why it would be necessary to halve the size of the garage, since it is a suitable outbuilding and offers plenty of storage space for a family. As the property changes have been proposed by a Hobart developer, we have concerns there is an underlying motive to subdivide the block and put a unit between the house and us. We would like it noted that if this was to be proposed, we would be totally against such a future development and don't believe this would be appropriate or suitable in this case and in this space.

Sincerely,

Andrew & Kate Adams

G & JM Brown
22 Scone Street
Perth Tas 7300
1st February 2021

The General Manager,
Northern Midlands Council
PO Box 156
Longford 7301

Re Proposal no PLN-20-0324
34 Drummond Street Perth Tas 7300

Dear Sir/Madam,

We as residents of 22 Scone Street Perth are lodging our opposition to the proposed development at the property located as above. We feel that the proposed access is too close to the corner for safe entering and exiting. We realise that Drummond Street is a bit quieter now due to the by-pass but there is still a fair amount of traffic that uses Scone Street and at the moment the speed limit on Drummond Street is still 70KM/H. Also trucks still do access Scone Street and their braking distances required are a lot more than a car. We also feel that there is also already adequate access to this property off Drummond Street and therefore do not understand the need for a second access unless there is an ulterior motive behind the application, ie split the block to build a unit on one half.

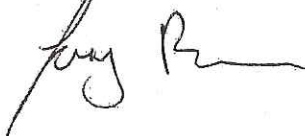
My husband did some calculations and if the proposed driveway goes ahead, any car reversing out of said drive way requires approximately 6 metres to be parallel with Scone Street meaning that the back of the care reversing out of the driveway would 3 to 4 metres from the intersection which we regard as an accident waiting to happen.

We also feel that the access off Scone Street will not fit in with the heritage status of the Street.

Yours Faithfully



Julie & Gary Brown



Response to Issues Raised in Representations – PLN – 20 -0324

Issue	Response
Safety of new crossover and proximity to intersection particularly as Drummond St is a 70km/hr zone	Refer to email below from Senior Traffic Engineer GHD regarding proposed access
Concerned about a carport close to a heritage precinct isn't going to be in keeping with the heritage look and feel of the street	A carport does not form part of the application. The new parking spaces are just sealed parking spaces with no structure over the top of them. There are other examples of dwellings within the heritage precinct with car parking provided in the driveway including in Scone Street. Further, the existing gardens and vegetation along the street frontage mean that the car parking won't be the predominant feature
Questions necessity of halving the size of the garage and whether there is an underlying motive to subdivide the block.	Provision of an outbuilding is not a requirement within the zone provisions so it is therefore up to the owner as to the extent of shed and outbuildings provided on a property. Future plans for the property are not relevant to consideration of the merits of the subject application against the Planning Scheme,

Hi Chloe

I assume you're referring to the new access on Scone Street

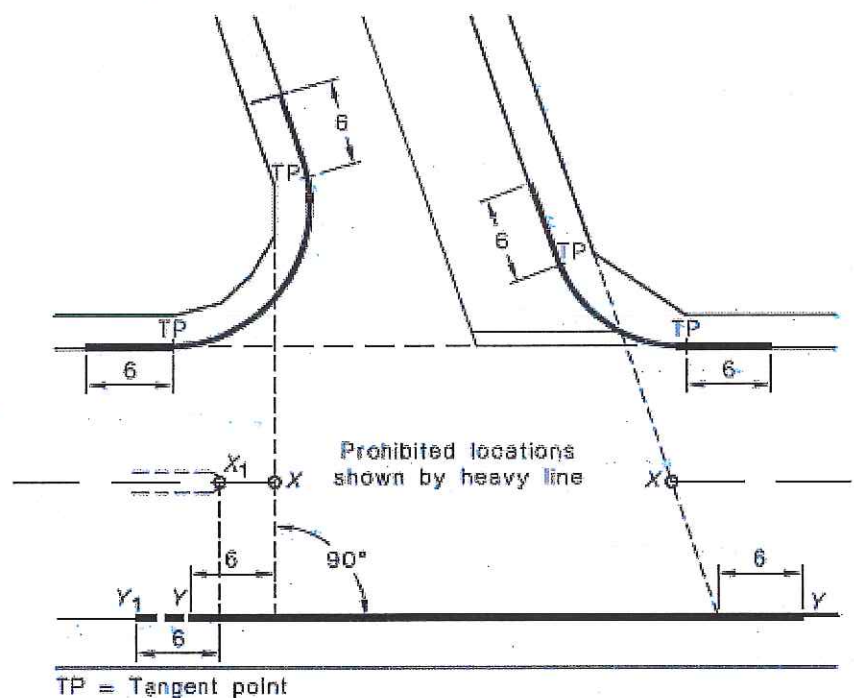
A couple of points:

- I believe Scone Street is a 50 km/h zone (rather than 70 km/h) so the 70 km/h zone on Drummond Street is not really relevant
- There is a wide verge between the property boundary and the street with no obstructions to sight distance
- Regarding proximity to the intersection, Australian Standard AS2890.1 provides guidance for Category 1 access driveways (refer below). The requirement is 6 m from the tangent point of the curve – which I believe is met

3.2.3 Access driveway location

To keep conflicts between frontage road traffic and car park traffic to an acceptable minimum, the following requirements and recommendations apply:

- (a) *Driveway Categories 1 and 2* At unsignalized intersections of sub-arterial, collector or local streets with each other or with an arterial road, access driveways in Categories 1 and 2 (see Table 3.1) shall not be located in the sections of kerb shown by heavy lines in Figure 3.1. This requirement shall not apply to accesses to domestic driveways in the kerb section opposite the entering road at any intersection including signalized intersections. Furthermore, it shall not apply to any access driveway serving a property which would otherwise be denied access due to the physical impossibility of meeting the requirement.



NOTES:

- 1 Accesses to domestic driveways are excluded from the prohibition in respect of the kerb section in Y-Y (see Clause 3.2.3(a)).
- 2 The points marked X_1 and X are respectively at the median end on a divided road and at the intersection of the main road centre-line and the extensions of the side road property lines shown as dotted lines, undivided road. On a divided road, dimension Y-Y extends to Point Y_1 .

DIMENSIONS IN METRES

FIGURE 3.1 PROHIBITED LOCATIONS OF ACCESS DRIVEWAYS

I don't need to invoice for this email

Let me know if there is any formal documentation required and I can provide a fee proposal

Regards

Mark Petrusma
Senior Transport Engineer

GHD

1-371

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