



Sales data from the applicant's food truck business in Kingston indicate:

- An average of 8 to 11 transactions per hour, with a peak of 12 to 13 transactions per hour.
- Weekday peak period is after school, i.e. between 4pm and 6pm, with a greater number of observed peak occurring between 5pm and 6pm.
- During the peak hour, there would be an average of 1 transaction every 4 to 6 minutes. Whilst it is possible on rare occasions to have 2 groups of customers at any one time, there is typically 1 group purchasing at any one time.
- On this basis, customer parking demand is 1 space.
- Hourly customer related traffic generation of around 20 to 24 trips per hour (10 to 12 inbound, 10 to 12 outbound).

3. Car Park Layout

The proposed food truck bay does not impact on cars being able to drive into and out of the car park in one direction at a time. A line-marking plan that shows 3 x 5.4m long x 2.6m wide spaces, with spaces accessible from a 5.8m wide access aisle, complies with AS2890.1:2004. All cars are able to enter the site, internally manoeuvre and exit the site in forward direction.

4. Traffic Generation and Impacts on the Frontage Road

Data from State Growth's permanent traffic counter Station ID a0087488w (sourced from <https://geocounts.com/traffic/au/stategrowth>), located 6km north of the subject site on a 110km/h section of road, were downloaded and analysed for the 4-day period between Friday, 12th November 2021 and Monday, 15th November 2021. The busiest days were Friday and Sunday. This is physically the closest counting station which we were able to obtain data. I am of the view this counting station provides a ball park indication of traffic in the vicinity of the subject site.

Table 4 presents a summary of weekday (Friday) data for the proposed trading period between mid-day and 6pm. Table 5 presents a summary of weekend (Sunday) data for the proposed trading period between mid-day and 6pm.



Hour of Day	Northbound	Southbound
Midday to 1pm	293	290
1pm to 2pm	306	350
2pm to 3pm	337	340
3pm to 4pm	322	399
4pm to 5pm	346	294
5pm to 6pm	307	306

Table 4: Directional Hourly Traffic Volumes – Friday, 12th November 2021

Hour of Day	Northbound	Southbound
Midday to 1pm	337	278
1pm to 2pm	330	328
2pm to 3pm	310	369
3pm to 4pm	304	342
4pm to 5pm	264	347
5pm to 6pm	189	314

Table 5: Directional Hourly Traffic Volumes – Sunday, 14th November 2021

Peak traffic volumes along High Street occur between 3pm and 4pm on a weekday, and between 2pm and 3pm on a Sunday. Peak traffic generation for the proposed food truck occurs later, i.e. between 4pm and 6pm – see last bullet point of Section 2. Hourly customer related traffic generation of around 20 to 24 trips per hour (10 to 12 inbound, 10 to 12 outbound) will have minimal to no impact on through traffic along High Street.

High Street has a 14m of trafficable carriageway width, equivalent to 4 lanes (2 lanes in each direction), excluding width for kerbside parking. A northbound car that is stopped to turn right into the site is able to do so without blocking northbound through traffic. This is confirmed with a B85 car swept path diagram contained in this report.



5. Conclusions

Based on the considerations presented in this report, my view is that a food truck can satisfactorily operate out of the compound of 121 High Street, Campbell Town, without impacting the operation of the existing shop and without impacting on traffic along the frontage road.

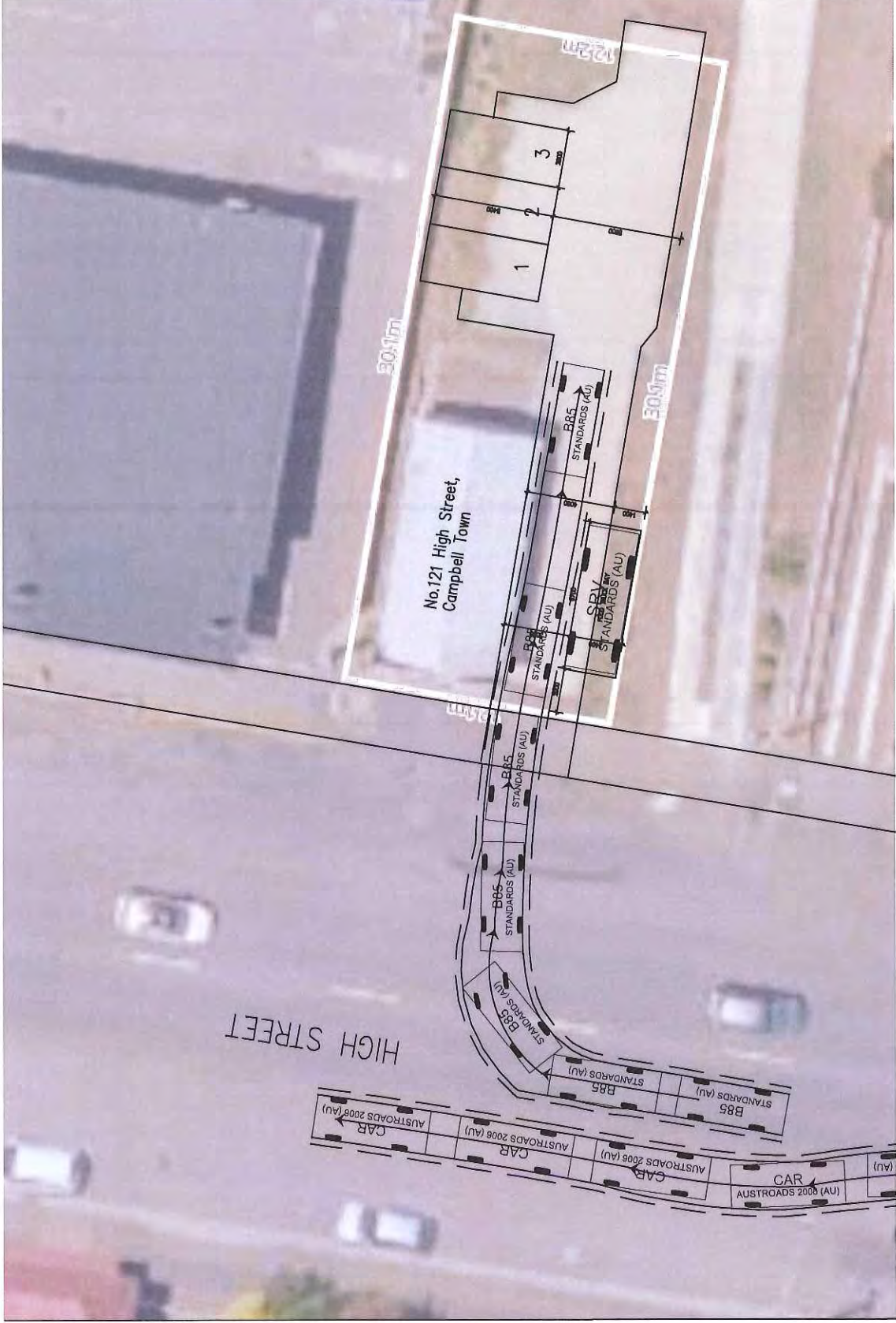
If you have any questions, please do not hesitate to contact me on 0413 295 325 and/or mlce@mltraffic.com.au.

Yours sincerely

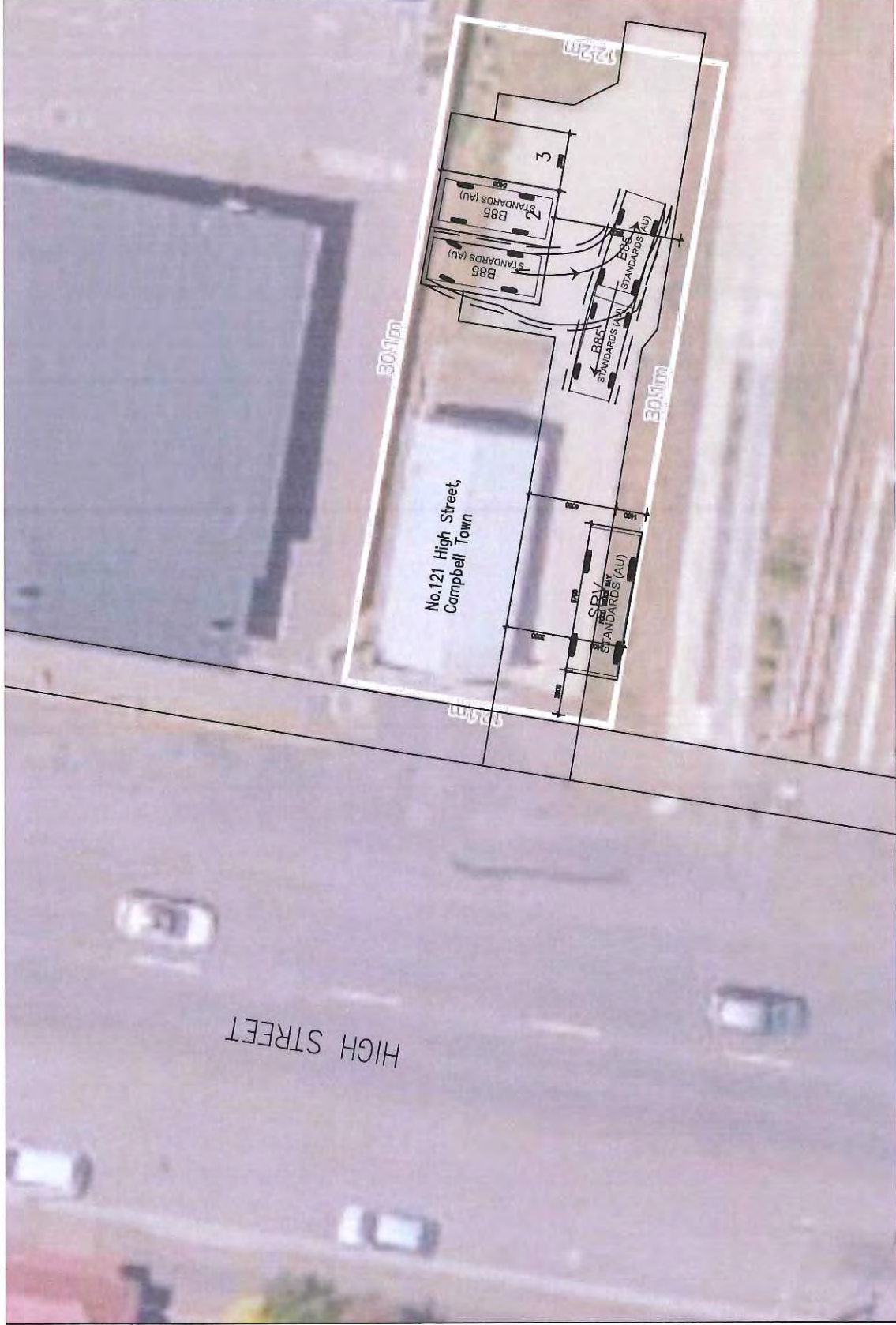
A handwritten signature in black ink, appearing to read 'ML' or 'Michael Lee'.

Michael Lee, BEng (Monash, 1989)

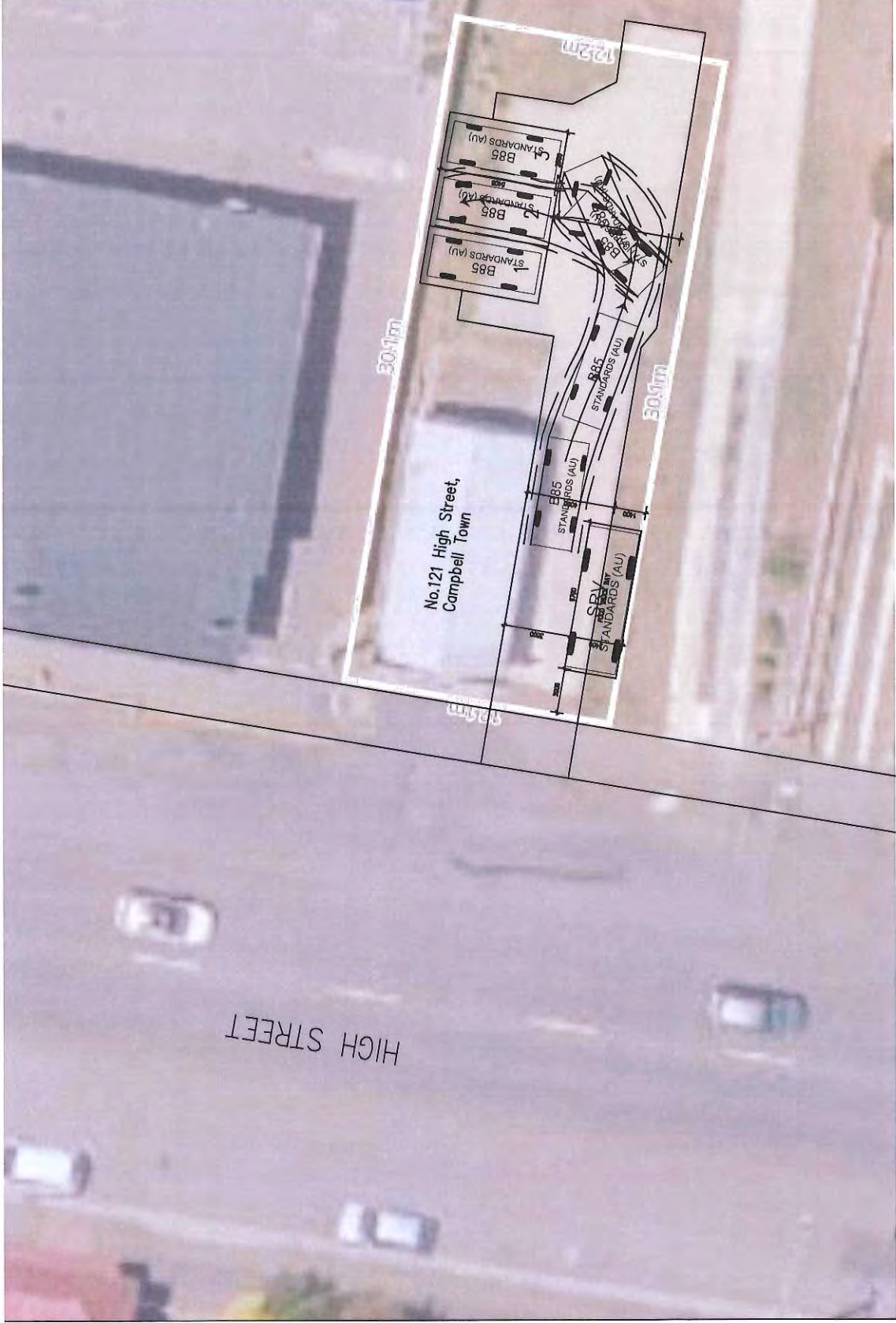
Principals



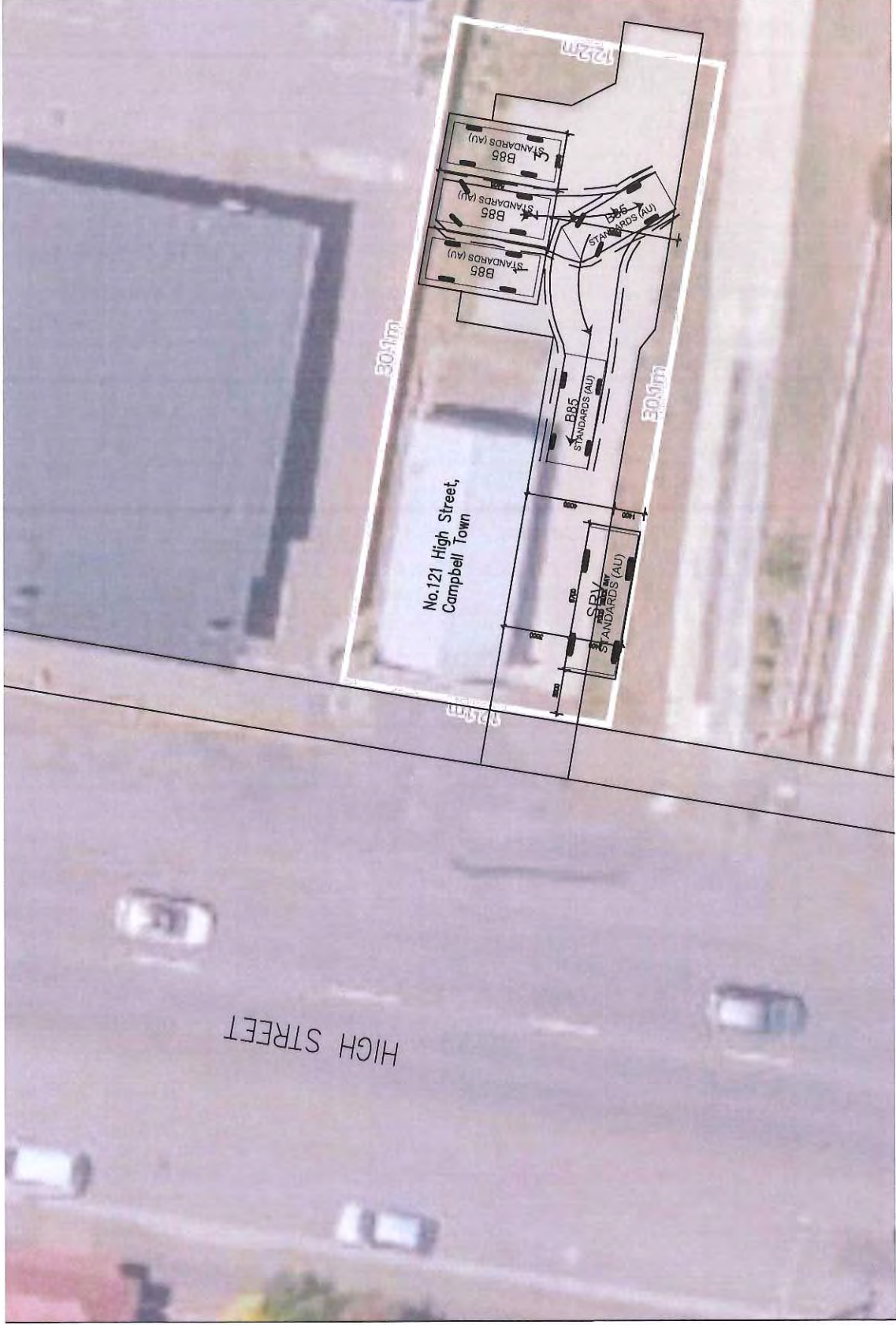
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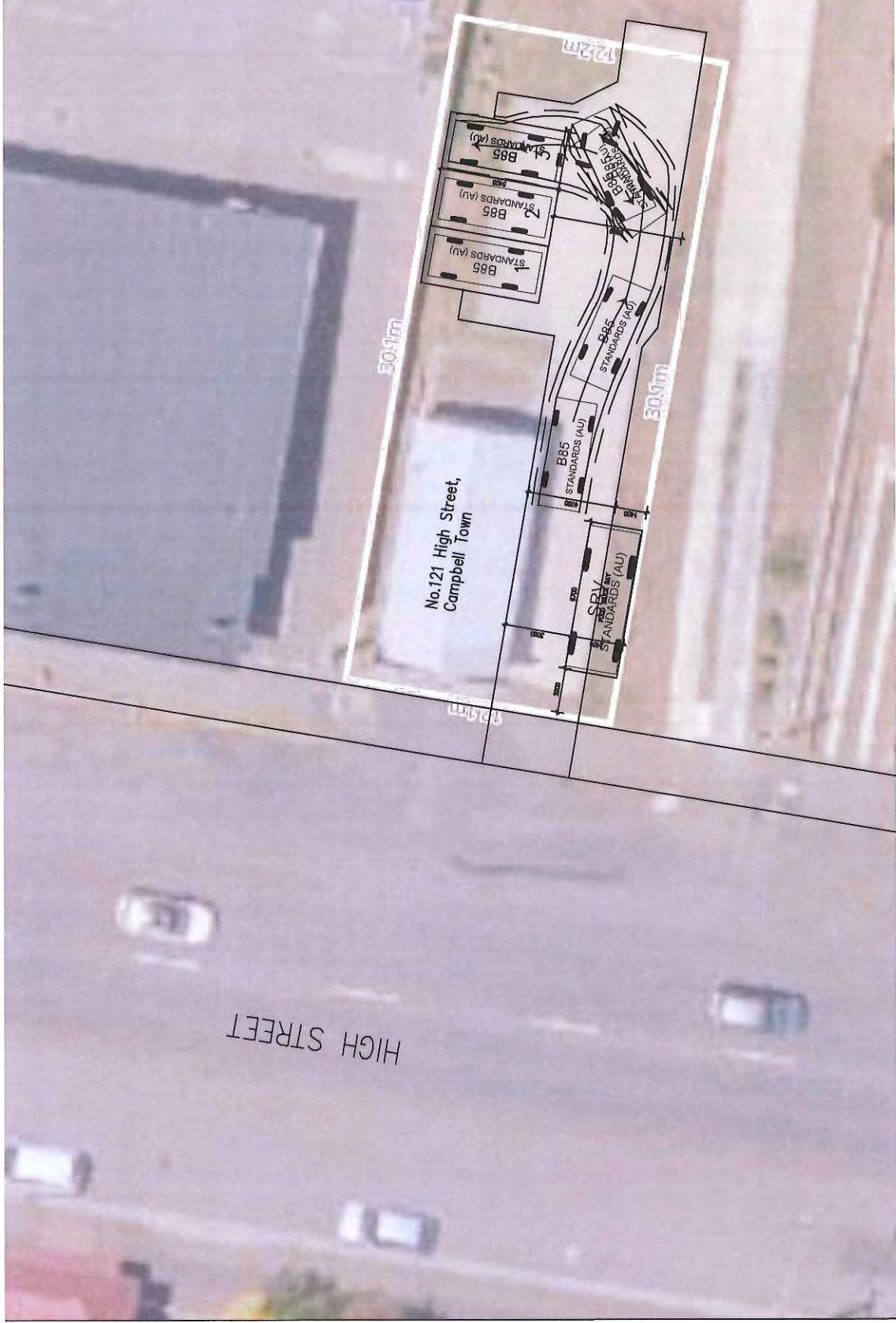
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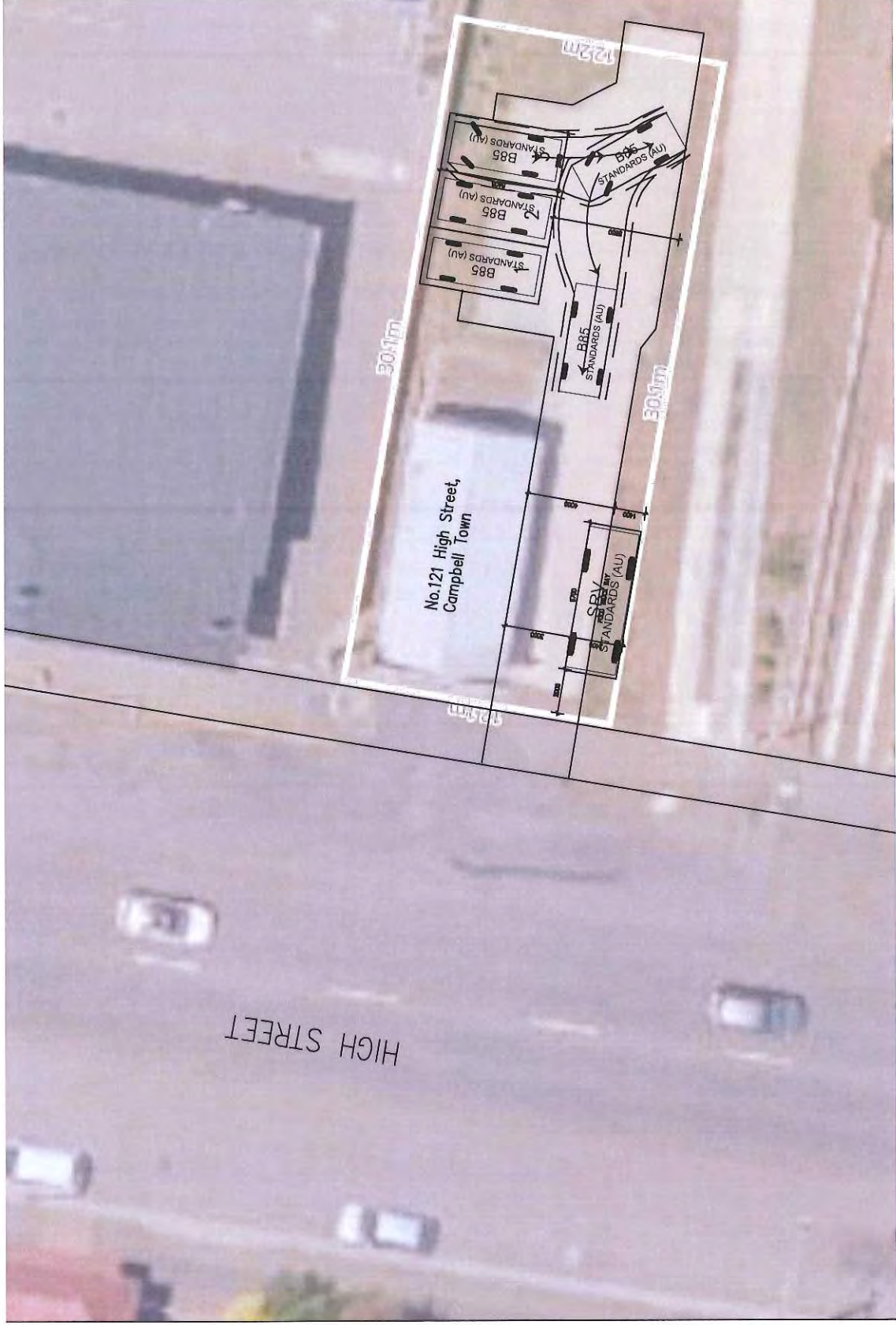
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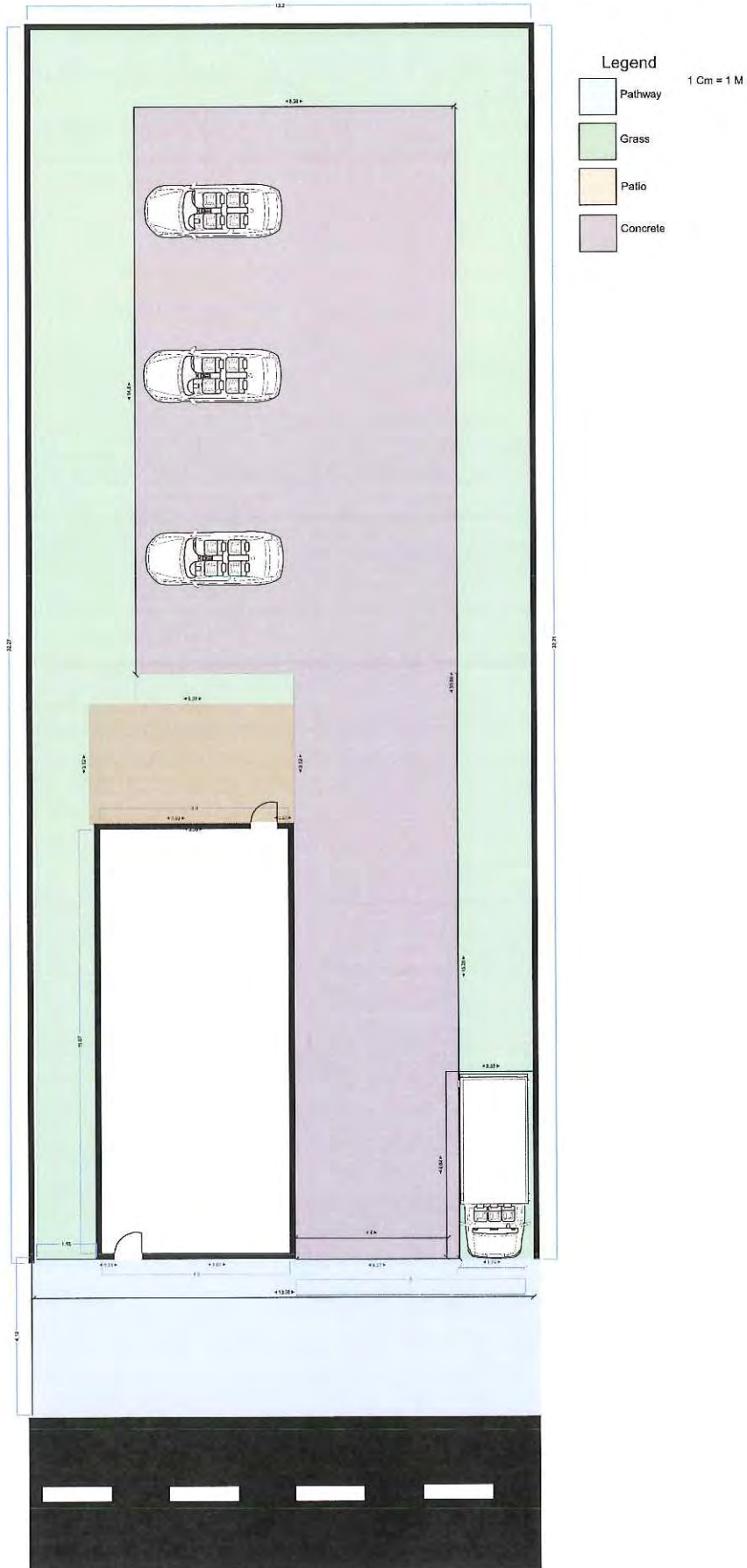


EXHIBITED

Received
26.04.2022

121 Highstreet

EXHIBITED



From: Ben Miller
Sent: Friday, 20 May 2022 11:28 AM
To: NMC Planning
Subject: Fwd: Stategrowth has approved

Attached is approval from state growth. Apologies my pilgrimgroup email has changed to this one. For all future correspondence.

Our Ref: F22/1205

Hello Michael - thank you for your email, apologies for the delay in responding.

I confirm that the supplied Traffic Impact Assessment dated 24 March 2022 in relation to the above development proposal is acceptable to the Department.

For future reference, appreciate if you can send any State road related draft TIA's seeking preliminary comment / acceptance to development@stategrowth.tas.gov.au rather than the info@stategrowth address.

I trust this assists in progressing with Council.

Thanks, Garry

Garry Hills | Principal Analyst Traffic Engineering

Infrastructure Tasmania Division | Department of State Growth

EXHIBITED

GPO Box 536, Hobart TAS 7001

Phone: (03) 6777 1940

www.stategrowth.tas.gov.au [1]

EXHIBITED

Our ref: PLN-21-0315



7/12/2021

Benjamin Miller
3 Mitah Cres
LOWER SANDY BAY 7005
By email: benm88888@gmail.com

Dear Benjamin,

Planning Application PLN-21-0315- Additional Information Required for Change of Use to Food Services, Signage, Food Van (Heritage Precinct, Signs Code, Road & Railways Code) at 121 High Street, Campbell Town

Thank you for your 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*:

- Please provide details of intended days and hours of operation of the business on site.
- Please provide employee number and employee hours and status i.e Full time, part time, casual, including details of staff car parking allocation on site.
- Clarify whether the food van will remain at all times on site or enter and exit the site on a regular basis.
- Provide details of anticipated traffic movements per day entering and exiting the subject site (including staff, food van, deliveries, customers). Please note that in accordance with Clause E4.6.1 A2/P2 of the *Northern Midlands Interim Planning Scheme 2013*, should the use generate more than a total of 40 entry and exit movements per day the proposal would need to demonstrate compliance with the corresponding performance criteria. In order to do so, a Traffic Impact Assessment (TIA) is required and must be accompanied by written advice as to the adequacy of the TIA from the road authority. *Please note: you are advised to seek advice of a Traffic Consultant to determine the requirement of a TIA and to assist with the traffic/pedestrian safety concerns given the frequency of customers to the site.*
- Provide updated plans including dimensions of car parking spaces in accordance with Table E6.3, the existing dimensions indicate the width to be of 2.0m. The plan must also show the width of the driveway particularly adjacent to the location of the food van and ability for vehicles to enter and exit in a forward direction, which will require turn path diagrams to be overlaid on the plans, noting that the last space may pose some difficulties. I refer you to Table E6.2, it may be necessary to relocate the food van to be partly on the grassed area to ensure access width compliance. It is also noted that one bicycle space is required and must be shown on the plan, including dimensions in accordance with A2 of Clause E6.8.2. You may also need to seek advice whether an accessible car parking space is required and must be

provided in accordance with AS/NZ2890.6-2009 Parking facilities – Off-street parking for people with disabilities. The surface material of the existing and/or proposed access and parking areas should also be detailed.

- Provide details whether an external generator is required to operate the food van or whether the van will be connected to mains power.
- Provide details of any lighting, including of the building, food van and car parking and access areas. This is particularly relevant when hours of operation are of consideration.
- As the subject site is in the heritage precinct, a heritage design statement is required to satisfy Clause F2.4 of the Planning Scheme and a heritage submission to address the Heritage Code. This is relevant due to the colours and signage. Pro formas are attached for your assistance. Your building designer may be able to assist you.

This information is required under section 54 of the *Land Use Planning and Approvals Act 1993*. In accordance with section 54 (2) of the Act, the statutory period for determining the application will not recommence until the requested information has been satisfactorily supplied.

Please send any emails to planning@nmc.tas.gov.au including the reference **PLN-21-0315**.

If you have any questions, please contact me on 6397 7301, or e-mail planning@nmc.tas.gov.au

Yours sincerely



Rebecca Green
Planning Consultant

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.

Our ref: PLN-21-0315

11/01/2022

Benjamin Miller
3 Mitah Cres
LOWER SANDY BAY 7005
By email: benm88888@gmail.com



Dear Benjamin,

Planning Application PLN-21-0315- Additional Information Required for Change of Use to Food Services, Signage, Food Van (Heritage Precinct, Signs Code, Road & Railways Code) at 121 High Street, Campbell Town

Council is in receipt of additional information received 11 January 2022, however there are still a few matters that require your attention and further information.

The following information is required to allow consideration of your application under the *Northern Midlands Interim Planning Scheme 2013*:

- Please provide details of intended days and hours of operation of the business on site. **Satisfied.**
- Please provide employee number and employee hours and status i.e Full time, part time, casual, including details of staff car parking allocation on site. **Not yet satisfied.**
- Clarify whether the food van will remain at all times on site or enter and exit the site on a regular basis. **Satisfied.**
- Provide details of anticipated traffic movements per day entering and exiting the subject site (including staff, food van, deliveries, customers). Please note that in accordance with Clause E4.6.1 A2/P2 of the *Northern Midlands Interim Planning Scheme 2013*, should the use generate more than a total of 40 entry and exit movements per day the proposal would need to demonstrate compliance with the corresponding performance criteria. In order to do so, a Traffic Impact Assessment (TIA) is required and must be accompanied by written advice as to the adequacy of the TIA from the road authority. *Please note: you are advised to seek advice of a Traffic Consultant to determine the requirement of a TIA and to assist with the traffic/pedestrian safety concerns given the frequency of customers to the site.* **Not yet satisfied. The anticipated traffic movements have not yet been detailed sufficiently to satisfy this request. The use is likely to generate greater than 40 movements per day, including staff, deliveries and customers. It is noted that no customer parking is to be on site, however as this will rely on use of on-street parking Council requests a Traffic Impact Assessment. Please note that reliance on other private lands for parking is not acceptable and that the on-street parking consideration must be assessed by a suitably qualified person.**

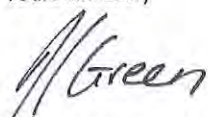
- Provide updated plans including dimensions of car parking spaces in accordance with Table E6.3, the existing dimensions indicate the width to be of 2.0m. The plan must also show the width of the driveway particularly adjacent to the location of the food van and ability for vehicles to enter and exit in a forward direction, which will require turn path diagrams to be overlaid on the plans, noting that the last space may pose some difficulties. I refer you to Table E6.2, it may be necessary to relocate the food van to be partly on the grassed area to ensure access width compliance. It is also noted that one bicycle space is required and must be shown on the plan, including dimensions in accordance with A2 of Clause E6.8.2. You may also need to seek advice whether an accessible car parking space is required and must be provided in accordance with AS/NZ2890.6-2009 Parking facilities – Off-street parking for people with disabilities. The surface material of the existing and/or proposed access and parking areas should also be detailed. **Not yet satisfied.**
- Provide details whether an external generator is required to operate the food van or whether the van will be connected to mains power. **Satisfied.**
- Provide details of any lighting, including of the building, food van and car parking and access areas. This is particularly relevant when hours of operation are of consideration. **Satisfied.**
- As the subject site is in the heritage precinct, a heritage design statement is required to satisfy Clause F2.4 of the Planning Scheme and a heritage submission to address the Heritage Code. This is relevant due to the colours and signage. Pro formas are attached for your assistance. Your building designer may be able to assist you. **Not yet satisfied.**

This information is required under section 54 of the *Land Use Planning and Approvals Act 1993*. In accordance with section 54 (2) of the Act, the statutory period for determining the application will not recommence until the requested information has been satisfactorily supplied.

Please send any emails to planning@nmc.tas.gov.au including the reference **PLN-21-0315**.

If you have any questions, please contact me on 6397 7301, or e-mail planning@nmc.tas.gov.au

Yours sincerely



Rebecca Green
Planning Consultant

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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.

Our ref: PLN-21-0315

21/04/2022

Benjamin Miller
3 Mitah Cres
LOWER SANDY BAY 7005
By email: benm88888@gmail.com



Dear Benjamin,

Planning Application PLN-21-0315- Additional Information Required for Change of Use to Food Services, Signage, Food Van (Heritage Precinct, Signs Code, Road & Railways Code) at 121 High Street, Campbell Town

Council is in receipt of additional information received 11 January 2022 and 21 April 2022, however there are still a few matters that require your attention and further information.

The following information is required to allow consideration of your application under the *Northern Midlands Interim Planning Scheme 2013*:

- Please provide details of intended days and hours of operation of the business on site. **In light of the submitted Traffic Impact Assessment received 21 April 2022, please provide amended information pertaining to the business operations to reflect those details including operating days and times in the Traffic Impact Assessment.**
- Please provide employee number and employee hours and status i.e Full time, part time, casual, including details of staff car parking allocation on site. **Not yet satisfied.**
- Clarify whether the food van will remain at all times on site or enter and exit the site on a regular basis. **Satisfied.**
- Provide details of anticipated traffic movements per day entering and exiting the subject site (including staff, food van, deliveries, customers). Please note that in accordance with Clause E4.6.1 A2/P2 of the *Northern Midlands Interim Planning Scheme 2013*, should the use generate more than a total of 40 entry and exit movements per day the proposal would need to demonstrate compliance with the corresponding performance criteria. In order to do so, a Traffic Impact Assessment (TIA) is required and must be accompanied by written advice as to the adequacy of the TIA from the road authority. *Please note: you are advised to seek advice of a Traffic Consultant to determine the requirement of a TIA and to assist with the traffic/pedestrian safety concerns given the frequency of customers to the site.* **Partly Satisfied. In accordance with Clause E4.5.3 of the Northern Midlands Interim Planning Scheme 2013, a TIA must be accompanied by written advice as to the adequacy of the TIA from the road authority. In this case, the road authority is the Department of State Growth and such advice is outstanding.**

- Provide updated plans including dimensions of car parking spaces in accordance with Table E6.3, the existing dimensions indicate the width to be of 2.0m. The plan must also show the width of the driveway particularly adjacent to the location of the food van and ability for vehicles to enter and exit in a forward direction, which will require turn path diagrams to be overlaid on the plans, noting that the last space may pose some difficulties. I refer you to Table E6.2, it may be necessary to relocate the food van to be partly on the grassed area to ensure access width compliance. It is also noted that one bicycle space is required and must be shown on the plan, including dimensions in accordance with A2 of Clause E6.8.2. You may also need to seek advice whether an accessible car parking space is required and must be provided in accordance with AS/NZ2890.6-2009 Parking facilities – Off-street parking for people with disabilities. The surface material of the existing and/or proposed access and parking areas should also be detailed. **Not yet satisfied. It is also noted that the TIA recommends that the location of the food truck be located in a differing position to that originally shown on plans submitted. Please amend plans to reflect the recommendations of the TIA.**
- Provide details whether an external generator is required to operate the food van or whether the van will be connected to mains power. **Satisfied.**
- Provide details of any lighting, including of the building, food van and car parking and access areas. This is particularly relevant when hours of operation are of consideration. **Satisfied.**
- As the subject site is in the heritage precinct, a heritage design statement is required to satisfy Clause F2.4 of the Planning Scheme and a heritage submission to address the Heritage Code. This is relevant due to the colours and signage. Pro formas are attached for your assistance. Your building designer may be able to assist you. **Not yet satisfied.**

This information is required under section 54 of the *Land Use Planning and Approvals Act 1993*. In accordance with section 54 (2) of the Act, the statutory period for determining the application will not recommence until the requested information has been satisfactorily supplied.

Please send any emails to planning@nmc.tas.gov.au including the reference **PLN-21-0315**.

If you have any questions, please contact me on 6397 7301, or e-mail planning@nmc.tas.gov.au

Yours sincerely



Rebecca Green
Planning Consultant

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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.

Rosemary Jones

From: Ben Miller <benm88888@gmail.com>
Sent: Tuesday, 26 April 2022 1:25 PM
To: NMC Planning
Subject: Re: Email to Applicant - Additional Information Request PLN-21-0315 No 3
Attachments: 121+Highstreet+Updated (3).pdf

Follow Up Flag: Follow up
Flag Status: Completed

Attached is an updated Drawing of the Truck location as per TIA,

Still waiting on MLT Traffic engineers to get back to us regarding the traffic compliance with roads.
For ease of application we have removed our design statement request regarding the sign change to be done at a later date.

Our trading Hours will be from 12-5pm From Friday - Monday (Maximum) with a high chance of reduced trading hours within the winter months.

There will be 2 Part time Team Members working between 20-25 hours a week. The staff parking will be located directly behind the Van (on the grass area) which will not impact the traffic flow at all and will only be accessed before and after operating hours have commenced.

Kind Regards Benjamin Miller

On Thu, Apr 21, 2022 at 3:20 PM NMC Planning <planning@nmc.tas.gov.au> wrote:

Good afternoon Ben,

Please see attached letter. Please ensure all correspondence is sent to planning@nmc.tas.gov.au

Regards,

Rebecca Green

Planning Consultant | Northern Midlands Council

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

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

E: rebecca.green@nmc.tas.gov.au | W: www.northernmidlands.tas.gov.au



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Karen Jenkins

From: Hills, Garry <Garry.Hills@stategrowth.tas.gov.au>
Sent: Monday, 6 June 2022 12:00 PM
To: NMC Planning
Subject: (ECM:1243633) RE: Referral to Department of State Growth of Planning Application PLN-21-0315 - 121 High Street, Campbell Town TAS 7210

Follow Up Flag: Follow up
Flag Status: Completed

Our Ref: D22/135021 & F22/1205

Hello Karen – thank you for the referral regarding the above.

The Department have no comment to make on this application.

Thanks, Garry

Garry Hills | Principal Analyst Traffic Engineering
 Infrastructure Tasmania Division | Department of State Growth
 GPO Box 536, Hobart TAS 7001
 Phone: (03) 6777 1940
www.stategrowth.tas.gov.au



From: NMC Planning <planning@nmc.tas.gov.au>
Sent: Wednesday, 25 May 2022 2:43 PM
To: Development <Development@stategrowth.tas.gov.au>
Subject: Referral to Department of State Growth of Planning Application PLN-21-0315 - 121 High Street, Campbell Town TAS 7210

25/05/2022

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

Referral to Department of State Growth of Planning Application PLN-21-0315 - 121 High Street, Campbell Town TAS 7210

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

NMC ref no:	PLN-21-0315
Site:	121 High Street, Campbell Town TAS 7210
Proposal:	Food Services - Food Van (Heritage Precinct, Road & Railways Code & Car Parking and Sustainable Transport Code)
Applicant:	
Use class:	Food Services
Zone:	GENERAL BUSINESS ZONE
Development status:	Discretionary
Notes:	The subject site is in a 50kph zone. No changes to access proposed.

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 7303 or e-mail planning@nmc.tas.gov.au

Attachments: Application & supporting documentation as pdf

Kind regards

Karen

Karen Jenkins



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: karen.jenkins@nmc.tas.gov.au | W: www.northernmidlands.tas.gov.au



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CONFIDENTIALITY NOTICE AND DISCLAIMER

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The General Manager
PO Box 156
LONGFORD TAS 7301

Date: 5-6-22

I, D.I.M.D. HINGSTON wish to make a representation to planning application number:
PLN 21-0315 on the following grounds:

- 1 • Concerns with Customers using 121A Driveway
- 2 • Customers ability to determine whether Car Park is full
- 3 • Future use of 121A Block
- 4 • Possible Solutions
See attachment

Yours sincerely

M.D. Hingston

Email:

Address: 2795 Macquarie Rd Cressy Tas:

Contact Number:

owners of 121A High street Campbelltown

D. J. Hingston

General Manager Northern Midland Council

Attachment to Application no PLN 21-0315

1. Concerns with customers using 121A Driveway:
Driveway between 121 & 121A is unfenced so there is nothing to stop customers using or parking on 121A driveway which would impede access to 121A.
2. Customer's ability to determine whether car park is full.
Drivers entering from main road would be unable to determine if car park was at capacity. If they entered and found it was full they would have to reverse out.
3. Future use of 121A Block
At present 121A is leased to a tenant with one vehicle. This could change. We are also considering building further accommodation at rear of block (S.T.C.A) to make a contribution to helping housing shortage so increased use of 121A driveway is possible.
4. Possible Solutions
We are not against progress in the region and suggest applicant be required to install a fence between the two driveways as was stipulated by council in a previous application to create a Laundromat business.

Planning 121 High Street Campbell Town

Submission re Number PL 21-0315

John Murphy
121a High Street
Campbell Town

3/06/2022

Good morning,

I would like to make some comments regarding the application.
There are 4 pictures for reference.

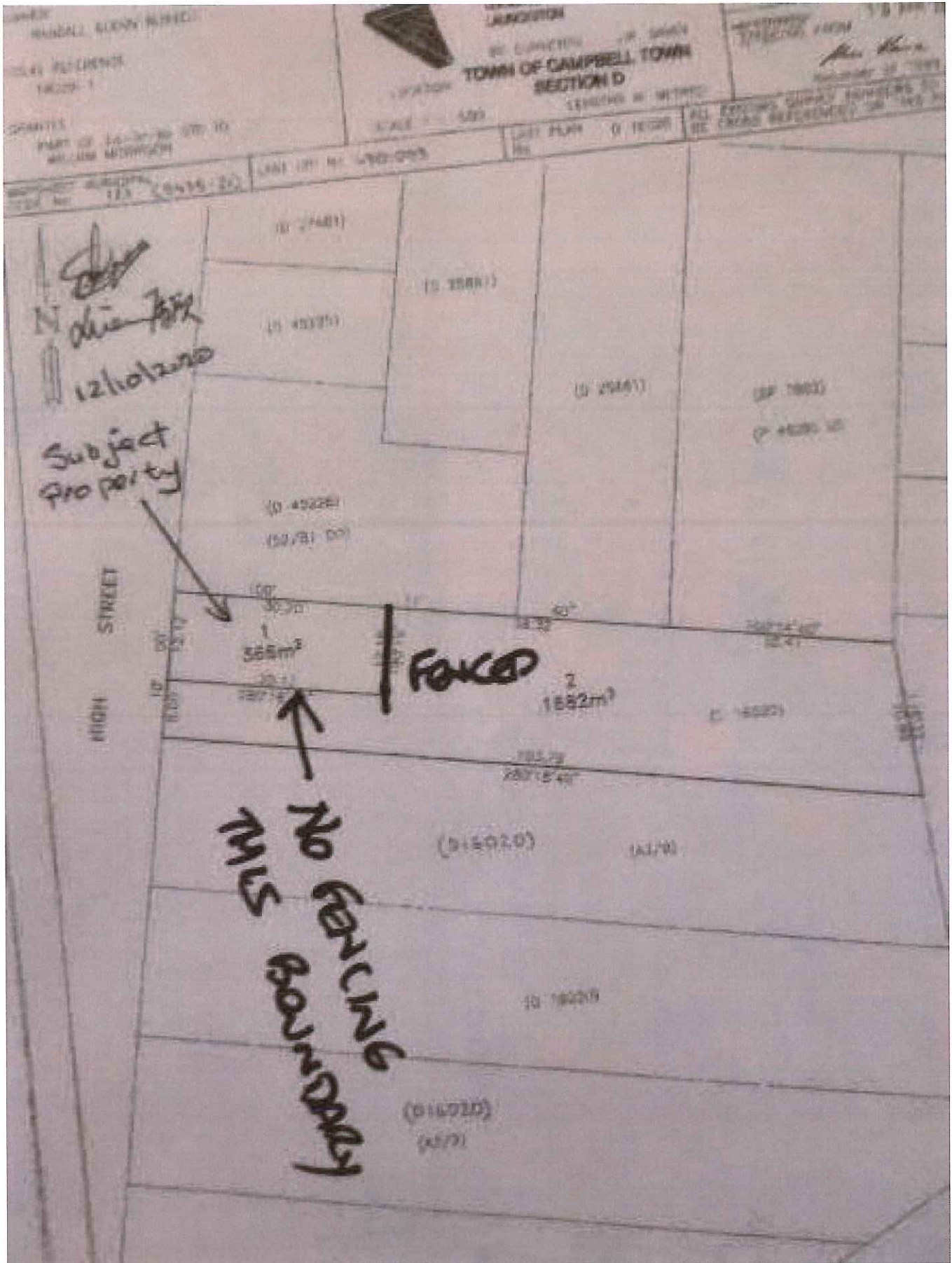
1. On pic 3 I have noted that there is no barrier or fencing between my property/driveway and the proposed development.
Will the staff entering and exiting the van need to encroach beyond the boundary to utilise the van? The van entrance/exit is not defined.
2. I have looked at the traffic management plan and can see a problem, the plan explains what happens in a perfect situation. Should there be 1 car trying to enter and 1 or a number of patrons at the front of the van, the easy way to exit the property would be to cross the grass verge between properties and use my drive. Pic 4
As you see there is no boundary definition.
3. I have noted on Pic 2 the roadside parking, my fear here is that anyone parking to the South will decide to use my drive to walk around the van especially if there is traffic entering or exiting.
4. I note that power will be sourced from existing building. How will this be done, by cable laid across driveway? I also note there is no mention of water, how will this be supplied?
I assume water will be required for cleaning and hand washing ect?
How will waste be disposed of, Pic 1 shows the slope where the van will be parked, and also the lack of definition of the block. It would be very easy to allow water to escape the van onto the grass and food pieces left would be a magnet for vermin.

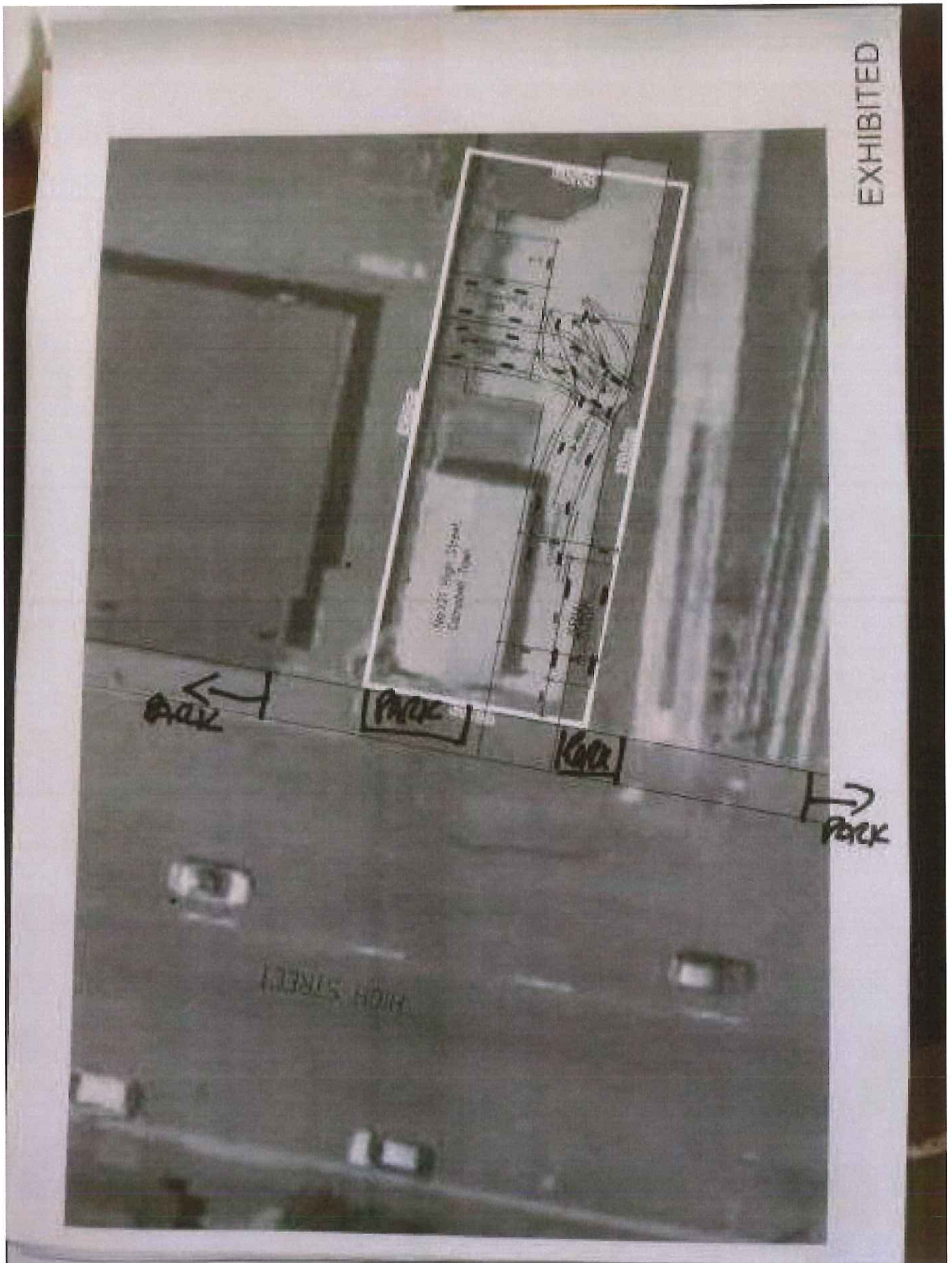
I have no objection to the business taking place, I would just like to make sure that the property I live on is not used and that safe practices are maintained.

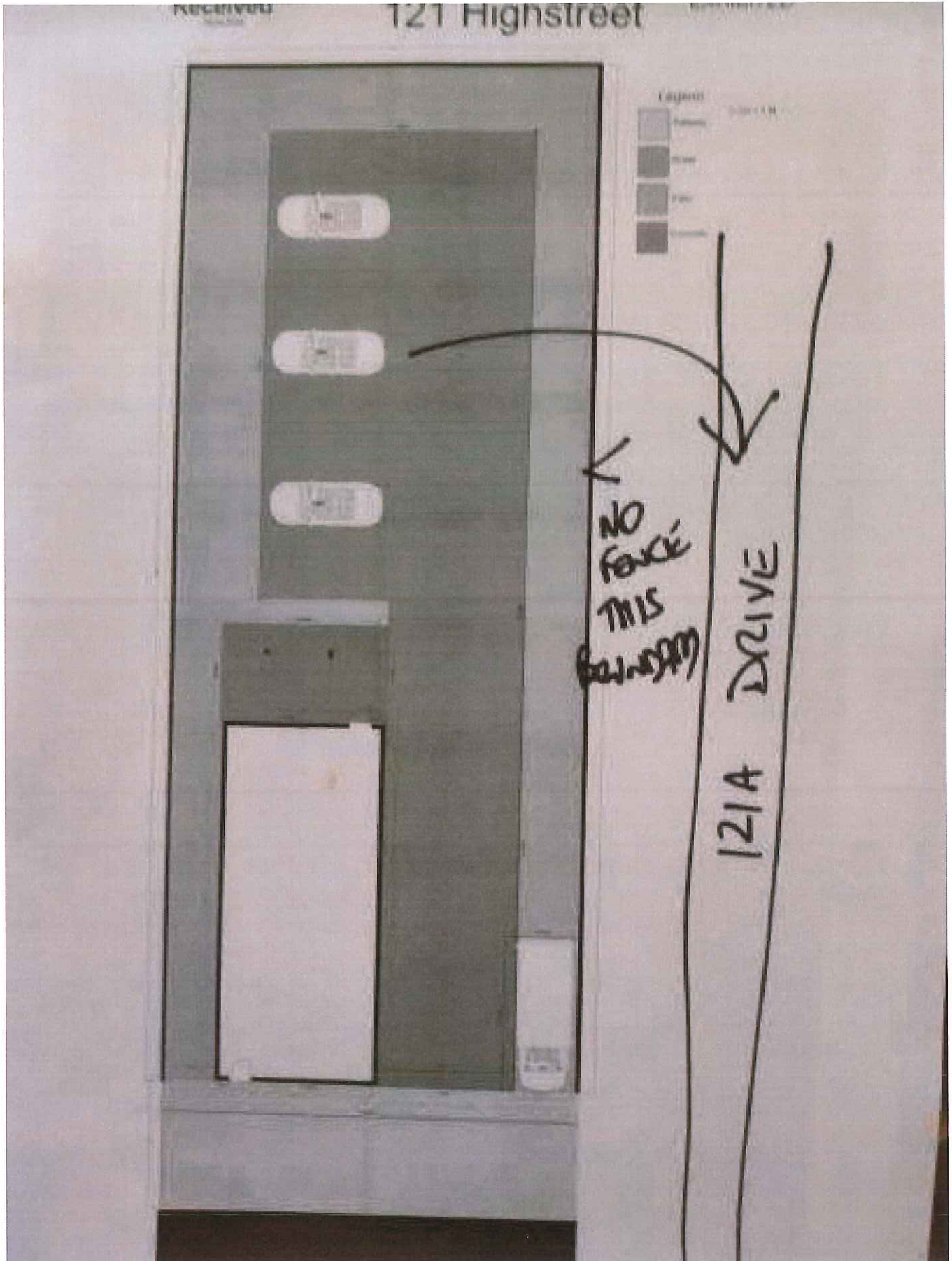
Thank you

John Murphy









NORTHERN MIDLANDS COUNCIL

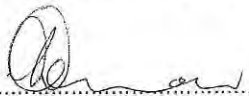
REPORT FROM: HERITAGE ADVISER, DAVID DENMAN
DATE: 25 May 2022
REF NO: PLN-21-0315; 302301.04
SITE: 121 High Street, Campbell Town
PROPOSAL: Food Services - Food Van (Heritage Precinct, Road & Railways Code & Car Parking and Sustainable Transport Code)
APPLICANT: Benjamin Miller
REASON FOR REFERRAL: HERITAGE PRECINCT

Heritage Precincts Specific Area Plan

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

There will be no substantive changes to the streetscape as a result of this proposal.
The food truck will not have an adverse impact on the historic cultural heritage values of the streetscape.
The adjoining buildings have no heritage value.

*Email referral as word document to David Denman – david@denman.studio
Attach public exhibition documents
Subject line: Heritage referral PLN-21-0315 - 121 High Street, Campbell Town*



David Denman (Heritage Adviser)

Date: 5/7/2022

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.

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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>

<i>solution.</i>	<ul style="list-style-type: none"> a) <i>be consistent with and reflect the historic development pattern of the precinct or area; and</i> b) <i>not facilitate buildings or a building pattern unsympathetic to the character or layout of buildings and lots in the area; and</i> c) <i>not result in the separation of building or structures from their original context where this leads to a loss of historic heritage significance; and</i> d) <i>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</i> e) <i>not detract from meeting the management objectives of a precinct identified in Table E13.1: Heritage Precincts, if any.</i>
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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
A1 <i>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.</i>	P1 <i>The site coverage must:</i> <ul style="list-style-type: none"> a) <i>be appropriate to maintaining the character and appearance of the building or place, and the appearance of adjacent buildings and the area; 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: Satisfies the performance criteria.

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
A1 <i>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.</i>	P1.1 <i>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</i> P1.2 <i>Extensions proposed to the front or sides of an existing building must not detract from the historic heritage significance of the building; and</i> P1.3 <i>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.</i>

Comment: N/a

E13.6.5 Fences

<i>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.</i>	
Acceptable Solutions	Performance Criteria
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>	P1 <i>New fences must:</i> 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

<i>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.</i>	
Acceptable Solutions	Performance Criteria
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>	P1 <i>Roof form and materials for new buildings and structures must:</i> 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

<i>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.</i>	
Acceptable Solutions	Performance Criteria
A1 <i>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.</i>	P1 <i>Wall material for new buildings and structures must:</i> 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: Heritage Precincts, if any.</i>

Comment: N/a

E13.6.8 Siting of Buildings and Structures

<i>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.</i>	
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

<i>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.</i>	
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
<p>A1 Car parking areas for non-residential purposes must be:</p> <p>a) located behind the primary buildings on the site; or</p> <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>P1 Car parking areas for non-residential purposes must not:</p> <p>a) result in the loss of building fabric or the removal of gardens or vegetated areas where this would be detrimental to the setting of a building or its historic heritage significance; and</p> <p>b) detract from meeting the management objectives of a precinct identified in Table E13.1: Heritage Precincts, if any.</p>

Comment: Meets acceptable solution (non-residential car parking located behind the building line). Satisfies the performance criteria.

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 No acceptable solution.</p>	<p>P1 For works impacting on places listed in Table E13.3:</p> <p>a) it must be demonstrated that all identified archaeological remains will be identified, recorded and conserved; and</p> <p>b) details of survey, sampling and recording techniques technique be provided; and</p> <p>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

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 No acceptable solution.</p>	<p>P1 The removal of vegetation must not:</p> <p>a) unreasonably impact on the historic cultural significance of the place; and</p> <p>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

<i>Objective: To ensure that signage is appropriate to conserve the historic heritage significance of local heritage places and precincts.</i>	
Acceptable Solutions	Performance Criteria
A1 <i>Must be a sign identifying the number, use, heritage significance, name or occupation of the owners of the property not greater than 0.2m².</i>	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> d) <i>signage does not detract from meeting the management objectives of a precinct identified in Table E13.1: Heritage Precincts, if any.</i>

Comment: N/a

E13.6.14 Maintenance and Repair

<i>Objective</i> <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>
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>

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.

Existing Character Statement - Description and Significance
<p>EVANDALE HERITAGE PRECINCT CHARACTER STATEMENT</p> <p><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</i></p>

by many of those who live in or visit the village.

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.

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.

Amended
04.05.2022



13 Smith Street / PO Box 156
Longford Tas 7301

PLANNING APPLICATION

Phone: 6397 7303
E-mail: planning@nmc.tas.gov.au

Amended
04.05.2022

PLANNING APPLICATION Proposal

Description of proposal:

Wellington Street Longford Streetscape Improvements.
Consisting of Kerb extension, pavement highlights,
pedestrian barriers, street furniture, garden beds,
signage, new pavement, replacement kerbs, new pedestrian
nodes and revised carpark layout.

(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..... NA 2..... 3.....

Site address: The intersection of Union Street to William Street
intersection Longford

CT no: NA

Estimated cost of project \$ 8.8 Million (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 Road Infrastructure and associated items

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

(attach additional sheets if necessary)

Is any signage required? As per documents
(if yes, provide details)

Amended
04.05.2022

PLANNING APPLICATION

Applicant / owner details

Applicant: Northern Midlands Council

Signature of Applicant: Trent Atkinson Date: 04/03/2022

Digitally signed by Trent Atkinson
DN: c=AU,
E=trent.atkinson@nmc.tas.gov.au,
O=Northern Midlands Council,
OU=NMC, CN=Trent Atkinson
Date: 2022.03.04 14:47:19+11'00'

Applicant's Details:

Postal address: 13 Smith Street, Longford 7301

Phone: 6397 73033 Mobile:

E-mail: trent.atkinson @ nmc.tas.gov.au

I agree to receive communication regarding this application via email (please tick)

Name of Owner/s of subject site: Northern Midlands Council
(as per certificate of title)

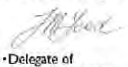
(If the subject site is Crown land, owned by the Council or administered by the Council or the Crown, the application must be signed by either the responsible Minister of the Crown (or the Minister's delegate) or by the General Manager of the Council, and must be accompanied by written permission of that Minister or general manger to the making of the application.)

If the proposal involves works to an existing access or a new access the application must be signed by either the responsible Minister of the Crown (or the Minister's delegate) or by the General Manager of the Council and must be accompanied by the written permission of that Minister or general manager to the making of the application.

Owner's postal address: 13 Smith Street, Longford 7301

Owner's email address: council@nmc.tas.gov.au

As the owner of the land, I consent to the application being submitted,

Signed:  Date:
Delegate of
Minister for Infrastructure
Michael Ferguson MP

OR
As the applicant, I declare that I have notified the owner of the application

Signed: Date:

Right of Way:

If the subject site is accessed via a right of way, the owner of the ROW must also be notified of the application.

Name of Owner/s of ROW: NA

ROW Owner's Postal Address:

As the applicant, I have notified the owner of the ROW of the application

Signed: Date:
(attach extra page if required)

Office use only:

Paid \$..... Date: Receipt No: (Code 01)

Ref: **P1**...../ Discretionary / Permitted / No Permit Required

Amended
04.05.2022**Attachments:**

- Site plan (A4 or A3) showing:**
 - new buildings, works and alterations
 - north point, relative site and floor levels
 - lot boundaries, contours, road frontages, rights of way, easements and any services over the land
 - location of any existing buildings or structures on the land or adjoining lots
 - existing natural features such as trees, watercourses etc
 - items to be demolished, areas to be cut and filled
 - vehicle access points to roads and provisions for car parking & manoeuvring
 - provision of open space, including gradients, dimensions, access and adjoining open spaces
 - provisions for drainage
 - a completed environmental supplement for commercial or industrial developments
- Adequate information to fully explain proposal, its intent, compatibility with environs & justification for any variation of Scheme provisions**
- Locality plan showing:**
 - nearby streets
 - nearby buildings & features
- Landscape plans & elevations (A4 or A3) showing:**
 - existing vegetation
 - proposed plantings
 - trees to be removed or land clearing and measures to prevent site soil erosion / pollution
- Proposal plans/drawings (A4 or A3) showing:**
 - floor plan (inc area in m²)
 - building elevations (inc heights of building)
 - external materials and proposed colour scheme
 - type and colour and construction materials on all external surfaces
 - details of external lighting including the location, direction and strengths of external lights and proposed baffle devices
 - details of signage required
- Consent of the property owner;**
- Copy of title plan & easements** (available from Service Tas)
- Other reports** (eg engineering)
- Fees**
Application fees are based on estimates provided by the applicant when the planning application is made – an adjustment may be levied when a project cost is provided at building application stage.

Applications may be emailed to Planning@nmc.tas.gov.au, and application fees may be paid over the phone to Council's receptionist.

PRIVACY STATEMENT

The Northern Midlands Council abides by the *Personal Information Protection Act 2004* and views the protection of your privacy as an integral part of its commitment towards complete accountability and integrity in all its activities and programs.

Collection of Personal Information: The personal information being collected from you for the purposes of the *Personal Information Protection Act, 2004* and will be used solely by Council in accordance with its Privacy Policy. Council is collecting this information from you in order to process your application.

Disclosure of Personal Information: Council will take all necessary measures to prevent unauthorised access to or disclosure of your personal information. External organisations to whom this personal information will be disclosed as required under the *Building Act 2016*. This information will not be disclosed to any other external agencies unless required or authorised by law.

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Planning Submission Statement

Longford Streetscape Improvements – Wellington Street

Date – 24th February 2022



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I Executive Summary

1.1 PROPOSAL SUMMARY

This submission is prepared to support the redevelopment of the Wellington streetscape in Longford. The redevelopment is from the intersection of Union Street to northern side of the William Street intersection. The subject site is zoned utilities. This Application is made under section 57 of the Land Use Planning and Approvals Act 1993, which provides for the submission of an application for a discretionary planning permit. The proposal has been prepared in accordance with the Northern Midlands Interim Planning Scheme 2013.

2 Subject Land & Locality

2.1 SUBJECT LAND DESCRIPTION

The subject site is contained within a State Road Casement and is controlled by Department of State Growth. Maintenance and reconstruction of the drainage and shoulders is the responsibility of the local authority in accordance with Roads and Jetties Act 1935.



Figure 1 Subject site

2.2 LOCALITY DESCRIPTION

The subject site is located within Heritage Precinct identified within the Northern Midlands Interim Planning Scheme 2013 and zoned Utilities.

Neighboring properties are zoned Light industrial, General Business, General Residential, Community Purpose and Open Space, with a number of heritage listed properties adjoining the subject site.

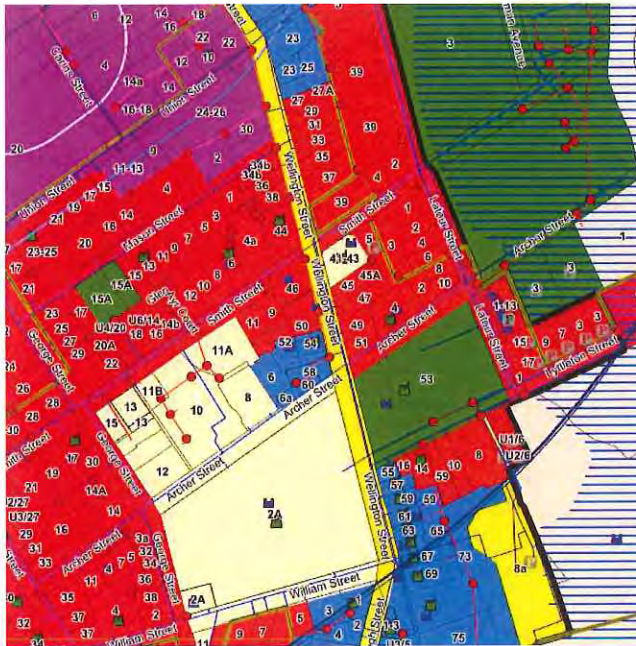


Figure 2 Planning Zones

2.3 HERITAGE

The proposed development is located within the Heritage Precinct and has a number of heritage listed buildings adjoining the proposal, which increase in numbers to the southern end of the proposal from Archer Street to William Street.



Figure 1 Heritage Listings

3 Proposal

3.1 DEVELOPMENT PROPOSAL

The proposed development consists of the following:

- Kerb Extension
- Road pavement highlights at intersections
- Pedestrian Barriers & Bollards
- Street furniture
- Rain Gardens for stormwater filtration
- Garden beds within kerb build-outs and along footpaths
- Interpretation signage
- Replacement Kerb in areas
- Side street threshold surface treatments
- New concrete pavement to footpaths
- New pedestrian Nodes with island refuge
- Existing carpark layout revised (corner of Archer and Wellington Street)
- Pavement drainage

Refer to plans attached with this planning submission for further details

4 Planning Assessment / Design Statement

4.1 DEVELOPMENT PROPOSAL

Consideration of this proposal will be governed by the requirements set out within the Heritage Precinct Specific Area Plan.

The Wellington Street streetscape design is to enhance the visual amenity of the streetscape and to provide a safer environment for pedestrians of all ages and mobility. Key aspects of the design focus on reducing the amount of hardstand at each intersection by incorporating kerb build-outs, and to add greenery in the form of low planting and street furniture. Rain gardens are also proposed for the kerb build-outs to harvest stormwater and provide a low level of filtration before the run-off reenters the stormwater pipe network.

Proposed kerb build-outs will provide safer pedestrian crossing nodes by reducing the amount of exposed roadway that a person has to cross, without reducing the actual width of the State Growth owned carriageway. By reducing this hardstand area, and maintaining the existing carriageway width, drivers are encouraged to slow down to allow them to navigate safely through the intersections.

Other aspects of the design include upgrading damaged kerb and channeling, reducing the number and extent of unnecessary driveway crossovers, and providing consistent and themed pedestrian concrete pavement treatments from Union Street through to William Street.

Concrete pavements will consist of 1.8m wide plain concrete footpaths fronting the industrial and residential precinct from Union Street up to Archer Street, and plain concrete pavement with

a themed troweled joint pattern from Archer Street through to William Street. A light tan coloured concrete with a light exposed finish, together with the themed troweled joints are proposed for the section of streetscape from Littleton Street to William Street, which highlights the heritage precinct of Longford.

The themed concrete pavement troweled joints within the heritage precinct are based on desired off-sets from the road reserve boundary and the kerb line, with perpendicular joints highlighting the extent of each building and doorways. The intent is to add visual interest along the pavement from one end of the heritage precinct to the other.

Proposed street furniture will include custom made drink fountains, bollards, bike racks, pedestrian barriers, litter bins and interpretation signage frames. The general theme of the street furniture will be based on the post members that will feature a low pyramid chamfered top with a recessed band below. Satin black is the proposed colour to ensure the items are visible but do not clash with the heritage fabric of the adjoining buildings. Pedestrian barriers are proposed for kerb build-outs to clearly define the pedestrian crossing nodes to add to pedestrian safety, and to provide visual encouragement for drivers to slow down.

Interpretation signage is proposed for key areas and intersections along the streetscape that focus of the historical features, stories and characters of Longford. The actual graphic design and wording of these interpretation signs will be a project within itself.

4.2 DEVELOPMENT STANDARDS

Standards for development under the Northern Midlands Interim Planning Scheme 2013 are as follows:

PART D ZONES

28 Utilities Zone

28.3 Use Standards

28.3.1 Capacity of existing utilities

Objective To ensure that uses do not compromise the capacity of utility services.		Response
Acceptable Solutions	Performance Criteria	
A1 If for permitted or no permit required uses.	PI The proposal must not unreasonably compromise or reduce the operational efficiency of the utility having regard to: <ul style="list-style-type: none"> a) existing land use practices; and b) the location of the use in relation to the utility; and c) any required buffers or setbacks; and d) the management of access. 	No Change

- 28.4 Development Standards
- 28.4.1 Building Design and Siting - [Not Applicable](#)
- 28.4.2 Subdivision – [Not Applicable](#)

PART E CODES

E4 Road and Railway Assets Code

[Refer to the Traffic Impact Statement attached with this planning submission for further details.](#)

E13 Local Historic Heritage Code

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.

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.

Heritage Precincts –

1. Evandale Heritage Precinct
2. Ross Heritage Precinct
3. Perth Heritage Precinct
4. [Longford Heritage Precinct](#)
5. Campbell Town Heritage Precinct

PART F SPECIFIC AREA PLANS

F2 Heritage Precincts Specific Area Plan

F2.5 Standards for Development

- F2.5.1 Setbacks and siting – [Not Applicable](#)
- F2.5.2 Orientation – [Not Applicable](#)
- F2.5.3 Scale – [Not Applicable](#)

- F2.5.4 Roof Forms – Not Applicable
- F2.5.5 Plan Form – Not Applicable
- F2.5.6 External Walls – Not Applicable
- F2.5.7 Entrances and Doors – Not Applicable
- F2.5.8 Windows – Not Applicable
- F2.5.9 Roof Covering – Not Applicable
- F2.5.10 Roof Plumbing – Not Applicable
- F2.5.11 Verandahs – Not Applicable
- F2.5.12 Architectural Details – Not Applicable
- F2.5.13 Outbuildings – Not Applicable
- F2.5.14 Conservatories – Not Applicable
- F2.5.15 Fences and Gates

Objective		Response
Acceptable Solutions	Performance Criteria	
To ensure that original fences ¹³ are retained and restored where possible and that the design and materials of any replacement complement the setting and the architectural style of the main building on the site.		
A1.1 Replacement of front fence must be in the same design, materials and scale; or A1.2 a) Front fence must be a timber vertical picket, masonry to match the house, heritage style woven wire, galvanized tubular fencing, other than looped, or iron palisade fence with a maximum height of 1500mm. b) Side and rear fences must be vertical timber palings to a maximum height of 1800mm.	PI Fences must be compatible with the historic cultural heritage significance of a local heritage place or precinct, having regard to: a) the cultural heritage values of the local heritage place, its setting and the precinct; b) the architectural style of the dominant building on the site; c) the dominant fencing style in the setting; and d) the original or previous fences on the site.	

A2 Gates must match the fence, both in materials and design.	P2 No performance criteria	NA
A3 Screen fences used to separate the front garden from the rear of the house must be of timber or lattice.	P3 No performance criteria	NA
A4 Fences must not be: a) horizontal or diagonal timber slat fences; or b) plastic covered wire mesh; or c) flat metal sheet or corrugated sheets; or d) plywood and cement sheet.	P4 No performance criteria	See Above Comment

F2.5.16 Paint Colours

Objective To ensure that new colour schemes maintain a sense of harmony with the street or area in which they are located.		Response
Acceptable Solutions	Performance Criteria	
A1.1 Colour schemes must be drawn from heritage-listed buildings within the precinct; or A1.2 Colour schemes must be drawn from the following: a) Walls – Off white, creams, beige, tans, fawn and ochre. b) Window & Door frames – white, off white, Indian red, light browns, tans, olive green and deep Brunswick green. c) Fascia & Barge Boards - white, off white Indian red, light browns, tans, olive green and deep Brunswick green d) Roof & Gutters – deep Indian red, light and dark grey.	P1 Colour schemes must be compatible with the local historic heritage significance of the local heritage place or precinct having regard to the character and appearance of the existing place or precinct.	Please see design statement, Section 4.1
A2 There must be a contrast between the wall colour and trim colours.	P2 No performance criteria	NA
A3 Previously unpainted brickwork must not be painted, except in the case of post-1960 buildings.	P3 No performance criteria	NA

F2.5.17 Lighting – [Not Applicable](#)F2.5.18 Maintenance and Repair – [Not Applicable](#)**F2.6 Use Standards**

F2.6.1 Alternative Use of buildings – [Not Applicable](#)

5 Conclusion

This proposal complies with the development standards set out by the Northern Midlands Interim Planning Scheme 2013, provides a safer pedestrian environment and enhance the visual appearance, usability and enjoyment of the streetscape for residents and visitors.

Prepared by:

Name	Position, Department/Organisation
Trent Atkinson	Project Manager - Northern Midlands Council
Leon Lange	Landscape Architect – Lange Design

Amended
04.05.2022

NORTHERN MIDLANDS COUNCIL WELLINGTON STREET LONGFORD STREETSCAPE IMPROVEMENTS

DRAWING LIST		
DRAWING No.	DRAWING TITLE	REVISION
S-P-21-0231-00-CIV-DRG-1000	COVER PAGE	B
S-P-21-0231-00-CIV-DRG-1010	GENERAL ARRANGEMENT AND STORMWATER PLAN - SHEET 1 OF 4	C
S-P-21-0231-00-CIV-DRG-1011	GENERAL ARRANGEMENT AND STORMWATER PLAN - SHEET 2 OF 4	C
S-P-21-0231-00-CIV-DRG-1012	GENERAL ARRANGEMENT AND STORMWATER PLAN - SHEET 3 OF 4	C
S-P-21-0231-00-CIV-DRG-1013	GENERAL ARRANGEMENT AND STORMWATER PLAN - SHEET 4 OF 4	C
S-P-21-0231-00-CIV-DRG-1014	DRAINAGE LONG SECTION - SHEET 1 OF 2	B
S-P-21-0231-00-CIV-DRG-1015	DRAINAGE LONG SECTION - SHEET 2 OF 2	B
S-P-21-0231-00-CIV-DRG-1020	SECTIONS	C

WARNING-
BEWARE OF UNDERGROUND SERVICES
THE LOCATION OF UNDERGROUND SERVICES ARE
APPROXIMATE ONLY AND THE EXACT POSITION
SHOULD BE PROVEN ON SITE. NO GUARANTEE
IS GIVEN THAT ALL SERVICES ARE SHOWN.



NO.	DESCRIPTION	ISSUED	REVISION	DATE
1	ISSUED FOR APPROVAL	01/11	1/1	2022
2	ISSUED FOR APPROVAL	01/11	1/1	2022
3	ISSUED FOR APPROVAL	01/11	1/1	2022

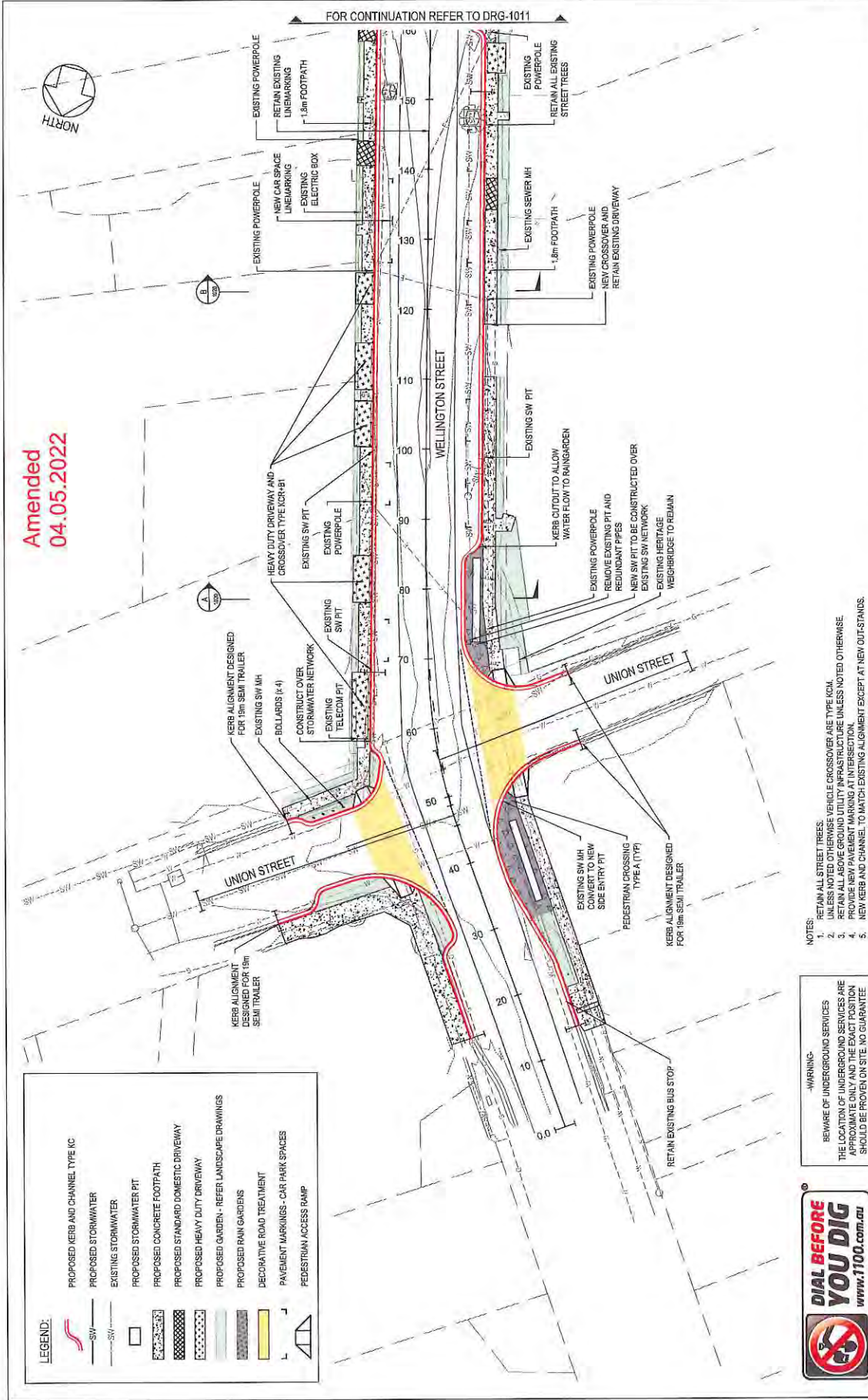
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pitt&sherry

152 WELLS STREET, MELB 3048 VIC
 03 9487 1522
 152 WELLS STREET, MELB 3048 VIC
 03 9487 1522

CLIENT NORTHERN MIDLANDS CO	PROJECT WELLINGTON STREET - LONGFORD STREETSCAPE IMPROVEMENTS	DRAWING TITLE COVER SHEET
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DATE: 21-05-2022 BY: [Signature]		

**Amended
04.05.2022**



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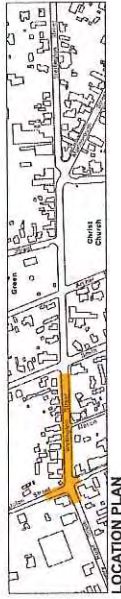
- PROPOSED KERB AND CHANNEL TYPE KC
- PROPOSED STORMWATER
- EXISTING STORMWATER
- PROPOSED STORMWATER PIT
- PROPOSED CONCRETE FOOTPATH
- PROPOSED STANDARD DOMESTIC DRIVEWAY
- PROPOSED HEAVY DUTY DRIVEWAY
- PROPOSED GARDEN - REFER LANDSCAPE DRAWINGS
- PROPOSED RAIN GARDENS
- DECORATIVE ROAD TREATMENT
- PAVEMENT MARKINGS - CAR PARK SPACES
- PEDESTRIAN ACCESS RAMP



-WARNING-
BEWARE OF UNDERGROUND SERVICES
THE LOCATION OF UNDERGROUND SERVICES ARE APPROXIMATE ONLY AND THE EXACT POSITION SHOULD BE PROVEN ON SITE. NO GUARANTEE IS GIVEN THAT ALL SERVICES ARE SHOWN.

- NOTES:**
1. RETAIN ALL STREET TREES.
 2. UNLESS NOTED OTHERWISE VEHICLE CROSSOVER ARE TYPE KCM.
 3. RETAIN ALL ABOVE GROUND UTILITY INFRASTRUCTURE UNLESS NOTED OTHERWISE.
 4. PROVIDE NEW PAVEMENT MARKING AT INTERSECTION.
 5. NEW KERB AND CHANNEL TO MATCH EXISTING ALIGNMENT EXCEPT AT NEW OUT-STANDS.
 6. REMOVE REDUNDANT STORMWATER DRAINAGE AS REQUIRED.

DRAWING NO. 22-01-003-010-010		CLIENT: NORTHERN MIDLANDS CO	
PROJECT: WELLINGTON STREET - LONGFORD STREETScape IMPROVEMENTS		SHEET 1 OF 4	
DRAWING NO. S-P-21-003-010-010		REVISION: C	
DATE: 21-05-2022		STATUS: FOR APPROVAL	
DRAWING NO. S-P-21-003-010-010		PROJECT: WELLINGTON STREET - LONGFORD STREETScape IMPROVEMENTS	
DATE: 21-05-2022		STATUS: FOR APPROVAL	



LOCATION PLAN



- PLAN LEGEND**
- Concrete kerbs 1.5m wide in the residential precinct, along the kerb with a heavy and durable parking surface.
 - Decorative kerbs with a textured surface, safety recess vehicle speeds, and to add colour and texture to the intersection.
 - Decorative kerbs treatment to highlight the boundary to side street and pedestrian crossing areas.
 - Residential precinct driveway easements consisting of plain concrete with an exposed finish.

NUMBER LEGEND

- The new kerb extensions provide a separation between pedestrian barriers, street furniture and interpretation signage illustrating the history of buildings, local identities and activities.
- Match pattern within the concrete pavement to provide a subtle highlight to the corner area.
- Pedestrian barriers with heavy duty posts installed with the garden to prevent large vehicles from illegally turning around in Union Street and driving over the kerbs to get to the fuel station bays.
- Existing bus stop to be retained.
- Rain gardens within the kerb extensions to filter road stormwater runoff before it flows to the South Esk River.
- The existing old weigh station in front of 'Midlands Tractors' to be retained with interpretation signage added to inform of the features history.
- Existing street trees to be retained.
- Stiles, urban easements, the footpath adds to the history of the Longford streetscapes.

PLANT SCHEDULE

BOTANICAL NAME	COMMON NAME	H/W*
Convolvulus canadum	Silver Bush	1.2 m
Daphne laurifolia	Spotted Holly	7.2 m
Daphne genkwa	Spanish Yew	7.2 m
Fuchsia nodosa	Krabby Clutch	6 x 6m
Grevillea speciosa	Grevillea	2 x 8m
Hebe buxifolia	Hebe	1 x 1m
Hebeba speciosa	Guinea Flower	3 x 8m
Limonium speciosa	Starlice	6 x 5m
Lamandra speciosa	Lamandra	1 x 1m
Poa labillardieri	Poa	9 x 8m
Osteospermum victorik	African Lily	4 x 8m
Verbena speciosa	Verbena	1 x 2m
Westringia speciosa	Westringia	1 x 2 m

*For general approximate height by adult or maturity.

PAVEMENT

- Plain concrete.
- Exposed concrete.

STREET FURNITURE

- Dining Furniture.
- Interpretation sign.
- Seating.
- Pedestrian barrier.
- 1200 Bin enclosure.



LONGFORD STREETSCAPE REDEVELOPMENT

Wellington Street (from Union Street to Smith Street), Longford Tasmania

Concept Plan



Amended
04.05.2022



LOCATION PLAN

PLAN LEGEND

- Plain concrete footpath 1.8m wide to the retaining structure along the boundary to provide a hardy and durable planting.
- Plain concrete footpath from the kerb to the property boundary to provide a hardy and durable planting.
- Coloured concrete footpath from the kerb to the property boundary to provide a hardy and durable planting.
- New kerb extensions to increase pedestrian interest to the pavement.
- Decorative road treatment to highlight the frontages to the street and pedestrian crossing area.
- Residential precinct driveway crossover



NUMBER LEGEND

- 1 This corner area provides a separation between vehicles and pedestrians, as well as low colour planting, pedestrian barriers, street furniture and interpretive signage illustrating the history of buildings, local identities and activities.
- 2 Hatch pattern within the concrete pavement to provide a subtle highlight.
- 3 New concrete pavement to include pedestrian access paths to front gates of the adjoining private residences.
- 4 Existing raised brick paving and sealing area to be retained.
- 5 Rain gardens within the kerb extensions to filter road stormwater runoff before it flows to the South Esk River.
- 6 Existing street trees to be retained.
- 7 New concrete pavement to cover the full extent of the area between the back of kerb and the property boundary fronting JJ's bakery.
- 8 New pedestrian node with island refuge.
- 9 Barbed-wire fencing provides a safety barrier between the new carpark layout and the pathway.
- 10 Existing car park layout to be replaced with a new carpark layout to provide a safer area for vehicles travelling around the Wellington Street and Archer Street intersection.
- 11 New planting between the existing hedge and the new pavement.
- 12 Existing bus stop to be retained.
- 13 New large pavement area fronting the Link Library and the adjoining Gate to allow for social interaction and outdoor dining.
- 14 New slot drains within the concrete pavement and stormwater flows that may occur in inclement weather.
- 15 Existing lawn area to be replaced with hardy colourful groundcover.
- 16 Existing cast iron horse water trough to be retained.



PLANT SCHEDULE

BOTANICAL NAME	COMMON NAME	HxW
Conyza bonariensis	White Top	3 x 1m
Diploteris sp.	Southern Blue Lily	7 x 7m
Dieris spicata	Spanish Iris	7 x 7m
Rochia nodosa	Knobby Clubmoss	4 x 4m
Cerastium sp.	Gravelia	2 x 2m
Helleborus	Helle	1 x 1m
Hibiscus	Guinea Flower	3 x 2m
Utricularia	Bladderwort	4 x 2m
Lomandra	Lomandra	1 x 1m
Poa annua	Poa	2 x 2m
Chrysanthemum	Chrysanthemum	4 x 2m
Westringera	Westringera	1 x 1m
Hebe	Hebe	1 x 1m

- Seating: Benches, Benches / Bike rack.
- Street Furniture: Pedestrian Barrier, 1200 3in enclosure.
- Drink Fountain: Drink Fountain, Interpretation Sign.

LONGFORD STREETSCAPE REDEVELOPMENT
Wellington Street (from Smith Street to Marlborough Street), Longford, Tasmania

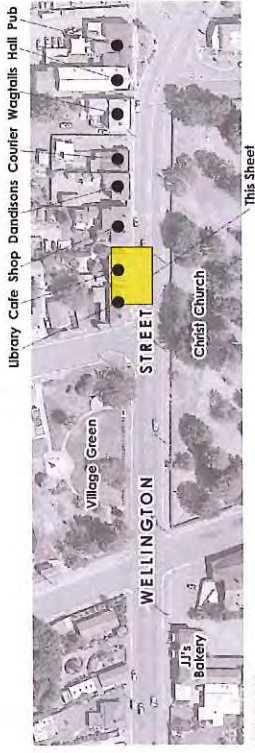
Concept Plan

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12 December 2020
Issue C Sheet 2/2

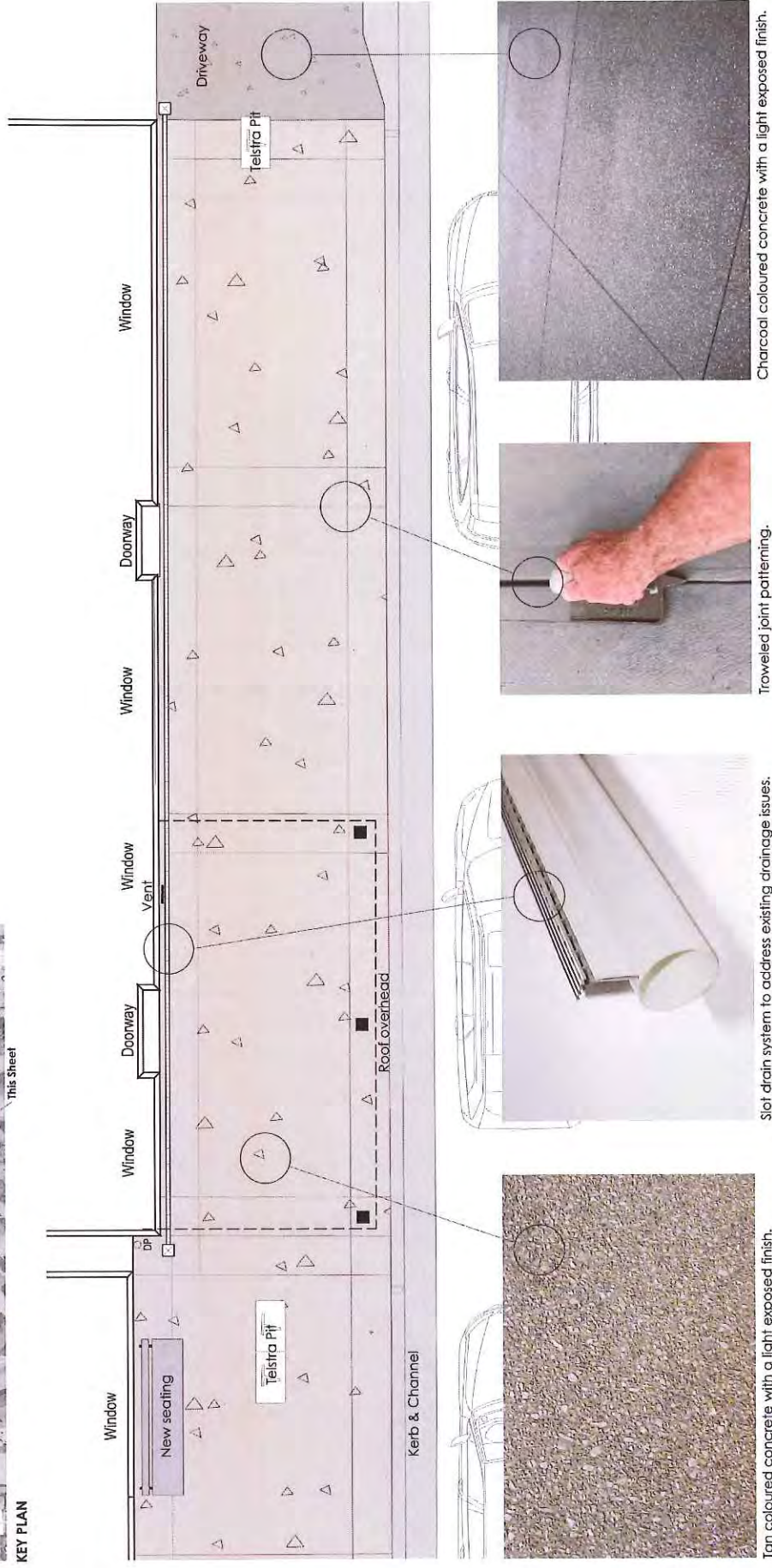
LANG design
landscape architecture

NORTHERN MIDLANDS COUNCIL

For review and comment



KEY PLAN



Tan coloured concrete with a light exposed finish.

Slot drain system to address existing drainage issues.

Troweled joint patterning.

Charcoal coloured concrete with a light exposed finish.

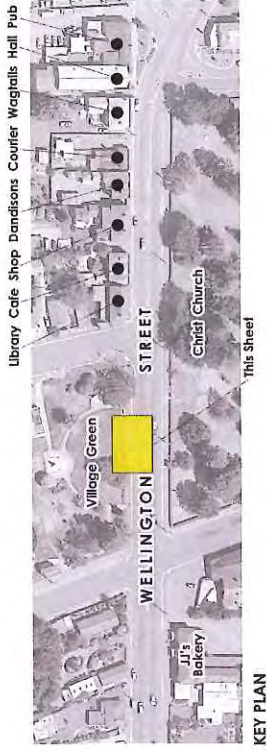
WELLINGTON STREET STREETSCAPE
Wellington Street Longford Tasmania

Footpath Pavement Plan - Heritage Precinct

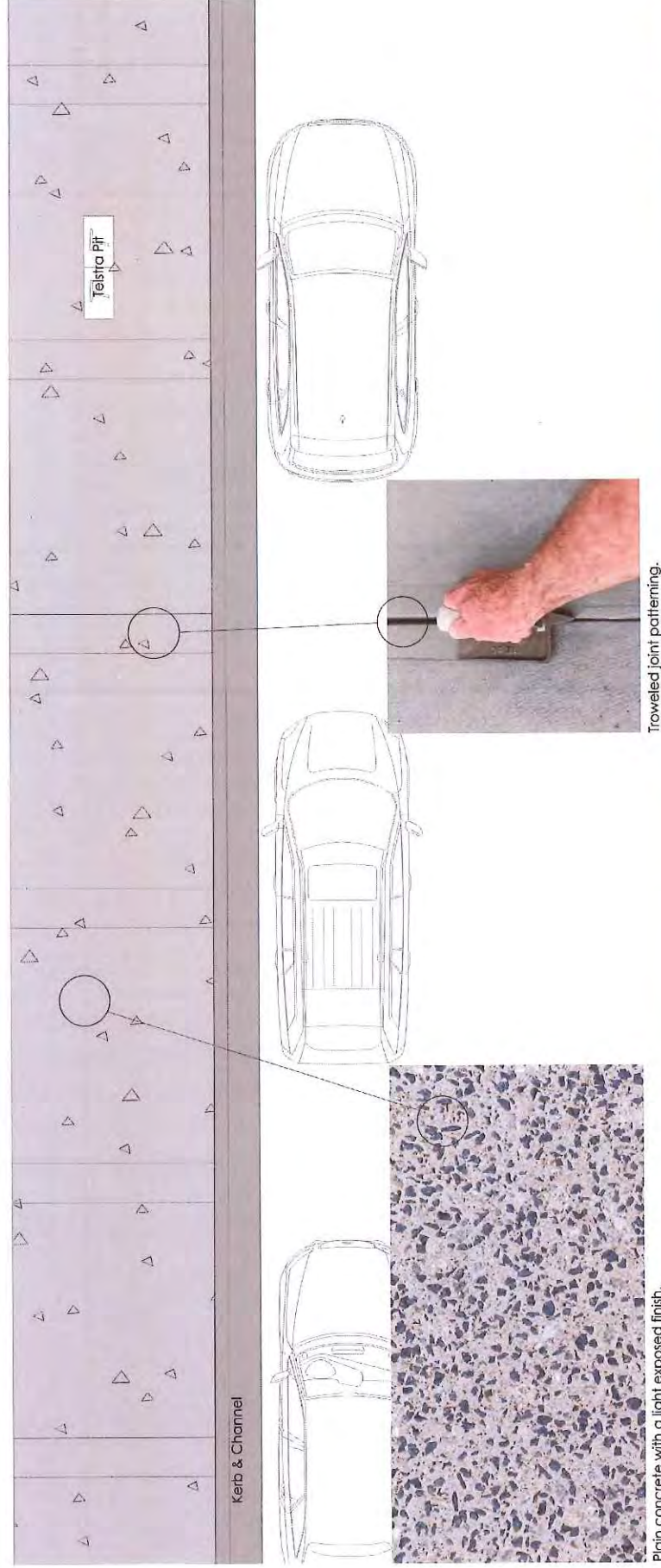
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Sheet 1 of 3 Issue A

LANGE design
landscape architecture

For review and comment



KEY PLAN



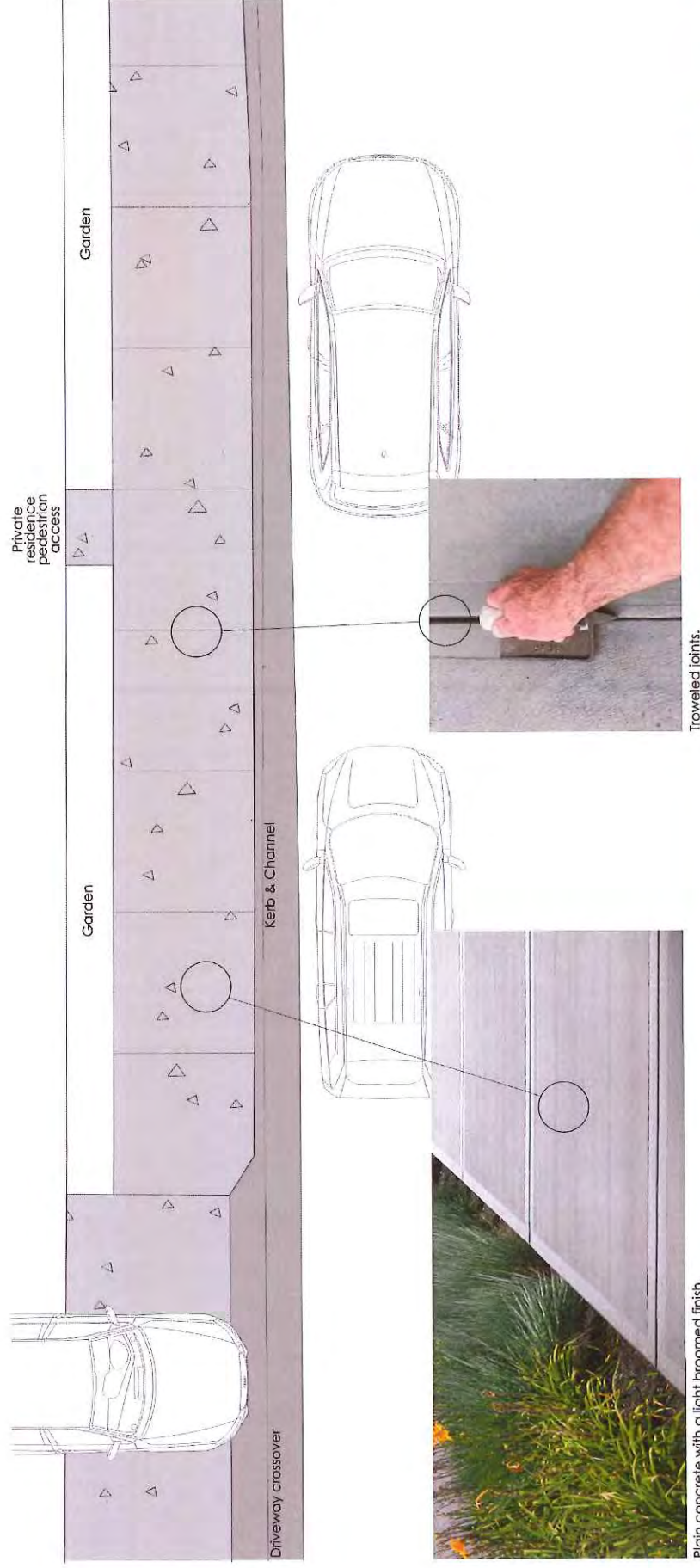
WELLINGTON STREET STREETSCAPE
 Wellington Street Longford Tasmania

Footpath Pavement Plan - Village Green Precinct

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 Sheet 2 of 3 Issue A

LANGE design
 landscape architecture

For review and comment



WELLINGTON STREET STREETSCAPE
Wellington Street Longford Tasmania

Footpath Pavement Plan - Residential Precinct

0 1 2 1m
16 August 2021
Sheet 3 of 3 Issue A

LANGE design
landscape architecture

pitt&sherry

Wellington Street, Longford

Traffic Impact Assessment

Prepared for
Northern Midlands Council

Client representative
Trent Atkinson

Date
21 February 2022

Rev00

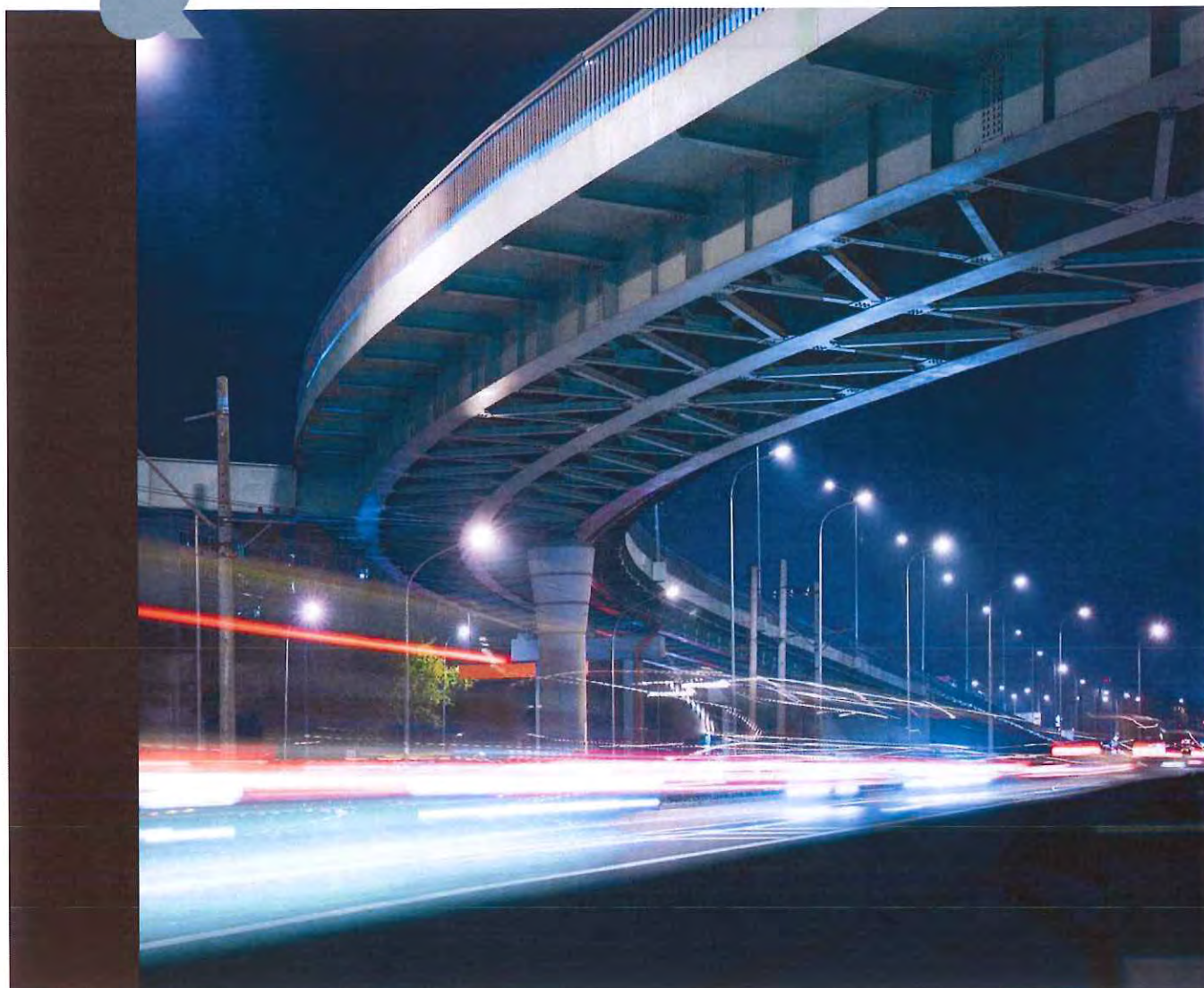
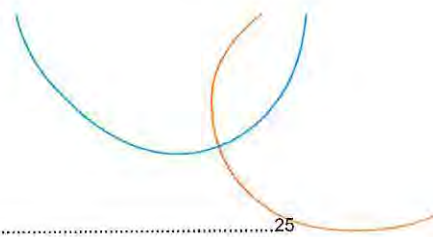




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ref: T-P.21.0231-TRA-REP-001-Rev00/NA/mj



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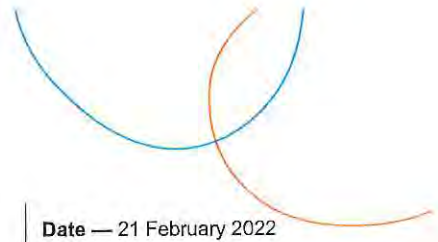
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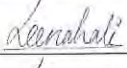

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Appendices

Appendix A — Preliminary Design Drawings

ref: T-P.21.0231-TRA-REP-001-Rev00/NA/mj



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Revision History

Rev No.	Description	Prepared by	Reviewed by	Authorised by	Date
00	Traffic Impact Assessment	NPA	LAL	LAL	21/02/2022

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ref: T-P.21.0231-TRA-REP-001-Rev00/NA/mj



1. Introduction

1.1 Background

Northern Midlands Council (Council) have engaged pitt&sherry to design and produce detailed drawings and specification for streetscape improvements along a 0.65km length of Wellington Street, Longford.

The streetscape improvements were predominantly focused on pedestrian safety, usability and amenity, as well as stormwater connection.

1.2 Traffic Impact Assessment scope

Council have further engaged pitt&sherry to undertake a Traffic Impact Assessment (TIA) to support the development application (DA) for the Wellington Street streetscape improvements.

This report has been prepared with reference to the *Northern Midlands Interim Planning Scheme 2013* (the Planning Scheme) and in accordance with Department of State Growth's (DSG's) Publication *Traffic Impact Assessments (TIA) Guidelines*.

2. Existing conditions

2.1 Traffic Impact Assessment study length

The study length consists of an approximately 0.65km stretch of Wellington Street within Longford, spanning from 30m north of the Wellington Street/ Union Street intersection to 20m north of the Wellington Street/ Marlborough Street/ William Street intersection.

Surrounding the study length, land uses comprise of 10.0 General Residential, 17.0 Community Purpose, 19.0 Open Space, 21.0 General Business and 24.0 Light Industrial.

Figure 1 shows the study length in the local context including the land zoning.

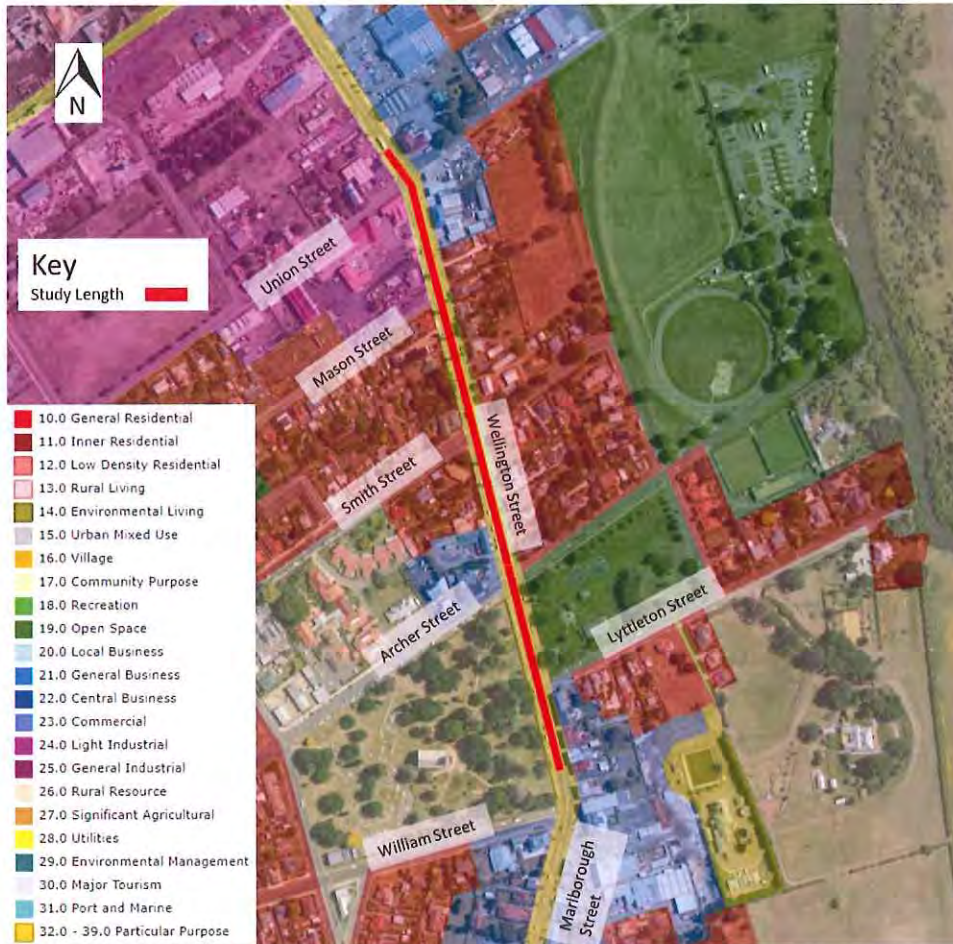


Figure 1: Study length including land zoning (Aerial Source: theLIST)

2.2 Wellington Street

Wellington Street is a DSG owned Category 4 arterial road under DSG's State Road Hierarchy between Tannery Road South (approximately 250m north-west of Union Street) and Marlborough Street. South of the T-intersection with Marlborough Street it becomes a council owned sub-arterial road¹.

Wellington Street is configured with a single lane in each direction within the study length. Wellington Street predominantly operates in a north-south direction and spans approximately 3.2km from Tannery Road South to Woolmers Lane where the road continues under those names.

Within the study length, Wellington Street is generally between 14m and 15m wide and features pedestrian paths on both sides of the road. On-street parking is also provided on both sides of the road along much of its span.

Wellington Street is subject to a signposted 50km/h speed limit. The road is expected to carry approximately 28,400 vehicles per day in 2022².

¹ Based on theLIST Road Centrelines Transport Class.

² Based on Geocounts Station A1604100 traffic counts, on which a yearly growth rate defined by previous years was applied.



2.3 Surrounding road network

2.3.1 Union Street, Mason Street, Smith Street, Archer Street and Lyttleton Street

Union Street, Mason Street, Smith Street, Archer Street and Lyttleton Street are Council owned local roads³ and primarily operate to provide access to 10.0 General Residential, 19.0 Open Space and 24.0 Light Industrial uses within Longford. Each of the roads is configured with a single lane in each direction and are accessed via intersections with Wellington Street. Each of the streets operate in a north-east south-west direction.

All roads discussed in Section 2.3.1 are subject to the Tasmanian Urban Default Speed Limit of 50km/h.

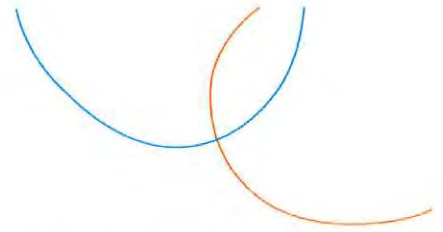
2.4 Surrounding intersections

The following intersections are located along the study length:

- Wellington Street / Union Street intersection
- Wellington Street / Mason Street intersection
- Wellington Street / Smith Street intersection
- Wellington Street / Archer Street intersection; and
- Wellington Street / Lyttleton Street intersection.

These intersections are discussed in more detail below.

³ Based on the LIST Road Centrelines Transport Class.



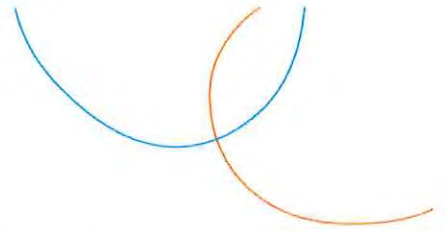
2.4.1 Wellington Street / Union Street intersection

The Wellington Street / Union Street intersection operates as an offset, give-way controlled four-leg intersection.

The layout of the intersection is shown below in Figure 2.



Figure 2: Wellington Street / Union Street intersection (Aerial Source: theLIST)



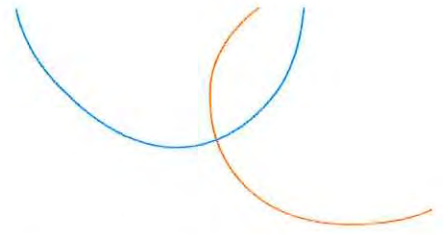
2.4.2 Wellington Street / Mason Street intersection

The Wellington Street / Mason Street intersection operates as a give-way controlled T-intersection.

The layout of the intersection is shown below in Figure 3.



Figure 3: Wellington Street / Mason Street intersection (Aerial Source: theLIST)



2.4.3 Wellington Street / Smith Street intersection

The Wellington Street / Smith Street intersection operates as a give-way controlled four-leg intersection. Per theLIST, Wellington Street provides a traffic median island directly south of the intersection on Wellington Street.

The layout of the intersection is shown below in Figure 4.



Figure 4: Wellington Street / Smith Street intersection (Aerial Source: theLIST)



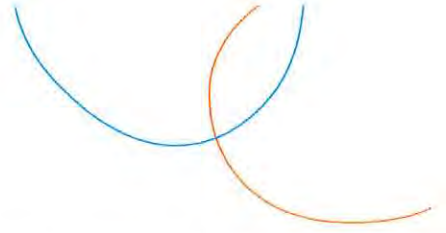
2.4.4 Wellington Street / Archer Street intersection

The Wellington Street / Archer Street intersection operates as a give-way controlled four-leg intersection. Per theLIST, Wellington Street provides a traffic median island directly north of the intersection on Wellington Street.

The layout of the intersection is shown below in Figure 5.



Figure 5: Wellington Street / Archer Street intersection (Aerial Source: theLIST)



2.4.5 Wellington Street / Lyttleton Street intersection

The Wellington Street / Lyttleton Street intersection operates as a give-way controlled T-intersection. Per theLIST, Wellington Street provides a traffic median island directly south of the intersection on Wellington Street. Furthermore, Lyttleton Street provides 45-degree on-street parking on its northern side.

The layout of the intersection is shown below in Figure 6.



Figure 6: Wellington Street / Lyttleton Street intersection (Aerial Source: theLIST)

2.5 Existing traffic volumes

Traffic data was provided by the Department of State Growth via Geocounts for Tannery Road South approximately 50m north-west of where it changes names to Wellington Street. As such, traffic volumes on Wellington Street within the study length are expected to be similar. Traffic data was provided via Station A1604100.

The approximate location of Geocounts Station A1604100 with respect to the study length of Wellington Street is shown in Figure 7.



Figure 7: Location of Geocounts Station A1604100 with respect to study length (Aerial Source: theLIST)

The existing 2013 and 2018 annual average daily traffic volumes (AADT) during weekdays at Station A1604100 are shown below in Table 1.

Table 1: Existing traffic data from Station A1604100

Year	AADT	% HV	Growth rate per year (from previous count)
2013	7377	7.9%	-
2018	10171	10.2%	4.6%
2021	21980	14.5%	29.4%

Utilising the growth rate calculated from the change in AADT over the five-year period, the AADT in 2022 was calculated to be approximately 28,400 vehicles per day at the traffic counter and thus at Wellington Street. It was assumed that the percentage of heavy vehicles on Wellington Street would be approximately 15%.



2.6 Traffic generation

No vehicle turning counts were performed within the study length.

As the proposed works only include streetscape improvements, which includes installation of new kerb and channel and pedestrian paths, among other things, no additional traffic is expected to be generated. The streetscape improvements are, instead, intended to cater for existing and future traffic on the network.

2.7 Pedestrian facilities

As discussed, pedestrian footpaths are located on either side of the road. No on-street cycling facilities are located on Wellington Street, however, in Tasmania, cyclists are able to ride on the footpath. Furthermore, given the width of Wellington Street, it's assumed cyclists have sufficient room to utilise the road should it be preferred.

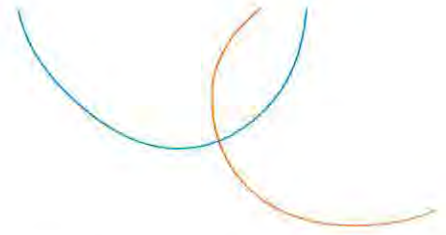
2.8 Public transport

Tassielink provides the main mode of public transport to and from Longford. Tassielink routes 792, 794 and 796 run between Cressy and Launceston and operate from approximately 6:50am to 7:20pm. Buses operating in each direction stop at Wellington Street bus stops approximately once per hour. Note that this rate varies throughout the day.

The location of the bus stops along Wellington Street is shown in Figure 8.



Figure 8: Location of bus stops on Wellington Street



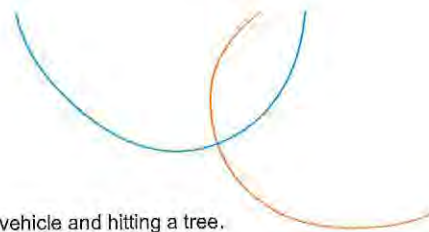
2.9 Road safety

DSG have provided crash data along the study length for the most recent 10-year period. A summary of the crash data is included in Table 2.

Table 2: Crash history summary

Location	Crash Type	Crash Severity	Count	
Wellington Street	133 – Vehicles in parallel lane	Property Damage Only	1	
	140 – U turn		1	
	142 – Leaving parking		1	
	144 – Parked vehicles only		1	
	145 – Reversing		1	
	149 – Other manoeuvring		1	
	160 - Parked		2	
	173 – Right off carriageway into object or parked vehicle		1	
	179 – Other straight		1	
	181 – Off right bend into object/ parked vehicle		2	
	189 – Other curve		1	
	n/a		1	
	131 – Vehicles in same lane/ left rear		First Aid	1
	140 – U turn			1
	109 – Other pedestrian		Minor	1
	147 – Emerging from driveway or lane			1
171 – Left off carriageway into object or parked vehicle	2			
179 – Other straight	Serious	1		
Wellington Street / Union Street intersection	132 – Vehicles in same lane/ right rear	Property Damage Only	1	
Wellington Street / Mason Street intersection	132 – Vehicles in same lane/ right rear	Property Damage Only	1	
Wellington Street / Archer Street intersection	110 – Cross traffic	Property Damage Only	1	
		First Aid	1	
		Minor	2	
Wellington Street / Lyttleton Street intersection	132 – Vehicles in same lane/ right rear	Property Damage Only	1	

The crash history provided shows that 28 crashes have occurred along the study length in the most recent 10-year period, most of which were of low impact. It is noted, however, that 6 crashes resulting in minor injuries and 1 crash resulting in serious injuries has occurred during this period.



The crash resulting in serious injuries was a result of the driver losing control of their vehicle and hitting a tree.

Of the six crashes that resulted in minor injuries, the two 110 – cross traffic crashes were attributed to driver inattentiveness. The 147 – emerging from driveway or lane crash that resulted in minor injuries was caused by a cyclist's inattentiveness, with injury caused as a result of the cyclist striking a stationary vehicle. The 171 – left off carriageway into object or parked vehicle crashes that resulted in minor injuries were attributed to speeding in one instance, and a medical episode in the other. Finally, the 109 – other pedestrian crash resulted in minor injuries due to it occurring between a light vehicle and a pedestrian.

As such, crashes of greater impact were not attributed to the current road conditions of the study length and given the variation of crashes shown, indicated that there are no obvious crash patterns.

3. Development proposal

3.1 Overview

As briefly discussed, an approximately 0.65km section of Wellington Street within Longford, spanning from 30m north of the Wellington Street/ Union Street intersection to 20m north of the Wellington Street/ Marlborough Street/ William Street intersection is proposed to be upgraded with the following treatments:

- New kerb and channel, stormwater pits, concrete footpaths and driveways
- New bollards, pedestrian access ramps, bus stops, pavement marking and traffic islands
- Provision of gardens and rain gardens along concrete footpaths
- Relocation of other traffic islands
- Modification of existing car park layout; and
- Kerb cut-out

Rather than generate traffic, the proposed development will cater for growth along the road network and is anticipated to improve safety for motorists and pedestrians.

Full preliminary plans of the proposed layout of the Wellington Street – Longford streetscape improvements are included in Appendix A.

It is noted that post completion of the works, there is expected to be no change to sight distances from driveways and to traffic speed along Wellington Street and adjoining roads.

3.2 Design speed

As discussed, Wellington Street currently has a speed limit of 50km/h. This speed limit is expected to be consistent with the safe and efficient use of Wellington Street post completion of the streetscape improvements.

3.3 Typical cross sections

The streetscape improvements narrow Wellington Street in various locations, predominantly due to providing kerb outstands at pedestrian crossing points. As such, Wellington Street will vary in width with its narrowest point being approximately 9.4m wide.

Typical cross sections of Wellington Street post development along the study length are discussed in more detail below.



3.3.1 Kerb outstand – rain garden

A typical cross section at the location of a kerb outstand for a proposed rain garden is shown below in Figure 9 and involves:

- Traffic Lanes – One 5.3m lane (southbound) and one 5.6m lane (northbound) – Total 10.9m
- Parking Bay – One 2.3m
- Rain Garden – One 2.5m
- Concrete Footpath – One 1.8m
- Driveway as required
- Garden as required; and
- Total Seal Width – 13.2m.

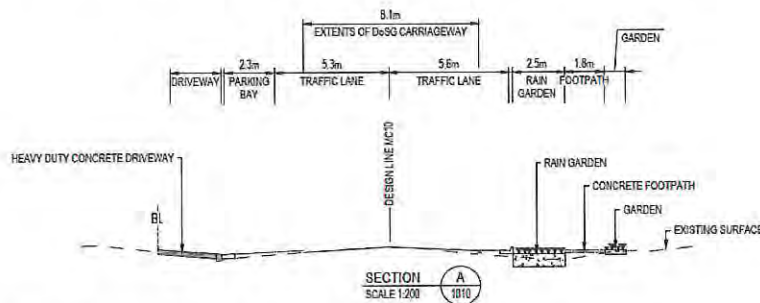


Figure 9: Typical section – kerb outstand – rain garden

3.3.2 Parking bays

A typical cross section where parking bays are located on both sides of Wellington Street is shown below in Figure 10 and involves:

- Traffic Lanes - One 5.2m lane (southbound) and one 5.6m lane (northbound) – Total 10.8m
- Parking Bays – Two 2.3m – Total 4.6m
- Concrete Footpath – One 1.8m
- Driveway as required
- Garden as required; and
- Total Seal Width – 15.8m.

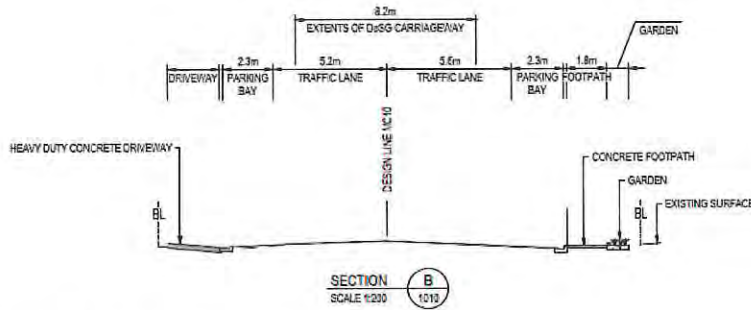
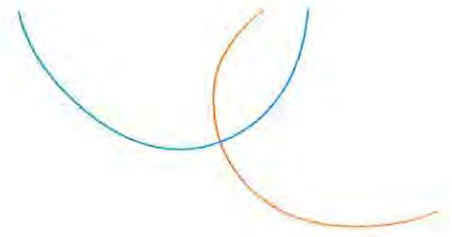


Figure 10: Typical section – parking bays

3.3.3 Kerb outstands – gardens

A typical cross section at the location of kerb outstands for proposed gardens on either side of Wellington Street is shown below in Figure 11 and involves:

- Traffic Lanes – One 3.88m lane (southbound) and one 3.95m lane (northbound) – Total 7.83m
- Traffic Island – One 1.8m
- Gardens – Two 2.5m – Total 5.0m
- Concrete Footpath – Two 2.4m – Total 4.8m; and
- Total Seal Width – 9.4m.

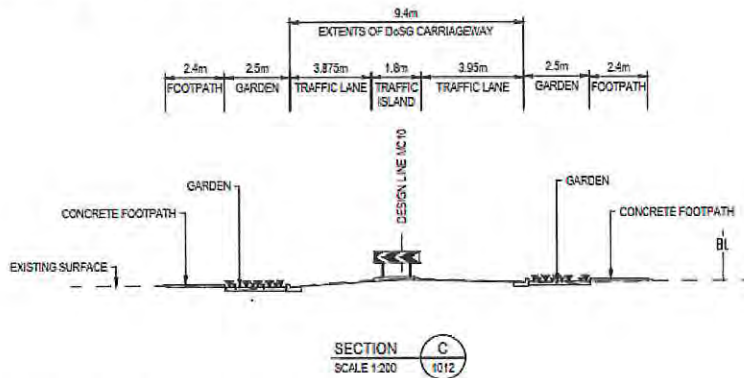


Figure 11: Typical section – kerb outstand – gardens

3.3.4 Kerb outstands – access ramps

A typical cross section at the location of kerb outstands for proposed access ramps on either side of Wellington Street is shown below in Figure 12 and involves:

- Traffic Lanes – One 4.3m lane (southbound) and one 3.6m lane (northbound) – Total 7.9m
- Traffic Island – One 2.0m
- Access Ramps – Two 1.5m – Total 3.0m
- Concrete Footpath – Two 3.6m – Total 7.2m; and
- Total Seal Width – 9.9m.

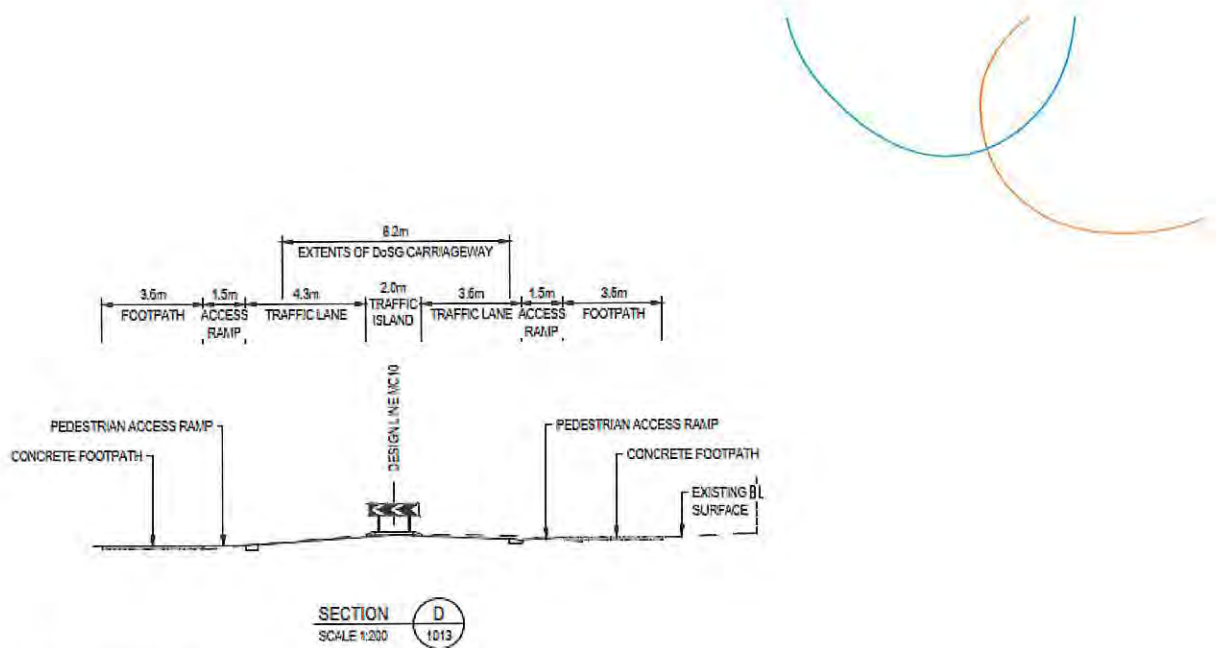


Figure 12: Typical section – kerb outstands – access ramps

3.4 Intersection alignment

As discussed, the road width along Wellington Street and at the approach to adjoining streets within the study length has typically been narrowed at intersections to lessen the pedestrian crossing distance. This is the case for all but the Union Street western approach, which has been widened and the Mason Street approach, which is to remain the same width. However, each of the intersections discussed in Section 2.4 have also been realigned as part of the streetscape improvements to cater for specific vehicle swept paths. The realignment is proposed to enable safe access and egress to and from Union Street, Mason Street, Smith Street, Archer Street and Lyttleton Street by varied heavy vehicle types expected to use the street, based on existing surrounding land uses.

The largest heavy vehicle type supported by the kerb alignment of each of the intersections post development along the study length is as follows:

- Wellington Street / Union Street – supports 19m long semi trailer turning
- Wellington Street / Mason Street – supports 8.8m long service vehicles turning
- Wellington Street / Smith Street – supports 12.5m long single unit truck/ bus turning
- Wellington Street / Archer Street – supports 8.8m long service vehicles turning; and
- Wellington Street / Lyttleton Street – supports 8.8m long service vehicles turning.

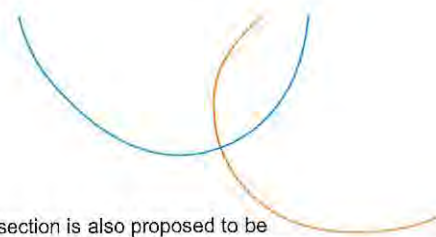
3.5 Footpaths

The proposed concrete footpaths are between 1.8m and 4.7m in width and will replace the existing footpaths on both sides of Wellington Street. At intersections and other locations along the study length, gardens and rain gardens will run alongside the footpaths and provide landscaping, with the latter also filtering stormwater runoff.

3.6 Pedestrian Crossings

As discussed, the streetscape improvements serve to narrow Wellington Street at multiple points to generally lessen the length of pedestrian crossings.

Two new pedestrian crossings are also proposed on Wellington Street, north and south of the Wellington Street/ Archer Street intersection.



The existing pedestrian crossing south of the Wellington Street/ Lyttleton Street intersection is also proposed to be moved further south such that there is room for a one-car queue in the median for right turn movements from vehicles travelling northbound.

The existing pedestrian crossing lengths as compared to the post development pedestrian crossing lengths have been determined from survey and the preliminary design drawings. They are shown below in Table 3.

Note that pedestrian crossings were determined to be locations with pedestrian access ramps.

Table 3: Pedestrian crossing length

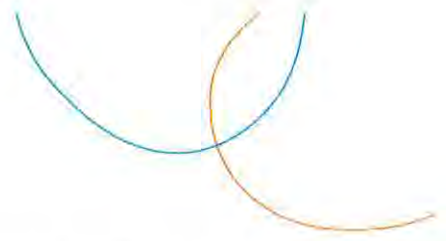
Location	Existing Pedestrian Crossing Length	Proposed Pedestrian Crossing Length	Change
Union Street East	~ 16m	~ 12m	-4m
Union Street West	~ 12m	~ 16m	+4m
Mason Street	~ 8m	~ 8m	No change
Smith Street East	~ 19m	~ 15m	-4m
Smith Street West	~ 17m	~ 13m	-4m
Wellington Street North of Archer Street (features new traffic island)	-	~ 10m ~ 4m each side (from pedestrian access ramps to traffic island)	-
Archer Street East	~ 15m	~ 12m	-3m
Archer Street West	~ 16m	~ 12m	-4m
Wellington Street South of Archer Street (features new traffic island)	-	~ 10m (from pedestrian access ramps) ~ 4m each side (from pedestrian access ramps to traffic island)	-
Lyttleton Street	~ 16m	~ 13m	-3m
Wellington Street South of Lyttleton Street	~ 10m (from centre of kerb outstands) ~ 4m (from kerb outstands to traffic island)	~ 10m (from pedestrian access ramps) ~ 4m each side (from pedestrian access ramps to traffic island)	No change

3.7 Parking

3.7.1 On-street parking

On street parking spaces are proposed to be 2.3m wide along Wellington Street. The length of on-street parking spaces is typically 6.0m and extends to 6.3m or greater in the vicinity of kerb outstands.

New line marking will be provided at locations of on-street car parking.



3.7.2 Off-street parking

To suit the kerb and channel, it is proposed to modify an existing car park at 58 Wellington Street. The car parking spaces within the car park are proposed to be 2.4m wide and 6.0m long to match existing dimensions.

3.8 Bus stops

New bus stops are proposed in the following locations (locations as labelled in Figure 8) to suit the kerb outstands and on-street parking spaces:

- Both sides of Wellington Street at Location 2; and
- Both sides of Wellington Street at Location 3.

The relocated bus stops are to be within 10m of the existing bus stops they are replacing.

4. Transport assessment

4.1 Traffic Impact Assessment

4.1.1 Vehicle routes

The streetscape improvements do not include road closures or the construction of new roads and thus no changes to vehicle routes will occur.

4.1.2 Property accesses

No changes to the location of property accesses are proposed as part of the streetscape improvements. All property accesses will be reinstated.

4.1.3 Intersection operation

Changes to intersection operation along the study length include:

- Changes to kerb alignment at each intersection. The intersections are designed to cater for:
 - 19m semi trailers at the Union Street eastern and western approach
 - 12.5m single unit truck/ bus at the Smith Street eastern and western approach
 - 8.8m service vehicles at the Mason Street approach, Archer Street eastern and western approach and the Lyttleton Street approach; and
- A space for a one-car queue in the Wellington Street median for northbound vehicles turning right into Lyttleton Street at the Wellington Street / Lyttleton Street intersection.

These changes are anticipated to reduce the likelihood of heavy vehicles crossing over into the opposing lane whilst turning onto Union Street and Smith Street from Wellington Street, reducing the likelihood of crashes involving heavy vehicles.

South of Lyttleton Street within the study length, provision of the one car queue in Wellington Street's median is expected to improve traffic flow as it allows the through lane to still operate whilst a car is queued to turn right. It is also anticipated to lessen the chance of rear end collisions occurring in the northbound lane of Wellington Street south of the intersection with Lyttleton Street as vehicles turning right are less likely to be stopped in the through lane.



4.1.4 Traffic impacts

As discussed, the streetscape improvements are not expected to generate additional traffic on Wellington Street. As such, no negative impacts to the flow of traffic on Wellington Street are anticipated.

As discussed above, however, the provision of a one-car queue lane at the Wellington Street/ Lyttleton Street intersection lessens the likelihood of vehicles blocking through traffic in the northbound lane, thus improving traffic flow.

4.1.5 Bus stops

Based on the alignment of the proposed kerb and channel, it's expected that buses can enter and exit bus stops safely and efficiently. Furthermore, given that the new bus stops are to be located within 10m of existing bus stops and existing seating and bus shelters are being retained, little impact to the amenity of bus patrons is anticipated.

4.2 Pedestrian connectivity

4.2.1 Pedestrian paths

The *Austrroads Guide to Road Design Part 6A: Paths for Walking and Cycling* (Austrroads Guide Part 6A) outlines a suggested minimum width for general low volume pedestrian paths of 1.2m.

As the proposed footpath is a minimum width of 1.8m, it meets requirements of Austrroads Guide Part 6A.

4.2.2 Pedestrian crossings

The additional pedestrian crossings proposed on Wellington Street, north and south of the Wellington Street/ Archer Street intersection, are expected to improve pedestrian connectivity along Wellington Street by increasing the number of crossing points. The provision of shorter crossing points via the use of kerb outstands is also anticipated to reduce the likelihood of crashes between vehicles and pedestrians.

Crossing length

The *Austrroads Guide to Road Design Part 4: Intersections and Crossings – General* (Austrroads Guide Part 4) outlines that crossing distance should be minimised and may be done by narrowing the carriageway or by providing traffic islands at crossing points.

As evidenced in Table 3, pedestrian crossings were narrowed where possible to limit crossing distance and thus typically align with guidance provided by the Austrroads Guide Part 4.

It is noted that the crossing distance at Union Street West was increased based on an increase in road width to enable 19m semi-trailers to enter and egress Union Street without crossing the centreline.

Crossing orientation

The Austrroads Guide Part 4 outlines that where practicable, crossings should be at right angles to the carriageway.

Shown in Appendix A, all proposed pedestrian crossings are approximately located at right angles to the carriageway and thus align with the with guidance provided by the Austrroads Guide Part 4.



Pedestrian refuges

The *Local Government Association (LGAT) Standard Drawings* outline a desirable minimum width of traffic islands at locations where the speed limit is ≤ 60 km/h. Per LGAT, a pedestrian refuge should be a minimum of 1.5m wide, or desirably 2.0m wide.

As the proposed median islands are a minimum of 1.8m wide they meet the minimum width outlined by the LGAT standard drawings.

4.3 Road safety implications

As discussed in Section 2.9, the existing crash history shows that most crashes within the study length were of low consequence and did not indicate any crash patterns of concern.

Furthermore, as the changes to Wellington Street within the study length are not generating traffic and are anticipated to lessen the likelihood of heavy vehicle crashes and rear end crashes at certain points along Wellington Street, the changes are expected to improve road safety.

4.4 Sight distance assessment

Safe Intersection Sight Distance

The Safe Intersection Sight Distance (SISD) from the roads adjoining Wellington Street within the study length, outlined in Section 2.4, have been assessed with respect to the *Austrroads Guide to Road Design – Part 4A: Unsignalised and Signalised Intersections* (Austrroads Guide Part 4A). The SISD was measured from a point 5m back from the edge of the kerb using the preliminary design drawings attached in Appendix A. Note that the location of vegetation along Wellington Street had potential to limit sight distances from various intersections should they not be appropriately maintained.

The SISD requirements and measured available sight distance at each of the 5 intersections are shown below in Table 4.



Table 4: SISD assessment

Intersection of Wellington Street/	Location of Vehicle on Wellington Street	Speed Limit	Sight Distance Requirement	Available Sight Distance	Meets Requirements
Union Street (east)	North	50km/h	97m	>100m	Yes
	South			>100m	Yes
Union Street (west)	North			>100m	Yes
	South			>100m	Yes
Mason Street	North			>100m	Yes
	South			>100m	Yes
Smith Street (east)	North			>100m	Yes
	South			>100m	Yes
Smith Street (west)	North			>100m	Yes
	South			>100m	Yes
Archer Street (east)	North			>100m	Yes
	South			>100m	Yes
Archer Street (west)	North			>100m	Yes
	South			>100m	Yes
Lyttleton Street	North			>100m	Yes
	South			>100m	Yes

Based on the above, the sight distances from the 5 intersections along the study length meet the requirements of the Austroads Guide Part 4A.

Pedestrian sight distance

To ensure pedestrians have sufficient time to cross the road, a Crossing Sight Distance (CSD) assessment was completed at each of the Wellington Street crossing points.

Note that the assessment was not completed from the pedestrian medians in the centre of Wellington Street, as Wellington Street, within the study length, is straight and features no sight line obstructions from the centre of the road.



The required CSD was calculated using the following equation per the Austroads Guide Part 4A:

$$CSD = t_c \times \frac{V}{3.6}$$

Where

CSD = sight distance required for a pedestrian to safely cross the roadway;

t_c = the critical safe gap (measured in seconds) = (crossing length/ walking speed); and

V = 85th percentile approach speed (km/h).

The crossing sight distance was measured via the preliminary plans attached in Appendix A noting possible obstructions such as signage and vegetation, as well as road alignment. Average walking speed was assumed to be 1.2m/s and the lane width on either side of the traffic island was measured from the preliminary plans.

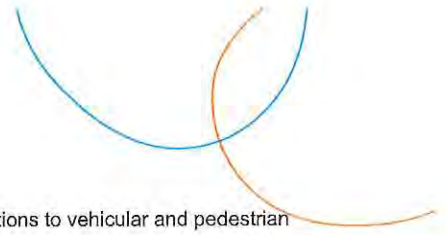
Table 5: CSD assessment – proposed pedestrian crossings

Location of Proposed Pedestrian Crossing	Lane Crossing	Proposed Lane Width	Vehicle Speed	Sight Distance Requirement	Available Sight Distance	Meets Requirements
Wellington Street North of Archer Street	Northbound	4.0m	50km/h	47m	>120m	Yes
	Southbound	3.9m	50km/h	45m	>120m	Yes
Wellington Street South of Archer Street	Northbound	4.0m	50km/h	47m	>120m	Yes
	Southbound	3.9m	50km/h	45m	>120m	Yes
Wellington Street South of Lyttleton Street	Northbound	3.6m	50km/h	42m	>120m	Yes
	Southbound	4.3m	50km/h	50m	>100m	Yes

Based on the above, the sight distances both northbound and southbound from the locations of proposed pedestrian crossings meet requirements. Note that the available sight distance at all proposed pedestrian crossings greatly exceeds the required sight distance due to the horizontal and vertical geometry of Wellington Street in the vicinity.

4.5 Traffic management / impacts during construction

As the streetscape improvements predominantly occur off the carriageway of the streets, it's expected that disruption to traffic movements will be minimal.

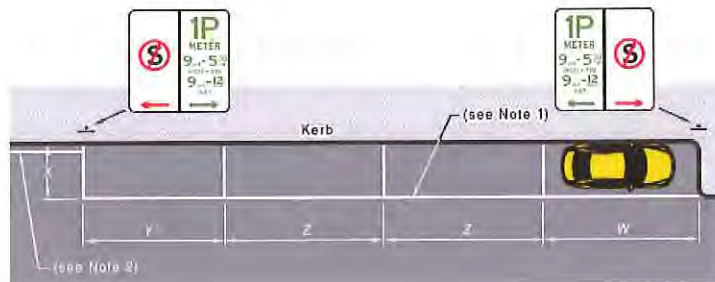


Construction activities should be carefully managed to ensure that delays and disruptions to vehicular and pedestrian traffic is minimised, recognising the importance of reliable journey times.

4.6 Parking assessment

4.6.1 On-street parking

The *Australian Standard AS2890.5: 2020 Part 5: On-street parking* (AS 2890.5:2020) outlines the total width of on-street car parking spaces on 50km/h or less streets as being 2.0m to 2.3m. It further outlines the length of parking spaces as shown in Figure 13 below.



Key

- X = width of space including safety buffer
- Y = length of end space where vehicles may enter or leave the space directly — 5.4 m min
- Z = length of intermediate space — 6.0 m to 6.7 m, depending on parking turn over and traffic volume (see Note 3)
- W = length of end space which is obstructed at one end by a kerb or barrier — 6.3 m or length Z of adjacent space, whichever is the greater

Figure 13: AS 2890.5:2020 Figure 3.1 – typical parallel parking layout for cars

As all car parking spaces are to be 2.3m wide and a minimum of 6.0m long (6.3m or greater near a kerb outstand), the proposed on-street parking meets the requirements of the AS 2890.5:2020.

4.6.2 Off-street parking

In order to determine the class of parking, Table 1.1 of the *Australian Standard AS/NZS 2890.1:2004 Parking Facilities Part 1: Off-street car parking* (AS/NZS 2890.1:2004) has been reviewed. Excerpts from Table 1.1 from AS/NZS 2890.1:2004 are shown in Figure 14.