

**TABLE 1.1
CLASSIFICATION OF OFF-STREET CAR PARKING FACILITIES**

User class	Required door opening	Required aisle width	Examples of uses (Note 1)
1	Front door, first stop	Minimum for single manoeuvre entry and exit	Employee and commuter parking (generally, all-day parking)
1A	Front door, first stop	Three-point turn entry and exit into 90° parking spaces only, otherwise as for User Class 1	Residential, domestic and employee parking
2	Full opening, all doors	Minimum for single manoeuvre entry and exit	Long-term city and town centre parking, sports facilities, entertainment centres, hotels, motels, airport visitors (generally medium-term parking)
3	Full opening, all doors	Minimum for single manoeuvre entry and exit	Short-term city and town centre parking, parking stations, hospital and medical centres
3A	Full opening, all doors	Additional allowance above minimum single manoeuvre width to facilitate entry and exit	Short term, high turnover parking at shopping centres
4	Size requirements are specified in AS/NZS 2890.6 (Note 2)		Parking for people with disabilities

Figure 14: Table 1.1 of Australian Standard AS/NZS 2890.1:2004

The modified off-street car parking spaces have been reviewed against the AS/NZS 2890.1:2004 User Class 1A requirements.

The dimensional requirements for User Class 1A car parking are specified in Table 6.

Table 6: Off-street car parking requirements

Feature	Minimum Requirement	Proposed
Parking Space Width (90 degree)	2.4m (+0.3m where an obstruction exists)	2.4m
Parking Space Length (90 degree with wheel stops/ retaining wall/ crash barrier)	5.4m	6.0m

Based on the dimensions above, the proposed visitor car park dimensions meet the Australian Standard requirements.



5. Planning scheme assessment

The proposed development has been assessed against the relevant sections of the E4.0 Road and Railways Assets Code and E6.0 Car Parking and Sustainable Transport Code of the Planning Scheme as shown below.

Table 7: E4.0 Road and Railway Assets Code

Use Standards	
<u>E4.6.1 Use and road or rail infrastructure</u>	
Objective:	
To ensure that the safety and efficiency of road and rail infrastructure is not reduced by the creation of new accesses and junctions or increased use of existing accesses and junctions.	
Acceptable Solution	Comment
Acceptable Solution A2 For roads with a speed limit of 60km/h or less the use must not generate more than a total of 40 vehicle entry and exit movements per day.	Complies with Acceptable Solution A2 The proposed streetscape improvements will not generate any additional traffic but will instead improve the safety and functionality of the current road network.
Development Standards	
<u>E4.7.4 Sight distance at Accesses, Junctions and Level Crossings</u>	
Objective:	
To ensure that use and development involving or adjacent to accesses, junctions and level crossings allows sufficient sight distance between vehicles and between vehicles and trains to enable safe movement of traffic.	
Acceptable Solution	Comment
Acceptable Solution A1 Sight distances at: <ol style="list-style-type: none"> an access or junction must comply with the Safe Intersection Sight Distance shown in Table E4.7.4; and rail level crossings must comply with <i>AS1742.7 Manual of uniform traffic control devices - Railway crossings</i>, Standards Association of Australia; or If the access is a temporary access, the written consent of the relevant authority has been obtained. 	Complies with Acceptable Solution As the sight distances from each of Wellington Street's adjoining roads within the study length meet the requirements of the Austroads Guide Part 4A per the preliminary design drawings, and thus meet the requirements of the Planning Scheme, they comply with Acceptable Solution A1.



Table 8: E6.0 Car Parking and Sustainable Transport Code

Development Standards	
E6.7.1 Construction of Car Parking Spaces and Access Strips	
Objective:	
To ensure that parking areas and access strips are constructed to an appropriate standard.	
Acceptable Solution	Comment
<p>Acceptable Solution A1</p> <p>All car parking, access strips manoeuvring and circulation spaces must be:</p> <ul style="list-style-type: none"> (a) formed to an adequate level and drained; and (b) except for a single dwelling, provided with an impervious all weather seal; and (c) except for a single dwelling, line marked or provided with other clear physical means to delineate car spaces. 	<p>Complies with Acceptable Solution A1</p> <p>All on-street car parking is proposed to be appropriately sealed, levelled and drained and feature line marking to delineate car spaces.</p>
E6.7.2 Design and Layout of Car Parking	
Objective:	
To ensure that car parking and manoeuvring space are designed and laid out to an appropriate standard.	
Acceptable Solution	Comment
<p>Acceptable Solution A1.1</p> <p>Where providing for 4 or more spaces, parking areas (other than for parking located in garages and carports for dwellings in the General Residential Zone) must be located behind the building line; and</p> <p>Acceptable Solution A1.2</p> <p>Within the general residential zone, provision for turning must not be located within the front setback for residential buildings or multiple dwellings.</p> <p>Performance Criteria P1</p> <p>The location of car parking and manoeuvring spaces must not be detrimental to the streetscape or the amenity of the surrounding areas, having regard to:</p> <ul style="list-style-type: none"> (a) the layout of the site and the location of existing buildings; and (b) views into the site from the road and adjoining public spaces; and 	<p>Satisfies Performance Criteria P1</p> <p>As the proposed relocated car parking spaces located at 58 Wellington Street are still to be located in front of the building line, they are unable to comply with Acceptable Solution A1.1. The car parking does however satisfy performance criteria P1 as follows:</p> <ul style="list-style-type: none"> (a) The car parking spaces do not impede on the site layout. (b) The relocation of car parking spaces is not expected to have a negative effect on the views into the site given it is currently used as a car park. (c) The relocation of car parking spaces is anticipated to simplify access to and from the site. Access to the rear of the buildings is to remain unchanged. (d) As car parking is simply being relocated, it has no negative impact on the layout of car parking in the vicinity. (e) The streetscape improvements in the vicinity of the off-street car parking proposes gardens surrounding the relocated car parking.



- (c) the ability to access the site and the rear of buildings; and
- (d) the layout of car parking in the vicinity; and
- (e) the level of landscaping proposed for the car parking.

Acceptable Solution A2.1

Car parking and manoeuvring space must:

- (a) have a gradient of 10% or less; and
- (b) where providing for more than 4 cars, provide for vehicles to enter and exit the site in a forward direction; and
- (c) have a width of vehicular access no less than prescribed in Table E6.2, and Table E6.3; and

Acceptable Solution A2.2

The layout of car spaces and access ways must be designed in accordance with Australian Standards AS 2890.1 - 2004 *Parking Facilities, Part 1: Off Road Car Parking*.

Complies with Acceptable Solutions A2.1 and A2.2 excluding A2.1 c)

The car park has a gradient of less than 10%, enables vehicles to enter and exit the car park in a forward direction and has an access width of 6.2m. It also features an aisle width which exceeds 6.4m. However, as the car parking spaces are 2.4m wide and 6.0m long, they meet with the parking requirements of the Australian Standard but do not meet the width requirements in Table E6.3. As such, the car parking mostly complies with Acceptable Solutions A2.1 and A2.2 and has been designed to be convenient, safe and efficient.



6. Conclusion

An assessment of the traffic impacts associated with the streetscape improvements to a 0.65km stretch of Wellington Street, Longford has been undertaken with reference to the *Northern Midlands Interim Planning Scheme 2013* in accordance with Department of State Growth's Publication *Traffic Impact Assessments Guidelines*. The findings presented within this report can be summarised as follows:

- The crash history indicates no obvious crash patterns along the study length, noting most crashes were of lower consequence and those of higher consequence were not attributed to the road itself. The streetscape improvements are anticipated to slightly lower the crash risk on Wellington Street and at the intersections with adjoining roads
- The changes to the kerb alignment at the intersections within the study length are anticipated to minimise the likelihood of heavy vehicles crossing over into the opposing lane when turning from Wellington Street onto Union Street and Smith Street. This lessens the likelihood of crashes involving heavy vehicles
- The relocation of the pedestrian crossing further south of the Wellington Street/ Lyttleton Street intersection to provide a one-car queue in the median for right turn movements is expected to lessen the chance of rear-end crashes as vehicles turning right are less likely to be stopped in the through lane
- The Wellington Street streetscape improvements will not generate any traffic but rather accommodate the traffic already on the road network. As such, no negative impacts to traffic flow are anticipated. However, the provision of a one car queue in the median south of the Wellington Street/ Lyttleton Street intersection is expected to slightly improve traffic flow due to reducing the likelihood of vehicles being stopped in the northbound through lane prior to turning right onto Lyttleton Street
- The relocation of bus stops is not anticipated to markedly reduce amenity to bus patrons
- The provision of two additional pedestrian crossings on Wellington Street is expected to improve pedestrian connectivity. Furthermore, the provision of kerb outstands at pedestrian crossing points to reduce the distance pedestrians have to walk to cross Wellington Street is anticipated to limit the risk of pedestrian/ vehicle collisions
- Per the preliminary design drawings, the safe intersection sight distances at all adjoining roads to vehicles on Wellington Street meet the requirements of the Austroads Guide Part 4A. Per the preliminary design drawings, the pedestrian sight distances from the pedestrian crossings also meet the requirements of the Austroads Guide part 4A; and
- No impacts to the speed limit of Wellington Street will occur as a result of the streetscape improvements.



Preliminary Design Drawings

Appendix A

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NORTHERN MIDLANDS COUNCIL WELLINGTON STREET LONGFORD STREETSCAPE IMPROVEMENTS

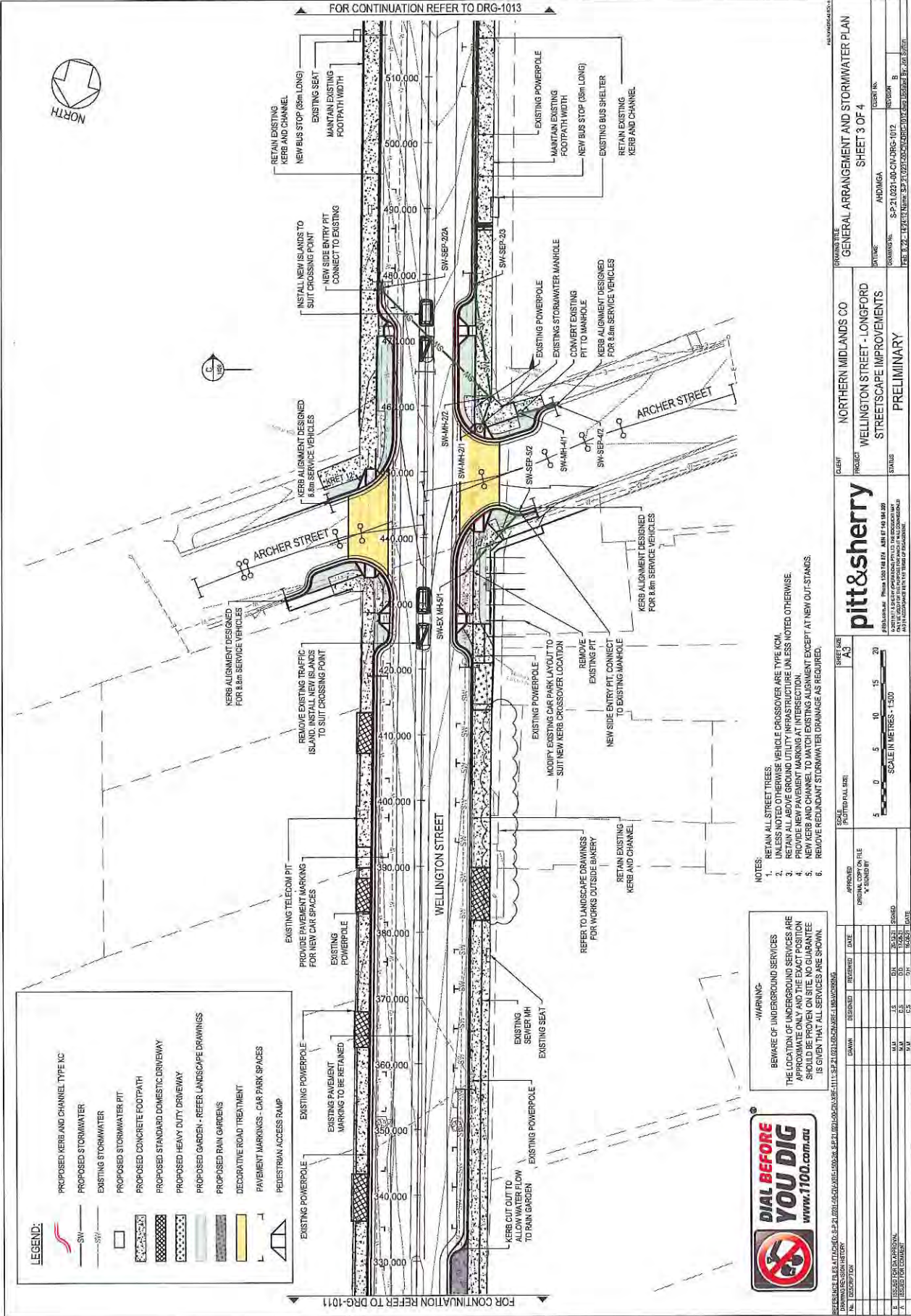
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S-P 21.0231-00-CIV-DRG-1010	GENERAL ARRANGEMENT AND STORMWATER PLAN - SHEET 1 OF 4	B
S-P 21.0231-00-CIV-DRG-1011	GENERAL ARRANGEMENT AND STORMWATER PLAN - SHEET 2 OF 4	B
S-P 21.0231-00-CIV-DRG-1012	GENERAL ARRANGEMENT AND STORMWATER PLAN - SHEET 3 OF 4	B
S-P 21.0231-00-CIV-DRG-1013	GENERAL ARRANGEMENT AND STORMWATER PLAN - SHEET 4 OF 4	B
S-P 21.0231-00-CIV-DRG-1014	DRAINAGE LONG SECTION - SHEET 1 OF 2	A
S-P 21.0231-00-CIV-DRG-1015	DRAINAGE LONG SECTION - SHEET 2 OF 2	A
S-P 21.0231-00-CIV-DRG-1020	SECTIONS	B

-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	DATE	REVISION	BY	DATE

<p>pitt&sherry 110001011 Pitt Street, St. Leonards, NSW 1570 02 9371 1100 www.pittandsherry.com.au</p>	<p>PROJECT: WELLINGTON STREET - LONGFORD STREETSCAPE IMPROVEMENTS CLIENT: NORTHERN MIDLANDS CO STATUS: PRELIMINARY</p>	<p>DATE: 21/07/2022 DRAWN: [] CHECKED: [] DATE: [] DRAWN: [] CHECKED: [] DATE: []</p>	<p>REVISION: A DRAWING NO: S-P 21.0231-00-CIV-DRG-1000 SHEET NO: 1 OF 15</p>
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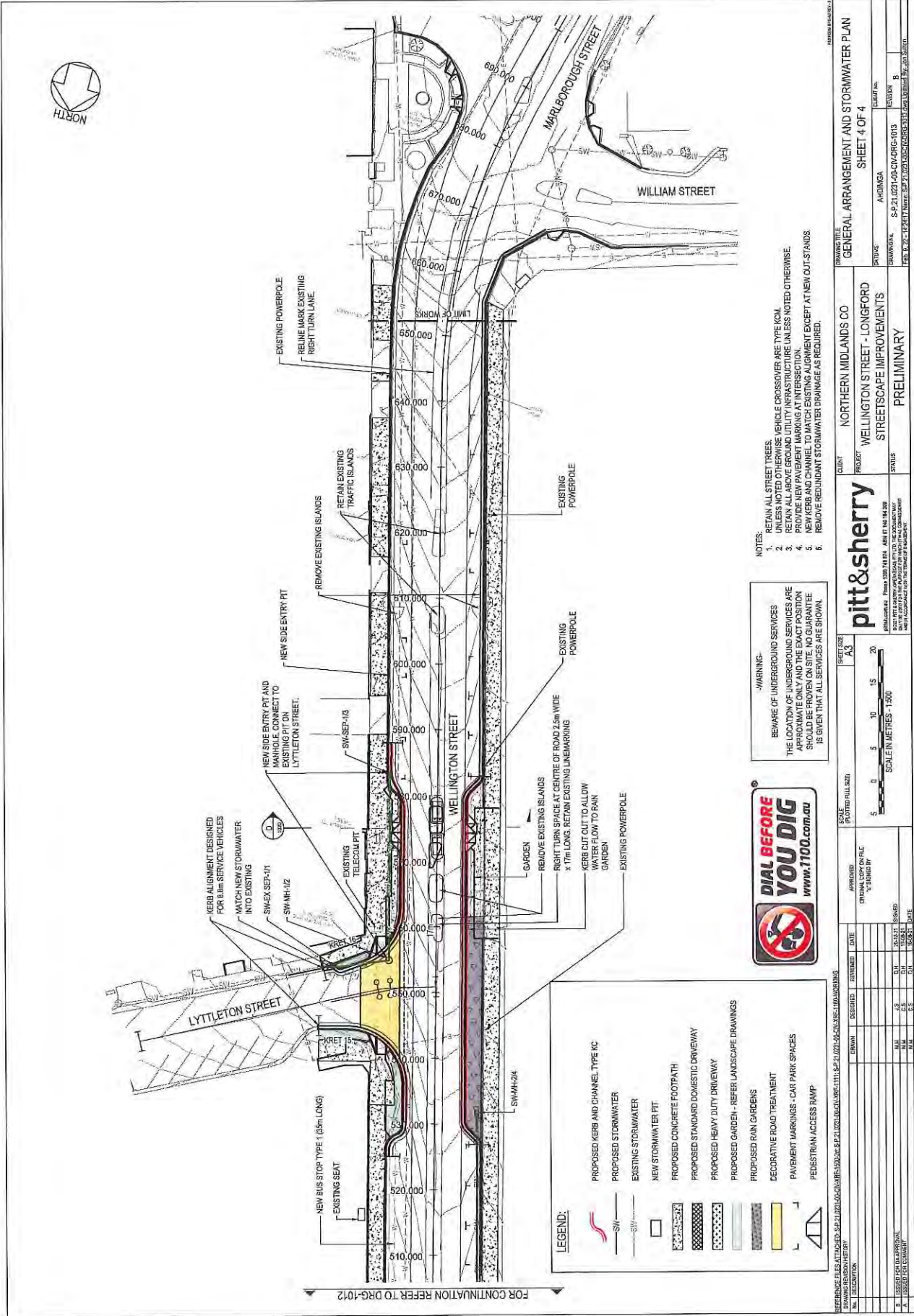
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	PROPOSED STORMWATER
	EXISTING STORMWATER
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	PROPOSED CONCRETE FOOTPATH
	PROPOSED STANDARD DOMESTIC DRIVEWAY
	PROPOSED HEAVY DUTY DRIVEWAY
	PROPOSED GARDEN - REFER LANDSCAPE DRAWINGS
	PROPOSED RAIN GARDENS
	DECORATIVE ROAD TREATMENT
	PAVEMENT MARKINGS - CAR PARK SPACES
	PEDESTRIAN ACCESS RAMP



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- NOTES**
1. RETAIN ALL STREET TREES UNLESS NOTED OTHERWISE.
 2. UNLESS NOTED OTHERWISE VEHICLE CROSSOVER ARE TYPE ICM.
 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-STAGS.
 6. REMOVE REDUNDANT STORMWATER DRAINAGE AS REQUIRED.

		PROJECT: WELLINGTON STREET - LONGFORD STREETSCAPE IMPROVEMENTS PRELIMINARY	CLIENT: NORTHERN MIDLANDS CO SHEET 3 OF 4
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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

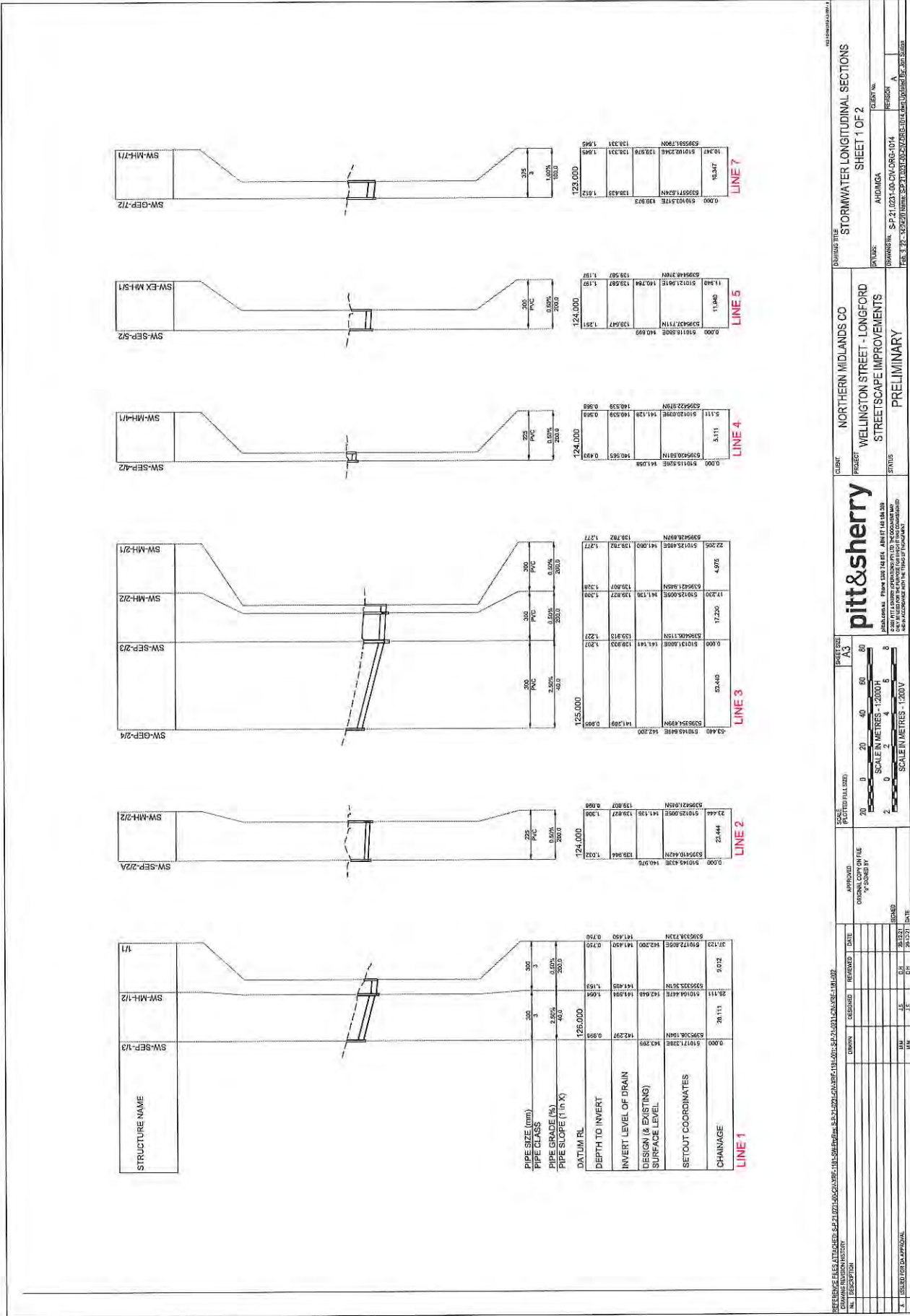
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- LEGEND:**
- PROPOSED KERB AND CHANNEL TYPE KC
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 - PROPOSED RAIN GARDENS
 - DECORATIVE ROAD TREATMENT
 - PAVEMENT MARKINGS - CAR PARK SPACES
 - PEDESTRIAN ACCESS RAMP

DRAWING TITLE		GENERAL ARRANGEMENT AND STORMWATER PLAN	
PROJECT		WELLINGTON STREET - LONGFORD STREETSCAPE IMPROVEMENTS	
CLIENT		NORTHERN MIDLANDS CO	
DRAWING No.		AHD004	
DRAWING No.		S.P. 21.0201-00-CV-CRGS-0113	
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CHECKED BY		C.E.	
DATE		01/04/2024	
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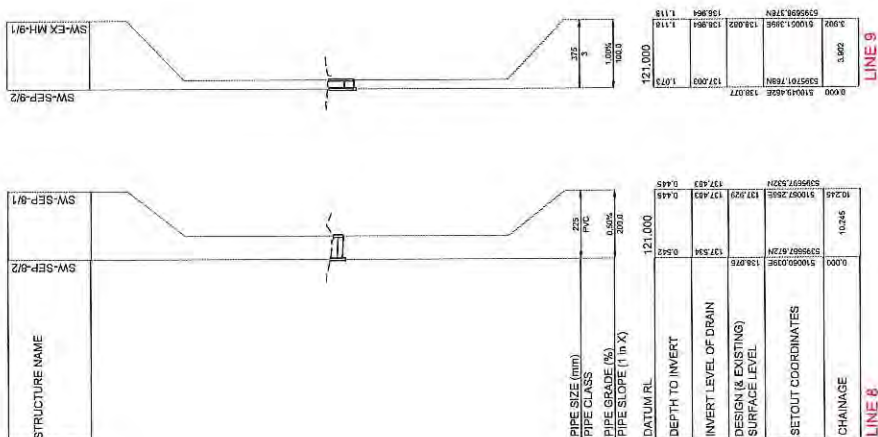


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2	CHECKED (PROVISIONAL)						
3	APPROVED						

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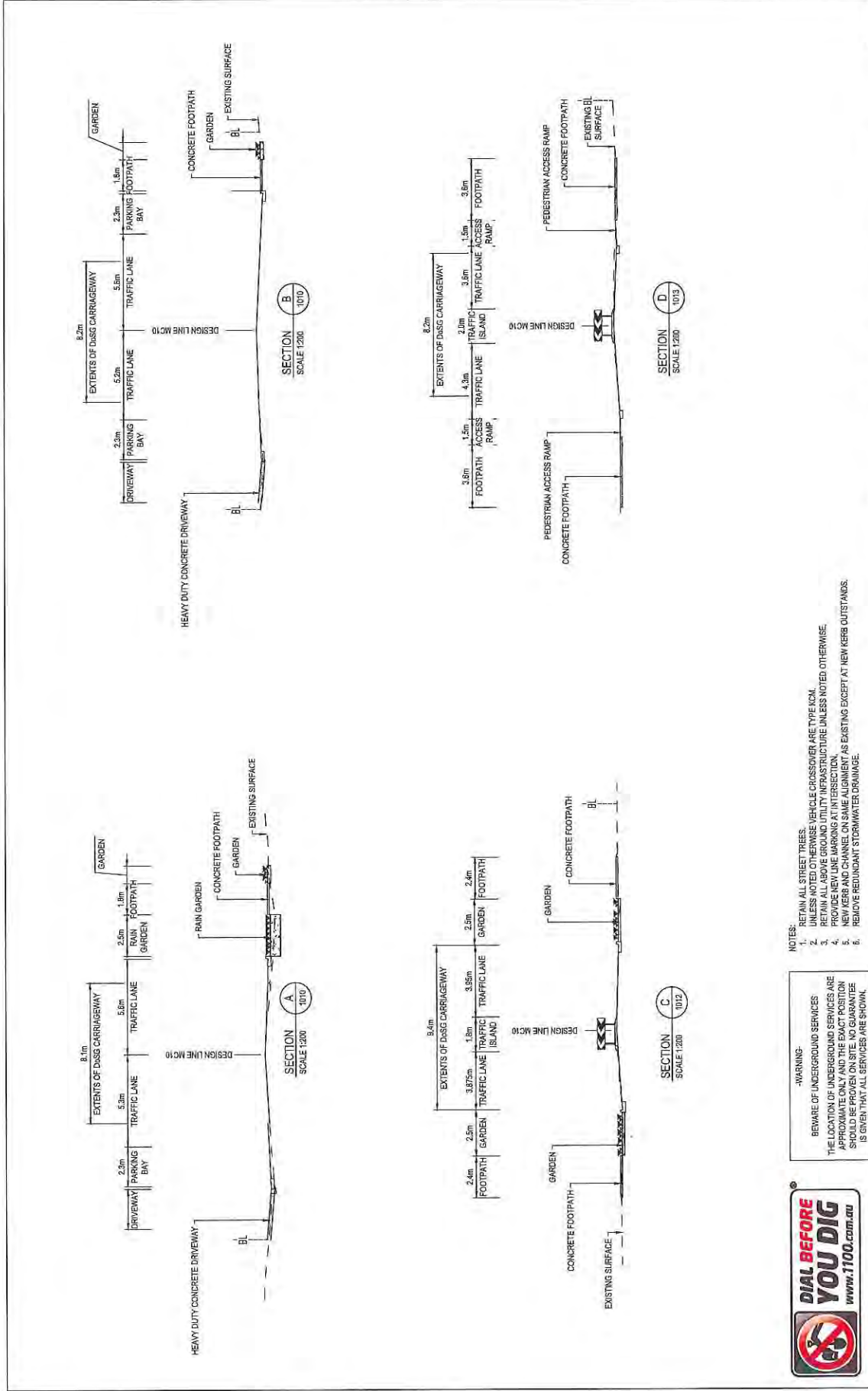
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 PROJECT: **WELLINGTON STREET - LONGFORD STREETSCAPE IMPROVEMENTS**

DATE: 20/03/2022
 STATUS: **PRELIMINARY**

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 ENGINEERS PLANNING ARCHITECTS LANDSCAPE ARCHITECTS
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- NOTES:
1. RETAIN ALL STREET TREES, UNLESS NOTED OTHERWISE. VEHICLE CROSSOVER ARE TYPE VCM.
 2. RETAIN ALL ABOVE GROUND UTILITY INFRASTRUCTURE UNLESS NOTED OTHERWISE.
 3. PROVIDE NEW LINE MARKING AT INTERSECTION.
 4. NEW KERB AND CHANNEL ON SAME ALIGNMENT AS EXISTING EXCEPT AT NEW KERB OUTSTANDS.
 5. REMOVE REDUNDANT STORMWATER DRAINAGE.

DIAL BEFORE YOU DIG
www.1100.com.au

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.

DRAWING TITLE		NORTHERN MIDLANDS CO	
PROJECT		WELLINGTON STREET - LONGFORD STREETSCAPE IMPROVEMENTS	
DRAWING NO.		S-2 21-023-00-CAL-DRG-1020	
DATE		18/09/21	
DRAWING NO.		S-2 21-023-00-CAL-DRG-1020	
DATE		18/09/21	
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DATE		18/09/21	

pitt&sherry



Wellington Street, Longford Traffic Impact Assessment

**Pitt & Sherry
(Operations) Pty Ltd**
ABN 67 140 184 309

Phone 1300 748 874
info@pittsh.com.au
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ref: T-P.21.0231-TRA-REP-001-Rev00/NA/mj

NORTHERN MIDLANDS COUNCIL					
File No.					
Priority					
Attachments					
REC'D 26 MAY 2022					
CM		A	PLN		
DOT			PLD		
CC			MYB		
AV			E/A		
EL					

65 Wellington St
 Longford Tas 7301
 26 May 2022

General Manager NMC

Wellington Streetscape Proposal PLN-22-0040

Further to my email of 25 May I enclose, herewith, a copy of my letter to your Mayor, Councillor Knowles, in case the original is no longer in your files.

I understand this proposal is likely to cost up to \$8.8 m. Surely this sort of outlay can be more profitably utilised elsewhere!

I took the opportunity this morning to inspect the present street properties from Union Street to the Town Hall and believe the buildings dominate the impression one gets of this stretch of Wellington Street rather than the footpath pavement.. Perhaps a lot more flower displays would be in order to enhance the streetscape, the council to maintain them as, at present those that are there, in some cases, are neglected.

Roderick Cuthbert

COUNCILLOR KNOWLES MAYOR OF NMC

65 Wellington Street
Longford TAS 7301
15 December 2021

Dear Councillor Knowles

Proposed Streetscape Improvements Wellington Street

My companion Mary Dufour and I have managed to download the diagrams from the NMC website showing the proposed streetscape works which appeared in the latest Northern Midlands COURIER showing what works are proposed to improve the streetscape of Wellington Street between Lyttleton Street and The Town Hall.

We are at a loss to understand why your council proposes to dig up the existing asphalt footpath which is in perfect condition and is bordered with very decorative ceramic tiles. We see no point in replacing this pavement with concrete as detailed in the Pitt & Sherry drawing. Asphalt paving is common and equally as aesthetically pleasing as concrete. As far as the islands in the road go, removing the one marked for removal seems reasonable and may improve traffic flow.

I am not a structural engineer but there is a potential problem which I would note. Our house is over 150 years old and has not one crack in its brickwork. To disturb its foundations which may result from the jack hammering which would be needed right up to our front wall is questionable.

We note there is a proposal to establish what we understand is a garden bed immediately outside the library. A couple of years ago in that stretch of road a number of posts were installed to create an outdoor sitting area. These were immediately removed as they were deemed to be a traffic hazard. This garden bed would appear to be a repetition of that debacle

I shall, in due course, approach other residents of this stretch of road and seek their opinions.

Roderick Cuthbert & Mary Dufour

Copy: NMC General manager

From: Mary Dufour < >
Sent: Wednesday, 25 May 2022 3:27 PM
To: Northern Midlands Council <council@nmc.tas.gov.au>
Subject: Planing proposal ref PLN-22-0040

Att Gen Mgr Mr D Jennings

Wellington Streetscape Proposal

I notice today the planning notice on the pole at our entrance.

You will have, on record, my comments about the proposal put together by Consultants Pitt Sherry.

My view remains the same. To pull up a footpath that is in pristine condition would seem to be a waste of council funds particularly when there are other more needs in our council area. Eg. Housing for people who are living on the streets.

I assume, also the decorative ceramic tiles that border the footpath surface will go. Ridiculous !! Please consider my observations.

Roderick Cuthbert & Mary Dufour
65 Wellington Street, Longford, TAS 7301

P
M:

Copy to Councillor Dick Adams

Mr Des Jennings

General Manager

Northern Midlands Council

29th May 2022

Eric Aalbregt

7 Country Field Court

Longford. Tas. 7301

Dear Mr Jennings,

Ref PLN-22-0040

I would like to express my deep concerns regarding the proposed redevelopment of the road section between Union Street and William Street.

I along with many others, use this section of road frequently as a cyclist, to enable access to reach the quieter country roads to both train for recreational cycle racing or general exercise.

This development proposal, whilst seemingly does make the main thoroughfare in Longford more attractive, it fails in some safety respects when it comes to cyclists, pedestrians, and motorists.

The sections at intersections where kerb alignment and new out-stands are proposed and where pedestrian crossings and traffic islands are to be placed, will put cyclists at extreme risk.

At these pinch points there is a great risk that passing heavy vehicles and farm machinery will push a cyclist into the kerb, or worse, possibly cause a rider to fall under a vehicle.

I have personally experienced this with the current pinch points in Longford as traffic tends not to wait for the rider to pass these traffic islands, but rather squeeze past and force the rider to take evasive action.

Also, as a ratepayer, I am bewildered why this design does not take in account the huge and dangerous traffic issue between Union Street and the entrance to the Hill Street shopping centre.

A compulsory "Left Turn Only" for traffic exiting the Hill Street complex or an alternative of "Entry only" from Wellington Street into the shopping centre and exit around the rear of the shopping complex into Union Street, with a roundabout at the junction of Union and Wellington streets, would make this a much safer traffic option and alleviate a lot of congestion.

The amount of traffic travelling through Longford has increased immensely in recent years and this redevelopment may risk causing a bottle neck in the town. Heavy farm machinery often travel on Wellington Street and frequently knock down signage and run over traffic islands due to their sheer size. This proposal will only make this worse.

There is also a strong case for traffic lights at critical pedestrian crossing points such as the library and at the Hill Street shopping complex and a reduction of the speed limit from Union Street to High Street.

It is not sound to spend 8.8 million dollars on a redevelopment that does not improve or benefit the safe passage of all traffic and pedestrians.

The proposal, in my view, will only make this road section more congested and even more dangerous for cyclists and motorists alike.

Yours sincerely

Eric Aalbregt

Mr Des Jennings
General Manager
Northern Midlands Council

Michael Morris
97 Brickendon St
Longford
31.5.22

Re: PLN-22-0040

Dear Des,

I wish to object to this application on the following grounds:

1. The proposal endangers cyclists by:
 - A. It provides no cycling lane – a rather hypocritical stance by NMC given it recently appealed (rightly so) against a DMR proposal for Illawarra road, in part because the DMR objected to an NMC requirement for the provision of a cycling lane.
 - B. It effectively widens the footpath and narrows the roadway, providing almost no room for cyclists between parked cars and traffic.
 - C. The new rain gardens increase considerably the number of “pinch points” where cyclists will be forced into the main traffic thoroughfare. There has already been many near misses at the existing “pinch points” - the pedestrian crossover traffic islands, and this is with the existing road width, which is considerably wider than what is proposed.

2. The proposal changes the essential character of our town in that:

It clearly seeks to convert our once wide, open and roomy thoroughfares (suited to an Australian rural town with a strong farming community that frequently need to transit large machinery) to cluttered narrow streets. This seems in part to derive from some kitsch attempt to recreate an English village feel. All in an attempt to appeal to our heritage past when in fact our true heritage is rooted in our farming community, and what makes the town accessible to them. Narrowing the streets and thereby effectively excluding certain users does not do this.

3. The proposed garden beds that abut residential boundaries are a threat to existing boundary fences.

There are some lovely brick boundary fences, most notably at 36, 46 and 50 Wellington St that add considerable character to the town. Some have already required significant repairs due to subsidence. Both the establishment of the beds as well as future plant rooting issues pose a significant risk to these fence lines. At this point Council has already shown itself incapable of maintaining the gravel area between the brick fence at 36 Wellington St and the bitumen footpath. This responsibility having to be taken up by the landholder. Consequently there can be no confidence the future garden beds will not similarly be neglected, and jeopardise these lovely walls.

4. I understand part of the rationale for the street narrowing is to slow traffic. Narrowing is no guarantee and has the above downsides. Simply set speed limits and have them policed. Shouldn't be difficult with the number of police now stationed here.

Yours Sincerely
Michael Morris

6 June 2022

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

Via email to planning@nmc.tas.gov.au

Re: PLN-22-0040 Proposed Roadworks/Streetscape works

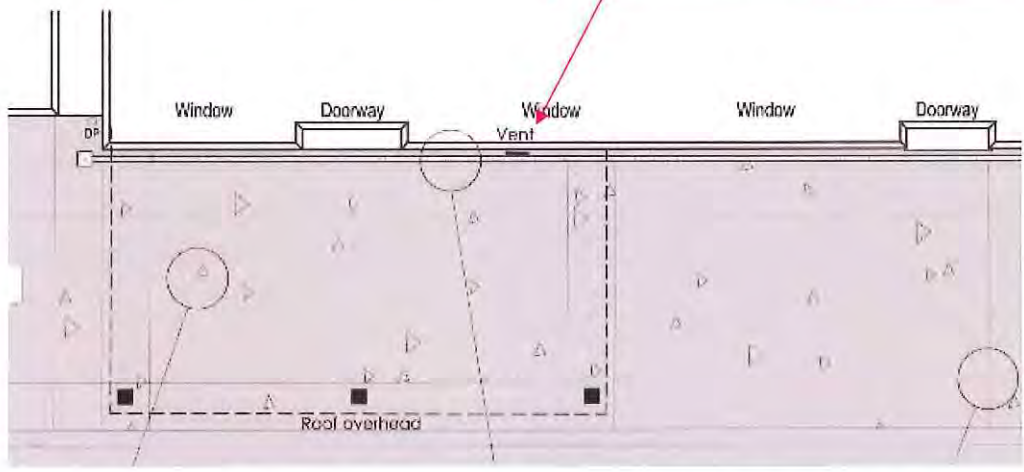
We wish to raise the following issues in respect to the proposed roadworks outlined in PLN-22-0040:

DESIGN ISSUES

The proposed design modifications to the works outside 57 Wellington Street do not address the concerns we have previously raised, namely blockage of the sub-floor ventilation system as a result of previous road and footpath upgrades. Blocking these vents has caused a build-up of moisture within the sub-floor area promoting deterioration of the flooring and associated support structure. The addition of a strip drain along the front of the building does not address the lack of sub-floor ventilation as the strip drain is intended to catch any minimal overland water flow from rain events. Since the footpath slopes away from the property, it is not expected there will be any water build-up against the building rendering the proposed strip drain ineffective. We request that the project design includes the provision of building air vents intended to reinstate the sub-floor ventilation and prevent further damage to the buildings ground floor structure.



Vent highlighted in architectural drawings is currently blocked by previous footpath upgrades and no longer visible or functional

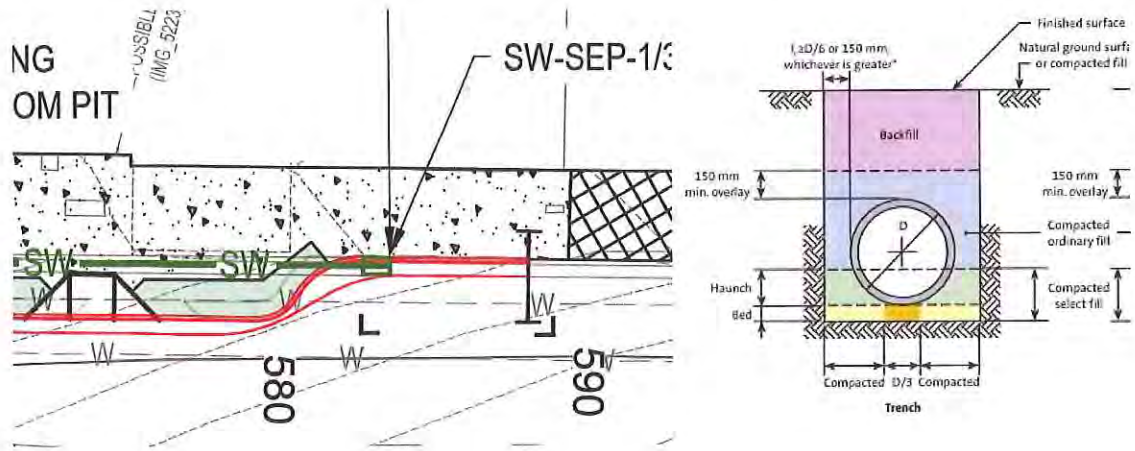


Additionally, it is expected that installing the strip drain against the building will promote cracking and eventual failure of the narrow concrete strip between the strip drain and the building.

CONSTRUCTION ISSUES

There are a number of concerns that will need to be addressed by the Council and their constructor relating to the proposed works outside this property:

Stormwater Drain Construction – the proposed drawings identify a new buried stormwater drain and side entry pit under the kerb area outside the front of 57 Wellington Street. This building has an awning structure which is mounted to the pavement behind the existing kerb. Excavation for installation of the stormwater drain will need to ensure suitable support measures are implemented to prevent damage to this structure.



Typically a 300 dia class stormwater pipe requires a minimum trench width of 650mm, meaning that the support structure for the verandah roof will likely be undermined.

Vibration Impact – It is expected that construction activity adjacent to these heritage listed properties will cause some level of vibration. We request that a dilapidation survey is conducted prior to commencing any construction activity to confirm property condition. It is also recommended that vibration monitoring sensors are installed to confirm actual vibration levels experienced during construction.

Continuity of Business Operations – This property operates as a café typically 6 days per week, 7am to 2pm. The extensive nature of the works directly in front of this property will potentially have significant impact to the business operation with noise, lights, vibration and restricted access severely impacting the ability to continue service.

We request that the Council and Contractor address these issues in their construction methodology and planning, which should be provided to the residents for agreement prior to any construction work commencing.

Yours sincerely

Deanna Hutchinson *FF*

Deanna Hutchinson and Filip Pilioras

The General Manager
Northern Midlands Council
P. O. Box 156
LONGFORD 7301

NORTHERN MIDLANDS COUNCIL			
ETS No.			
Property			
Attachments			
REC'D 6 JUN 2022			
CL	I	A	PLN
PLN			PLN
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Dear Sir,

Re Plan 22-0040

In regard to your advice contained in your plan there are several further needs that we consider should be addressed.

We live at 31 Wellington Street on the Eastern side between Smith Street and Union Street, so we are fully aware of the area.

Following are our observations:

- * street lighting is very poor and needs to be upgraded.
- * there are no marked pedestrian crossings between Hill Street and the Library.
- * the traffic flow is becoming very busy particularly during morning and evening weekday peaks. Have there been ongoing traffic counts?
- * Traffic speed needs reducing from 50 KPH to 40 KPH, or alternatively some form of traffic calmers installed e.g. flashing lights.

Please give some consideration to the needs of pedestrians during your upgrade.

Yours sincerely,



Theo and Jan Haege

Karen Jenkins

From: Dee Alty <
Sent: Tuesday, 7 June 2022 3:57 PM
To: NMC Planning
Subject: East Wellington St between Lyttleton Street and Town Hall

To Whom it may concern

This is not an objection as such but just a comment about the proposed changes to the Corner of Lyttleton Street to Town hall section of Wellington Street, it appears the parking position outside the library is being erased and that will have a bad impact on the use of the library. Many elderly people like to park in that bit to get right outside the entry door so they don't have to walk up either the pavement or ramp.

There is also a problem with those buildings that are purely used for residential purposes parking on the street for weeks at a time without moving. If there was a half an hour parking in that part of the Wellington Street, and maybe a loading zone outside the town hall it would improve access to these buildings. These are active areas and now that Longford is becoming really busy, there is a need to cater for short term parking for the frontages on Wellington and Marlborough Streets.

Thank you
Dee Alty

Northern Midlands Council, planning.
Reference PLN-22-0040

With regard the proposal, while I applaud the upgrade of the streetscape and the "traffic dampening" potential of the alterations at the corners, I have concerns that it may be overkill with the number of pedestrian crossovers and the potential safety issues with pedestrians being "out in the traffic".

Longford is the centre of a thriving agricultural area and there tends to be significant larger traffic such as trucks, larger rural equipment and buses making use of the main street.
If by chance any of these vehicles are to meet at any of the proposed outstands, I have concerns that there could be a tragedy waiting to happen.

I also note under F2.5.15, the requirement that side and rear fences in the heritage areas need to be constructed using vertical palings.
Given the maintenance free materials now available, the requirement seems to be illogical, particularly for the rear fence. In most instances the heritage requirements don't apply to internal bocks or where the structure can't be seen from the street, so why would a rear fence need to meet heritage guidelines?

Jeff Carins

A handwritten signature in black ink, appearing to be 'Jeff Carins', with a stylized initial 'J' and 'C'.



Ref: Longford Main Street Project

15/06/2022

Northern Midlands Council
13 Smith Street
Longford, Tasmania 7301

Dear Planning Department

Re: PLN- 22-0040 – Proposed Wellington Streetscape Improvements

Please see responses below in relation to the representation made for the proposal:

1. Sub floor ventilation shown but not detailed – The proposed works will unblock any covered vents and shield them from surface water
2. The addition of the strip drain down from the Town Hall to library – Although the path has fall on it, there is minimal cross falls in this area, the strip drain will prevent any overland water from reaching the buildings and prevent it from entering the unblocked sub floor ventilation to the buildings
3. Undermining of Structures – All existing structures will be supported with temporary propping where required
4. Vibration – Dilapidation report will be undertaken
5. Vibration monitoring – A Construction Environmental Management Plan (CEMP) will be required to be undertaken by the successful contractor prior to works commencing and vibration monitoring will be a requirement
6. Existing Business operations – As part of the successful contractor's methodology, limiting disruptions to all business will be paramount, however, there will be disruptions, but we will endeavour to keep them as minor as possible and work with businesses and owners
7. No cycling lanes – Council has established a Cycling Committee and will be working towards cycling pathways throughout the municipality
8. Proposal changes the essential character of the town – As part of the development application process, this proposal will be reviewed by Councils heritage adviser, once reviewed, Council can consider any recommendations made by the Heritage advisor

P.O. Box 156
Longford Tas 7301
Telephone (03) 6397 7303
Facsimile (03) 6397 7331
www.northernmidlands.tas.gov.au

Tasmania's Historic Heart



9. Proposed garden beds abutting residential boundaries effecting boundary fences – Plant species chosen have fibrous roots and stay within the 300mm of topsoil/garden bed. Garden beds within the road reserve will be maintained by Council
10. Traffic/road/speed/narrowing related concerns – A Traffic Impact Assessment has been undertaken as part of the proposal
11. Hill Street Complex entry/exit – Noted. This area does not form part of this application
12. Buildings dominate streetscape rather than the footpath – The design intent is for the footpath to compliment the buildings and trees within the existing streetscape. See section 4.1 of the Planning Submission Statement for further information
13. Maintaining existing flower displays – Noted
14. Loss of carparking spot in front of the Library – One carparking spot has been lost due to the more formalised pedestrian road crossing
15. Carparking limits and loading zones around commercial areas – This does not form part of this application, however Council may wish to move a motion to investigate these concerns
16. Agricultural equipment and large trucks etc. passing by each other at outstand locations – The main carriageway width has not been decreased. Small shrubs will be planted and pedestrian barriers are setback from outstand kerb line
17. Note F2.5.15 fencing requirements for side and rear fences – This is not related to this application
18. Number of pedestrian crossings “overkill” – One additional pedestrian crossing has been proposed, pedestrian barriers have been incorporated in the design as shown
19. Dig up existing footpath which is in perfect condition – The proposal has been designed to fix issues within the street. Its main objective is to provide a safer environment and to enhance the visual amenity. See section 4.1 of the Planning Submission Statement for further information

Yours Sincerely

**Trent Atkinson
Project Manager**

P.O. Box 156
Longford Tas 7301
Telephone (03) 6397 7303
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www.northernmidlands.tas.gov.au

Tasmania's Historic Heart

Karen Jenkins

From: Hills, Garry <Garry.Hills@stategrowth.tas.gov.au>
Sent: Monday, 6 June 2022 11:56 AM
To: NMC Planning
Subject: (ECM:1243632) RE: Referral to Department of State Growth of Planning Application PLN-22-0040 - Wellington St, Union St, Mason St, Smith St, Archer St, & Lyttleton St, LONGFORD TAS 7301

Follow Up Flag: Follow up
Flag Status: Completed

Our Ref: D22/133548

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

Please can you include the usual condition to obtain a State road works permit, per the below.

- Detailed engineering drawings showing the extent of the works and associated ancillary construction must be provided to the Department of State Growth for review and acceptance as part of a works permit application per the details noted below.

NOTE: A valid works permit is required for all works undertaken in the State Road (Wellington Street) reservation. Details of the permit process and application forms can be found at: www.transport.tas.gov.au/roads_and_traffic_management/permits_and_bookings/general_works_pathways_stock_underpass. Applications must be received by the Department of State Growth a minimum of twenty (20) business days prior to the expected commencement date for works in order to allow sufficient time for the application to be assessed. No works are to be undertaken until a written permit has been issued.

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

DEPARTMENT OF STATE GROWTH COURAGE TO MAKE A DIFFERENCE THROUGH:



From: NMC Planning <planning@nmc.tas.gov.au>
Sent: Tuesday, 24 May 2022 11:58 AM
To: Development <Development@stategrowth.tas.gov.au>
Subject: Referral to Department of State Growth of Planning Application PLN-22-0040 - Wellington St, Union St, Mason St, Smith St, Archer St, & Lyttleton St, LONGFORD TAS 7301

24/05/2022
Department of State Growth

via email to: Development@stategrowth.tas.gov.au

Referral to Department of State Growth of Planning Application PLN-22-0040 - Wellington St, Union St, Mason St, Smith St, Archer St, & Lyttleton St, LONGFORD TAS 7301

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

NMC ref no:	PLN-22-0040
Site:	Wellington St, Union St, Mason St, Smith St, Archer St, & Lyttleton St, LONGFORD TAS 7301
Proposal:	Roadworks/Streetscape works (Heritage Precinct) Wellington St from adjacent to 19 & 22 Wellington St to adj. to 69 Wellington St & 2A William St, & Union St adjacent to 19, 22, 23 & 24-26 Wellington St, Mason St adj. to 2 Mason St & 34A Wellington St, Smith St adj. to 39, 41-43, 44 & 46 Wellington St, Archer St adj. to 51, 53, & 58 Wellington St & 2A William St, and Lyttleton St adj. to 53 & 55 Wellington St.
Applicant:	Northern Midlands Council
Use class:	Utilities
Zone:	UTILITIES 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

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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NORTHERN MIDLANDS COUNCIL

REPORT FROM: HERITAGE ADVISER, DAVID DENMAN
DATE: 24 May 2022
REF NO: PLN-22-0040; 0
SITE: Wellington St, Union St, Mason St, Smith St, Archer St, & Lyttleton St, LONGFORD
PROPOSAL: Roadworks/Streetscape works (Heritage Precinct)
Wellington St from adjacent to 19 & 22 Wellington St to adj. to 69 Wellington St & 2A William St, & Union St adjacent to 19, 22, 23 & 24-26 Wellington St, Mason St adj. to 2 Mason St & 34A Wellington St, Smith St adj. to 39, 41-43, 44 & 46 Wellington St, Archer St adj. to 51, 53, & 58 Wellington St & 2A William St, and Lyttleton St adj. to 53 & 55 Wellington St.
APPLICANT: Northern Midlands Council
REASON FOR REFERRAL: HERITAGE PRECINCT

Heritage Precincts Specific Area Plan

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

The proposed roadworks and streetscape works are sympathetic with the existing historic streetscape elements and will therefore make a positive contribution to the overall street and townscape aesthetic within the development area.

The new streetscape furniture items have a historic style theme and are acceptable.

Consideration should be given to installing air vent drains below the new paving adjacent to the existing historic shopfront buildings to address ventilation and rising damp issues.

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

Attach public exhibition documents

Subject line: Heritage referral PLN-22-0040 - Wellington St, Union St, Mason St, Smith St, Archer St, & Lyttleton St, LONGFORD



David Denman (Heritage Adviser)

Date: 14/6/2022

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*.

E13.5 USE STANDARDS

E13.5.1 Alternative Use of heritage buildings

Objective: To ensure that the use of heritage buildings provides for their conservation.

Acceptable Solutions	Performance Criteria
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A1 No acceptable solution.	<p>P1 Notwithstanding Clause 8.9, a permit may be granted for any use of a locally listed heritage place where:</p> <ul style="list-style-type: none"> a) it can be demonstrated that the proposed use will not adversely impact on the significance of a heritage place; and b) 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 c) 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.
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Comment: N/a

E13.6 DEVELOPMENT STANDARDS

E13.6.1 Demolition

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

Comment: Satisfies the performance criteria.

E13.6.2 Subdivision and development density

<p><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></p>	
Acceptable Solutions	Performance Criteria
<p>A1 No acceptable solution.</p>	<p>P1 Subdivision must:</p> <ul style="list-style-type: none"> a) be consistent with and reflect the historic development pattern of the precinct or area; and b) not facilitate buildings or a building pattern unsympathetic to the character or layout of buildings and lots in the area; and c) not result in the separation of building or structures from their

	<p>original context where this leads to a loss of historic heritage significance; and</p> <p>d) not require the removal of vegetation, significant trees of garden settings where this is assessed as detrimental to conserving the historic heritage significance of a place or heritage precinct; and</p> <p>e) not detract from meeting the management objectives of a precinct identified in Table E13.1: Heritage Precincts, if any.</p>
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Comment: N/a

E13.6.3 Site Cover

<p><i>Objective: To ensure that site coverage is consistent with historic heritage significance of local heritage places and the ability to achieve management objectives within identified heritage precincts, if any.</i></p>	
Acceptable Solutions	Performance Criteria
<p>A1 Site coverage must be in accordance with the acceptable development criterion for site coverage within a precinct identified in Table E13.1: Heritage Precincts, if any.</p>	<p>P1 The site coverage must:</p> <p>a) be appropriate to maintaining the character and appearance of the building or place, and the appearance of adjacent buildings and the area; and</p> <p>b) not detract from meeting the management objectives of a precinct identified in Table E13.1: Heritage Precincts, if any.</p>

Comment: N/a

E13.6.4 Height and Bulk of Buildings

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

Comment: N/a

E13.6.5 Fences

<p><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></p>

Acceptable Solutions	Performance Criteria
A1 New fences must be in accordance with the acceptable development criteria for fence type and materials within a precinct identified in Table E13.1: Heritage Precincts, if any.	P1 New fences must: <ul style="list-style-type: none"> a) be designed to be complementary to the architectural style of the dominant buildings on the site or b) be consistent with the dominant fencing style in the heritage precinct; and c) not detract from meeting the management objectives of a precinct identified in Table E13.1: Heritage Precincts, if any.

Comment: N/a

E13.6.6 Roof Form and Materials

Objective: To ensure that roof form and materials are designed to be sympathetic to, and not detract from the historic heritage significance of local heritage places and the ability to achieve management objectives within identified heritage precincts.

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

Comment: N/a

E13.6.7 Wall materials

Objective: To ensure that wall materials are designed to be sympathetic to, and not detract from the historic heritage significance of local heritage places and the ability to achieve management objectives within identified heritage precincts.

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

Comment: N/a

E13.6.8 Siting of Buildings and Structures

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

Acceptable Solutions	Performance Criteria
A1 New buildings and structures	P1 The front setback for new buildings or structure

<p><i>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></p>	<p><i>must:</i></p> <ul style="list-style-type: none"> 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>
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Comment: N/a

E13.6.9 Outbuildings and Structures

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

Acceptable Solutions	Performance Criteria
<p>A1 <i>Outbuildings and structures must be:</i></p> <ul style="list-style-type: none"> 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> 	<p>P1 <i>New outbuildings and structures must be designed and located;</i></p> <ul style="list-style-type: none"> 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 <i>Car parking areas for non-residential purposes must be:</i></p> <ul style="list-style-type: none"> a) <i>located behind the primary buildings on the site; or</i> b) <i>in accordance with the acceptable development criteria for access and parking as within a precinct identified in Table 1: Heritage Precincts, if any.</i> 	<p>P1 <i>Car parking areas for non-residential purposes must not:</i></p> <ul style="list-style-type: none"> a) <i>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</i> b) <i>detract from meeting the management objectives of a precinct identified in Table E13.1: Heritage Precincts, if any.</i>

Comment: Satisfies the performance criteria.

E13.6.11 Places of Archaeological Significance

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

Comment: N/a

E13.6.12 Tree and Vegetation Removal

<i>Objective: To ensure that the removal, destruction or lopping of trees or the removal of vegetation does not detract from the historic heritage significance of local heritage places and the ability to achieve management objectives within identified heritage precincts.</i>	
Acceptable Solutions	Performance Criteria
A1 No acceptable solution.	P1 The removal of vegetation must not: a) unreasonably impact on the historic cultural significance of the place; and b) detract from meeting the management objectives of a precinct identified in Table E13.1: Heritage Precincts, if any.

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 Must be a sign identifying the number, use, heritage significance, name or occupation of the owners of the property not greater than 0.2m ² .	P1 New signs must be of a size and location to ensure that: a) period details, windows, doors and other architectural details are not covered or removed; and b) heritage fabric is not removed or destroyed through attaching signage; and c) the signage does not detract from the setting of a heritage place or does not unreasonably impact on the view of the place from public viewpoints; and d) signage does not detract from meeting the management objectives of a precinct identified in Table E13.1: Heritage Precincts, if any.

Comment: Satisfies the performance criteria.

E13.6.14 Maintenance and Repair

<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

New materials and finishes used in the maintenance and repair of buildings match the materials and finishes that are being replaced.

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

LONGFORD HERITAGE PRECINCT CHARACTER STATEMENT

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

CAMPBELL TOWN HERITAGE PRECINCT CHARACTER STATEMENT

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

Management Objectives

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

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

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

Assessment against F2.0 (Heritage Precincts Specific Area Plan)
--

F2.1 Purpose of Specific Area Plan

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

F2.2 Application of Specific Area Plan

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

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

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

F2.3 Definitions**F2.3.1 Streetscape**

For the purpose of this specific area plan 'streetscape' refers to the street reservation and all design elements within it, and that area of a private property from the street reservation; including the whole of the frontage, front setback, building façade, porch or verandah, roof form, and side fences; and includes the front elevation of a garage, carport or outbuilding visible from the street (refer Figure F2.1 and F2.2).

F2.3.2 Heritage-Listed Building

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

F2.4 Requirements for Design Statement

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

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

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

Comment: Although the subject works is within the Heritage Precincts Specific Area Plan, the proposal will have a positive effect on the streetscape.



Tasmanian Heritage Council
GPO Box 618 Hobart Tasmania 7000
Tel: 1300 850 332
enquiries@heritage.tas.gov.au
www.heritage.tas.gov.au

PLANNING REF: PLN-22-0040
THC WORKS REF: #7900
REGISTERED PLACE NO: N/A
FILE NO: 09-70-18 THC
APPLICANT: Northern Midlands Council
DATE THC RECEIVED: 24 May 2022
DATE OF THIS NOTICE: 26 May 2022

NOTICE OF NO INTEREST

(Historic Cultural Heritage Act 1995)

The Place: State Road Casement: Wellington Street, Union Street, Mason Street, Smith Street, Archer Street & Lyttleton Street, Longford.
The Registered Place: Victoria Square, 53 Wellington Street, Longford (internal ref. only).
Proposed Works: 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.

Under s36(3)(a) of the *Historic Cultural Heritage Act 1995* the Tasmanian Heritage Council provides notice that it has no interest in the discretionary permit application because the application is for works to a place that is not entered in the Tasmanian Heritage Register.

Works within the 'State Road Casement' are not subject to provision of the *Historic Cultural Heritage Act 1995*.

Advice

Where the new footpaths will adjoin places that are entered in the Tasmanian Heritage Register, the Tasmanian Heritage Council recommends that:

1. **The new paving be designed and constructed in a way that minimises direct or indirect adverse physical impacts to the historic fabric of the heritage structures, including the creation of conditions that may lead to rising damp or fungal decay in the adjoining masonry and timber heritage structures.**
2. **In creating the new concrete surfaces, the following should be done:**
 - (i) **An area of no less than 300mm width along the full length of the heritage building's side wall should be left with a permeable surface treatment (e.g., porous pavers); and,**
 - (ii) **The new surface sloped to ensure that any surface water is channelled away from the area with permeable surface treatment noted in sub-clause (i) above; and,**
 - (iii) **Finished with a suitable exposed aggregate finish.**

- 3. The finished levels of the new paving should be equivalent to or lower than existing surface levels to not increase the transfer of moisture into the heritage structures.**

Reason for advice

To avoid the creation of conditions conducive to rising damp in the heritage buildings, and to ensure that the visual character of the new work is in keeping with the place's historic character. This is consistent with the appropriate outcomes described in Section 9.5 of the *Works Guidelines*.

Advice of a person with expertise in the conservation of heritage fabric is recommended.

Please contact the undersigned on 1300 850 332 if you would like to discuss any matters relating to this application or this notice.



Chris Bonner

Regional Heritage Advisor – Heritage Tasmania
Under delegation of the Tasmanian Heritage Council

Rosemary Jones

From: TasWater Development Mailbox <Development@taswater.com.au>
Sent: Thursday, 23 June 2022 7:09 AM
To: Trent Atkinson
Cc: NMC Planning
Subject: RE: TasWater Request for Additional Information - PLN22-0040 - Incorrect Referral

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Sir/Madam

Thank you for forwarding this application for development.

TasWater has assessed the application and has determined that the proposed development does not require a submission from TasWater, as the proposed development will not;

- a. Increase the demand for water supplied by TasWater; or
- b. Increase the amount of sewage or toxins that is to be removed by, or discharged into, TasWater sewerage infrastructure; or
- c. Damage or interfere with TasWater works; or
- d. Adversely affect TasWater operations.

This email is not to be considered a Submission to the Planning Authority Notice, pursuant to the *Water and Sewerage Industry Act 2008 (TAS) Section 56P(1)*, and is for information only.

If you have any queries, please contact me.

Regards

David Boyle
 Senior Development Assessment Officer
 Currently working Tuesday to Friday

	Monday	Tuesday	Wednesday	Thursday	Friday
Location	RDO	Office	Office	Home	Home
Usual Hours	-	7am-5pm	7am-5pm	7am-5pm	7am-5pm

Note:- Emails directed to me, for any new/current development projects and has not been sent to the development inbox development@taswater.com.au , I will not be responding too.



D 0436 629 652
 F 1300 862 066
 A GPO Box 1393, Hobart TAS 7001
 36-42 Charles Street, Launceston, TAS 7250
 E david.boyle@taswater.com.au
 W <http://www.taswater.com.au/>

Have I been helpful? Please provide feedback by clicking [here](#).

From: Trent Atkinson <trent.atkinson@nmc.tas.gov.au>
Sent: Thursday, 16 June 2022 3:48 PM
To: TasWater Development Mailbox <Development@taswater.com.au>; Boyle, David <David.Boyle@taswater.com.au>
Cc: Shaun Hekmatshoar <SHekmatshoar@pittsh.com.au>
Subject: FW: TasWater Request for Additional Information - PLN22-0040

Hi TasWater

Please see revised and additional information as requested.

Kind Regards

Trent Atkinson



Project Manager | Northern Midlands Council
Council Office, 13 Smith Street (PO Box 156), Longford Tasmania 7301
T: (03) 6397 7303 | F: (03) 6397 7331
E: trent.atkinson@nmc.tas.gov.au | W: www.northernmidlands.tas.gov.au



From: Shaun Hekmatshoar <SHekmatshoar@pittsh.com.au>
Sent: Wednesday, 15 June 2022 2:13 PM
To: TasWater Development Mailbox <Development@taswater.com.au>
Cc: David Hugo <dhugo@pittsh.com.au>; Trent Atkinson <trent.atkinson@nmc.tas.gov.au>
Subject: TasWater Request for Additional Information - PLN22-0040

Hi David

Please find below the comments from the RFI for Wellington street Project Longford and our responses in red.
Please also find attached the Updated drawings.

1. Show proposed tree locations clear of our assets, and that all trees shall be installed in root protection barriers.
No new Street Trees are proposed as part of this project
2. New kerb & Channel near water mains need to be 300mm min. clear, i.e. 300mm from back of kerb to existing water mains.
6 locations were identified in which new kerb outstand would have been located on the Taswater Mains. Cable location was carried out in these areas by Northern Midlands Council to determine the exact location of these Water Mains. Based on the Service location in 5 locations the proposed kerb outstands did not have the 300mm clearance from the TasWater Main. The proposed kerb outstands have been moved by 100 – 200mm to ensure there is a 300mm clearance between the lip of kerb and edge of pipe.
3. Don't place new K & C on top of existing water mains.
No new kerb and channel has been placed on top of the water main except in locations where the TasWater main and the new Kerb and Channel cross at near 90 degree angle.
4. Where is the DN100mm raw water main in Lyttleton St & Wellington St intersection that crosses the street to enter the church grounds?
The DN100mm Raw water main has been added to the updated drawings. (Location has been derived from the List)
5. Union St & Wellington St intersection, new Kerb & Channel is now being placed over our critical DN300 water main asset A491161 (near 23 Wellington St), please remove.

This Pipe was located and the kerb outstand has been moved to get 450mm clearance between lip of kerb and edge of pipe.

6. TasWater to raise or lower MH lids and SV covers and FP Covers etc.

Comment has been added to the notes

7. Smith St & Wellington St intersection plan is missing water mains located in Smith St. crossing Wellington St.

This water main has been added to the updated drawings. (Location has been derived from the List)

Please let me know if there are any other issues that TasWater Would like us to comment on

Regards

pitt&sherry

Shaun Hekmatshoar

Civil Engineer

BEng Hons (Civil)

Direct +61 3 6323 1922 | Mobile +61 470 132 918 | shkmatshoar@pittsh.com.au
www.pittsh.com.au

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REFERRAL OF DEVELOPMENT APPLICATION PLN-22-0040 TO WORKS & INFRASTRUCTURE DEPARTMENT

Property/Subdivision No: 0

Date: 24 May 2022

Applicant: Northern Midlands Council

Proposal: Roadworks/Streetscape works (Heritage Precinct) Wellington St from adjacent to 19 & 22 Wellington St to adj. to 69 Wellington St & 2A William St, & Union St adjacent to 19, 22, 23 & 24-26 Wellington St, Mason St adj. to 2 Mason St & 34A Wellington St, Smith St adj. to 39, 41-43, 44 & 46 Wellington St, Archer St adj. to 51, 53, & 58 Wellington St & 2A William St, and Lyttleton St adj. to 53 & 55 Wellington St.

Location: Wellington St, Union St, Mason St, Smith St, Archer St, & Lyttleton St, LONGFORD

No W&I comment

Jonathan Galbraith (Engineering Officer)

Date: 24/5/22



13 Smith Street / PO Box 156
Longford Tas 7301

PLANNING APPLICATION

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

PLANNING APPLICATION Proposal

Description of proposal: **Rezoning of part of a lot.**
.....
.....
.....
.....

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

Site address:
.....

CT no: **177503/1**.....

Estimated cost of project \$ **Nil**..... *(include cost of landscaping, car parks etc for commercial/industrial uses)*

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

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

NA
.....
.....
.....
.....

(attach additional sheets if necessary)

Is any signage required? **No**.....
(if yes, provide details)

PLANNING APPLICATION

Applicant / owner details

Applicant: 6ty° Pty Ltd
 Signature of Applicant: George Walker Digitally signed by George Walker
DN: cn=George Walker, o=6ty Pty Ltd, ou=6ty Pty Ltd, email=George.Walker@6ty.com.au, c=AU
Reason: I am approving this document
Date: 2022.07.17 15:39:20+1100 Date:

Applicant's Details:

Postal address: PO Box 63 Riverside TAS 7250

Phone: Mobile: 0417 921 661

E-mail: gwalker@6ty.com.au @

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

Name of Owner/s of subject site: Bernard John Einoder
 (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: QV Tower Suite 1, 11 High Street, East Launceston TAS 7250

Owner's email address: bernieeinoder@gmail.com

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

Signed: Date:

OR

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

Signed: George Walker Digitally signed by George Walker
DN: cn=George Walker, o=6ty Pty Ltd, ou=6ty Pty Ltd, email=George.Walker@6ty.com.au, c=AU
Reason: Launceston
Reason: I am approving this document
Date: 2022.07.17 15:43:22+1100 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

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.

Correction of Personal Information: If you wish to alter any personal information you have supplied to Council please telephone the Northern Midlands Council on (03) 6397 7303. Please contact the Council's Privacy Officer on (03) 6397 7303 if you have any other enquires concerning Council's privacy procedures.



Drummond Street Developments Pty Ltd

Drummond Street Planning Scheme Amendment Planning Assessment

December 2020

WATER | ENERGY & RESOURCES | ENVIRONMENT | PROPERTY & BUILDINGS | TRANSPORTATION

Executive summary

This report has been prepared in support of the proposed amendment to the planning scheme for the Subject site, which includes land at 35 Drummond Street, Perth (CT177503/1). The proposed amendment has been prepared in accordance with the provisions of the *Land Use Planning and Approvals Act 1993*.

The subject site is located to the south of the Perth township and the amendment has been based on a detailed review of the sites condition inclusive of expert investigations into urban design, traffic, bushfire, land capability, demand and supply, and site services. Constraints identified are limited to some slight flood mapping adjoining Sheepwash Creek in the north west, bushfire across the entire site, and restrictions to accommodate the highway to the south. In respect to various planning considerations that are relevant to any potential use and development, the subject site is remarkably unconstrained relative to most other developable land in Tasmania.



Figure 1 Site location

Base image and data from theLIST (www.thelist.tas.gov.au). © State of Tasmania.

Site features were then reviewed in relation to an analysis of the various strategic documents that are applicable to the site. There is evidence of substantial strategic support for the land to be rezoned to facilitate urban settlement since prior to 2014, as through various documents that have been endorsed through local, regional and State authorities, including the *Greater Launceston Plan*, *Perth Structure Plan*, and *Northern Tasmanian Regional Land Use Strategy*.

With the completion of the Illawarra/Perth Bypass, the subject site has potential to greatly contribute to the reinforcement of the Perth township retail capacity, and to the overall profile of Perth within the region. Furthermore, the land would assist in the provision of appropriately located, diverse residential development options consistent with relevant land use policies.

The proposed amendment has been prepared as urban development of the site is currently prohibited by the standards of the Rural Resource Zone in the *Northern Midlands Interim Planning Scheme 2013*. A review of both current and imminent planning schemes has been undertaken to determine appropriate development standards that conform with current planning

reforms. A Development Concept Plan has been prepared that draws together site features, strategic requirements, and statutory controls to illustrate an integrated urban framework that forms the basis of the amendment. This application does not seek approval for subdivision. Detailed design consistent with the Development Concept Plan will be the subject of a future application.



Figure 2 Development Concept Plan

Image and data from DKO (Scale image included in Appendix)

The Development Concept Plan has assisted in developing a set of intents for the necessary amendment for the land. The intents of the amendment have been used to articulate the proposed amendment, as detailed in the accompanying *Proposed Amendment*. The Specific Area Plan provides long term certainty and guidance for future use and development consistent with investigations undertaken as part of the development of this report, by consolidating scheme standards in both the existing and incoming schemes.

Scheme changes include the following:

- Zoning change from the Rural Resource Zone to enable urban development of the site
- Proposed zoning to include predominantly General Residential Zone and General Business Zone, with a small area of Open Space Zone, to facilitate residential expansion and provide for a shortfall in retail offerings in the township.
- Inclusion of the South Perth Specific Area Plan to provide clarity for the future development of the land with respect to lot size, consistency with the activity centre hierarchy, open space development, road hierarchy, and allowance and flexibility for servicing options.

The *Proposed Amendment* has been reviewed to demonstrate its compliance with legislative requirements of the *Land Use Planning and Approvals Act 1993*. The amendment has been drafted with respect to the current scheme, however to enable the transition to the new scheme, alternative drafting has been prepared with respect to the draft Local Provisions and the State Planning Provisions. It is requested that in considering whether to initiate the amendment Council recognise the potential for the scheme to transition during the assessment of this application and endorse the proposed amendments to both schemes.

Based on the findings and investigations undertaken and summarised within this report it is recommended that Council initiate the *Proposed Amendment*. Furthermore, as the responsible Planning Authority, it is recommended that Northern Midlands Council proceed with changes to the *Northern Tasmania Regional Land Use Strategy* to include the Subject Site within the Urban Growth Area.

This report is subject to, and must be read in conjunction with, the limitations set out in Introduction, and the assumptions and qualifications contained throughout the Report.

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Appendices

- Appendix A – Land Titles
- Appendix B – Landowner Consent
- Appendix C - Bushfire Hazard Assessment
- Appendix D – Land Capability Assessment
- Appendix E – Demand Analysis
- Appendix F – Traffic Impact Assessment
- Appendix G – Services Infrastructure Assessment
- Appendix H – Community and Stakeholder Consultation
- Appendix I – Development Concept Plan

Abbreviations

GLP	Greater Launceston Plan
LGBMP	Local Government Building and Miscellaneous Provisions Act
Draft LPS	Draft Northern Midlands Local Provisions Schedule
LUPAA	Land Use Planning and Approvals Act
NMIPS	Northern Midlands Interim Planning Scheme
ODP	Outline Development Plan
PD4.1	Planning Directive 4.1, Standards for Residential Development in the Residential Zone
PSA	Planning Scheme Amendment
PSP	Perth Structure Plan
RLUS	Northern Tasmanian Regional Land Use Strategy
SAP	Specific Area Plan
SPP	State Planning Provisions
TIA	Traffic Impact Assessment
TPC	Tasmanian Planning Commission

1. Introduction

1.1 Purpose of the report

The following report has been prepared by GHD Pty Ltd (GHD) on behalf of Drummond Street Developments Pty Ltd to support an application for an amendment to the *Northern Midlands Interim Planning Scheme 2013*. This report and supporting documents form the basis of an application lodged with the Planning Authority, Northern Midlands Council (Council), and determination by the Tasmanian Planning Commission.

The application requesting amendment to the planning scheme is lodged in accordance with the Section 33 provisions of the *Land Use Planning and Approvals Act 1993* (LUPAA). It is noted that the references in this report to the provisions of the Act are references to former provisions, which remain in force until the Local Planning Schedule comes into effect, in accordance with Part 2, Schedule 5 – Savings and transitional provisions of the *Land Use Planning and Approvals Amendment (Tasmanian Planning Scheme) Act 2015*.

The structure of this report is demonstrative of the process undertaken in the preparation of the proposed amendment. Firstly, investigations into the physical characteristics of the site, and the strategic planning principles that apply to establish the constraints and limitations to future use and development. Subsequently, the preparation of a concept plan to illustrate the sites potential with regard to strategic and site analysis. The Concept Development Plan has been finalised through an iterative approach that is based on detailed investigations that are responsive to a detailed review of applicable planning scheme standards. Lastly, the intents and specific amendments have been identified and confirmed to be consistent with LUPAA

1.2 Background documents

This report has been prepared with reference to the following consultant reports as contained within the Appendices to this report:

- *Bushfire Hazard Assessment*, AK Consulting, June 2020
- *Land Capability Assessment*, Doyle Soil Consulting, May 2020
- *Drummond Street Demand Analysis*, Choice Locations, November 2020
- *Traffic Impact Assessment*, Milan Prodanovic, November 2020
- *Services Infrastructure Assessment*, GHD, November 2020
- *Engagement Report*, NOA Group Pty Ltd, September 2020
- *Drummond Street Development Concept Plan*, DKO Architects

1.3 Scope and limitations

This report has been prepared by GHD for Drummond Street Developments Pty Ltd and may only be used and relied on by Drummond Street Developments Pty Ltd for the purpose agreed between GHD and the Drummond Street Developments Pty Ltd as set out in this section of this report.

GHD otherwise disclaims responsibility to any person other than Drummond Street Developments Pty Ltd arising in connection with this report. GHD also excludes implied warranties and conditions, to the extent legally permissible.

The services undertaken by GHD in connection with preparing this report were limited to those specifically detailed in the report and are subject to the scope limitations set out in the report.

The opinions, conclusions and any recommendations in this report are based on conditions encountered and information reviewed at the date of preparation of the report. GHD has no responsibility or obligation to update this report to account for events or changes occurring subsequent to the date that the report was prepared.

The opinions, conclusions and any recommendations in this report are based on assumptions made by GHD described in this report. GHD disclaims liability arising from any of the assumptions being incorrect.

GHD has prepared this report on the basis of information provided by Drummond Street Developments Pty Ltd and others who provided information to GHD (including Government authorities), which GHD has not independently verified or checked beyond the agreed scope of work. GHD does not accept liability in connection with such unverified information, including errors and omissions in the report which were caused by errors or omissions in that information.

2. Site analysis

The following is an analysis of the site's conditions based on information available through publicly available records, a site visit (20 February 2020), client communications, and findings from various reports included in the appendices.

2.1 Titles

The subject site is part of the land at 35 Drummond Street, Perth. The Certificate of Title is 177503 folio 1 and provided as Appendix A. This application relates to that part of the title that is located on the northern side of the recently completed Illawarra/Perth Bypass section of the Midlands Highway.

Consent to lodgement of this application has been provided by the landowner in Appendix B to this report.



Figure 3 Aerial imagery of subject site

Base image and data from theLIST (www.thelist.tas.gov.au). © State of Tasmania.

2.2 Land tenure

The subject land is privately owned and is predominantly surrounded by privately owned land. The road reserve to the south is the authority of the Department of State Growth. Drummond Street to the North is the former state highway connection and appears to still be within the authority of the Department of State Growth. It is assumed that ownership of this road would be transferred to the local government.



Figure 4 Land tenure

Base image and data from theLIST (www.thelist.tas.gov.au). © State of Tasmania.

2.3 Aboriginal Heritage

A search was undertaken for 35 Drummond Street, Perth (2 May 2020), which did not identify any registered Aboriginal relics or apparent risk of impacting Aboriginal relics. The search expires within 6 months and future work should be undertaken in accordance with requirements that apply under the *Aboriginal Heritage Act 1975*. Under the Act it is an offence to destroy, damage, deface, conceal or otherwise interfere with relics without a permit granted by the Minister.

2.4 Infrastructure

A *Services Infrastructure Assessment* (GHD, 2020) has been prepared for this application and is included in Appendix G, which addresses sewer, water and stormwater as a future subdivision permit application will need to address these.

2.4.1 Sewer

The site is currently not serviced by sewer, however there is a pump station located on the frontage to Drummond Street and a main runs along the street. Consultation has been undertaken with TasWater and upgrades may be required to existing sewer infrastructure to accommodate development of the subject site, and expansion of development within the Perth township, however the location and requirements are uncertain.

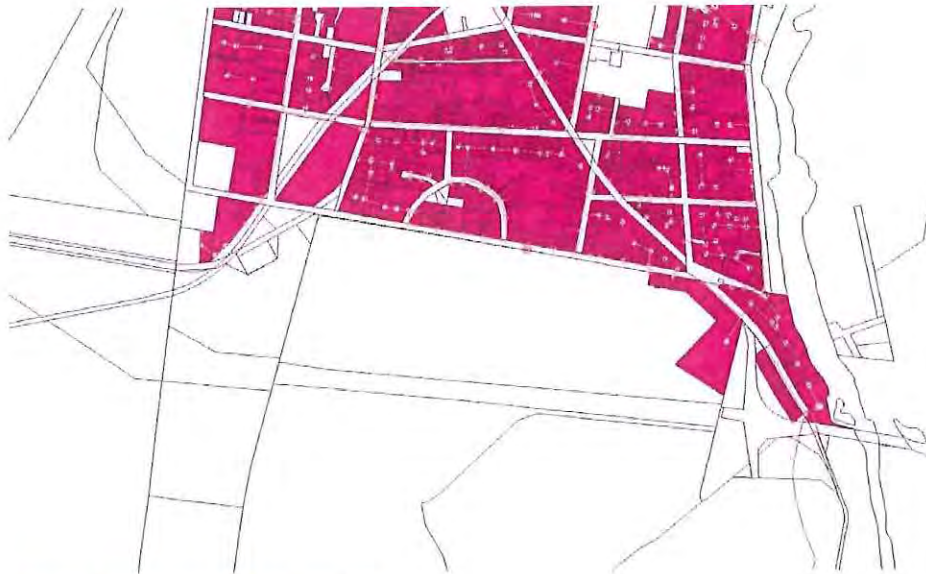


Figure 5 Sewer infrastructure

Base image and data from theLIST (www.thelist.tas.gov.au). © State of Tasmania.

2.4.2 Water

The subject site is currently serviced by a water main that is located along Drummond Street. TasWater is the authority for water infrastructure and the development of water infrastructure on the site and has advised that there is likely to be sufficient supply for development of the Subject site.

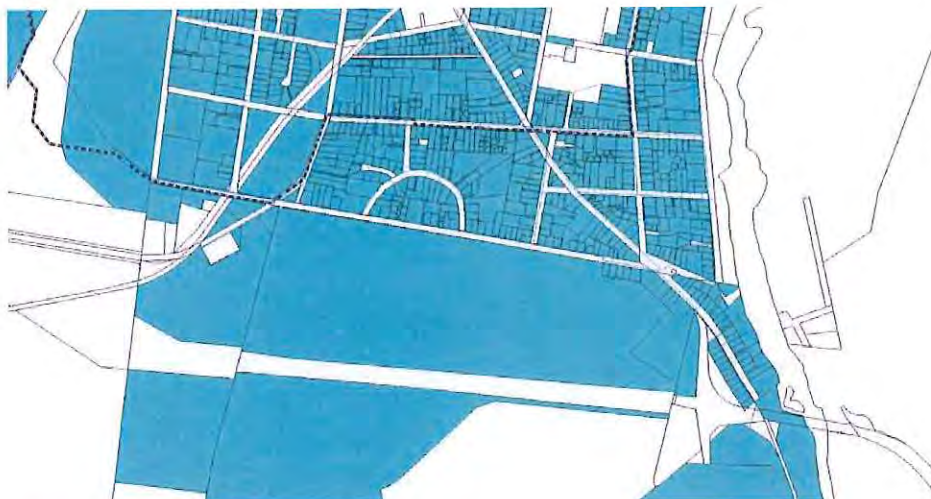


Figure 6 Water infrastructure

Base image and data from theLIST (www.thelist.tas.gov.au). © State of Tasmania.

2.4.3 Stormwater

Council is the existing authority for stormwater for the subject site, and the Infrastructure Assessment for the site has been prepared in consultation with their engineers. There is limited existing infrastructure on the site for the management of stormwater. A substantial swale drain

runs along the Drummond Street as can be seen in the following figure. The topography of the site results in stormwater draining to the South Esk to the east, or on the western side to Sheepwash Creek.



Figure 7 North West boundary corner of site

2.4.4 Power

There is existing electrical infrastructure provided by powerlines along the frontage of the site to Drummond Street.

2.4.5 NBN

There is NBN available to the subject land as fixed wireless. The surrounding land is fixed line. Infrastructure is capable of being determined at design development stages in consultation with the provider.

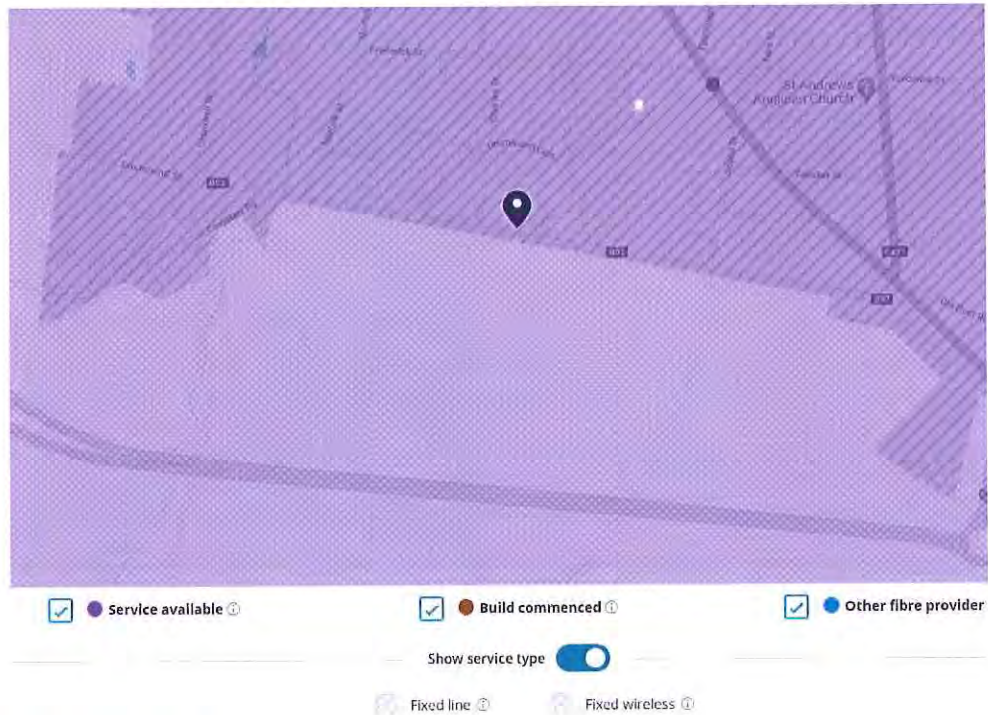


Figure 8 NBN

Base image and data from NBN Co (www.nbnco.com.au).

2.4.6 Gas

Perth does not currently have access to the piped gas infrastructure.

2.5 Built environment

The subject site has no existing buildings, other than the existing road infrastructure located centrally within the site, which no longer connects to the land to the south.

2.5.1 Surrounding buildings

To the north of Drummond Street existing buildings are predominantly established smaller single storey residential houses on regular sized lots with setbacks to front and side boundaries. The age, materials and character of buildings vary with no prevailing architectural style.

The north east corner of the subject site is separated from Main Street by a row of lots of varying size and use. Largely these are single storey dwellings, however there is also a service station and another lot with a substantial shed structure.

The land on the southern boundary is occupied by the recently completed Illawarra/Perth Bypass. The topography between the site and the highway varies to allow for the grade changes between the overpasses to the west and the South Esk Bridge to the east. To the south of this existing infrastructure buildings are not evident from the subject land.

There is a limited number of buildings to the west of the subject land, however there is an underpass under the Highway that enables stock movement from the subject site and adjoining land, as well as drainage for Sheepwash Creek.

Adjoining land to the south is the Highway, which divides the subject site from the rest of the parent title, which is used for a dwelling agriculture and a distillery. The subject land is largely removed from the rest of the title due to the completion of the bypass.

2.7 Topography

The site is generally very flat. On the title to the west of the site is Sheepwash Creek, which the site partially drains to. The embankments of the creek are reasonably steep and are fed by a swale running along the northern boundary of the subject site. The eastern side of the site drains eastwards towards the South Esk River.

As can be seen in the image below, Council has undertaken flood modelling of Sheepwash Creek. Mapping excludes the recently completed Illawarra/Perth Bypass.



Figure 10 Sheepwash Creek flood map

Extract from Map provided by Northern Midland Council

2.8 Environmental

The site is largely cleared and used for agricultural purposes, primarily grazing. There are a number of mature trees of introduced species that have been planted on the site.

2.8.1 Land capability

The site is mapped within the LIST as Class 4 Land Capability, and is located in an Irrigation District. These findings have been verified in the accompanying *Land Capability Assessment* (Refer Appendix D), and the following recommendations have been made:

The small size of the site (approx. 50 ha) would make such land capability ranking unviable for economical and sustainable broadscale agricultural use.

Thus our site assessment indicates that the area shown is of generally low land capability class (Class 4) and while flat to very gently undulating the land is prone to a range of limitations principally wind erosion, stoniness and poorly permeable subsoil drainage and thus has significant limitations to arable or intensive agricultural use. We believe this merits reclassification of the zoning to residential uses.

2.8.2 Natural values

A Natural Values Report was requested (22/06/2020) from the Department of Primary Industries, Parks, Water and Environment. No threatened flora, fauna or vegetation communities were identified on the site.

An area in the North West corner of the site is identified as being subject to weed infestation of Paterson's Curse. Management to prevent spread should be undertaken in accordance with the *Weed Management Act 1999*.

2.8.3 Significant trees

There are a number of mature plantings and trees on the site. In the north east corner are two rows of trees orientated south west to north east as can be seen in Figure 12. The neighbouring land at 114 Main Road has a number of mature trees on the rear boundary that have a substantial amount of the tree canopy and drip line over the subject site (refer Figure 11).



Figure 11 Mature plantings on the boundary of 114 Main Road



Figure 12 Rows of plantings in the north east corner

2.9 Natural hazard

2.9.1 Bushfire

The entirety of the site is at risk of bushfire, as is the adjoining development on the northern side of Drummond Street. A *Bushfire Hazard Assessment* (refer Appendix C) has been prepared that accompanies this document. It finds that lots within 50 m of vegetation would be capable of achieving BAL 12.5. Recommendations are included for the design of subdivision of the lot, including roads, access, management areas, and building standards. Consideration to bushfire will need to be taken into account in the staging of development and location and design of landscaped areas.

The assessment finds (p 7) that development of the subject site would overtime reduce the bushfire risk to the existing dwellings on the northern side of Drummond Street, with the added advantage that many of these homes pre-date bushfire protection measures.

Table 1 Bushfire setbacks

From Bushfire Plan by AK Consulting.

Direction	No Build Area	BAL 12.5 Area	BAL Low Area	Not Bushfire Prone
North	Not Bushfire prone so no setbacks from this direction.			
East	14m	14m-50m	50m-100m	>100m
South	16m	16m-50m	50m-100m	>100m
West	14m	14m-50m	50m-100m	>100m

2.9.2 Flooding

As the site is relatively flat and adjoins Sheepwash Creek there is potential risk from flooding. Council mapping as shown in Figure 10 illustrates the areas around Sheepwash Creek that are

at risk of flooding, these do not include changes to the landform from the construction of Illawarra/Perth Bypass. Stormwater management on the site is to be designed in respect to the impacts on Sheepwash Creek and infrastructure under the highway.

2.10 Movement network

The following is a breakdown of the movement network within proximity to the site and the existing infrastructure. The assessment is undertaken in terms of the hierarchy of least impacting and most sustainable transportation.

Pedestrian

The eastern side of the site is within a walkable distance to the Main Street of Perth, where some commercial services are available, and bus stops. The western boundary is in excess of 1 km resulting in reduced walkability. Figure 13 demonstrates the relative walkability of parts of the site, by locating 400 m circles from the intersection of Main Road and Drummond Street. Walkability would be improved with consideration to future possible connections to this junction.

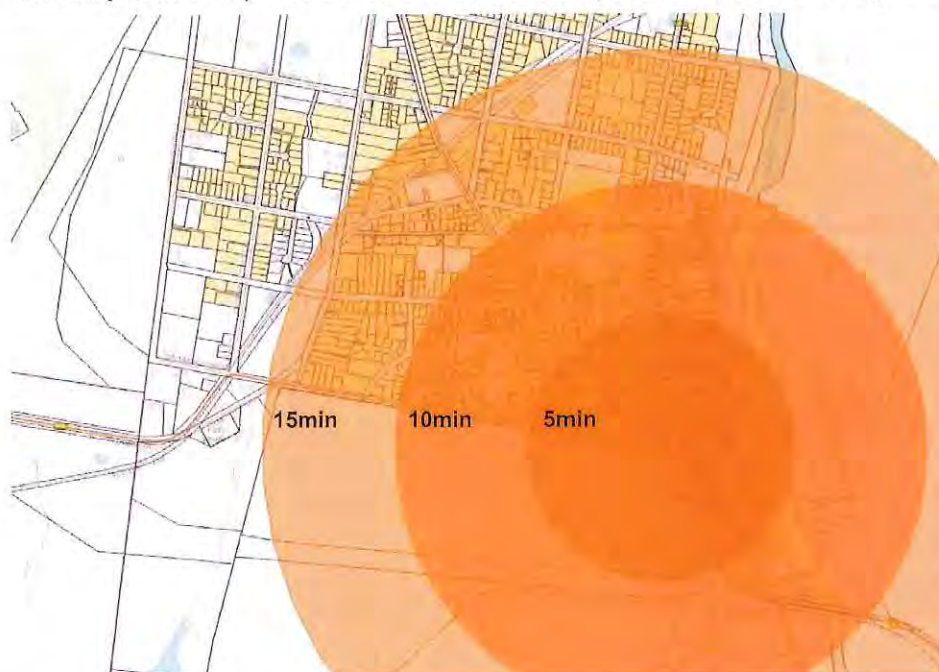


Figure 13 Pedestrian catchment

Base image and data from theLIST (www.thelist.tas.gov.au). © State of Tasmania.

Most of the northern side of Drummond Street has footpaths, with the exception of a section within Drummond Crescent. There is no footpath on the south side of Drummond Street.

The eastern side of the subject site is within walking distance to the Main Street, Perth Riverbank Reserve, Perth Primary School, and also the Recreation Reserve.

Bicycle

There is currently limited cycling infrastructure within Perth, although with the completion of the Illawarra/Perth Bypass and the closure of the western end of Drummond Street the conditions for cycling within the town may be greatly improved with the reduction of vehicles within the township. It is understood that works may have commenced for the upgrade of shared

roadways within the township. Most of the urban area of the town falls within 2 km of the site, is relatively flat and would be well suited to small trips for cycling.

By road travel distances to Launceston Airport and surrounds is approximately 7 km ride, Longford is 5 km, and Evandale 8 km. These distances would be a suitable for cycling between townships.

Public transport

Tassielink (effective 19/01/2020) has routes 792,794, 795, and 796 serving Evandale, Longford, and Cressy with connections to Launceston. The route 740 connects to Hobart. Buses run along Main Road and western routes are indicated to connect along Drummond Street. It is assumed that with the development of the Illawarra/Perth Bypass and closure of Drummond Street that buses will no longer travel along the frontage of the site.

Vehicles

The site fronts onto Drummond Street, a sealed dual direction road that was previously used as the connector between the Midlands Highway and Illawarra Road. As a link to the Bass Highway the road would experience high traffic volumes. The construction of the bypass has effectively closed the western end of Drummond Street to through traffic and has resulted in a major State highway on the southern boundary of the site. A substantial interchange is located to the east of the site that allows for access to the Perth township.

The bypass is now fully constructed and forms a Category 1 Road in the State Road Hierarchy (DSG). As the primary freight and passenger road connecting Tasmania it is critical infrastructure and use and development of the site should not compromise its safety and efficiency.

Stock

An underpass is located on the property to the east of the subject site, providing access under the Midland Highway. This is a stock underpass that is under licence agreements with the Department of State Growth, enabling access for both the land title that the underpass is located on and also for the subject land. A culvert is located next to the underpass to accommodate Sheepwash Creek to flow under the Highway.

2.11 Demand analysis

The *Drummond Street Demand Analysis* Perth (Refer Appendix E) for residential and commercial land has been undertaken with specific reference to the subject site. The report finds a number of compelling conclusions and recommendations in support of the rezoning of the land, summarized as follows:

- The township needs 17-38 dwellings annually to be available to meet demand.
- Residential demand is increasing, with a 26% increase in demand in 2019 from the previous decade average.
- Alternate supply is uncertain and constrained. While there is some availability identified previously the willingness of owners to bring them to market is not assured.
- Demand up to 49 dwelling lots annually. An attractive master-planned estate south of Drummond Street is new housing opportunity that is anticipated to appeal to a wider regional audience and would contribute to Perth's appeal to a wider share of the regional market demand.
- The recently completed By-pass enhances Perth's appeal as a residential location: The Subject Land would satisfy Perth's need for more retail space. Perth is presently

substantially under-supplied in retail space and could support an additional 6,200 – 6,300 square metres of retail space, including 2,030 square metres of food store space in the near term based on its current population and up to 9,830 square metres by 2038 based on anticipated population growth.

- The Subject Land addresses an undersupply of retirement living accommodation were part of the site developed for this purpose.

3. Strategic Planning Assessment

Strategic planning for the land at Perth has been prepared in relation to the endorsed local, and regional planning strategies as follows:

- *Northern Midlands Interim Planning Scheme 2013, (NMIPS)*
- *Perth Structure Plan, 2017*
- *Regional Land Use Strategy of Northern Tasmania, 27 June 2018 (RLUS)*
- *Greater Launceston Plan, 2013, (GLP)*
- *Interim Scheme Purpose and Objectives*

The *Land Use Planning and Approvals Act 1993* section 300.(1) requires that amendments to the Scheme have consideration to the RLUS (discussed further in section 7). As the RLUS is the primary strategic document relating to the planning for future use and development opportunities on the site, this review has been prepared in relation to the strategy's policy areas. However, all other documents are still relevant to decision-making for the land.

3.1 Settlement

The subject site has extensive strategic background for redevelopment primarily as a new residential community. In addition to the site specific strategic objectives, there are settlement policies that apply more broadly to the region that are applicable to the future development of the land. The Objectives of Scheme for Settlement identifies the following (3.2.3):

Perth is the town with the most potential to consolidate residential growth and related commercial development due to its central location in the arc and its most strategic position on the major road system.

Proposed State highway construction projects at Perth to improve the junction of the NW / Launceston / Hobart links and divert through-traffic from the town centre can substantially improve the outlook for Perth. Residential and consequently retail and community services development should be directed into sites east of the bypass corridor and close to the existing town centre.

3.1.1 South Perth development

South Perth has been recognised as an area for strategic residential growth for over six years as demonstrated in the *Greater Launceston Plan (2014)*. The GLP used regional projects as a framework to facilitate implementation, inclusive of a residential community on the subject land as a major element of *Project B.6 South Perth Strategy* (p 142), inclusive of the now completed Illawarra/Perth Bypass.

- the envisaged road bypass project is proposed to be co-developed with a broader multi-purpose project. This provides for the comprehensive planning and development of the precinct to be created south of Drummond Street to the bypass road to encompass:

- *a future residential community utilising a significant part of the additional housing demand for the northern townships in the period after 2021;*
- *a proposed new town centre to be located on the south side of Drummond Street and Main Road to service the precinct and the wider Perth township.*

As such initial actions that are recommended include the following:

- Joint review and scoping by DIER and Northern Midlands Council for the South Perth Strategy to encompass:-

- o land use planning for a residential precinct and future town centre fully integrated into the Perth township;

...

- rezoning process including securement of reservation for the bypass;

The table for Major Priority Actions – Planning Scheme Amendments (GLP Table 7.2) identifies the following:

Moderate Priority

- PSA to rezone land south of the Illawarra Main Road / Drummond Street and north of the proposed bypass road to general residential.

The timeframes to achieve this are identified in Figure 7.3 of the GLP as Statutory Preparation commencing in the second half of 2016.

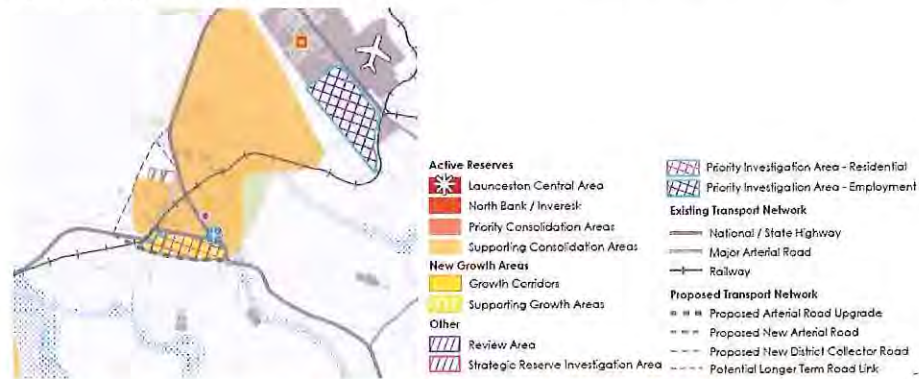


Figure 14 Extract from Regional Framework Plan (GLP Figure 5.2)

Subsequent to the GLP the *Perth Structure Plan (2017)* was prepared, identifying Perth for its potential to cater to the large expected growth within the Northern Midlands. The aims and objectives includes the following:

- *To build upon and revise previous strategies and plans relevant to Perth, recognising the acceleration of the proposed highway bypass; (p 2).*

The PSP recognises the subject land and a number of surrounding land parcels as accommodating a major portion of the town’s growth in the short to medium term and subsequently presents two concept Outline Development Plans (ODP) that demonstrate the potential for the subject site and adjoining land, as illustrated in Figure 15.

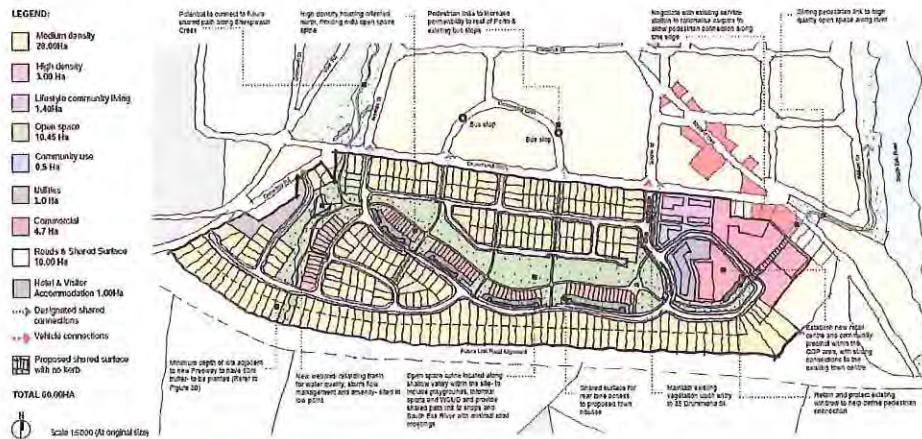


Figure 15 South Perth ODP (SPS figure 18)

The PSP makes the following recommendations for land use within the South Perth ODP (section 8.1.2, p 34),

At present, residential subdivisions within Perth, whilst of a high quality, typically offer homogenous housing products. The design for the South Perth ODP area is designed to provide for varied housing models, including more medium to high density housing types, such as townhouses and duplexes. Medium to high density development backs onto a shared pathway for vehicles, pedestrians and cyclists.

Medium to higher density living, caters to those seeking a more affordable housing option with low maintenance requirements for private outdoor space. Lots are generally oriented north, to maximise natural sunlight for properties.

Based on recommendations from the demand study prepared by Choice Location Strategists, there could be demand for an additional stock of 206 dwellings at 2022 and up to 605 by 2036. The population of Perth is therefore expected to double in the medium to longer term.

...

The layout for the South Perth ODP area therefore targets a high yield of between 250 - 280 lots, incorporating residential lots of varied sizes, as well as, community support facilities.

Choice Locations has undertaken an assessment of the market demand specifically for this proposal (refer Appendix E) and has reviewed market demand since the 2017 Perth Structure Plan. Estimates for dwelling demand are generally consistent or higher than previous with 171 dwellings required by 2021, and 822 by 2038; and an annual demand of 38 dwellings.

While the COVID-19 pandemic has brought some uncertainty to housing demand current research¹ indicates that this is having a demonstrated increase to housing demand in Tasmania and particularly regional areas as follows:

During the pandemic, agencies have reported that real estate searches are high for regional/non-capital city areas such as Launceston. COVID-19 may influence changes in priorities and behaviour as it becomes less attractive to live in bigger cities (e.g. Melbourne) after the experience of extended lockdown and factors attributed to large populations. Also, pandemic restrictions have demonstrated working remotely to be a viable option for many people which reduces the need for living near urban centres. There is now potential for regional areas to become a

¹Jacqueline de Vries, 01/11/2020, COVID-19: Tasmanian Population and the pandemic, UTAS, institute of Social Change

more attractive lifestyle choice which could see a change in population composition such as increased migration levels in the future.

The most recent strategic document and specific to assessment under the Act, the RLUS (2018), identifies the site as within the Future Investigation Area for a "Priority Investigation Area – Residential" as illustrated in Figure 16. The clause D.2.1.2 includes the following requirement:

Land in Future Investigation Areas identified in the Regional Framework Plan Maps D.1, D.2 and D.3 will be subject to an appropriate level of strategic justification and suitability assessment prior to formal consideration for inclusion within a Growth Corridor by amendment to the NTRLUS and prior to any rezoning being considered.

Future use and development of the site requires a rezoning, and therefore an amendment to the RLUS. The implications of an amendment to the RLUS are discussed further in relation to the legislative requirements of LUPAA (refer section 7).



Figure 16 Extract from Map D.3 of the RLUS

An amendment to the RLUS (p. 15) requires following further investigation:

As a guide, any investigation should include an assessment of the following matters:

- *the identification of existing land use;*
- *an analysis of residential supply and demand;*
- *an analysis of the potential loss to the agricultural estate including prime agricultural land;*
- *the impact on agricultural productivity and infrastructure, and other resources;*
- *the extent to which land is included in irrigation districts (and potential loss in irrigation infrastructure);*
- *the potential for land use conflict with nearby resource, agricultural and forestry activities if residential development were to occur;*
- *the potential impact on the efficiency of the State road and rail networks;*
- *the potential impact on, and fettering of, existing extractive industries (and potential to sterilise strategic mineral resources);*

- an assessment of natural, cultural and landscape values;
- an assessment of hazards, including exposure to landslide and coastal hazards;
and
- the potential for conflict with State policies.

These assessments, where relevant have been responded to within various sections of this report, with detailed investigations included in the Appendices.

Beyond this statement the RLUS does not include any further policies in the Regional Settlement Network Policy for investigation areas as per the subject land, but does include the following Policy:

RSN-P1 *Urban settlements are contained within identified Urban Growth Areas. No new discrete settlements are allowed and opportunities for expansion will be restricted to locations where there is a demonstrated housing need, particularly where spare infrastructure capacity exists (particularly water supply and sewerage).*

The completion of the Illawarra/Perth Bypass contains the Drummond Street site within the logical boundaries of the Perth Settlement, as demonstrated through the specific plans for the land within the GLP and PSP. The Demand Analysis (refer Appendix E) demonstrates that there is a demonstrated increase in demand for housing in the Perth township, with alternative development sites being constrained and uncertain.

RSN-A1 *Provide an adequate supply of well-located and serviced residential land to meet projected demand. Land owners/developers are provided with the details about how development should occur through local settlement strategies, structure plans and planning schemes. Plans are to be prepared in accordance with land use principles outlined in the RLUS, land capability, infrastructure capacity and demand.*

The PSP demonstrates expectations for how development of the subject site should occur. The Outline Development Plan (PSP p. 34) has been reviewed in relation to the RLUS and a Development Concept Plan (refer section 4) has been prepared that provides a layout for future use and development that is responsive to detailed investigations into the sites features. Findings for agriculture consistent with the guidelines as produced for the Minister by the Planning Policy Unit in the *Agricultural Land Mapping Project (2017)* and discussed further in section 7.3.1; and infrastructure capacity and demand has been prepared in consultation with TasWater and Council as demonstrated in the Services Infrastructure Assessment (Appendix G).

3.1.2 Regional settlement network

Within the Northern Region, Perth is situated secondarily within the settlement hierarchy after the Greater Launceston Urban Area, as described in the figure below. Perth is described as a 'Neighbourhood or Town Centre'.

Samuelia Settlements	Hudspen, Perth, Lennox and Evandale
Description	Provide an extensive urban area independent of the Greater Launceston Urban Area with key local retail, commercial, and community service functions.
Utility Infrastructure	Full provision of utilities and urban infrastructure serviced by regional freight routes and road networks.
Facilities and Services	See <i>Activity Centres Network</i> .

Figure 17 RLUS Settlement Hierarchy

The relevant actions to implement the settlement network are as follows.

RSN-A2 Land supply will be provided in Urban Growth Areas identified as:

- Priority Consolidation Areas;
- Supporting Consolidation Areas; or
- Growth Corridor.

RSN-A3

Apply zoning that provides for the flexibility of settlements or precincts within a settlement and the ability to restructure under-utilised land.

The zoning of residential land should be prepared with respect to standards of the existing scheme and anticipated scheme, to provide diversity and flexibility for future development and in recognition of the anticipated timeframe in construction of the site.

The relevant Housing Dwellings and Density actions of the RLUS are as follows:

RSN-A10 Apply zoning provisions which provide for a higher proportion of the region's growth to occur in suitably zoned and serviced areas. The application of Urban Mixed Use, Inner Residential and General Residential Zones should specifically support diversity in dwelling types and sizes in appropriate locations.

...

RSN-A13 Apply the Urban Mixed Use Zone to areas within or adjacent to Activity Centres that are appropriate for a mix of uses, including higher density residential development.

As can be seen in Figure 14 the focal point of the Activity Centre for Perth is focused at the junction of Drummond Street and Main Road. Around a third of the subject site is within 10min walking distance (400m) of this junction and would ideally support the highest density of residential development, and or the Urban Mixed Use Zone to support the Activity Centre.

The RLUS includes the following actions in terms of housing affordability.

RSN-P20 Provide a variety of housing options to meet diverse community needs, and achieve housing choice and affordability.

With the PSP encouraging around 250 - 280 lots supported in the subject site it is anticipated that a diversity of housing would be capable of being provided.

3.2 Activity centres

Activity Centres are intended to provide 'a diverse range of mixed land uses including services, employment, commercial/retail facilities, community infrastructure, entertainment and residential accommodation'. The objectives of the NMIPS identify the following:

3.2.5 Sub-regional centre

Perth will always be in a subordinate and supportive role to Launceston, but can be a convenient and effective sub-regional centre for residents, contributing to a lifestyle less dependent on commuting to Launceston for basic goods and routine services.

Perth is the logical and most accessible location for the growth of services. It's position on the highway and centrality, the interactive character of the 3 towns (with Longford and Evandale), its less constrained geography, and the need over time to improve local commercial and community services to the population south

of Launceston will in due course support sub-regional level commercial and community service developments at Perth.

Consistent with regional strategy, NMC's Strategy and Scheme should respect the existing Perth settlement pattern and larger centres hierarchy.

The RLUS has a clearly articulated Activity Centre Hierarchy, with Launceston situated as the focus as the Principal Activity Centre as per the following policy.

RAC-P2 Reinforce the role of the Launceston Principal Activity Centre as the primary focus for administration, government, business, commercial, cultural, high order retail goods (including bulk goods locations/ precincts) recreational, arts and tourism activity for the region.

Perth is a Town Centre within the RLUS hierarchy, with nearby Longford and Campbell Town operating as the District Centre. The strategic land uses for the Perth Activity Centre are as described in Figure 18. The definition of Perth as a Town Centre varies somewhat from the Objectives of the NMIPS above, which aligns the town with the two district centres.

Neighbourhood or Town Centres	Lilydale, St Leonards, Perth, Newnham, Beaconsfield, Evandale, Norwood, St Marys, Youngtown, Bridport, Trevallyn, Westbury, Waverley, Windsor and West Launceston
Role	To serve daily needs of surrounding community and provide a focus for day-to-day life within a community.
Employment	Includes a mix of small-scale retail, community, and health services. Limited office based employment.
Land Uses	
Commercial and Retail	An independent supermarket or discount department store as anchor tenant, surrounded by a small range of specialty shops. In rural context often tourism related businesses.
Government and Community	Local community services, including Child Health Centre.
Residential	Some adjoining in centre/town residential development offering a greater mix of housing types and densities than outer laying residential areas.
Arts, Cultural and Entertainment	May include dining and restaurants and/or a local bar to support local or tourist trade.
Access	When in urban context, ideally located nearby a public transport corridor or bus services. Should be highly accessible by cycling or walking from surrounding area to enhance local access.
Public Open Spaces	Local sports grounds, playgrounds and linear parks. Active sports facilities such as skate parks, basketball/tennis courts.
Indicative Catchment	Serves rural areas not served by regional level activity centres.

Figure 18 RLUS Activity centre hierarchy

As illustrated in Figure 16 the subject site is located in close proximity to the focal point for the Town Centre of Perth at the junction of Drummond Street and Main Road. This is consistent with the increased development for business activity in the South Perth ODP in Figure 15. The completion of the Illawarra/Perth Bypass will result in substantial improvements to the amenity of the Main Road with the removal of through traffic.

Policies and actions of the RLUS relevant to the development of the subject site and Activity Centre of Perth are as follows:

RAC-P4 Promote and support the role of lower order activity centres, particularly neighbourhood and rural town centres. This will support and strengthen local communities and encourage a viable population base for regional and rural

settlements, while promoting the development of new neighbourhood and local centres within Urban Growth Areas where appropriate.

RAC-P10 Provide for a range of land uses to be incorporated into activity centres appropriate to their role and function within the Activity Centres Hierarchy.

This Policy is to be implemented through the following action:

RAC-A14 Planning scheme controls concerned with land use, built form and residential density should reflect the Regional Activity Centres Network.

The PSP in response to the anticipated doubling in the communities' population identifies the following for the South Perth ODP (section 8.1.2, p 34);

Responding to the increase in population, additional community facilities and open space amenities will be required. Additional retail space in the order of 9,920 sq.m, including an additional 1,260 sq.m of supermarket floor space, along with specialty, food and beverage (F&B) retail, shall be required.

This is consolidated in the Demand Analysis (refer Appendix E) that finds that Perth is substantially under supplied in retail space, as identified in the PSP.

The completion of the Illawarra/Perth bypass enables consolidation of the town centre and an opportunity to strengthen the character of the existing Main Street. Enabling commercial uses on the subject site provides for much needed commercial development located conveniently within the township. Providing flexibility within the uses and diversity within the tenancy's proportions in proximity to Main Street will facilitate greater occupancy and vibrancy within future use and development. Standards for use and development should be responsive to the regional activity centre hierarchy.

3.3 Infrastructure

Policies for Infrastructure relate to the provision of transport, energy, water, and digital communications. Perth and the subject site are well connected to existing infrastructure and has the capacity to exceed other regional areas, providing a potential competitive advantage.

3.3.1 Transport

The Drummond Street site and the southern boundary of Perth has been defined by the construction of the bypass.

RIN-P4 Recognise the Department of State Growth Road Hierarchy and protect the operation of major road and rail corridors (existing and planned) from development that will preclude or have an adverse effect upon existing and future operations.

The bypass is a key strategic growth infrastructure development undertaken by Department of State Growth. Future use and development of the subject land is to ensure that it does not compromise its operations. Actions within the RLUS to achieve this include:

RIN-A4 Recognise the operation and future expansion potential of key intermodal facilities, particularly the three major seaports and the Launceston Airport and protect from surrounding incompatible uses by applying appropriate zoning and buffers in planning schemes.

Existing buffers are included within provisions of the scheme, however the development capacity of the site needs to be prepared with regards to the impacts of these buffers.

RIN-P6 Facilitate and encourage active modes of transport through land use planning.

Proximity to the identified town centre enables future use and development of the subject site to be ideally situated to facilitate active modes of transport, as does the configuration of lots and demonstration of good urban design.

The PSP (p34) includes a framework for the internal transport and movement network within the site. These are consistent with actions within the RLUS for encouraging active transport. The detail of road and movement infrastructure will need to be prepared in accordance with Scheme standards and in consultation with the road authority.

3.4 Economic development

Policies for economic development within the RLUS focus on Industrial Land; training and education; Rural land and natural productive resources; and Tourism. Of these policies those related to Agricultural Land are of relevance to the subject land.

ED-P7 Prevent the loss of future rural production (including agriculture, mineral extraction, forestry).

The Regional Framework Plan of the RLUS and the proposed zoning map for the Draft LPS including the land in the Future Urban Zone demonstrates that the subject land is strategically identified to be included within the urban area of Perth. Alternative Zoning from agricultural purposes is consistent with guidelines as produced for the Minister by the Planning Policy Unit in the *Agricultural Land Mapping Project (2017)*. Agricultural land is discussed further in section 7.3.1.

Perth is situated on the Heritage Highway, which is promoted as a self-driving tour itinerary. Recommendations for Perth include visiting Perth riverbank, and various outlets on the Main Street². The following policy recognises those elements of Perth that contribute to the town as a destination for tourism.

ED-P11 Provide for the opportunity in planning schemes to identify, protect and enhance distinctive local characteristics and landscapes.

The sites location in proximity to links between the Main Road and the Riverbank enable it to contribute to the value of tourism in the township. Furthermore, the intensification of the Perth Activity Centre would supplement attractions for the township.

3.5 Social infrastructure

The RLUS includes community facilities and cultural heritage within policies under this heading. In terms of the Social Infrastructure that are desired within the subject site, these have been articulated in more detail within the PSP, and do not include specific requirements for the subject land other than for the consolidating the existing open space network. The PSP identifies that community gathering spaces and child care facilities would also be desirable.

The key actions of the RLUS related to Social Infrastructure relevant to the subject site are as follows:

SI-A03 Allow for increased housing densities in locations that are accessible to shops, transport networks and other community services and facilities.

SI-A06 Provide flexibility in planning schemes to allow for a greater choice of housing types in residential areas, particularly in centrally located areas.

² Heritage highway, accessed 30/06/20 at <<https://www.discovertasmania.com.au/what-to-do/self-drive/heritagehighway/>> Things to do in Perth, at <<http://heritagehighway.com.au/news-posts/8-things-to-do-in-perth-the-one-in-tasmania/>>

In terms of Cultural Heritage the site is not heritage listed, and does not have any heritage places as adjoining neighbours.

CH-P0 Recognise, retain and protect cultural heritage values in the region for their character, culture, sense of place, contribution to our understanding of history.

The PSP (p. 22) identifies 'Promote Perth as the gateway to Tasmania's colonial heritage' as a strategic growth opportunity for the township, and emphasises that the town is the 'Gateway to the Heritage Highway'. The South Perth ODP was prepared within the PSP to be illustrative of the expectations of future use and development that would respond to these policies.

3.6 Environment

Policies for environment cover a broad range of policies to achieve the following outcomes from the RLUS (p 50):

- *Protect and conserve the natural environment;*
- *Provide for the management and use of productive resources including agricultural lands, natural resources, water resources and coastal environments; and*
- *Plan for natural hazards and climate change adaptation responses.*

3.6.1 Biodiversity and native vegetation

In relation to policies for Biodiversity and Native Vegetation, the site has been largely cleared for agricultural activities. Weed Management requirements for the site should be undertaken in accordance with legislative requirements at development stage. Future development of the land in accordance with respect to water quality requirements and the inclusion of green space should be capable of improving native habitat on the site and the adjoining watercourse.

3.6.2 Open space and recreation

Policies of the RLUS for Open Space and Recreation are as follows:

OSR-P01 To provide for an integrated open space and recreation system that contributes to social inclusion, community health and well-being, amenity, environmental sustainability and the economy.

OSR-P02 Improve open space planning outcomes through the delivery of a consistent regional approach that responds to the community's needs and avoids unnecessary duplication of facilities.

The PSP facilitated these policies through emphasising the importance of facilitating a green spine connecting Sheepwash Creek to the Perth Riverbank Reserve.

3.6.3 Natural hazard

The site is entirely mapped as bushfire prone and has very small section that may be at risk of flooding. The following policies of the RLUS are relevant:

NH-P02 Future land use and development is to minimise risk to people and property resulting from flooding.

Only a small part of the site is subject to risk from flooding adjoining Sheepwash Creek (as illustrated in Figure 10), and future options for development should be capable of avoiding development for habitable uses in mapped areas.

NH-P03 Future land use and development is to minimise risk to people and property resulting from bushfire hazard.

As identified in the accompanying *Bushfire Hazard Assessment* (Appendix C) existing development on Drummond Street, including dwellings and aged care, are subject to risk of bushfire and are unlikely to be constructed to current standards to manage the risk. Development of the subject site would remove those dwellings from their location within a bushfire prone area, and new development would be subject to contemporary requirements for bushfire hazard management, resulting in minimisation of risk.

NH-P04 Where avoidance of hazards is not possible or the level of risk is deemed acceptable, best practice construction and design techniques and management practices are to be implemented.

Assessments have been undertaken to establish that future development is capable of avoiding hazard where possible. Scheme standards are capable of ensuring that development is otherwise capable of meeting standards for risk.

4. Development Concept Plan

The following section outlines the key components of the Development Concept Plan and assesses this against the strategic analysis in the previous Section, particularly in comparison to the Outline Development Plan options of the Perth Structure Plan. An overview of the findings of the community and stakeholders engagement (refer Appendix H) identifies aspects of future development that are outside the regulatory framework. The Concept Development Plan forms the basis for decision making for the proposed planning scheme amendment. This application does not seek approval for subdivision. Detailed design consistent with the Development Concept Plan will be the subject of a future application.

The layout of the Development Concept Plan (DKO, 2020) (Scale diagrams are included in Appendix I) is the result of a design review based on a thorough assessment of site and surrounds including detailed investigations into constraints and opportunities with respect the background strategic analysis. The various assessments accompanying this report have been prepared in consultation with authorities including Northern Midlands Council and TasWater, as well as review by the Perth community.



Figure 19 Development Concept Plan

Image and data from DKO (Scale image included in Appendix)

The Development Concept Plan has been reviewed with respect to the two Outline Development Plan (ODP) options in the Perth Structure Plan (PSP) (p35-36). The key change is the location of smaller lots within proximity to the activity centre at the junction of Drummond Street and Main Road. The location of smaller lots within a walkable distance of the activity centre has greater consistency with the policies of the RLUS for social infrastructure and settlement by encouraging more residential development closer to services.

The location of a green corridor along the edge of the Midlands Highway enables use of the space for shared pedestrian and bicycle infrastructure; allows buffers for bushfire; protection of the critical infrastructure from sensitive development; and improves the amenity of southern most residential lots.

Additional green spaces are integrated within the Development Concept Plan to service the needs of the future residents and to assist in developing a unique character for each settlement area of the site. Parklands are interspersed along the central Boulevard of the site and contribute to the amenity of the future development and reserves areas to improve the variety of options available for stormwater management.

Estimated residential yield based on the development concept plan are as follows:

Table 2 Approximate lot yield

Lot Size	Quantity of lots (% of all potential lots)
1000 m ²	13 (3.5%)
700-800 m ²	106 (28.7%)
600-700 m ²	122 (33.1%)
450-600 m ²	50 (13.6%)
300-450 m ² (townhouse lots)	79 (21.4%)
Total	370

Table 3 Land activity type

Land activity type	Total Area (ha) (% of site area)
Open Space	9.214 (18.4%)
Commercial	4.387 (8.7%)
Residential	23.858 (47.8%)
• Townhouses lots (Central Precinct)	• 3.0774 (6.2%)
• Residential lots (Living Precinct)	• 20.7806 (41.6%)
Road	12.4896 (25%)
Total site	49.9490

Comparative to the two outline development plan options in the SDP the breakdown in areas for land activity types has a large degree of consistency. There is a greater proportion of roads included within the Concept Development Plan, the streets contribute to the overall public amenity and are a positive benefit overall.

5. Statutory Planning

The following is an overview of the existing applicable standards under the *Northern Midlands Interim Planning Scheme 2015* (NMIPS) to establish changes that are necessary to deliver the Development Concept Plan (refer section 4) in accordance with the Strategic Planning Assessment (refer section 3). As planning reforms have been initiated by the state government to enable greater consistency with planning schemes across the state the following documents are also relevant to this review:

- *Tasmanian Planning Scheme; State Planning Provisions* (version 2: 19 February 2020) (SPP)
- Draft Northern Midlands Local Provision Schedule (Draft LPS), at an Ordinary Council meeting (21 October 2019) the provisions and supporting report were presented to consider whether they should be formally submitted to the Tasmanian Planning Commission.
- *Guideline no.1 Local Provision Schedule: zone and code application* (TPC Guidelines) (Version 2.0, 6 June 2018).

As the timeframes are unclear for when a new planning scheme will be declared for the municipality with respect to this application the Development Concept Plan has been reviewed to facilitate easy integration into the new planning scheme, when declared.

5.1 Zoning

Applicable zones under the NMIPS, SPP and the Draft LPS have been reviewed in respect to the Development Concept Plan, applicable strategies and with respect to the TPC Guidelines. A summary of the comparative analysis of the zones has been included as an appendix to this report. While this does not comprehensively addresses the fine detail of the zones, it does provide an outline of critical use, development and subdivision standards that would impact on the future potential of the land.

5.1.1 Current NMIPS Zoning

The subject site is currently zoned within the Rural Resource Zone under the NMIPS as illustrated in the figure below. The site adjoins the General Business Zone on Main Street, Utilities to the north, and a few lots in the north east corner and all development north of Drummond Street is General Residential. The land at 3-5 Drummond to the north east of the site is zoned Light Industrial.

Land to the south including the Midlands Highway is currently in the Rural Resource Zone, however as the highway is significant infrastructure it will be rezoned to Utilities Zone (as per LPS in the following section). Single substantial lots to the east and west of the site are also in the Rural Resource Zone.

The Zone Purpose is as follows:

26.1 Zone Purpose

26.1.1 Zone Purpose Statements

26.1.1.1 *To provide for the sustainable use or development of resources for agriculture, aquaculture, forestry, mining and other primary industries, including opportunities for resource processing.*

26.1.1.2 *To provide for other use or development that does not constrain or conflict with resource development uses.*

26.1.1.3 To provide for economic development that is compatible with primary industry, environmental and landscape values.

26.1.1.4 To provide for tourism-related use and development where the sustainable development of rural resources will not be compromised.



Figure 20 Current Zoning (NMIPS)

Base image and data from theLIST (www.thelist.tas.gov.au). © State of Tasmania.

Use classes Rural Resource Zone restrict commercial and residential use of the land and standards are prohibitive to uses that do not support the purpose statements of the zone. The current zone is inconsistent with delivering use and development consistent with applicable land use strategies.

5.1.2 Draft LPS Zoning

Under the Draft LPS the subject site is rezoned to the Future Urban Zone (refer image below), as are adjoining lots to the east and west. The Highway is to be appropriately changed to the Utilities Zone. The Perth Specific Area Plan is proposed over the entire township.

The Future Urban Zone does not allow for substantial use or development but is intended to protect the land from inappropriate use or development that may compromise future urban use or development. The purpose of the Zone in the SPP is:

30.1 Zone Purpose

The purpose of the Future Urban Zone is:

30.1.1 To identify land intended for future urban use and development.

30.1.2 To ensure that development does not compromise the potential for future urban use and development of the land.

30.1.3 To support the planned rezoning of land for urban use and development in sequence with the planned expansion of infrastructure.

As with the current Rural Resource Zone use classes prohibit commercial and residential use of the land consistent with applicable land use strategies. Future development is dependent on an amendment from the Future Urban Zone.

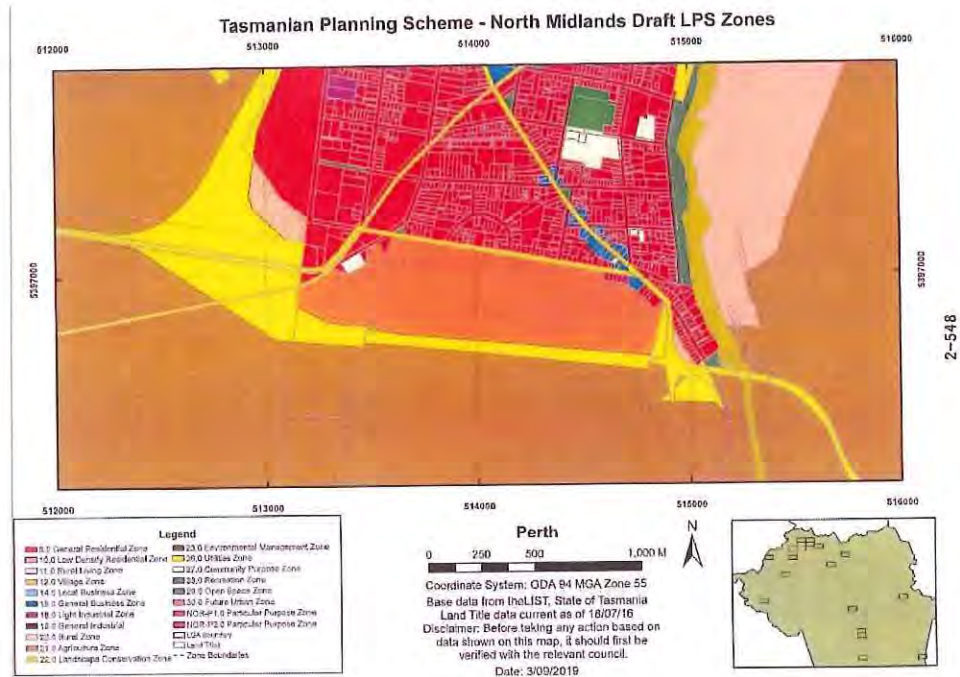


Figure 21 Draft LPS Zoning

5.1.3 Draft LPS Perth Specific Area Plan

The Perth Specific Area Plan (Perth SAP) is proposed under the Draft LPS (refer p 2 -420). The Purpose of the SAP is as follows:

1. *To protect and enhance the unique and intact history and character of the town.*
2. *To ensure that future growth and development is sympathetic to the existing streetscape settings, building forms and the village atmosphere.*
3. *To ensure that future Public Open Space is appropriately sized, located and linked with existing Public Open Space and street networks.*
4. *To encourage the subdivision of key development sites within the town that meet Council's design aspirations.*
5. *To increase resilience to the anticipated impacts of climate change.*
6. *To achieve the Local Area Objectives for Cressy.*

It is assumed that point 6 should refer to Perth, not Cressy.

The Local Area Objectives are as follows.

The local area objectives for the Perth Specific Area Plan are:

- a) *To encourage residential development for commuters to Launceston;*
- b) *To provide good public and private transport links to Launceston;*
- c) *To provide good pedestrian connectivity within Perth and to the river precinct;*
- d) *To preserve the landscape setting along the river bank and backdrop of Ben Lomond Ranges and of the Western Tiers and*

- e) *To encourage development that contributes positively to the township's tree canopy cover.*

The Perth SAP includes development standards for a permitted residential density for multiple dwellings in the General Residential Zone that the site area per dwelling of not less than 400m², and a minimum lot size of 600m². Development plans are included for specific developments within the area.

5.1.4 Residential activity

As identified in the strategic assessment in relation to settlement in Section 3.1, a variety of housing choices is to be provided, with higher density residential development in appropriate locations. The site partially falls within walking distance of the focal point of the Activity Centre (as discussed in section 3.2) of Perth at the junction of Main Street and Drummond Street.

The current scheme does not include the use of the Inner Residential Zone or the Urban Mixed Use Zone. Neither of these zones are capable of being used to achieve higher densities within proximity to the Activity Centre.

Residential lots within Perth are predominantly within the General Residential Zone, however applicable standards of the Zone will be slightly modified with the introduction of the Perth SAP. The operation of the Scheme means that standards of a SAP take precedence over that of a Zone, therefore if the Draft LPS is declared the Perth SAP would take precedence over the provisions of the General Residential Zone. The provisions of the General Residential Zone are the subject of Planning Directive 4.1³ (PD4.1), which restricts what Local Provisions are able to be applied to the General Residential Zone. PD4.1 does not include development standards for subdivision, although it does include standards for residential density for multiple dwellings.

TPC Guidelines (p 3) identify that the General Residential Zone should be applied to green-field areas that have been identified for future urban residential use, with the Future Urban Zone applied where a structure/precinct plan is to be used to guide future development. The *Perth Structure Plan* was prepared by Council inclusive of an Outline Development Plan for the subject site, however the Draft LPS does not propose applying this to the zoning of the site.

5.1.5 Commercial activity

Neighbouring Commercial land is in the General Business Zone in both the NMIPS and the Draft LPS. This currently includes Local Area Objectives that also apply to Campbell Town and Longford.

21.1.2 Local Area Objectives

To consolidate growth within the existing urban land use framework of the towns of Campbell Town, Longford and Perth.

To manage development in the General business zone so as to conserve and enhance the quality of the Heritage Precincts in the Campbell Town, Longford, and Perth town centres.

To ensure developments within street reservations contribute positively to the context of the Heritage Precincts in each settlement.

The zoning as General Business is contrary to the RLUS, which includes Longford and Campbell Town as District Centre's, whereas Perth is within a Town Centre, as discussed in section 3.2. The RLUS does not provide policy for the use of zones for Activity Centres, other than applying the Urban Mixed Use Zone in proximity to Activity Centres to achieve the

³ *Planning Directive No. 4.1 – Standards for Residential Development in the General Residential Zone,*

settlement strategy. However, the Urban Mixed Use Zone is not used in the NMIPS. The TPC Guidelines (p 9) identifies that the Local Business Zone should be applied to Town Centres.

In review of the standards of the General Business and Local Business Zones in the NMIPS there is no substantial distinction between the use and development standards. The Local Area Objectives are the key defining feature of the two Zones, and these are applied in relation to discretionary standards for building height, subdivision (lot size).

The SPP includes a greater distinction between the Local Business Zone and the General Business Zone with use and development standards restricting permitted tenancy size to 250m² and 3,500m², and maximum building height to 9m and 12m respectively. The use standards are the most effective for ensuring the implementation of the strategic retail hierarchy. The building height standard is effective in ensuring that development is consistent with the built character of the township.

To effectively implement the regional strategies consistent with the TPC Guidelines, areas intended for Commercial Development should be in the Local Business Zone, with respect to applicable standards of the SPP.

5.1.6 Open space and recreation activities

Future subdivision of the site will need to include land for use as public open space, either within the use class of Passive Recreation, Natural and Cultural Resource Management or Minor Utilities. All of these uses are No Permit Required within potential zones and would meet the permitted lot design standards for subdivision. As such, a specific zone for public open space is not essential at rezoning stage as open space areas are capable of being appropriately zoned at the completion of subdivision. Specific zoning for open space could unnecessarily reduce flexibility over the duration of subdivision and development stages.

Within the current NMIPS and the Draft LPS, public open space provisions within the Perth township including Perth Riverbank Reserve and the land on the northern side of Drummond Street including Sheepwash Creek is within the Open Space Zone. The use of the Open Space Zone for Public Open Space is consistent with the TPC Guidelines (p 25) and the Zone Purpose of the NMIPS:

19.1.1 Zone Purpose Statements

19.1.1.1 To provide land for open space purposes including for passive recreation and natural or landscape amenity.

The *Local Government (Building and Miscellaneous Provisions) Act 1993* (LGBMP) Division 8 requires that one-twentieth (5%) of the subdivision is reserved for public open space or paid as cash-in-lieu. The total balance of public open space proposed from the ODP and the Masterplan substantially exceeds requirements under LGBMP.

The NMIPS includes the Recreation and Open Space Code (refer section 5.2.7), for subdivision in zones that are appropriate to the site, including the General Residential and Local Business. However, the code is not applied in the SPP or Draft LPS. Subdivision standards within the zone standards of the SPP, particularly for the General Residential Zone provide minimal controls for design of an integrated open space network consistent with the RLUS, or in providing a 'green spine' connecting Sheepwash Creek to Perth Riverbank Reserve as identified in the PSP.

5.2 Codes

The following identifies the applicable Codes and the comparative standards of the SPP.

5.2.1 Bushfire Prone Areas Code

The subject site currently falls entirely within the definition of Bushfire Prone Land, as does much of the development on the northern side of Drummond Street. The Code applies to subdivision and use of the land hazardous or vulnerable uses. Vulnerable uses are inclusive of any aged care facilities. An assessment has been undertaken of the bushfire risk for the site as discussed in section 2.9.1. No application for Vulnerable Use or subdivision is being applied for at this stage, however the layout of the Development Concept Plan has been prepared in consideration of demonstrating detailed design of hazard management at permit application stage.

Mapping in the Draft LPS indicates that the entire site is subject to the standards of the Bushfire Prone Area Codes. This also applies to the first row of houses on the northern side of Drummond Street, and the neighbouring properties to the north east of the development site. Standards are consistent with existing standards of the code.

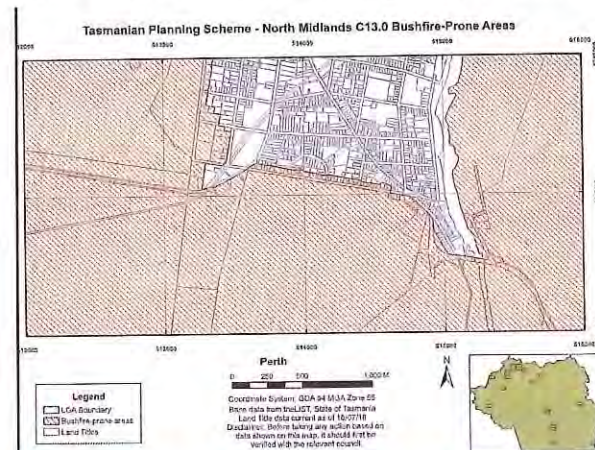


Figure 22 Draft LPS Bushfire-Prone Areas

Future use and development of the site in accordance with the standards of the Bushfire Prone Areas Code is likely to achieve improved outcomes for bushfire risk for the adjoining properties as they are most likely to have been constructed prior to current requirements for bushfire risk management.

5.2.2 Potentially Contaminated Land Code

The site has been used for grazing and cropping and does not appear to have been used for intensive agriculture or any other potentially contaminating activity. The Potentially Contaminated Land Code is not considered to be applicable to the site.

5.2.3 Road and Railway Assets Code

The Road and Railway Assets Code would apply to the development of new accesses for the subject site, and subdivision or sensitive use within 50m of the Midlands Highway.

Entry and exit from the site to and from the new highway to the south would not be supported. Traffic configuration of new vehicle accesses will need to demonstrate that they will not adversely affect the safety and efficiency of the road network, including providing safe sight distances.

An attenuation setback applies 50m from the Major Road, current mapping available on the LIST shows that this would be Drummond Street, however with the completion of the bypass consideration has only been given to the potential impacts from the Highway to the south.

The Draft LPS shows the bypass as Future Road, however this is now constructed and opened.

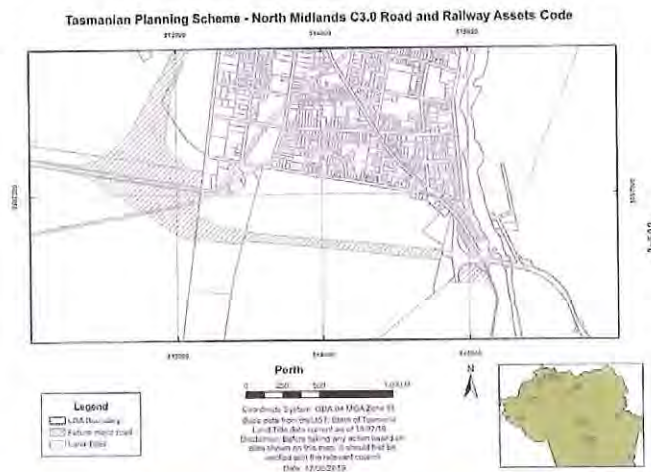


Figure 23 Draft LPS future major road

The Development Concept Plan illustrates how development of the site is capable of occurring without inclusion of any sensitive uses within the Attenuation setback. The configuration of roads and accesses within the plan has been prepared with respect to advice received during the preparation of the accompanying Traffic Impact Assessment (TIA) (refer Appendix F). The TIA assesses the ability for future use and development to occur consistent with best practice road safety and management practices and finds the following (p 20):

the rezoning of the Site is supported from a consideration of the road and traffic environment, with the subdivision development to include road design and management measures recommended in this report.

Recommendations for works have been included within the TIA, which are capable of being applied for as part of a future subdivision application.

5.2.4 Flood Prone Areas Code

The Flood Prone Areas Code applies to mapped areas or land subject to potential flooding at 1% AEP. Mapping is not included in the NMIPS, however Council has provided available mapping as per Figure 10 that indicates land in the north east corner of the site neighbouring Sheepwash Creek is susceptible to flooding.

The Draft LPS mapping for flood-prone areas does not include any mapped areas within the subject sites, however Sheepwash Creek on the eastern edge of the site is an extension of the mapped area. It can be assumed that the eastern edge of the site would be partially subject to flooding.

Use or development within flood prone areas would need to demonstrate that a tolerable level of risk is achievable, and for subdivision the building area should be able to be located outside of the flood-prone area.

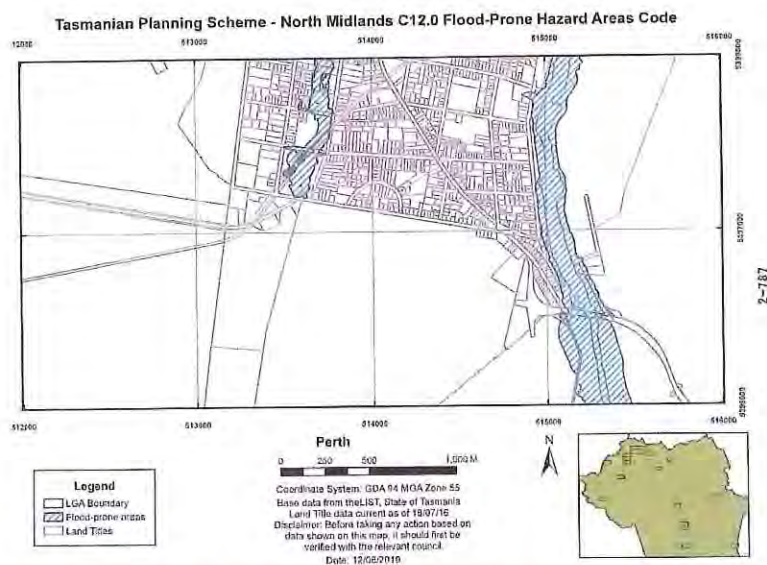


Figure 24 Draft LPS Flood Prone Areas Code

Future use and development of the subject site is considered capable of complying with standards of the scheme in relation to Flood Prone Areas, areas adjoining Sheepwash Creek would be appropriately located within the Open Space Zone to ensure long term management of potential flood risk.

5.2.5 Car Parking and Sustainable Transport Code

The requirements for the Car Parking and Sustainable Transport Code apply to all use and development of land. The detailed considerations of the code will apply at the stage of preparing a permit application for development.

Under the SPP the Code is called the Parking and Sustainable Transport Code. There are a number of changes between the NMIPS and the SPP. However, future use and development should be capable of being assessed consistent with either scheme.

The accompanying TIA (refer Appendix F) has been prepared in consideration of any adverse impacts on traffic circulation, safety or network efficiency of the surrounding area from the anticipated vehicles generated from the development. It is not considered necessary at this stage that any change to provisions relating to standards of the code are necessary.

5.2.6 Water Quality Code

The Water Quality Code applies to use and development within 50m of Sheepwash Creek on the western boundary of the site. The purpose of the code is as follows:

E9.1.1 The purpose of this provision is to:

- a) *consider the impacts of development to limit adverse effects on the following:*
 - i) *wetland and watercourse ecosystems; and*
 - ii) *flow regimes, water levels, biological activity and physical characteristics; and*
 - iii) *the variety of flora and fauna; and*

iv) the role of wetlands and watercourses for water supply, flood mitigation, environmental protection, water regulation and nutrient filtering, as resources for recreational activities and as attractive features in the landscape; and

b) improve the sustainable management of surface water through development.

There is no Water Quality Code within the Draft LPS Standards for management of watercourses have been included within the Natural Assets Code. Reviewing Sheepwash Creek with respect to Table C7.3 of the SPP it would be a Class 2 watercourse, generating a spatial extent of 30m, however within or adjoining zones including the Future Urban Zone the watercourse is considered as a Class 4, which generates 10m.

The Development Concept Plan has been prepared to ensure that future development be capable of accommodating the watercourse setback.

5.2.7 Recreation and Open Space Code

The Recreation and Open Space Code requires subdivision to meet the following requirements:

b) not unreasonably restrict public use of the land as a result of:

i) services, easements or utilities; and

ii) stormwater detention basins; and

iii) drainage or wetland areas; and

iv) vehicular access; and

c) be designed to:

i) provide a range of recreational settings and accommodate adequate facilities to meet the needs of the community, including car parking; and

ii) reasonably contribute to the pedestrian connectivity of the broader area; and

iii) be cost effective to maintain; and

iv) respond to the opportunities and constraints presented by the physical characteristics of the land to provide practically useable open space; and

v) provide for public safety through Crime Prevention Through Environmental Design principles; and

The Recreation and Open Space Code is not used within the Draft LPS or the TPS, and there are limited standards within the subdivision standards of the zone to implement design of open space. As discussed in section 5.1.6 there is a requirement for future subdivision to accommodate open space, and this would preferably be designed in accordance with the purpose of the Code.

The Development Concept Plan has been prepared to illustrate open space areas that are appropriate to the future subdivision of the site. The amendment is to provide a mechanism to ensure that open space is generally in accordance with those areas shown in the plan.

5.2.8 Environmental Impacts and Attenuation Code

The Development Concept Plan is unlikely to facilitate any activities listed in *Table E11.1 Attenuation Distances*. Advice from Council identified a concrete batching plant on the title to the west of the site, and a TasWater Pump Station on the northern boundary. It is understood from our client that the Concrete batching plant has been removed. Communications with

TasWater⁴ it is anticipated that the pump station is proposed to be relocated, but it is unclear where; they require a 30m buffer around the infrastructure. The Light Industrial Zoned land at 3-5 Drummond Street is currently used as a joinery workshop.

Under the NMIPS the Concrete Batching Plant would generate a 100m attenuation buffer, and a joinery is not listed. The TPS includes the Attenuation Code, which would have an attenuation area of 200m for the joinery workshop.

The existing joinery workshop is a pre-existing use that impacts on the amenity of the residential areas either side and with long term strategic planning undertaken. Controls within the attenuation code are sufficient to manage potential impacts should the use still continue to operate. The scheme does not allow for standards for management of the attenuation of pump stations. With uncertainty to the long term position of this infrastructure it is recommended that the amendment ensures flexibility so that a buffer is able to be allowed for at the time of making a subdivision application.

5.2.9 Local Historic Heritage Code

The Subject Site is not subject to the standards of the Local Historic Heritage Code, however it is located on the boundary of the Perth Historic Heritage Precinct. The precinct character is stated as follows:

3 PERTH HERITAGE PRECINCT CHARACTER STATEMENT

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

A Heritage Precinct Specific Area Plan has been included in the NMIPS to address the character of the precinct. The SAP is not included within the Draft LPS.

The subject site is not located directly fronting the main street of Perth, and Drummond Street has one heritage listed building. The site does not substantially contribute to the heritage character of the town and does not impact on the qualities of an existing heritage streetscape. It is not considered necessary to include specific standards in relation to heritage.

5.2.10 Other Codes

All codes were assessed and the following were found to be not applicable to the site; Landslip, Scenic Management, Biodiversity, and Airports Impact Management Code.

The Signs Code will be applicable to future development, however it is not anticipated to be relevant to an amendment for the site.

5.2.11 Specific Area Plan

No Specific Area Plans currently apply to the Subject Site, however there is a Heritage Precincts Specific Area Plan that applies in addition to the Historic Heritage Precinct of the Local Historic Heritage Code. The Heritage Precincts Specific Area Plan provides design

⁴ Phone Comms J. Taylor 9/6/20

controls that are to *'ensure that development makes a positive contribution to the streetscape within the Heritage Precincts'*.

As discussed in relation to the Local Historic Heritage Code, the future development of Drummond Street is capable of occurring without impact to the heritage precinct.

6. Intent of the planning scheme amendment

The intent of the proposed Planning Scheme Amendment is to enable future use and development of the subject land that is as far as is practicable consistent with the Regional Land Use Strategy (RLUS). The PSA has been drafted with respect to the standards of the NMIPS and SPP codes but does not necessitate any changes to these codes. The following is a summary of the key components of the amendment based on the findings of the site analysis, strategic planning assessment, and statutory planning assessment.

The technical detail is included within a separate document the *Planning Scheme Amendment* (PSA), this is to enable an iterative consultative approach to finalising the amendment. The PSA has been prepared with regard to the current and future scheme to allow for transition depending on the timeframes of the amendment.

6.1 Scheme changes

The proposed amendment has been prepared with respect to the current *Northern Midlands Interim Planning Scheme 2013*. As the change to the State Planning Provisions (SPP) is imminent an alternative drafting has also been provided which responds to the *Tasmanian Planning Scheme* (19 February 2020), and the *Draft Northern Midlands Local Provision Schedule* (LPS) from the Ordinary Council meeting (21 October 2019). If during the process of assessing the proposed amendment the SPP is declared for the municipality then assessment should continue in accordance with the transitional provisions of the Act and allow for amendments to the new scheme.

6.2 Zoning change

The existing Rural Resource Zone and Future Urban Zone under the LPS do not enable use and development consistent with zoning of the RLUS. Changes to the zone mapping are essential to facilitate use and development of the site consistent with strategic documents.

The existing scheme and future Tasmanian Planning Scheme have rationalised zoning to enable development controls that are consistent with the Zone Purposes. Where possible the standard zone use and development standards will be retained in order for consistency now and in the long term.

6.3 Residential expansion

The proposed PSA will facilitate future applications for subdivision and development predominantly for residential development. Future subdivision will provide more intensive and diverse development within walking distance of the identified Activity Centre of Perth at the junction of Drummond Street and Main Street.

The RLUS recommends the use of the Urban Mixed Use or Inner Residential Zone close to activity centres, however this zone is not used in Northern Midlands. The General Residential Zone has been proposed, with recognition of those standards that are able to be modified in accordance with *Planning Directive 4.1*. The amendment is to include consistent standards with the General Residential Zone, particularly for lot size and density of development.

6.4 Perth Activity Centre

The 'Market Circuit' area of the site is to be developed as an expansion of the Perth Activity Centre with the focus around the junction of Drummond Street and Main Street providing for the

identified shortfall of retail within Perth. The intents of the area most appropriately aligned with the purpose, use and development standards of either the Local Business Zone or the General Business Zone.

The Activity Centre hierarchy of the RLUS encourages the Perth commercial areas to be within the Local Business Zone. However, in order to be consistent with the adjoining commercial areas of Perth and the applicable Local Area Objectives the General Business Zone is proposed.

The key difference in the selection of the zone is the impact that a substantial tenancy may have on the Activity Centre Hierarchy. A retail limitation that would facilitate a small supermarket is proposed to facilitate use and development consistent with the hierarchy. Height standards have been revised with respect to changes in the TPS, and to enable efficient infill within the urban centre.

6.5 South Perth Specific Area Plan

A Specific Area Plan (SAP) is proposed for the site and is intended to also supplant the application of the Draft LPS Perth SAP to the site. The SAP would include controls as outlined below to provide greater certainty for future use and development consistent with the RLUS and the Development Concept Plan. There are a number of SAPs within other municipalities that are examples of how a SAP can be used to provide greater certainty of the future development for Council and the landowner.

6.5.1 Lot size

Lot sizes in the 'Central Precinct' will be increased to have a minimum size that is larger to enable a pattern of development consistent with an Inner Residential Zone, and the character of existing development within Perth.

6.5.2 Retail limitations

As discussed in relation to changes to the Commercial Zone, standards have been included with regard to the zone use standards of the SPP to limit tenancies on the site consistent with the retail hierarchy.

6.5.3 Open space

The inclusion of open space standards within the SAP will serve a number of purposes. Firstly, to provide public open space to meet the policy of the RLUS, and the more specific qualities of the PSP to assist in the delivery of a green spine between the South Esk River Reserve and Sheepwash Creek. Secondly, to accommodate options for stormwater detention consistent with water sensitive urban design principles. Lastly, to provide more robust urban design for the location of open space, in addition to the Recreation and Open Space Code of the NMIPS and as this code is to be removed under the SPP.

The area associated with Open Space would reduce the overall area zoned for development. The standards for Open Space enable confidence in stages of development that open space will be provided in accordance with the requirements of LGBMP. The inclusion of Open Space standards in the SAP enable a greater variety of use classes and development than a rezoning to a specific zone. The SAP enables for flexibility where changes to the final configuration of development result as a consequence of detailed design and construction. Should an Open Space zone be desired this can be considered after the sealing of final plans.

The area provided for the Open Space reduces the overall developable area of the General Residential Zone and the General Business Zone.

6.5.4 Road hierarchy

The inclusion of the road hierarchy will provide greater certainty to the pattern of future development of the site. The Traffic Impact Assessment demonstrates that development is capable of occurring consistent with codes related to safe and efficient transport networks, and that it can be achieved through staged development. Discretion is necessary for delivery of the road network where changes may occur to demand, infrastructure or other considerations.

The area provided for the road hierarchy reduces the overall developable area of the General Residential Zone and the General Business Zone..

6.5.5 Site services

The accompanying Services Infrastructure Assessment (refer Appendix G) has assessed the Development Concept Plan and identifies a number of options to enable connections of all lots to sewer, water and stormwater to be able to conform to the subdivision standards of both the NMIPS and the SPP. The recommendations of the assessment include the requirement for detention in an open space area on the western side of the site.

Subdivision standards of the SAP have been drafted so that any alternative layouts ensure that stormwater for the entirety of the subject site is not compromised. These standards do not override current standards for stormwater management and quality, but rather seek to reinforce them and integrate them with broader planning considerations. Performance Criteria of subdivision standards have flexibility to accommodate changes to services, including anticipated changes to the location of TasWater infrastructure for pump stations.

7. Legislative requirements

Planning reforms mean that the Tasmanian Planning Commission is currently considering the Northern Midlands Local Provision Schedule (Draft LPS) for inclusion within the State-wide Planning Scheme (SPPs) before they are adopted. Until the Draft LPS are finalised the *Northern Midlands Interim Planning Scheme 2015* (NMIPS) applies and an amendment would be required to be prepared in accordance with the *Savings and Transitional Provisions* of the *Land Use Planning and Approvals Act 1993* (LUPAA).

7.1 Requirements of LUPAA

The application is for an amendment to the subject site in accordance with the former S.33 provisions of LUPAA.

32. Requirements for preparation of amendments

(1) A draft amendment of a planning scheme, and an amendment of a planning scheme, in the opinion of the relevant decision-maker within the meaning of section 20(2A) –

(a)

(b)

(c)

(d)

(e) must, as far as practicable, avoid the potential for land use conflicts with use and development permissible under the planning scheme applying to the adjacent area; and

(ea) must not conflict with the requirements of section 300 ; and

(f) must have regard to the impact that the use and development permissible under the amendment will have on the use and development of the region as an entity in environmental, economic and social terms.

(2) The provisions of section 20 (2) , (3) , (4) , (5) , (6) , (7) , (8) and (9) apply to the amendment of a planning scheme in the same manner as they apply to planning schemes.

7.1.1 Land use conflicts

As per section 32.(e) above, use and development should avoid the potential for land use conflict with the adjacent area.

Response:

Residential development adjoining the Midlands Highway has the potential to conflict with the operation of the critical infrastructure. The proposed amendment includes a setback adjoining the road for open space, consistent with the permitted 50m setback of the Road and Railway Assets Code to minimise the potential for conflict between the infrastructure and future residential development.

There is an existing land use conflict between the joinery at 3-5 Drummond Street and the neighbouring residential uses. The subject site has been endorsed by Council for residential use regardless of the potential for conflict. The amendment has included land within the attenuation area in the General Business Zone so that it can facilitate activities that are not