

Received  
19/09/2023

---

However, Northern Midlands Council have requested general comments concerning the proposed arrangements with regards to traffic generally and this reports provides some assessment of these items for information purposes and to further inform design development and engineering review.

## 7. General Comments

General consideration of the proposal for traffic safety and service has been undertaken, with comments as follows on some particular aspects considered.

*Note at the development plan stage the comments are general in nature, and no assessment has been undertaken using specific dimensions for lane widths or median strips, final sight distances, turning templates, and the like, as these items are likely required to be provided as part of detailed design documentation and certification by RARE as designers, and once survey and site details are confirmed prior to formal engineering design approval by NMC and/or DSG, as Road Authorities.*

### 1) Traffic Efficiency / Service

Existing traffic in the street in the author's experience currently operates satisfactorily with significant capacity available based on reduction of traffic numbers (post Perth Bypass), and generally under the new functional level the street should be considered where possible to operate as a low-speed environment.

The street works proposed do not appear to impact on traffic service or provide for any change in traffic volumes in the street, and on this basis traffic efficiency is not considered to be adversely impacted by the proposal.

### 2) Traffic Safety

As a low-speed environment, the proposal to install various means of traffic calming including median strips, revised junction geometry and kerb outstands in general is a sound approach to ensure low vehicle speeds in areas of high pedestrian traffic especially those less mobile or children and the aged.

The proposal provides appropriate traffic calming in a general sense, and with additional pedestrian crossing and refuge opportunities presented by the revised kerb lines and traffic alignment changes to reduce road width and crossing lengths.

Consideration of dedicated additional pedestrian crossing points at potential desire lines such as outside those listed below in specific comments list may be considered at detailed design stage, but in general the proposed crossing locations and arrangements provide improvement on current existing.

---

*Traffic Comments – Proposed Street Improvements, Main St, PERTH, Tasmania*

Received  
19/09/2023

---

Existing property accesses in Main Street appear not to be significantly impacted by the proposal, however turning movements from driveways should be reviewed individually either through design phase or at time of site set out, and in consultation with landowners. In general the kerb alignment and traffic islands appear to be cognisant of driveway locations and nominate changes where required as part of the project.

Landscaping and individual trees where noted on plans currently appear to provide access to the majority of properties directly to the immediate lane or cross lane with appropriate spacing for such movements.

Sight distance for each access and junction should be confirmed at each location during detailed design. Note that broken visibility due to tree trunks, power poles or parked cars (as currently exists in the street) is acceptable under these circumstances, and provided tree canopy for larger/mature trees is kept approx. above 2m or trees are narrow, such new trees as part of landscaping works should provide no significant sight distance issues if appropriately spaced and sensible species are used.

### **3) Parking / Road Width**

Current parking in Main Street is free range in general, with limited line marking to delineate parking (although width exists for roadside parking). Some timed parking zones are indicated via signage which exist towards the shopping precinct and to the Southern zones near to police station and approaching Drummond Street.

It is assumed that few changes are proposed to current parking arrangements in these zones (where not impacted by revised crossings and kerb outstands) and consideration of marking these zones on the plans with line marking and signage requirements is updated.

Current street width is up to approx. 12.5-13m typically, which provides capacity for two single vehicle lanes and a 2.5m approx. width parking zone included either side as plans indicate. Parking can likely be maintained as currently available, with some opportunity for line-marking/delineation if desired as part of detailed design, to ensure parking zones comply with Australian Standard requirements. *Note turning paths for cross-lane vehicles should be considered at detailed design for nominating any parking exclusion zones. This may require increasing no parking zones in some localized areas, or providing fewer crossing opportunities/more raised medians. Detailed design layout will confirm this and provide options following turning path checks by designers.*

### **4) Vehicle Movements/Turning Paths**

Landscaping/tree locations, raised medians and other kerb lines should be checked against typical vehicle movements and turning paths at time of detailed design to

---

*Traffic Comments – Proposed Street Improvements, Main St, PERTH, Tasmania*

Received  
19/09/2023

ensure that typical vehicles can efficiently access each property, and manoeuvre appropriately in the street.

In general, at concept plan stage, this appears generally achievable where detailed for some intersections listed on plans, but should be checked specifically at property accesses as well as all other junctions, and those listed for further review (see below).

*NOTE - Heavy vehicles should not have to cross to the wrong side of the road in junction movements – this is for example noted as a proposed movement at Frederick/Fairtlough junctions but is not considered suitable. Alternatives should be considered with modifications to the junction geometry, or where not achievable consideration of installing turn-limiting signage (“No right turn by heavy vehicles” etc).*

#### **5) Medians & tree selection**

Consideration be given to planting trees that have an elevated canopy so that visibility of crossing pedestrians and vehicles using designate turning points can be maximised, with clearance of foliage above trunk up to the height of around 2m plus where possible, or at juvenile stages are suitably narrow/constrained.

#### **6) Pedestrian impacts / Crossing points**

Various details around pedestrian zones and crossing, and links to existing footpaths/crossings are shown in plans and in the main these align to upgrades of existing and general improvements.

Some additional specific items are considered worthy of further review, including design of crossings with regards to signage and line marking, and specifically to consider upgrade of school crossing to meet typical Australian Standard requirements (and consider noting current arrangements for crossing supervision and signage/time restrictions etc).

Some desire lines from existing footpath alignments and at street junctions are likely to remain, and it could be considered appropriate to formalize preferred pedestrian paths and nominate installation of possible barriers/fencing to ensure such non-preferred desire lines are not used informally compromising safety. (Some areas of interest are noted in specific comments below at specific locations).

Detailed design should incorporate pram/pedestrian crossings links as shown and consideration of tactile pavers or other delineation for DDA compliance. These are suggested at all junctions for existing and proposed pedestrian crossings, as well as likely desire line points for street crossings where not close to street corners – any specific locations considered high visitation sites where cross street parking'/footpaths may justify a dedicated crossing point.

---

*Traffic Comments – Proposed Street Improvements, Main St, PERTH, Tasmania*

Received  
19/09/2023

Such pedestrian crossings should consider sight distance for vehicles being obscured by tree trunks, bins, etc. to safely identify a pedestrian located at the crossing (such checks can be undertaken at time of detailed design to determine final asset locations/size etc)..

**Some specific comments on design drawing elements (Design plans RARE, ATTACHMENT 1) are noted, and it is recommended that in detailed design phase the items below should be suitably addressed and re-submitted for comment by Council technical representative(s) (and traffic specialist if required) as part of formal engineering design review:**

1. Speed zones to be confirmed and noted
2. Any shared zones considered and marked (noting Cycle lane markings are nominally included), including signage identified and noted
3. Centrelines and additional line marking shown more clearly on design plans (including parking/no parking delineations)
4. Parking zones and signage to be shown (commercial zones especially, timed parking zones – assume all remain same?)
5. Landscaped areas – noting types of plantings (elevated canopy/narrow trunk style trees for visibility near crossings and junctions) and checks on limitations to sight distance pedestrian and vehicles at time of final design and installation.
6. Lighting plan and layout considered.
7. Truck turning templates require vehicles remaining on correct side of road, or otherwise restrictions on turning movements to avoid (by signage etc) – refer junctions to acute angles especially.
8. Consideration barriers/fencing to confirm pedestrian crossing desire lines, e.g. C401 dwg, identified and located
9. Consider bollards at high pedestrian crossing zones with potential for interaction with vehicles – e.g. C401 dwg, identified and located
10. Road widths where varied from IPWEA requirements (LGAT-IPWEA drawings) may require GM Delegated approval, generally appear reasonable but should be confirmed - may require formal approval of variations
11. Consideration additional traffic islands for junctions Frederick St x 2 (Central separation islands at junction, and outstand at NW corner – DwgC403
12. Consider lighting details for main pedestrian crossing Anzac Park. School Crossing TBC. Signage/markings etc. shown, or otherwise nominated. Increased detail on these items is suggested required – major crossing point with vulnerable road users. Speed zone may be 40km/hr through this shopping/shared zone or other pedestrian zone nomination TBC

---

*Traffic Comments – Proposed Street Improvements, Main St, PERTH, Tasmania*

Received  
19/09/2023

- 
13. C403 – pedestrian crossing not avail for Scone Street junctions (E-W) – how best will the design discourage inappropriate crossing/desire lines? Fencing may be considered – identify and locations
  14. C403 – Additional kerb outstand /island considered at Frederick St West side in main street – outside car showroom. Check turning paths if so.
  15. C403 – turning templates HV – check and review restrictions if required at all junctions – currently these as shown may not demonstrate to maintain HV on correct side of road at all times (turning restrictions may be required – note and locate signage if so)
  16. Scone Street East – Suggestion this could best be handled by closing this section of street at Main Street junction, and making this a dead end from Frederick. Assists with making this entire zone more pedestrian friendly and removes additional crossing point not otherwise required.
  17. C404 - lighting and line marking at Main Street crossing to be considered further. Please detail.
  18. C404 – Various parking zones and timing to be noted. Speed zone remains 50? 40? Other? TBC
  19. General review of driveways needed for visibility of pedestrians AS2890 – min 2m sight distance from driveway where cars exiting against fence line footpath. Undertake as part of detailed design phase.
  20. C405 – Bus stop line marking and treatment? Delineation and pedestrian access, check DDA compliance waiting zone and access to bus door entry area, tactile pavers etc. TBC.
  21. C405 – 1hr parking noted to South on this sheet West side road – will this be maintained? Signage? Check car spaces suit between plantings/trees
  22. C406 – Old punt road – HV turning templates. Limit turn movements if unable to stay on correct side of road (require signage - identify and location) or modify geometry
  23. C406 – Barriers/bollards consider for corner Main Street and Drummond landscaped corner – identify and locate.
  24. C407 – Key requirement to remove some vegetation on drawing to the south on West side of road, to maintain suitable sight distance from last driveway – refer landscape plan updates TBC.
  25. C409 – Footpath exposed aggregate exists on the Scone Street coming off Drummond St, all the way back to Main street – Western side of road. Consider this linkage as part of design detail pedestrians
  26. C409 – Caution noted with sight distance maintenance for pedestrian crossing Scone, from vehicles to West on Drummond. Detailed design phase check required.
  27. Consideration of nominating linkages and crossings for bicycle infrastructure / shared path assets – reference to existing or future potential bike path crossings for Breadalbane to Longford bike path links and/or local pathway networks. Bicycle parking assets to be considered for inclusion at shopping

---

*Traffic Comments – Proposed Street Improvements, Main St, PERTH, Tasmania*

Received  
19/09/2023

---

zone and other pertinent sites. Noting cycle lanes preliminary included in Rev B plans. Further review at Detailed Design phase.

## 8. Conclusion

A general traffic review commenting on the likely suitability of proposed street improvement works in Main Street, Perth indicates that on the whole the preliminary design detail proposed for traffic calming and improvements to street amenity (Noted through RARE design plans 221032-C-DA - 23-09-05) appears sound in principle and provides significant potential for safety and amenity improvements, in keeping with the revised function of this road (now it is no longer effectively part of the State/National highway network but rather a local service zone link).

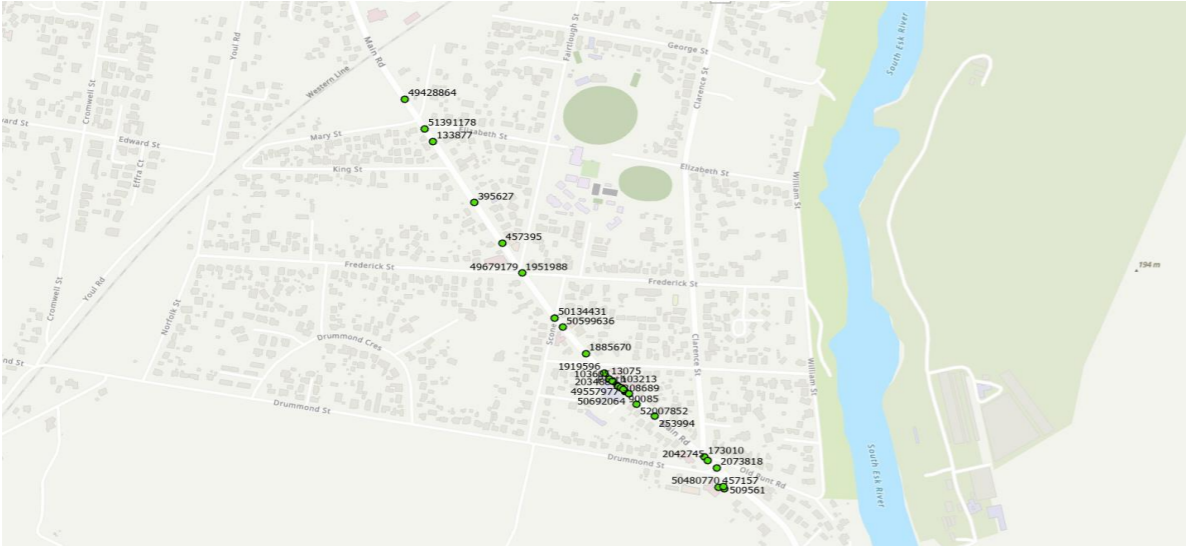
Provided consideration is given to the suggestions and comments outlined in this report (particularly Section 7 items) during the detailed design phase where formal engineering design review will be undertaken by Northern Midlands Council, the street upgrade works as proposed in the RARE concept layout are not anticipated to impact adversely on traffic safety and service for the road link., once identified issues are suitably resolved to Council / road authority satisfaction.

**Andrew Howell**

---

*Traffic Comments – Proposed Street Improvements, Main St, PERTH, Tasmania*

VCRN	UNIT_TYPE	DESCRIPTION	CRASH_DATE	CRASH_TIME	REPORT_DAT	SEVERITY	VISITED	SURFACE_TY	LIGHT_COND	CENTRE_LIN	SPEED_ZONE	LOCATION_D	ID_2	Date2	Latitude	Longitude	KT
13000413	LV; LV	160 - Parked	24-APR-2013	05:55	24/04/2013	Property Damage Only	No	Sealed	Darkness (with street light)	Single broken	050	Main Road, Perth, Northern Midlands	13075	24/04/2013	-41.57677155000	147.17442062000	
13001752	LV; LV; LV	132 - Vehicles in same lane/ right rear	10-JUL-2013	11:45	10/07/2013	Property Damage Only	No	Sealed	Daylight	Single broken	060	Main Road, Perth, Northern Midlands	90085	10/07/2013	-41.57701969000	147.17478415000	
13002130	HV; LV; LV	130 - Vehicles in same lane/ rear end	02-AUG-2013	11:50	2/08/2013	Property Damage Only	Yes	Sealed	Daylight	Single broken	050	Main Road, Perth, Northern Midlands	103213	2/08/2013	-41.57690412000	147.17461483000	
13002149	LV; LV; LV	142 - Leaving parking	03-AUG-2013	09:05	3/08/2013	Property Damage Only	Yes	Sealed	Daylight	Single broken	050	Main Road, Perth, Northern Midlands	103605	3/08/2013	-41.57682539000	147.17449946000	
13003219	LV; LV	140 - U turn	06-OCT-2013	17:50	6/10/2013	Property Damage Only	Yes	Sealed	Daylight	Single broken	060	Main Road, Perth, Northern Midlands	133877	6/10/2013	-41.57221011000	147.17035989000	
13004414	MC; LV	121 - Right through	14-DEC-2014	22:04	15/12/2014	Fatal	Yes	Sealed	Darkness (with street light)	Single broken	050	Intersection of Clarence Street and Main Road and Old Punt Road, Perth, Northern Midlands	173010	14/12/2013	-41.57827910000	147.17661260000	
14001733	LV; LV; LV	160 - Parked	02-APR-2014	10:30	2/04/2014	First Aid	Yes	Sealed	Daylight	Single broken	050	Main Road, Perth, Northern Midlands	253994	2/04/2014	-41.57749647000	147.17548311000	
14002872	LV; LV	142 - Leaving parking	01-JUN-2014	14:30	2/06/2014	Property Damage Only	No	Sealed	Daylight	Double - one broken, one continuous	060	Main Road, Perth, Northern Midlands	308689	1/06/2014	-41.57691562000	147.17463165000	
14004747	LV; LV	160 - Parked	19-SEP-2014	13:45	19/09/2014	Minor	Yes	Sealed	Daylight	Single broken	050	Main Road, Perth, Northern Midlands	395627	19/09/2014	-41.57338452000	147.17130962000	
14006067	MC; LV	149 - Other maneuvering	06-DEC-2014	09:58	7/12/2014	Property Damage Only	Yes	Sealed	Daylight	None	<40	Off road at Perth, Northern Midlands	457157	6/12/2014	-41.57885640000	147.17695102000	
14006075	LV; LV	147 - Emerging from driveway or lane	07-DEC-2014	12:51	7/12/2014	Property Damage Only	Yes	Sealed	Daylight	Single broken	060	Main Road, Perth, Northern Midlands	457395	7/12/2014	-41.57416774000	147.17195235000	
15000512	OT; LV	149 - Other maneuvering	27-JAN-2015	13:10	28/01/2015	Property Damage Only	No	Sealed	Daylight	None	<40	Off road at Perth, Northern Midlands	509561	27/01/2015	-41.57889177000	147.17708199000	
16001594	LV; LV	132 - Vehicles in same lane/ right rear	24-MAR-2016	18:01	24/03/2016	Property Damage Only	Yes	Sealed	Daylight	None	050	Main Road, Perth, Northern Midlands	1551046	24/03/2016	-41.57694407000	147.17470178000	
16003914	LV; LV	142 - Leaving parking	30-JUL-2016	12:15	30/07/2016	Property Damage Only	Yes	Sealed	Daylight	Single broken	050	Main Road, Perth, Northern Midlands	1885670	30/07/2016	-41.57628904000	147.17388180000	
16005086	LV; LV	140 - U turn	04-OCT-2016	16:50	5/10/2016	Property Damage Only	Yes	Sealed	Daylight	Single broken	050	Main Road, Perth, Northern Midlands	1919596	4/10/2016	-41.57665860000	147.17430372000	
16005782	LV; LV	110 - Cross traffic	10-NOV-2016	16:41	10/11/2016	Minor	Yes	Sealed	Daylight	None	050	Intersection of Frederick Street and Main Road, Perth, Northern Midlands	191988	10/11/2016	-41.57474064000	147.17241028000	
17002120	LV; PE	109 - Other pedestrian	17-APR-2017	18:00	20/04/2017	Property Damage Only	No	Sealed	Dawn / Dusk	Single broken	050	Main Road, Perth, Northern Midlands	2034882	17/04/2017	-41.57694209000	147.17469902000	
17002493	MC	174 - Out of control on carriageway	03-MAY-2017	07:55	10/05/2017	Property Damage Only	No	Sealed	Daylight	None	050	Main Road, Perth, Northern Midlands	2042745	3/05/2017	-41.57834156000	147.17670178000	
17003938	LV; LV	132 - Vehicles in same lane/ right rear	27-JUL-2017	07:55	27/07/2017	Minor	Yes	Sealed	Daylight	Single broken	060	Intersection of Drummond Street and Main Road, Perth, Northern Midlands	2073818	27/07/2017	-41.57848671000	147.17690934000	
18004116	LV; HV	146 - Reversing into fixed object or parked vehicle	24-JUL-2018	10:30	24/07/2018	Property Damage Only	No	Sealed	Daylight	Not known	060	Main Road, Perth, Northern Midlands	4942864	24/07/2018	-41.57139069000	147.16970452000	
18004840	LV; LV	149 - Other maneuvering	29-AUG-2018	15:00	29/08/2018	Property Damage Only	No	Sealed	Daylight	Single broken	Not known	Main Road, Perth, Northern Midlands	4955797	29/08/2018	-41.57698865000	147.17476560000	
18006489	LV; LV	111 - Right far	25-NOV-2018	16:30	25/11/2018	Property Damage Only	Yes	Sealed	Daylight	Single broken	050	Intersection of Frederick Street and Main Road, Perth, Northern Midlands	49679179	25/11/2018	-41.57474064000	147.17241028000	
19004153	LV; LV	116 - Left near	12-JUL-2019	14:25	12/07/2019	Property Damage Only	Yes	Sealed	Daylight	Single broken	060	Intersection of Main Road and Scone Street, Perth, Northern Midlands	50134431	12/07/2019	-41.57560241000	147.17316600000	
20000422	LV; LV	149 - Other maneuvering	17-JAN-2020	12:45	22/01/2020	Property Damage Only	Yes	Sealed	Daylight	None	<40	Off road at Perth, Northern Midlands	50480770	17/01/2020	-41.57885291000	147.17705141000	
20001341	LV; LV	163 - Vehicle door	03-MAR-2020	13:40	3/03/2020	Property Damage Only	No	Sealed	Daylight	Single broken	050	Main Road, Perth, Northern Midlands	50599636	3/03/2020	-41.57578461000	147.17335302000	
20003094	LV; LV	149 - Other maneuvering	25-JUN-2020	16:40	25/06/2020	Property Damage Only	Yes	Sealed	Daylight	Single broken	050	Main Road, Perth, Northern Midlands	50692064	25/06/2020	-41.57706864000	147.17488001000	
21005783	LV; LV	130 - Vehicles in same lane/ rear end	12-SEP-2021	09:50	12/09/2021	Minor	Yes	Sealed	Daylight	Single broken	060	Main Road, Perth, Northern Midlands	51391178	12/09/2021	-41.57196063000	147.17016190000	
22003271	LV; LV	169 - Other on path	08-JUN-2022	16:02	9/06/2022	Property Damage Only	No	Sealed	Daylight	Single broken	060	Main Road, Perth, Northern Midlands	51696763	8/06/2022	-41.57697822000	147.17475070000	
23003207	LV	-	28-MAY-2023	12:00	28/05/2023	Property Damage Only	Yes	Sealed	Not known	Single broken	050	Main Road, Perth, Northern Midlands	52007852	28/05/2023	-41.57726043000	147.17504895000	



**\*Important disclaimer and agreed terms of use\***  
 "Information" includes all the material provided to you of your request in whatever format and including reports, data, plans and maps. In requesting the information, you have accepted all risk in relation to your use of that information and in particular, accept the information is provided subject to the following terms and conditions:  
 1. You acknowledge the nature and extent of risk that might arise out of your use of the information and accept and agree to use the information entirely at your own risk.  
 2. The information does not constitute the rendering of legal, professional or other advice or services by the Crown or any of its employees or agents.  
 3. Provision of the information is not a substitute for seeking appropriate professional advice with respect to the information or its use.  
 4. The information may not be accurate or complete.  
 5. The information may be out of date.  
 6. Your obligation to comply with any legislation or standards is not affected or limited by reliance upon the information.  
 7. The Crown does not give any warranty about the accuracy, completeness or relevance to the user's purpose of the contents of the information.  
 8. The Crown does not accept any liability to any person however arising (including, without limitation, liability for negligence) for any loss in connection with or arising out of any use of or reliance upon the information.



## Submission to Planning Authority Notice

<b>Council Planning Permit No.</b>	PLN23-0169	<b>Council notice date</b>	22/09/2023
<b>TasWater details</b>			
<b>TasWater Reference No.</b>	TWDA 2023/01333-NMC	<b>Date of response</b>	28/09/2023
<b>TasWater Contact</b>	Phil Papps	<b>Phone No.</b>	0474 931 272
<b>Response issued to</b>			
<b>Council name</b>	NORTHERN MIDLANDS COUNCIL		
<b>Contact details</b>	Planning@nmc.tas.gov.au		
<b>Development details</b>			
<b>Address</b>	53B MAIN RD, PERTH	<b>Property ID (PID)</b>	1821716
<b>Description of development</b>	Redevelopment - Perth Streetscape/Roadworks Project (Heritage Precinct)		
<b>Schedule of drawings/documents</b>			
<b>Prepared by</b>	<b>Drawing/document No.</b>	<b>Revision No.</b>	<b>Date of Issue</b>
Lange Design	Concept Plans Shts 1-6	A	30/08/2023
rare	Civil Plans C400-408, 501-508	A	31/08/2023
<b>Conditions</b>			
Pursuant to the <i>Water and Sewerage Industry Act 2008 (TAS)</i> Section 56P(1) TasWater imposes the following conditions on the permit for this application:			
<b>TASWATER INFRASTRUCTURE WORKS</b>			
<ol style="list-style-type: none"> <li>1. In the event the proposed development works require alteration to TasWater infrastructure to ensure suitable clearances and protective cover is maintained conditions 2 - 11 will apply where applicable.</li> <li>2. Prior to applying for a Permit to Construct new TasWater infrastructure the developer must obtain Engineering Design Approval from TasWater. The application for Engineering Design Approval must include engineering design plans prepared by a suitably qualified person to TasWater's satisfaction.</li> <li>3. Prior to works commencing, a Permit to Construct must be applied for and issued by TasWater. All infrastructure works must be inspected by TasWater and be to TasWater's satisfaction.</li> <li>4. In addition to any other conditions in this permit, all works must be constructed under the supervision of a suitably qualified person in accordance with TasWater's requirements.</li> <li>5. Prior to the issue of a Certificate of Water and Sewerage Compliance (Building and/or Plumbing) all additions, extensions, alterations or upgrades to TasWater's water and sewerage infrastructure are to be completed at the expense of the developer to the satisfaction of TasWater, with live connections performed by TasWater.</li> <li>6. After testing, to TasWater's requirements, of newly created works, the developer must apply to TasWater for connection of these works to existing TasWater infrastructure, at the developer's cost.</li> <li>7. At practical completion of any water and/or sewerage works the developer must obtain a Certificate of Practical Completion from TasWater for the works that will be transferred to TasWater. To obtain a Certificate of Practical Completion: <ol style="list-style-type: none"> <li>a. Written confirmation from the supervising suitably qualified person certifying that the works have been constructed in accordance with the TasWater approved plans and</li> </ol> </li> </ol>			





specifications and that the appropriate level of workmanship has been achieved.

- b. A request for a joint on-site inspection with TasWater’s authorised representative must be made.
- c. Work As Constructed drawings and documentation must be prepared by a suitably qualified person to TasWater’s satisfaction and forwarded to TasWater.

Upon TasWater issuing a Certificate of Practical Completion, the newly constructed infrastructure is deemed to have transferred to TasWater.

- 8. After the Certificate of Practical Completion has been issued, a 12-month defects liability period applies to this infrastructure. During this period all defects must be rectified at the developer’s cost and to the satisfaction of TasWater. A further 12-month defects liability period may be applied to defects after rectification. TasWater may, at its discretion, undertake rectification of any defects at the developer’s cost. Upon completion, of the defects liability period the developer must request TasWater to issue a “Certificate of Final Acceptance”. TasWater will release any security held for the defect’s liability period.
- 9. The developer must take all precautions to protect existing TasWater infrastructure. Any damage caused to existing TasWater infrastructure during the construction period must be promptly reported to TasWater and repaired by TasWater at the developer’s cost.
- 10. Ground levels over the TasWater assets and/or easements must not be altered without the written approval of TasWater.
- 11. If applicable a construction management plan must be submitted with the application for TasWater Engineering Design Approval. The construction management plan must detail how the new TasWater infrastructure will be constructed while maintaining current levels of services provided by TasWater to the community. The construction plan must also include a risk assessment and contingency plans covering major risks to TasWater during any works. The construction plan must be to the satisfaction of TasWater prior to TasWater’s Engineering Design Approval being issued

**TREES**

- 12. Trees located within two metres of TasWater infrastructure or a distance equal to the radius of the spread of the tree’s canopy must be contained within a suitable root barrier system to mitigate any potential damage to TasWater pipes caused by possible root intrusion into the pipe trench.

**DEVELOPMENT ASSESSMENT FEES**

- 13. The applicant or landowner as the case may be, must pay a development assessment fee of \$234.64 to TasWater, as approved by the Economic Regulator and the fee will be indexed, until the date paid to TasWater. The payment is required within 30 days of the issue of an invoice by TasWater.

**Advice**

**General**

For information on TasWater development standards, please visit <https://www.taswater.com.au/building-and-development/technical-standards>

**Declaration**

The drawings/documents and conditions stated above constitute TasWater’s Submission to Planning Authority Notice.

**TasWater Contact Details**

Phone	13 6992	Email	development@taswater.com.au
Mail	GPO Box 1393 Hobart TAS 7001	Web	www.taswater.com.au



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-23-0199  
THC WORKS REF: #8273  
REGISTERED PLACE NO: #5228  
FILE NO: 10-91-88 THC  
APPLICANT: Northern Midlands Council  
DATE THC RECEIVED: 22 September 2023  
DATE OF THIS NOTICE: 26 September 2023

## NOTICE OF NO INTEREST

*(Historic Cultural Heritage Act 1995)*

The Place: Main Road (between Mary Street and Old Bridge Road).  
THR Place Ref: Perth War Memorial, 55A Main Road, Perth.  
Proposed Works: Perth Streetscape/Roadworks Project with minor works into Little Mulgrave St, Mary St, Elizabeth St, King St, Fairtlough St, Frederick St, Scone St, Talisker St, Clarence St, Drummond St, Old Punt Rd & Old Bridge Rd.

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 what is applied for is not 'heritage works' as defined in s32 of the Act.

The streetscape works are located within the State Road Casement.

The application does not describe any heritage works being located within a part of a place that is subject to provision of the *Historic Cultural Heritage Act 1995*.

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

A handwritten signature in black ink, appearing to read "Chris Bonner", with a stylized flourish at the end.

Chris Bonner  
**Regional Heritage Advisor – Heritage Tasmania**  
*Under delegation of the Tasmanian Heritage Council*

## Rosemary Jones

---

**From:** Hills, Garry <Garry.Hills@stategrowth.tas.gov.au>  
**Sent:** Monday, 9 October 2023 3:54 PM  
**To:** NMC Planning  
**Subject:** RE: Referral-DSG - Planning application PLN23-0169 - Main Street Perth Streetscape

Our Ref: D23/236856

Hello Sylvia – thank you for the referral of the above planning application

The department have no objection to the proposal

Noting that there is service and road construction works proposed within the State road reservation, we request Council provide the following condition and note on any planning permit issued:

- Prior to commencement of the use, plans showing all service works (drainage, sewer, water, power, and communications etc) and general construction works to be undertaken in the road reservation must be submitted to the Department of State Growth for review and acceptance as part of applications for service works and general works permits, see Note 1

NOTE 1: A valid works permit is required for all works undertaken in the State road (Main 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/service\\_works\\_gas\\_water\\_electricity](http://www.transport.tas.gov.au/roads_and_traffic_management/permits_and_bookings/service_works_gas_water_electricity) for relevant underground service works and; [www.transport.tas.gov.au/road\\_permits/permits\\_and\\_bookings/general\\_works\\_pathways\\_street\\_underpass](http://www.transport.tas.gov.au/road_permits/permits_and_bookings/general_works_pathways_street_underpass) for all other related works. 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 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 | Department of State Growth  
GPO Box 536, Hobart TAS 7001  
Phone: (03) 6777 1940  
[www.stategrowth.tas.gov.au](http://www.stategrowth.tas.gov.au)

Courage to make a difference through  
**TEAMWORK | INTEGRITY | RESPECT | EXCELLENCE**

---

**From:** NMC Planning <planning@nmc.tas.gov.au>  
**Sent:** Friday, 22 September 2023 12:02 PM  
**To:** Development <Development@stategrowth.tas.gov.au>  
**Subject:** Referral-DSG - Planning application PLN23-0169 - Main Street Perth Streetscape

Good Afternoon

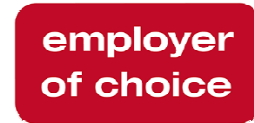
Please see referral for your action.

Kind regards

*Sylvia Goldspink*



| Northern Midlands Council  
Council Office, 13 Smith Street (PO Box 156), Longford Tasmania 7301  
T: (03) 6397 7303 | F: (03) 6397 7331  
E: | W: [www.northernmidlands.tas.gov.au](http://www.northernmidlands.tas.gov.au)



### **Northern Midlands Council Confidentiality Notice and Disclaimer:**

The information in this transmission, including attachments, may be confidential (and/or protected by legal professional privilege), and is intended only for the person or persons to whom it is addressed. If you are not such a person, you are warned that any disclosure, copying or dissemination of the information is unauthorised. If you have received the transmission in error, please advise this office by return email and delete all copies of the transmission, and any attachments, from your records. No liability is accepted for unauthorised use of the information contained in this transmission. Any content of this message and its attachments that does not relate to the official business of the Northern Midlands Council must be taken not to have been sent or endorsed by it or its officers unless expressly stated to the contrary. No warranty is made that the email or attachment(s) are free from computer viruses or other defects.

---

#### CONFIDENTIALITY NOTICE AND DISCLAIMER

The information in this transmission may be confidential and/or protected by legal professional privilege, and is intended only for the person or persons to whom it is addressed. If you are not such a person, you are warned that any disclosure, copying or dissemination of the information is unauthorised. If you have received the transmission in error, please immediately contact this office by telephone, fax or email, to inform us of the error and to enable arrangements to be made for the destruction of the transmission, or its return at our cost. No liability is accepted for any unauthorised use of the information contained in this transmission.

## Department of State Growth

Salamanca Building Parliament Square  
4 Salamanca Place, Hobart TAS  
GPO Box 536, Hobart TAS 7001 Australia  
Ph: 0418 125 897  
Email [ian.booth@stategrowth.tas.gov.au](mailto:ian.booth@stategrowth.tas.gov.au) Web [www.stategrowth.tas.gov.au](http://www.stategrowth.tas.gov.au)



Permit No. NEW33-22

Mr Des Jennings  
General Manager  
Northern Midlands Council  
PO Box 156  
LONGFORD TAS 7301  
[council@nmc.tas.gov.au](mailto:council@nmc.tas.gov.au)

Mr Jonathan Galbraith  
Engineering Officer  
Northern Midlands Council  
Email: [Jonathan.galbraith@nmc.tas.gov.au](mailto:Jonathan.galbraith@nmc.tas.gov.au)

Dear Mr Jennings

This permit authorises **Northern Midlands Council or agent** to carry out works within the State road reservation, as set out below, subject to the requirements of the *Roads and Jetties Act 1935* section 16 and conditions specified in this permit.

### **CONTACT DETAILS**

Department Contact: Ian Booth – Phone:

Northern Midlands Council: Jonathan Galbraith – Phone:

### **LOCATION OF WORKS**

The areas in blue within the attached:

- Schedule 2 – Annexure A – Overview Maps – Perth Roads Deed of Transfer
- Schedule 2 – Annexure B – Intersection Maps (All) – Perth Roads Deed of Transfer

### **DESCRIPTION OF WORKS**

For the purpose of this Permit, permitted works include:

- Pavement construction and maintenance
- Drainage maintenance, including associated structures
- Kerb realignment and traffic calming installation
- Traffic facilities maintenance and installation
- Footpath and shared pathway, construction and maintenance
- Pedestrian treatments
- Emergency management

- 2 -

- Roadside mowing
- Verge maintenance
- Landscaped area maintenance
- Planting of new trees and other vegetation
- Street furniture installation
- Street lighting, new installation and relocation of existing
- Collection of litter and debris

## **SPECIAL CONDITIONS OF PERMIT**

### **I. Traffic Impact**

The Department aims to minimise delays for road users, particularly during peak periods.

- a. Where possible, the Works should be carried out without disrupting traffic flow.
- b. Reduced speed limits may be implemented without reducing the number of traffic lanes, although it is preferable not to have reduced speed limits operating during peak periods.
- c. If traffic lanes need to be reduced to carry out the Works, they should be scheduled to minimise traffic impact.
- d. The amount of delay created by the Works needs to be monitored and kept to a minimum.
- e. Where Works are being completed on urban roads and:
  - traffic queues of more than 500 metres are created;
  - delays are experienced by road users (more than 3 minutes on weekdays or 8 minutes on Saturdays and Sundays); or
  - a cease work instruction is issued by the Department or Tasmania Police,

the Works are to cease immediately to allow traffic to flow and traffic queues to be reduced.
- f. Where Works are being completed on rural roads, the permit holder must ensure that road users are not excessively delayed by more than 8 minutes where there has been no advanced warning to the public and 15 minutes where prior warning has been provided. Advanced warning is defined as providing information to the travelling public at the relevant location using variable message boards at least seven days prior to the commencement of the Works.
- g. The permit holder must at all times allow traffic to pass when safe to do so to allow the traffic to flow and reduce traffic queues.
- h. The permit holder can recommence the Works once the traffic queues have been reduced and it is safe to do so.

### **2. Environment management**

All works must be done having consideration to contemporary weed management to control, eradicate and prevent/reduce the spread of weeds.

3. The following documents need to be maintained and adhered to by Northern Midlands Council:
  - Safe Work Methods statement for the high risk work that is being completed.
  - Traffic Management Plan for works to be conducted within the road reserve.
  - Evidence of white card qualifications for workers that are conducting the work on site.

- 3 -

- Evidence of traffic management qualifications for workers who are implementing traffic management and also stop slow bat qualifications for those who are required to conduct this activity.

## **CONDITIONS OF PERMIT**

### **1. Scope of Works**

- All works are to be undertaken in accordance with the permit.
- A new permit will be required if the nature, scope or location of works changes – in this event, please speak to the Contact Officer.

### **2. Notification of Works**

The Department requires **seven (7) days notice** prior to any commencement of works within the State Road Reservation. This permit is not valid until such notice has been received by the Department of State Growth. The attached form '*Notice of Intention to Commence Works and Acceptance of Conditions*' must be used to notify the Department.

### **3. Validity period**

This permit is valid until 30 June 2027 or until transfer is complete.

### **4. Traffic Management**

- Works are to be carried out such that at least one clear lane is open to traffic at all times. After hours, at least one lane in each direction shall be maintained and open to traffic. The permit holder is responsible for ensuring adequate and appropriate traffic management at the work site, in accordance with the following:  
[Tasmanian Guide to Traffic Control for Works on Roads – Transport Services](#)
- All works within the road reservation must also comply with relevant Work Health and Safety legislation.

### **5. Other Approvals**

- The permit holder is responsible for obtaining all necessary approvals from relevant Government authorities to undertake works within the State Road Reservation, including those relating to environmental, cultural, flora, fauna and heritage matters. The permit holder is liable for any compliance failure.
- Gas, electricity, water, sewerage and other utilities may be located within the State Road Reservations. Prior to the commencement of works, the permit holder is responsible for obtaining all necessary approvals and information on the location of utilities from other utility owners having infrastructure in the State Road Reservations. The permit holder must contact 'Dial Before You Dig' on 1100 or via [www.1100.com.au](http://www.1100.com.au) to obtain this information. The permit holder will be responsible for any costs, claims, proceedings and any damages, should any other utilities be damaged as a result of its work. No warranty is given as to the existence, location and condition of other utilities within the State Road Reservations.

- 4 -

**6. Management of Worksite**

- a. The permit holder is responsible for maintaining the worksite during works, especially for ensuring that the carriageway is kept clean and tidy and free of debris. The permit holder is responsible for any claims from the public arising from debris from the works tracked over the State Road pavement.
- b. The permit holder is responsible for ensuring that the area is left in a neat and tidy condition at the completion of works, with any spoil or excess materials to be removed from the site.

**7. Inspection of Works**

- a. The Department may inspect the worksite at any time during works to ensure compliance with permit conditions. The permit holder will be responsible for the costs for any changes required to bring the works into compliance with these conditions.
- b. The Department may conduct a completion inspection to ensure that the works comply with these conditions. The permit holder will be responsible for rectification works at their expense to bring the works in line with the permit conditions.

**8. Maintenance**

- a. The final reinstatement of the bitumen surface will be carried out by the permit holder who will be required to meet all maintenance charges for a period of twelve (12) months from the time the seal is reinstated.
- b. The permit holder will be responsible for the repair of any defects or damage to road pavement, shoulder, verge, drainage and other structures on the Department's infrastructure that may occur from the works within the State Road Reservation, for 12 months from the date of written notification by the Department of closure of the permit.
- c. Responsibility for maintenance of above ground facilities lies with the permit holder in perpetuity and passes to any subsequent infrastructure owner.

**9. Liability for Damage**

- a. The Department, or its maintenance contractor, will not be responsible for any damage to infrastructure installed by the permit holder caused by routine maintenance or planned rehabilitation works if the installation is not in accordance with both the terms of this permit and the permit holder's standards.
- b. No warranty is given in regard to land stability, fire, vandalism or other impacts, which may occur within State Road Reservations.

**10. Indemnification**

The permit holder will save and keep indemnified the Crown in the right of the State of Tasmania against all or any costs, claims, proceedings and demands whatsoever and by whomsoever, arising out of or in respect of the works undertaken in the State Road Reservation.



- 5 -

## **ADDITIONAL INFORMATION**

### **1. Relocation**

Should the Minister require the relocation, removal or alteration of water supply mains or service pipes, passages, tunnels or other things placed in, upon or under the State Road Reservation; or the relocation of any pole or tower carrying overhead wires to facilitate any future construction works of a highway, the reasonable cost of any such works will be at the expense of the Minister. In the case of a pole or tower attached to a structure erected by the Minister or some previous highway authority the cost will be borne by the service authority.

### **2. Emergency Repairs**

Should there be any failure of works carried out under this permit, the Minister reserves the right for the Department to arrange for emergency maintenance repairs to be carried out. All costs associated with such repairs and any claims from the public arising from any failure of the works will be the responsibility of the permit holder.

Please sign and return the attached 'Acceptance of Conditions' form. **This permit is not valid until this notification is received by us.** Any queries regarding the conditions of the permit should be referred to the Contact Officer.

**Please note: Should the works identified in this Permit proceed, all conditions are deemed to be accepted by the permit holder.**

If for any reason during works the permit conditions cannot be adhered to, please contact the above Officer immediately.

Yours sincerely



**Fiona McLeod**  
**Director Asset Management**

Delegate of  
**Minister for Infrastructure and Transport**  
Michael Ferguson MP

25 August 2023

**DEPARTMENT OF STATE GROWTH  
STATE ROADS DIVISION  
GPO Box 536 HOBART TAS 7001**

**ACCEPTANCE OF CONDITIONS**

**PERMIT NO.:** NEW33-22  
**LOCATION:** Perth Main Road, Drummond Street, Haggerston Road,  
Oakmount Street and Youl Road, Northern Midlands  
Municipality  
**PERMIT HOLDER:** Northern Midlands Council

---

Please return to: Permits, Department of State Growth, GPO Box 536, Hobart TAS 7001, or email to [permits@stategrowth.tas.gov.au](mailto:permits@stategrowth.tas.gov.au).

---

I/We agree to save and keep indemnified the Minister Administering the *Roads and Jetties Act 1935*, against all or any costs, claims, proceedings and demands whatsoever and by whomsoever, arising out of in respect of the approved proposal.

The contact person for this work will be:

- Working Hours ( ) - Phone
- After Hours ( ) – Phone

.....  
(Signature)

.....  
(Date)

**Sylvia Goldspink**

---

**From:** Tim Roden  
**Sent:** Monday, 25 September 2023 7:25 AM  
**To:** NMC Planning  
**Subject:** planting of trees on nature strip.

Ref.PLN-25-0169.

The area of footpath and nature strip fronting 106 main rd. Perth is a no standing zone to maintain sight lines for traffic entering and leaving the garage/roadhouse.

I feel that the planting of tree/trees in this area could defeat the purpose of the zone!

There is ample shrubbery and tree cover at the property boundary to obviate the need for extra planting.

Yours faithfully Tim Roden.

## Sylvia Goldspink

---

**From:** Phil Groves  
**Sent:** Monday, 25 September 2023 5:34 PM  
**To:** NMC Planning  
**Subject:** Perth street works

**Categories:** Sylvia to do

To all councillors

I would like to object to the current proposal for the Main Street Perth

Removing parking spaces in front of the main road businesses is a bad design on the councils plan

The planter boxes would be better on the footpath the same as the ones in front of the post office

Making it harder for cars to stop in front of the shops will be detrimental to the businesses and make it harder for the elderly and all people to access the shops

Perth is a great town now the bypass has gone ahead but wasting parking is not a good idea

Thanks

Phillip Groves

The sausage shop



NORTHERN MIDLANDS COUNCIL					
File No					
Property					
Attachments					
REC'D 2 OCT 2023					
	L	A		I	A
GM			PLN		
P&DM			BLD		
CSM			MYR		
WM			EA		
JR					
HLT					

General Manager  
 Northern Midlands Council  
 PO Box 156  
 Longford Tas 7301

27 September 2023

Dear Sir

Representation: [PLN-23-0169 Perth Streetscape/Roadworks Project \(Heritage Precinct\)](#)

I write in relation to the above to make representation regarding the proposed car parking variations, pedestrian (not zebra) crossing and tree planting in the road outside the retail strip in the Main Street of Perth, from the IGA and particularly outside the Sausage Shop, Kebab (Pizza) shop and Perth Chemist.

As proprietor of the Sausage Shop, I base my representation on safety concerns, reduced parking availability for my customers and suppliers and the impact this will have on businesses in the shopping strip.

I own/operate a small and currently busy business in the Main Street. My customers are a mix of older people, people with disability, young families and the general community. They shop at the Sausage Shop because they appreciate the ease of access to the local shops, the service interaction they get with staff and the quality products and value for money provided. In this economic environment, it is increasingly difficult to compete with supermarkets and the Longford shopping area, which is vibrant and offers a range of retailers and ease of parking. Anything that will contribute directly to a downturn in the Perth shops should not be endorsed by Council.

Beautification is important, but it should not translate to stress on small business operators and their customers. Where will the folk park who want to pop into the Chemist to buy

medication? Those shopping for groceries at the IGA or wanting to buy take away food? I see them from my shop window every day – people with walkers, walking sticks, parents with children in prams – particularly visiting the Chemist and easily accessing their cars directly outside. Every day we have over one hundred customers visiting my shop – most park directly outside the business. The new Kebab shop has had a busy trade so far, with people able to conveniently park right outside.

It would be nice to think that Perth is a location that people visit and stroll leisurely along the footpaths visiting various outlets. The reality is there is no opportunity for new business (apart from using the abandoned service station) to entice people to the town and it is critical to support the businesses currently operating for the well-being of all members of the community.

The indicative budget for the Streetscape Project is \$3.8million. Surely a positive move forward for Council and Community alike would be for the designers and Council Officers to meet with the key stakeholders (ie business holders) individually and seek their opinions rather than foist a flawed design on an already reduced shopping area? We really need the area to be welcoming since the town was by-passed. Making parking and access difficult will not be an incentive for people to come through and support our town, or for locals wanting convenience to shop here. The money could be spent more effectively for the enhancement of our town.

Yours sincerely,

Phil Groves  
Proprietor  
Perth Sausage Shop  
Main Road Perth



**Sylvia Goldspink**

---

**From:** Leanne Dunn  
**Sent:** Wednesday, 27 September 2023 9:40 PM  
**To:** NMC Planning;  
**Subject:** Perth streetscape  
  
**Categories:** Orange category

Hi

I am writing to express my concern regarding the reduction of parking spots in the shopping precinct in the planned streetscape upgrade on Main Road Perth. This small but busy area currently uses the whole street area in front of the shops for parking for customers to namely the IGA store, the Sausage Shop butcher and the chemist. Also patrons to the hotel and kebab shop and visitors to RAW use the same area. Perth is of course growing and has grown and this is a very vital area for the town. Limiting car parking for shop access will not only make it harder for people, especially the elderly but will have a monetary effect on businesses if people choose to shop elsewhere because parking is too difficult. I urge you to reconsider this area. While it is nice to pretty up our streets in this instance it is not practical.

Regards  
Leanne Dunn  
8 Cromwell St  
Perth

Alice Loone  
83 Main Road, Perth, Tas, 7300

28<sup>th</sup> September, 2023

Dear General Manager,

**Re. Property 83 Main Road, Perth, 7300**

My name is Alice Loone, and I am a resident of 83 Main Road, Perth. I recently received a flyer in my mailbox about the planning application for Perth's new streetscape (Reference Number - PLN-23-0169). I think the transformation of Perth's Main Road is an absolutely wonderful idea and it will definitely improve the town's vibe as well as the street's functionality for all road users.

However, I was also wondering while the works are taking place, whether extra consideration could be taken in the area in front of my property (83 Main Road).

Since buying the property in 2020 I have discovered extreme damp problems, especially in the 2 front rooms of the house facing onto the Main Road. Despite being open to the air for 3 years, the moisture levels in the soil in these 2 rooms is off the chart on my moisture meter. I have had multiple experts in to check for problems on my property and to recommend ways of remedying the damp, but I am yet to find a solution. In late 2020 I inserted a French drain down to the depth of 1m around the perimeter of the front of the house, to no avail. After speaking to the previous owner of the residence, whose family owned the house for many decades, I was told when the current road was established, the ground level on the street was significantly built up and that is when the moisture problems began. I know for a fact the timber floor has been re-laid on at least 3 occasions over that time.

I have recently dug 5 test pits at different locations on the fence line around the front of my property. In all of the front perimeter holes I discovered completely saturated soil at around the level of 0.8m. One of these test pits however was further down Clarence street, and did not have anywhere near the moisture content as the front boundary.

I have enquired with Taswater as to whether there is an issue with the services in front of the house and they have assured me everything is ok. But my extreme damp says otherwise.

I was wondering while undertaking the works in front of 83 Main Road and the corner of Clarence Street, whether there could be extra consideration taken to improve the drainage, to ensure the street services aren't leaking and perhaps even lower the ground level?

I would really appreciate a consultation with a council body about my concerns and to organise an arrangement in which I can be notified and kept in the loop about how these reconstructions can rectify my damp problems.

I am really looking forward to seeing the transformation of our little town in the next few years, and anticipate us working together in the future.

Yours faithfully,

Alice Loone



General Manager  
Northern Midlands Council  
PO Box 156  
Longford Tas 7301

27 September 2023

Dear Sir

Representation: [PLN-23-0169 Perth Streetscape/Roadworks Project \(Heritage Precinct\)](#)

I write in relation to the above to make representation regarding the proposed tree planting and relocation of the footpath on the nature strip outside my property at 5 Scone Street Perth. I base my representation on security and safety concerns outside the pedestrian entrance to the property and access/egress to my driveway as well as potential issues with foundation disruption due to tree roots, as well as a large amount of falling into the gutters at 5 Scone St, a heritage cottage built in the 1840's.

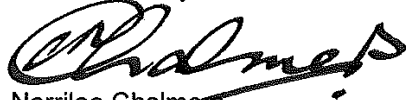
The introduction of a tree planted on the nature strip outside the house would require the footpath to be moved to approximately one metre from the access to the house and gate to the driveway. This would cause several safety and security issues, namely:

- Security and privacy being significantly reduced due to pedestrians walking past bedroom and living room windows at very close proximity. They would also be very close to the front door when it is opened for access and could see right into the house. This would also diminish the resident's amenity significantly, with the probability of curtains and blinds needing to be drawn at all times to negate people walking on the footpath so close to the house being able to clearly see into the windows and door – a highly stressful situation for the residents.
- Driveway access/egress – if the footpath is located closer to the residence, when trying to leave the driveway it will be dangerous trying to ease a vehicle out of the driveway past the house across the footpath and into the traffic as it will not be possible to see pedestrians as they approach along the footpath. There is currently enough buffer space between the gate and the footpath to ensure this is a reasonably safe process.
- Designers must be conscious of protecting heritage buildings from damage during construction and by landscaping plantings/pavements. The planting of a large deciduous tree with a wide canopy directly outside 5 Scone Street could cause major issues with leaves building up in the gutters as well as root disturbance to the foundations over time. I understand there are remediations proposed to avoid root damage but a glance along the street where trees are currently planted shows disturbance of asphalt – clearly the protection does not/has not worked in all cases. It is of major concern that a large tree such as the one proposed in the concept plan could cause structural damage to an 1840's property over time.

NORTHERN MIDLANDS COUNCIL					
File No.					
Property					
Attachments					
REC'D 2 OCT 2023					
GM		A		I	A
P&DM			PLN		
CSM			BLD		
WM			MYR		
HR			EA		
HLT					

I have met with the Council Project Manager for this proposal and he has subsequently indicated a variation to the Concept Plan regarding the tree planting outside 5 Scone Street will be recommended to Council, which is most appreciated. The recommendation will be not to plant a tree there, thus avoiding the structural, security and safety issues to my property and reduction in amenity enjoyment as described above. I request Council support the Project Manager's recommendation on this issue, as well as support this Representation.

Yours sincerely

A handwritten signature in black ink, appearing to read 'N Chalmers', written over a horizontal line.

Nerrilee Chalmers

Owner 5 Scone Street Perth.

**Attachment A: Photographs in Reference to Representation**

**in response to**

**Perth Streetscape/Roadworks Project (Heritage Precinct)**

**From Nerrilee Chalmers Owner 5 Scone St Perth Tasmania**

Current location of footpath outside 5 Scone Street Perth which would be relocated to within approximately one metre of the entrance to the house. Note how close a deciduous tree would be planted to the heritage cottage.



Current distance between the driveway and the footpath which allows reasonable visibility before crossing the footpath and entering the road.



Received  
06/10/2023

The General Manager  
Northern Midlands Council  
PO Box 156  
Longford Tas  
6 October 2023

Dear Sir

**RE PLN-23-0169 - Perth Streetscape/Roadworks Project (Heritage Precinct)**

I wish to make representation regarding the above, specifically in relation to 57 Main Road Perth. This property has a small footprint boundary with the large community noticeboard, ownership undetermined, right on the boundary. The plans if progressed with the planting of a large tree directly outside 57 Main Road will further complicate access to the property for maintenance and compromise the future of the property.

The planting will be in very close proximity to 5 Scone Street, and for the reasons outlined in my representation regarding that property, a tree planted in close proximity to that heritage cottage and noticeboard is neither desirable, welcome or practical. Leaves dropping over the footpath and onto both properties will cause issues with guttering and also be a potential slip and trip hazard for people accessing both properties.

As can be seen from the photograph below, the noticeboard takes up a large part of access to my hedge and a tree will cause more difficulties.



I would request that the Council agree not remove the tree to be planted outside 57 Main Road Perth from the project.

Yours sincerely

  
Nerrilee Chalmers

Owner 57 Main Road Perth

General Manager  
 Northern Midlands Council  
 PO Box 156  
 Longford Tas 7301

27 September 2023

NORTHERN MIDLANDS COUNCIL					
File No.					
Property					
Attachments					
REC'D 2 OCT 2023					
GM		A	PLN	I	A
P&DM			BLD		
CSM			MYR		
WM			EA		
HR					
HLT					

Dear Sir

Representation: PLN-23-0169 Perth Streetscape/Roadworks Project (Heritage Precinct)

I write in relation to the above to make representation regarding the car parking variations and tree planting on the road outside my residence at 78 Main Street Perth. I base my representation on safety concerns, reduced parking availability for residents and visitors to the shops close by and reduced amenity.

The current Perth Streetscape/Roadworks Project (Heritage Precinct), which will be referred to here as The Project, shows two trees to be planted on the Main Road outside my residence. One is to be placed in front of the current electronic school sign (which is technically 2 Scone Street and shown on the plan as such) adjacent to my driveway access. This would mean a difficult and dangerous maneuver to access my driveway as well as impaired vision to oncoming traffic when I access/egress the property. (See Attachment A).

The introduction of two tree plantings on the current road would also effectively reduce the parking by two car spaces. The parking area outside my residence at 78 Main Road is often used by large vehicles, such as cars towing caravans and trucks when the drivers go across to the bakery and/or Feast Café diagonally across the road. Parking is at a premium in the vicinity of the Main Street, and removal of the two car parks would add to congestion and dissuade people shopping at these establishments and potentially cause safety issues when long vehicles try and squeeze into difficult contracted parking spaces outside my house or in other areas on the strip. It would also diminish my amenity significantly, with the probability of me or any visitors being able to park outside my residence severely compromised.

I have met with the Council Project Manager for this proposal and he has subsequently indicated a variation to the Concept Plan regarding the tree planting outside 2 Scone Street will be recommended, which is most appreciated. The recommendation will be not to plant a tree there, thus avoiding the safety issues and reduced access to my property and parking as described above. It will also avoid the necessity of the electronic school sign being relocated, thus saving resources. I request Council support the Project Manager's recommendation on this issue.

This leaves the proposed tree to be planted in the road at the Northern side of 78 Main Road. I wish to place a strong objection to this occurring. If the tree is placed on the road, a car park will be lost. Remembering this is directly opposite the War Memorial, reducing access to parking to visit the Memorial by Veterans and families is some-thing

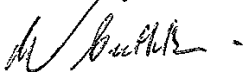
which would be a very negative unintended consequence. The area outside my residence is used more broadly for parking as outlined above and the loss of a car park equates to a loss of amenity for all.

The proposed tree on the road outside the Northern part of 78 Main Road would be the only tree on the road in that section. If a tree must be planted, would it not be more appropriate to plant a tree on the footpath similar to the current one a few metres away where it will still provide an aesthetic enhancement but not compromise the integrity of the amenity, affect safety approaching the War Memorial Park, School Crossing or reduce the car parking options available to all. (See Attachment B).

#### CONCLUSION

The Project as it stands does not contribute to the overall amenity of the township of Perth in the vicinity of 78 Main Road, but rather will lead to further unnecessary car parking congestion and safety issues. These issues can be easily solved by the removal of both trees to be planted on the road in the vicinity of 78 Main Road Perth and 2 Scone Street, and a tree similar to the current planting on the footpath nearby being planted at the Northern location instead of a tree placed on the road causing major issues for residents, road users and visitors alike. No tree should be planted outside 2 Scone Street, a position supported by the Project Manager's recommendation to Council.

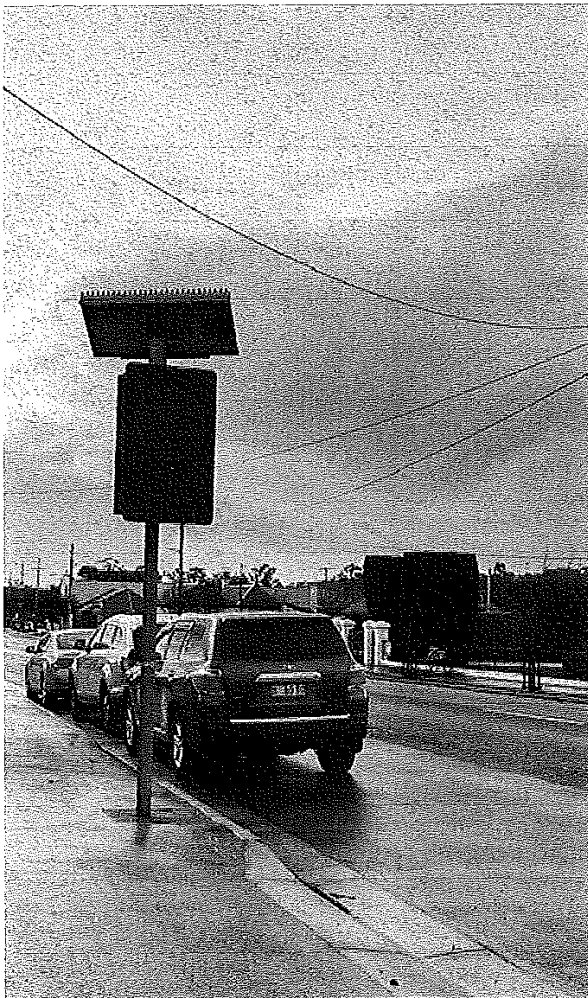
Yours sincerely



Rev Warwick Cuthbertson RFD (Rtd)  
78 Main Rd  
Perth TAS

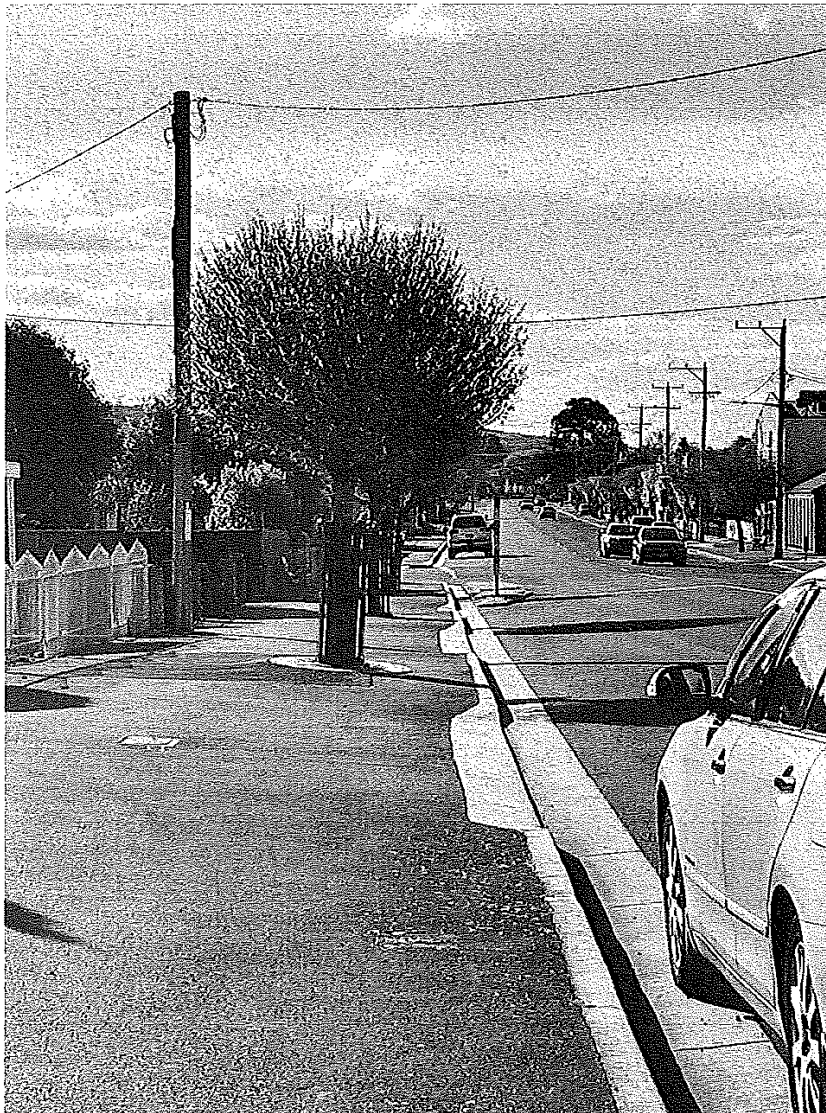
**Attachment A: Photographs in Reference to Representation in response to  
Perth Streetscape/Roadworks Project (Heritage Precinct)  
From Warwick Cuthbertson 78 Main Road Perth Tasmania**

Vehicles of customers at *Sweetheat Bakery and Feast* parked outside 78 Main Road and 2 Scone Street (Note proximity to War Memorial Park, Driveway access of 78 Main Rd and school crossing Main Road)



**Attachment B: Photographs in Reference to Representation in response to  
Perth Streetscape/Roadworks Project (Heritage Precinct)  
From Warwick Cuthbertson 78 Main Road Perth Tasmania**

Current Streetscape with trees planted on the footpath, preserving parking and avoiding safety issues on the road created by trees planted in this location in the road. It is recommended another tree be planted on the footpath around the location of the vehicle on the near right of the photograph instead of in the road. This would ensure continuity of design and negate major issues caused by a tree being planted in the road outside 78 Main Road.





General Manager  
Northern Midlands Council  
PO Box 156  
Longford Tas 7301

27 September 2023

Dear Sir

Representation: [PLN-23-0169 Perth Streetscape/Roadworks Project \(Heritage Precinct\)](#)

I write in relation to the above to make representation regarding the car parking variations and tree planting on the road outside my residence at 78 Main Street Perth. I base my representation on safety concerns, reduced parking availability for residents and visitors to the shops close by and reduced amenity.

The current Perth Streetscape/Roadworks Project (Heritage Precinct), which will be referred to here as The Project, shows two trees to be planted on the Main Road outside my residence. One is to be placed in front of the current electronic school sign (which is technically 2 Scone Street and shown on the plan as such) adjacent to my driveway access. This would mean a difficult and dangerous maneuver to access my driveway as well as impaired vision to oncoming traffic when I access/egress the property. (See Attachment A).

The introduction of two tree plantings on the current road would also effectively reduce the parking by two car spaces. The parking area outside my residence at 78 Main Road is often used by large vehicles, such as cars towing caravans and trucks when the drivers go across to the bakery and/or Feast Café diagonally across the road. Parking is at a premium in the vicinity of the Main Street, and removal of the two car parks would add to congestion and dissuade people shopping at these establishments and potentially cause safety issues when long vehicles try and squeeze into difficult contracted parking spaces outside my house or in other areas on the strip. It would also diminish my amenity significantly, with the probability of me or any visitors being able to park outside my residence severely compromised.

I have met with the Council Project Manager for this proposal and he has subsequently indicated a variation to the Concept Plan regarding the tree planting outside 2 Scone Street will be recommended, which is most appreciated. The recommendation will be not to plant a tree there, thus avoiding the safety issues and reduced access to my property and parking as described above. It will also avoid the necessity of the electronic school sign being relocated, thus saving resources. I request Council support the Project Manager's recommendation on this issue.

This leaves the proposed tree to be planted in the road at the Northern side of 78 Main Road. I wish to place a strong objection to this occurring. If the tree is placed on the road, a car park will be lost. Remembering this is directly opposite the War Memorial, reducing access to parking to visit the Memorial by Veterans and families is some-thing

which would be a very negative unintended consequence. The area outside my residence is used more broadly for parking as outlined above and the loss of a car park equates to a loss of amenity for all.

The proposed tree on the road outside the Northern part of 78 Main Road would be the only tree on the road in that section. If a tree must be planted, would it not be more appropriate to plant a tree on the footpath similar to the current one a few metres away where it will still provide an aesthetic enhancement but not compromise the integrity of the amenity, affect safety approaching the War Memorial Park, School Crossing or reduce the car parking options available to all. (See Attachment B).

#### CONCLUSION

The Project as it stands does not contribute to the overall amenity of the township of Perth in the vicinity of 78 Main Road, but rather will lead to further unnecessary car parking congestion and safety issues. These issues can be easily solved by the removal of both trees to be planted on the road in the vicinity of 78 Main Road Perth and 2 Scone Street, and a tree similar to the current planting on the footpath nearby being planted at the Northern location instead of a tree placed on the road causing major issues for residents, road users and visitors alike. No tree should be planted outside 2 Scone Street, a position supported by the Project Manager's recommendation to Council.

Yours sincerely



Rev Warwick Cuthbertson RFD (Rtd)

**Attachment A: Photographs in Reference to Representation in response to  
Perth Streetscape/Roadworks Project (Heritage Precinct)  
From Warwick Cuthbertson 78 Main Road Perth Tasmania**

Vehicles of customers at **Sweetwheat Bakery and Feast** parked outside 78 Main Road and 2 Scone Street (Note proximity to War Memorial Park, Driveway access of 78 Main Rd and school crossing Main Road)



**Attachment B: Photographs in Reference to Representation in response to  
Perth Streetscape/Roadworks Project (Heritage Precinct)  
From Warwick Cuthbertson 78 Main Road Perth Tasmania**

Current Streetscape with trees planted on the footpath, preserving parking and avoiding safety issues on the road created by trees planted in this location in the road. It is recommended another tree be planted on the footpath around the location of the vehicle on the near right of the photograph instead of in the road. This would ensure continuity of design and negate major issues caused by a tree being planted in the road outside 78 Main Road.



General Manager  
Northern Midlands Council  
PO Box 156  
Longford Tas 7301

27 September 2023

NORTHERN MIDLANDS COUNCIL					
File No.					
Property					
Attachments					
REC'D 2 OCT 2023					
		A		I	A
GM			PLN		
P&DM			BLD		
CSM			MYR		
WM			EA		
HR					
HLT					

Dear Sir

Representation: [PLN-23-0169 Perth Streetscape/Roadworks Project \(Heritage Precinct\)](#)

We write in relation to the above to make representation regarding the proposed car parking variations, pedestrian (not zebra) crossing and tree planting in the road outside the retail strip in the Main Street Perth, from the IGA and particularly outside the Sausage Shop, Kebab (Pizza) shop and Perth Chemist.

We base our representation on safety concerns, reduced parking availability for shoppers and reduced amenity which will result in adverse social and commercial impacts on businesses and the community.

The current Perth Streetscape/Roadworks Project (Heritage Precinct), which will be referred to here as The Project, shows barriers and plantings directly outside the Sausage Shop, to be duplicated across the road outside the Queen's Head Hotel, with a crossing designated at that location. The adverse implications of this approach are quite serious for shoppers and businesses alike. There will be a reduction of a minimum of four to five car parks in this part of the project in total spread out on both sides of the road, with a further reduction of up to two car parks directly outside the Chemist. This means people will have to park elsewhere in an already congested shopping strip. Where are they to park? Where are the delivery vehicles that regularly pull in outside these businesses to stop and unload? If parking is reduced, viable options will also be reduced.

The demographic of Perth, an area of growth, includes a large number of elderly residents, people with disability as well as young families. These people rely on the local goods and services in the Perth shopping precinct – which consists of very few retailers or attractions in the town to entice people to visit after the Perth Bypass. Anything that would dissuade people from shopping in the Main Street of Perth will lead to downturn in business and possible closures. This is stark reality – for the elderly, young parents with small children, people with disabilities to have to park on side streets or in distant locations and walk to the shops during peak times lugging groceries, meat and other items back to vehicles would obviously impact on both the commercial activities and particularly the well-being of our vulnerable members of the community. Unwell people wanting to have easy access to the Chemist for prescription filling will be facing a physical barrier, which will potentially become a psychological barrier, precluding such access. For safety, amenity and practicality to be overtaken by a streetscape project is unacceptable.

Parking is already at a premium in the vicinity of the Main Street. A stroll down the street will prove that parking on both sides of the road is already used at capacity. (See Attachment) and removal of car parks for what is basically a beautification project will add to congestion and dissuade people shopping at these establishments. It will cause the Perth shopping strip to regress, not progress. It is interesting to note that the supporting documentation (Planning Submission Statement) does not mention the likely number of car parks to be removed from the Main Street, or the alternatives to be substituted.

The Project as it stands does not contribute to the overall amenity of the township of Perth in the critical centre of the town as perhaps intended and should not be approved in total.

Yours sincerely

A handwritten signature in black ink, appearing to read 'David Chalmers', with a long horizontal line extending to the right.

Major General David Chalmers AO CSC (Rtd)

A handwritten signature in black ink, appearing to read 'Nerrilee Chalmers', written in a cursive style.

Nerrilee Chalmers

1 – 3 George Street

PERTH



29<sup>th</sup> September 2023

General Manager

Northern Midlands Council

Perth Streetscape Redevelopment

Ref No: PLN-23-0169

Site: Main Road (Between Mary Street and Old Bridge Road) Perth

Regarding the above development application.

We currently own the Perth Newsagency & IGA Supermarket, at 65 Main Road, Perth.

During the last 12 years there has been continued growth within our business.

Regarding the development application, we note that we are going to lose more parking spaces on Main Road, on both sides of the road which is of concern to us and the other businesses whose customers use these parking spaces daily.

The car park behind the Supermarket is always filled early morning with vehicles, so there are no parking spaces available for customers most days until very late in the afternoon. Staff from our business and the others also take up parking space on both sides of Talisker Street.

The trees which are to be planted to add to the trees which already exist create an enormous mess every autumn, are not swept up, but left until the wind blows them away. Are council going to monitor the debris and have the area swept up and cleaned regularly?

Pavement in the front of the Supermarket is of great concern as we only have one entrance/exit and would like to know how you are going to accommodate the 800 customers per day using the entrance/exit, with customers using walking frames, sticks and motorised chairs safely.

The business trades 7 days a week 6.30am-7.00pm 363 days per year. We would like to ask how these works will be carried out and the impact this will have on our business if access is denied to our customers during our trading hours.

Are council also going to be responsible for the cleaning and maintenance of the front pavement? Currently the pavement is not washed down or cleaned by council or us, as there is no access to water to do so.

We look forward to your response regarding these matters.

Kind Regards,

Amanda & Errol Lohrey

**IGA X-Press Perth | 65 Main Road, Perth TAS 7300 | (03) 6398 2219**

General Manager  
Northern Midlands Council  
PO Box 156  
Longford Tas 7301

27 September 2023

Dear Sir

Representation: [PLN-23-0169 Perth Streetscape/Roadworks Project \(Heritage Precinct\)](#)

I write in relation to the above to make representation regarding the proposed tree planting and relocation of the footpath on the nature strip outside my residence at 5 Scone Street Perth. This representation reflects that of the property owner.

The introduction of a tree planted on the nature strip outside the house would require the footpath to be moved to approximately one metre from the access to the house and gate to the driveway. This would cause several safety and security issues, namely:

- Security and privacy being significantly reduced due to pedestrians walking past bedroom and living room windows at very close proximity. They would also be very close to the front door when it is opened for access and could see right into the house. This would also diminish the amenity significantly, with the probability of curtains and blinds needing to be drawn at all times to negate people walking on the footpath so close to the house being able to clearly see into the windows and door – a highly stressful situation for my partner and I who are elderly.
- Driveway access/egress – if the footpath is located closer to the residence, when trying to leave the driveway it will be dangerous trying to ease a vehicle out of the driveway past the house across the footpath and into the traffic as it will not be possible to see pedestrians as they approach along the footpath due to the proximity of the footpath. There is currently enough buffer space between the gate and the footpath to ensure this is a reasonably safe process.

I understand the owner and my partner have met with the Council Project Manager for this proposal and he has subsequently indicated a variation to the Concept Plan regarding the tree planting outside 5 Scone Street will be recommended to Council, which is most appreciated. The recommendation will be not to plant a tree there, thus avoiding the security and safety issues to my residence and reduction in amenity enjoyment as described above. I request Council support the Project Manager's recommendation on this issue, as well as support this Representation.

Yours sincerely



Brian Ralph  
5 Scone Street Perth.



## Rosemary Jones

---

**From:** Jean Holland  
**Sent:** Thursday, 5 October 2023 11:45 AM  
**To:** NMC Planning  
**Subject:** Re: planning email address for your comment  
**Attachments:** image003.png

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

**Categories:** Needs ECM

Thank you, will do. In regards to the Perth Landscaping Project. I am delighted to see it about to eventually after years of planning. As usual with any change we have for and against. The main problem with against seems to be loss of parking. I was wondering if, in view of our extremely wide Main road you could incorporate Angle parking, which would increase spaces available and allay the fears of those objecting. This would also allow for a dedicated space for Caravans and Boats [etc.to](#) be stationed at possibly either end of the shopping precinct as well. Hoping this could be considered, and looking forward to a much more attractive and liveable town of Perth. Yours Sincerely Jean Holland, 94 Main Road, Perth

## Rosemary Jones

---

**From:** Jason Horton  
**Sent:** Thursday, 5 October 2023 4:55 PM  
**To:** NMC Planning  
**Subject:** PLN-23-0169 Perth Main Road Streetscape Upgrade

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

**Categories:** Needs ECM

To Whom It May Concern

Thank you for the opportunity to comment on the Development Application for the Perth Main Street Project. I am concerned that council appears to have played lip-service to the community and has not recently involved residents and the wider community in developing this plan.

I do not support the current application or the plan as it does not reflect the heritage or unique character of the town. It appears to be just a cookie-cutter concept that could be imposed on any town. The plan fails to create the opportunity to entice tourists to stop. It also falls short with its lack of uniqueness or community art that should reflect the area.

The lack of vision and demonstrated lack of understanding of the Village fails to create a unique identity for Perth thus imposing a soulless character.

My key concerns with the proposal are as follows:

- The design does not protect Heritage Listed properties and other significant buildings
- The concept of rain gardens is not in keeping with the town and will collect silt and garbage.
- The selection of Green Vase and Green Pillars are too large and will create a slip hazard during the Autumn (particularly in the shopping area and near the Chemist)
- The selection of trees should be consistent with the mature trees already planted in Perth (ornamental fruit trees), imposing a new type will conflict with the current trees.
- Carparking is of vital concern to the town And residents, and we can ill afford losing spaces as proposed in the plan. There should be no Net loss of parking because of this plan.
- Cycle Paths should not be directed through the main shopping strip. There are side streets that are better suited to these paths.
- These cycle paths in the main shopping strip pose risks to the many elderly residents using the shops.
- Currently without cycling paths the cyclists position themselves in the middle of main street and hold up traffic and this would be exacerbated with the narrowing of the roadway as outlined in the plan.
- Any new paths need to be taken around high traffic volumed areas and very relevant of you narrow the width of the road as proposed in the plan.
- The speed limit in the town should not be reduced 24 hours but rather during peak usage periods.
- The council should encourage outside dining areas particularly at the hotel (like the Cressy Hotel) to give the town a better presence.
- The proposal to plant trees and change street entrances will restrict vision and consideration of this need to be factored into any plans and I do not see evidence of that in the proposed plan

In summary I believe that ratepayer's money could be better spent with a scaled down street beautification program and the inclusion of more community services like in Longford. Perth has a larger population than Longford yet per capita does very poorly for community assets and Council need to be treating all residents more equally and fairly.

Jason Horton

PO Box 120

Longford TAS 7301

Dear General Manager, I have a points I'd like to raise in regard to Planning Application:  
PLN-23-0169.

The streetscape design was put together several years ago, and finalised around the same time the Perth Bypass was being built and opened. It seems from the pictures, namely, this one here, that the view of Perth might have been that with the bypass, the town of Perth would become a quiet place.



Artists impression - View south down Main Street of the pedestrian crossing node.

This is a lovely view of a very nice place, however, it does not reflect what is happening in Perth in 2023. On any given day you can find that there are cars lined up on both sides of the street, right up past the shops that are found here.

Parking extends down past Feast at one end and up past the hairdresser at the other end and as I stated it is full on both sides.

I believe a traffic survey is in order to determine if the planned arrangements on Main Road between Clarence and Scone St are adequate for the amount of cars presently parking there. We do not want to create a situation that makes parking difficult and causes people to drive on through Perth rather than stopping to spend time and money in our town.

So please conduct a traffic survey to check what is happening, a simple decision could be to have angled parking in this area too.

Secondly, I think it is very important that the history of the town be celebrated within this design, by adding interpretation panels to this design. You could tell many great stories about Perth, its wonderful historical past and Indigenous connections to all the people who come here. Perth has a wonderful history to celebrate so please take the time to make this happen, as it is not presently reflected in the design.

Thanks

Russell MacKenzie  
38 Edward ST Perth

**Rosemary Jones**

---

---

**From:** Felicity Clark  
**Sent:** Wednesday, October 25, 2023 10:21 AM  
**To:** Trent Atkinson  
**Subject:** 59 Main Road Perth

Hi Trent,

Thank you for discussing the proposed Main Street Scape with me and for passing this late email along to the people that need to know about my concerns.

To whom it may concern,

We have the cafe, Feast Tasmania in Perth at 59 Main road, next door to the post office and to Sweet Wheat the sourdough Bakery. We also have Southern Cross cheese across the road.

We wanted to make a few observations of the plans which are to do with the proposed removal of car spaces on the Main road especially in front of our businesses.

I was chatting to a customer and they asked if we were happy with the works that are about to begin to 'beautify' the street and of course I said yes they look fab. Then a councillor asked the same question within days and I thought... Maybe I should have a closer look at these plans. I did and it seems I should have looked closer sooner.

My sincere apologies for being late with this application, time disappeared and then I was late!

We really do appreciate the well thought out nature of the plans and all of the lovely trees and spaces that are going to be placed along our road. Our concern is the car park spaces that will be taken to put a path across in the part of Main road between Talisker and Scone Streets that is directly in front of our cafe.

Having four businesses in this space on the street is great. It helps us all to be busy and get busier. With three of the businesses in particular the clients are in and out a bit faster than when they come into our cafe.  
If the car park spaces are taken to create a path across the road we feel it could affect not just us at Feast but the other businesses around us.

On closer inspection of the plans it seems that we will not have car parking in front of our business, Feast at all.

Our customers are varied in age and time of life and the main concern that I have learnt from discussion with them is if the parking is limited it could stop them from popping into the cafe quickly or at all. It is a common statement from customers that it is always so busy!

We have off street parking behind the cafe which caters for our staff and a few customers that are older use the spaces also.

We also open in the mornings for fast turn around coffee services, as it stands with the current plans, all of the spaces shall be gone directly in front of the cafe with two in front of the bakery and five near the Post Office. With none to the right of the cafe on the other side of the road and maybe four on the left of which are usually used by the people in the home on the corner which is of course not a worry.

We are a busy area and we appreciate that the plans are designed to slow the traffic. Unfortunately it does seem to be the wrong spot to put the path. Looking at the plans, less spaces could be taken if the path was put closer to the Talsiker street turn off with only a potential one space being taken due to the nature strip being on the other side of the street.

It seems to be the nature of people to want to park very close to the place they are planning to go.

The post office has a 15 minute time limit and due to people shopping online this makes it a busy place.  
We occasionally have customers overstaying their welcome in these spaces much to our neighbours irritation

We feel that having all of the car park spaces removed will directly impact the locals, all of our customers and our businesses. We appreciate the idea of having a safe path across the road and we do believe it would look nice unfortunately during these uncertain times we don't want to have any way of discouraging potential business.

Kind regards,

Felicity Clark and Lewis Cheetham



P:

E:

W: <http://www.feasttasmania.com>



# PLANNING APPLICATION Proposal

**Description of proposal:** .....

Revised development application for the Wellington Street Longford Streetscape Improvements.  
Consisting of kerb Extensions (reduced from previous submission) , pedestrian barriers, street furniture  
garden beds, signage, new pavement, replacement kerbs, new pedestrian nodes, revised carpark layout  
and the inclusion of bicycle lanes and Truck parking adjacent to the Village Green.

.....

.....

.....

*(attach additional sheets if necessary)*

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

1..... NA ..... 2..... ..... 3.....

**Site address:** ..... The Intersection of Union Street to William Street Intersections, Longford .....

.....

CT no: ..... NA .....

**Estimated cost of project** ..... \$..... 5.5M - 6.5M..... *(include cost of landscaping,  
car parks etc for commercial/industrial uses)*

**Are there any existing buildings on this property?** Yes / No  
If yes – main building is used as ..... Road Infrastructure and associated itmes.....

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

.....

.....

.....

.....

*(attach additional sheets if necessary)*

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

## Department of State Growth

Salamanca Building Parliament Square  
4 Salamanca Place, Hobart TAS  
GPO Box 536, Hobart TAS 7001 Australia  
Email [permits@stategrowth.tas.gov.au](mailto:permits@stategrowth.tas.gov.au) Web [www.stategrowth.tas.gov.au](http://www.stategrowth.tas.gov.au)  
Ref: SRA-23-622



Trent Atkinson  
Northern Midlands Council  
By email: [trent.atkinson@nmc.tas.gov.au](mailto:trent.atkinson@nmc.tas.gov.au)

Dear Trent

### **Crown Landowner Consent Granted - Wellington Street (Poatina Main Road), Longford**

I refer to your recent request for Crown landowner consent relating to the development application at Wellington Street (Poatina Main Road), Longford for Streetscape Improvements.

I, Fiona McLeod, Director Asset Management, the Department of State Growth, having been duly delegated by the Minister under section 52 (1F) of the *Land Use Planning and Approvals Act 1993* (the Act), and in accordance with the provisions of section 52 (1B) (b) of the Act, hereby give my consent to the making of the application, insofar as it affects the State road network and any Crown land under the jurisdiction of this Department.

The consent given by this letter is for the making of the application only insofar as that it impacts Department of State Growth administered Crown land and is with reference to your application dated 13 September 2023, and the approved documents, as accessible via the link below:

<https://files.stategrowth.tas.gov.au/index.php/s/FxOpvxYf8lcMQyf>

A copy of the Instrument of Delegation from the Minister authorising the delegate to sign under section 52 of the Act can also be accessed via the above link.

Please access and download these documents for your records as soon as possible as this link will expire six months from the date of this letter.

In giving consent to lodge the subject development application, the Department notes the following applicable advice:

### **Other types of works (pipeline, etc.) OR Construction of infrastructure in the road reserve/on Crown land (Works permit required)**

In giving consent to lodge the subject development application, the Department notes that the works in the State road network will require the following additional consent:

The consent of the Minister under Section 16 of the *Roads and Jetties Act 1935* to undertake works within the State road reservation.

For further information please visit [https://www.transport.tas.gov.au/roads\\_and\\_traffic\\_management/permits\\_and\\_bookings](https://www.transport.tas.gov.au/roads_and_traffic_management/permits_and_bookings) or contact [permits@stategrowth.tas.gov.au](mailto:permits@stategrowth.tas.gov.au).



- 2 -

**Other:**

Council should reconsider the widths of the proposed build outs to the road reservation at Archer and Lyttleton Streets to allow for a continuation of the 1.2m wide bike lane. This will provide a safer and continuous bicycle network.

The Department reserves the right to make a representation to the relevant Council in relation to any aspect of the proposed development relating to its road network and/or property.

Yours sincerely



Fiona McLeod  
**DIRECTOR ASSET MANAGEMENT**

Delegate of  
**Minister for Infrastructure and Transport**  
Michael Ferguson MP

18 October 2023

cc: General Manager, Northern Midlands Council

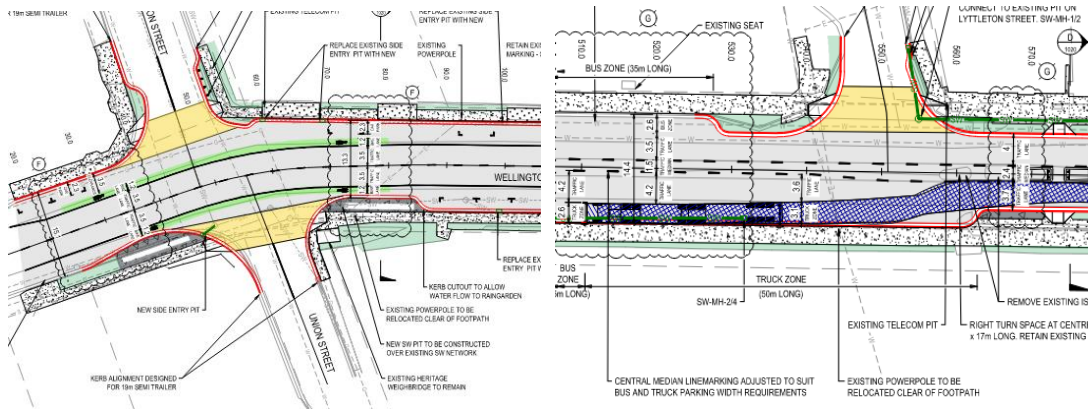


NORTHERN  
MIDLANDS  
COUNCIL

# Planning Submission Statement

## Longford Streetscape Improvements – Wellington Street

Date – 13<sup>th</sup> September 2023



Contents

1 Executive Summary.....4  
**1.1 Proposal Summary .....4**  
 2 Subject Land & Locality.....4  
**2.1 Subject land Description .....4**  
**2.2 Locality description .....5**  
**2.3 heritage .....5**  
 3 Proposal .....6  
**3.1 Development proposal .....6**  
 4 Planning Assessment / Design Statement .....7  
**4.1 Development proposal .....7**  
**4.2 Development Standards.....8**  
**ZONES .....8**  
 8.0 General Residential Zone.....8  
**8.1 Zone purpose .....8**  
**8.2 Use Table.....8**  
 15.0 General Business Zones .....8  
**15.1 Zone Purpose .....8**  
**15.2 Use Table .....9**  
**15.3.1 Use Standards.....9**  
**15.4 Development Standards for Building and Works.....9**  
**15.5 Development Standards for Subdivision .....9**  
 18.0 Light Industrial Zone .....9  
**18.1 Zone Purpose.....9**  
**18.2 Use Table .....9**  
 26.0 Utilities Zone .....10  
**26.2 Use Table .....10**  
**26.3 Use Standards .....10**  
**26.4 Development standards for Building and Works .....10**  
**26.5 Development Standards for Subdivision .....10**  
 27.0 Community Purpose Zone .....10  
**27.1 Zone Purpose.....10**  
**27.2 Use Table .....10**  
 29.0 Open Space Zone .....11  
**29.1 Zone Purpose.....11**  
**29.2 Use Table .....11**

CODES ..... 11

**C6.0 Local Historic Heritage Code..... 11**

**C6.1 Code Purpose..... 11**

**C6.2 Application of this Code ..... 11**

**C6.6 Developments Standards for Local Places..... 11**

**C6.7 Development Standards for Local Heritage Precincts and Local Historic Landscapes Precincts..... 12**

**C6.9 Significant Trees ..... 12**

**C6.10 Developmnet Standards for Subdivision ..... 12**

**CI6.0 Safeguarding of Airports Code ..... 12**

SPECIFIC AREA PLAN ..... 13

5 Conclusion..... 13

# I Executive Summary

## I.1 PROPOSAL SUMMARY

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

## 2 Subject Land & Locality

### 2.1 SUBJECT LAND DESCRIPTION

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



*Figure 1 Subject site*

## 2.2 LOCALITY DESCRIPTION

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

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

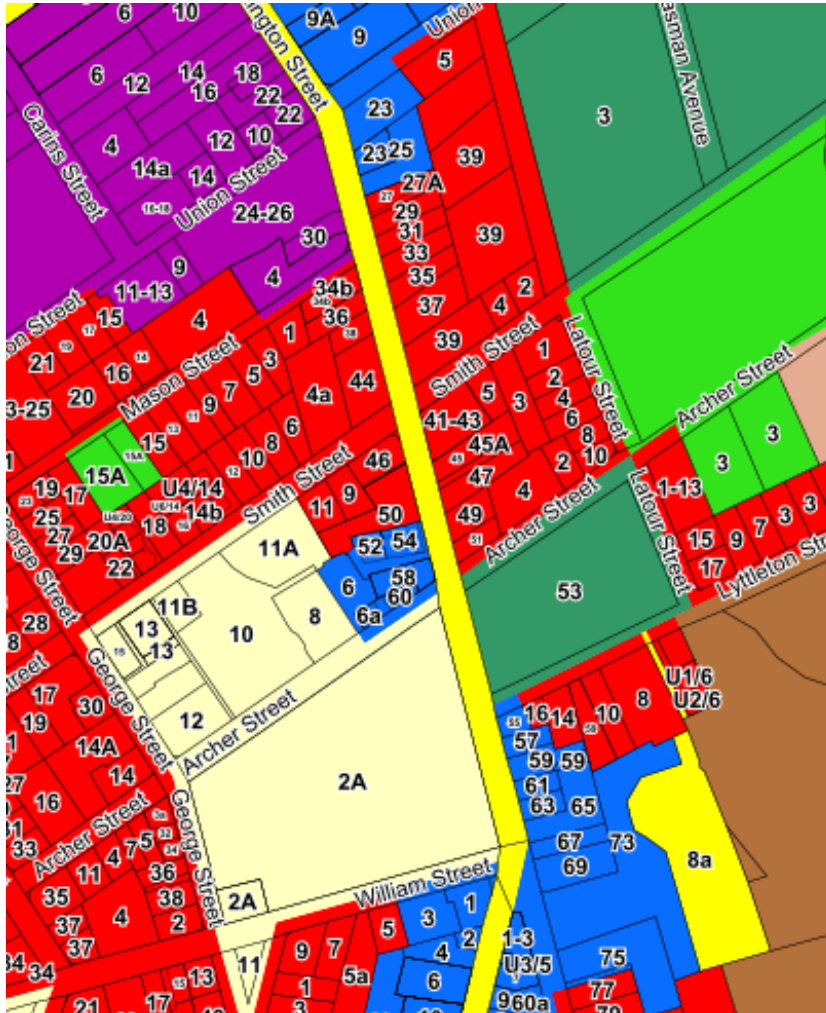


Figure 2 Planning Zones

## 2.3 HERITAGE

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

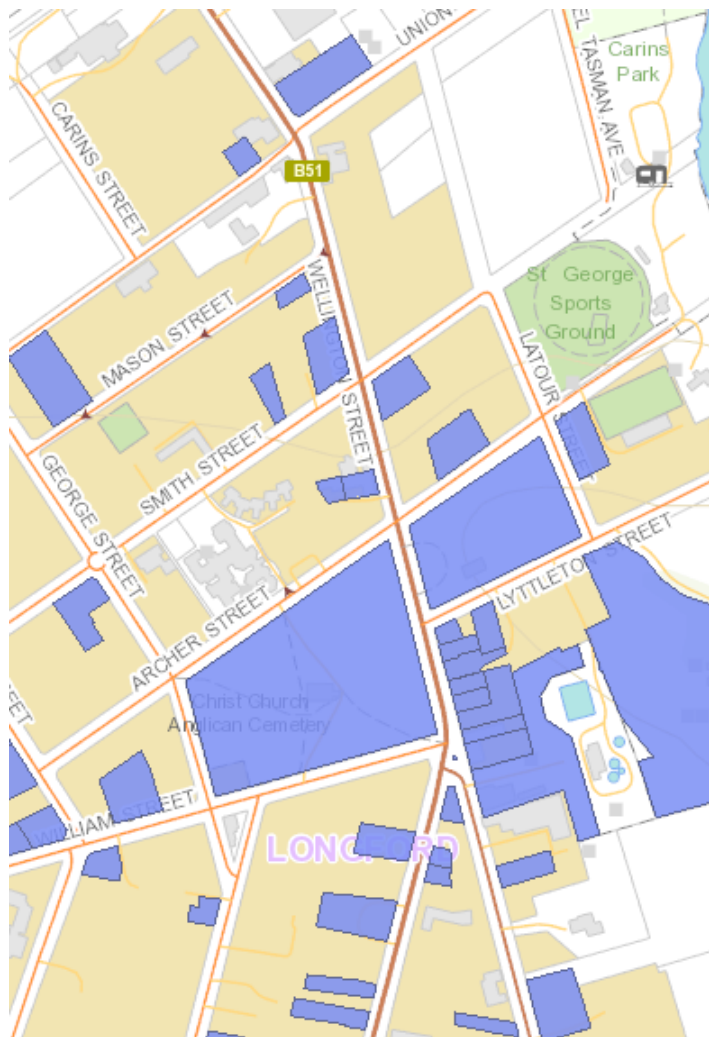


Figure 1 Heritage Listings

### 3 Proposal

#### 3.1 DEVELOPMENT PROPOSAL

The proposed development consists of the following:

- Kerb Extension
- Bicycle lanes
- Pedestrian Barriers & Bollards
- Street furniture
- Rain Gardens for stormwater filtration
- Garden beds within kerb build-outs and along footpaths
- Interpretation signage
- Replacement Kerb in areas
- Side street threshold surface treatments
- New concrete pavement to footpaths
- New pedestrian Nodes with island refuge

- Existing carpark layout revised (corner of Archer and Wellington Street)
- Pavement drainage

Refer to plans attached with this planning submission for further details

## 4 Planning Assessment / Design Statement

### 4.1 DEVELOPMENT PROPOSAL

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

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

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

The revised submission has included bicycle lanes from Union to Archer Street, truck parking adjacent to the Village Green and reduced kerb build-outs.

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

Concrete pavements will consist of 1.8m wide plain concrete footpaths fronting the industrial and residential precinct from Union Street up to Archer Street, and plain concrete pavement with a themed troweled joint pattern from Archer Street through to William Street. A light tan coloured concrete with a light exposed finish, together with the themed troweled joints are proposed for the section of streetscape from Littleton Street to William Street, which highlights the heritage precinct of Longford.

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

Proposed street furniture will include custom made drink fountains, bollards, bike racks, pedestrian barriers, litter bins and interpretation signage frames. The general theme of the street furniture will be based on the post members that will feature a low pyramid chamfered top with a recessed band below. Satin black is the proposed colour to ensure the items are visible but do not



clash with the heritage fabric of the adjoining buildings. Pedestrian barriers are proposed for kerb build-outs to clearly define the pedestrian crossing nodes to add to pedestrian safety, and to provide visual encouragement for drivers to slow down.

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

#### 4.2 DEVELOPMENT STANDARDS

Standards for development under the Tasmania Planning Scheme - Northern Midlands are as follows:

### **ZONES**

#### **8.0 General Residential Zone**

##### **8.1 Zone purpose**

The purpose of the General Residential Zone is:

- 8.1.1 To provide for residential use or development that accommodates a range of dwelling types where full infrastructure services are available or can be provided.
- 8.1.2 To provide for the efficient utilization of available social, transport and other service infrastructure.
- 8.1.3 To provide for non-residential use that:
  - (a) primary serves the local community; and
  - (b) does not cause an unreasonable loss of amenity through scale, intensity, noise, activity outside of business hours, traffic generation and movement, or other off site impacts.
- 8.1.4 To provide for Visitor Accommodation that is compatible with residential character.

##### **8.2 Use Table**

**Use Class** – Discretionary for Utilities if not listed as, No Permit Required.

The Application would meet all the requirements of the **Exemptions 4.0** (4.2.4, 4.2.5 & 4.2.7) The Heritage Precinct triggers the discretionary aspect of this application and will be addressed under section C6.0 Local Historic Heritage Code.

The use is existing and will remain the same.

#### **15.0 General Business Zones**

##### **15.1 Zone Purpose**

The purpose of the General Business Zone is:

- 15.1.2 To provide for business, retail, administrative, professional, community, and

entertainment

functions within the Tasmanian's main suburban and rural centres.

- 15.1.2 To ensure that the type and scale of use and development does not compromise or distort the activity centre hierarchy.
- 15.1.3 To encourage activity at pedestrian levels with active frontage and shop windows offering interest and engagement to shoppers.
- 15.1.4 To encourage Residential and Visitor Accommodation use if it supports the viability of the activity centre and an active street frontage is maintained.

**15.2 Use Table**

**Use Class** – Discretionary for Utilities if not listed as, No Permit Required.

**15.3.1 Use Standards**

- 15.3.1 A1 – Not Applicable  
A2 – Any proposed external lighting is for security and safety purposes.  
A3 – Not applicable
- 15.3.2 The proposed development is designed to meet all the Zone Purposes and will not compromise or distort the activity Centre Hierarchy.
- 15.3.3 Not Applicable

**15.4 Development Standards for Building and Works**

- 15.4.1 Not Applicable
- 15.4.2 Not Applicable
- 15.4.3 Not Applicable
- 15.4.4 A1 - Pedestrian barriers are proposed and meet all requirements of PI  
A2 – Not Applicable
- 15.4.5 Not Applicable
- 15.4.6 Not Applicable

**15.5 Development Standards for Subdivision**

- 15.5.1 Not Applicable
- 15.5.2 Not Applicable

**18.0 Light Industrial Zone**

**18.1 Zone Purpose**

The purpose of the Light Industrial Zone is:

- 18.1.1 To provide for manufacturing, processing, repair, storage and distribution of goods and materials where off site impacts are minimal or can be managed to minimize conflict with, or unreasonable loss of amenity to, any other uses.
- 18.1.2 To provide for use or development that supports and does not adversely impact on industrial activity.

**18.2 Use Table**

**Use Class** – Discretionary for Utilities if not listed as, No Permit Required.

The Application would meet all the requirements of the **Exemptions 4.0** (4.2.4, 4.2.5 & 4.2.7) The Heritage Precinct triggers the discretionary aspect of this application and will be addressed under section C6.0 Local Historic Heritage Code.

The use is existing and will remain the same.

## **26.0 Utilities Zone**

### **26.1 Zone Purpose**

The purpose of the utilities zone is:

- 26.1.1 To provide land for major utilities installation and corridors.
- 26.1.2 To provide other compatible uses where they do not adversely impact on the utility.

### **26.2 Use Table**

**Use Class** – Permitted for Utilities

### **26.3 Use Standards**

- 26.3.1 Not Applicable
- 26.3.2 Not Applicable

### **26.4 Development standards for Building and Works**

- 26.4.1 Not Applicable
- 26.4.2 Not Applicable
- 26.4.3 Not Applicable
- 26.4.4 Not Applicable

### **26.5 Development Standards for Subdivision**

- 26.5.1 Not Applicable
- 26.5.2 Not Applicable

## **27.0 Community Purpose Zone**

### **27.1 Zone Purpose**

The purpose of the Community Purpose Zone is:

- 27.1.1 To provide for key community facilities and services including health, educational, government, cultural and social facilities.
- 27.1.2 To encourage multi-purpose, flexible and adaptable social infrastructure.

### **27.2 Use Table**

**Use Class** – Discretionary for Utilities if not listed as, No Permit Required.

The Application would meet all the requirements of the **Exemptions 4.0** (4.2.4, 4.2.5 & 4.2.7) The Heritage Precinct triggers the discretionary aspect of this application and will be addressed under section C6.0 Local Historic Heritage Code.

The use is existing and will remain the same.

## **29.0 Open Space Zone**

### **29.1 Zone Purpose**

The purpose of the Open Space Zone is:

- 29.1.1 To provide land for open space purposes including for passive recreation and natural or landscape amenity.
- 29.1.2 To provide for use and development that supports the use of the land for open space purposes or for other uses.

### **29.2 Use Table**

**Use Class** – Discretionary for Utilities if not listed as, No Permit Required.

The Application would meet all the requirements of the **Exemptions 4.0** (4.2.4, 4.2.5 & 4.2.7) The Heritage Precinct triggers the discretionary aspect of this application and will be addressed under section C6.0 Local Historic Heritage Code.

The use is existing and will remain the same.

## **CODES**

### **C2.0 Parking and Sustainable Transport Code**

Please refer to the submitted Traffic Impact Assessment prepared by pitt&sherry, Section 5, 5.1 to 5.3.

### **C6.0 Local Historic Heritage Code**

#### **C6.1 Code Purpose**

The purpose of the Local Historic Heritage code is:

- C6.1.1 To recognise and protect:
  - (a) The local historic heritage significance of local places, precincts, landscapes and areas of archaeological potential; and
  - (b) Significant trees.

#### **C6.2 Application of this Code**

C6.2.1 This code applies to:

- (a) Development on land within any of the following, as defined in this code:
  - (ii) a local heritage precinct.

#### **C6.6 Developments Standards for Local Places**

- C6.6.1 Not Applicable
- C6.6.2 Not Applicable
- C6.6.3 Not Applicable
- C6.6.4 Not Applicable
- C6.6.5 Not Applicable
- C6.6.6 Not Applicable
- C6.6.7 Not Applicable
- C6.6.8 Not Applicable
- C6.6.9 Not Applicable
- C6.6.10 Not Applicable

## **C6.7 Development Standards for Local Heritage Precincts and Local Historic Landscapes Precincts**

- C6.7.1 Not Applicable
- C6.7.2 Not Applicable
- C6.7.3 A1

PI.1- The proposals design, colours and materials used are keeping within the character of the area and sympathetic with the local heritage precinct. Please refer to section 4.1 Design Statement and Lange Designs drawings for further details

PI.2 Not Applicable

PI.3 The proposals design has addressed the significance and values of the precinct. The two large open spaces and the buildings heading towards heritage corner have all been taken into account and the works/finishes have been designed accordingly, refer to Lange Designs drawings for further detail.

A2 – No new front fences are proposed, however pedestrian barriers at intersections have been proposed for added safety, these are black in colour and the design does not distract away from the surrounding buildings and precinct, refer to section 4.1 Design Statement and Lange Designs drawings for further details.

## **C6.8 Development Standards for Places or Precincts of Archaeological Potential**

- C6.8.1 Not Applicable

## **C6.9 Significant Trees**

- C6.9.1 Not Applicable

## **C6.10 Development Standards for Subdivision**

- C6.10.1 Not Applicable
- C6.10.2 Not Applicable
- C6.10.3 Not Applicable

## **C16.0 Safeguarding of Airports Code**

The Proposal is under the 316m AHD and therefore complies with the Airport Obstacle Limitation areas requirements.

## **SPECIFIC AREA PLAN**

### **Longford**

There is no multiple buildings, subdivision proposed or new buildings, no provisions apply to this proposal.

## **5 Conclusion**

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

*Prepared by:*

<b>Name</b>	<b>Position, Department/Organisation</b>
Trent Atkinson	Project Manager - Northern Midlands Council

# NORTHERN MIDLANDS COUNCIL WELLINGTON STREET LONGFORD STREETSCAPE IMPROVEMENTS

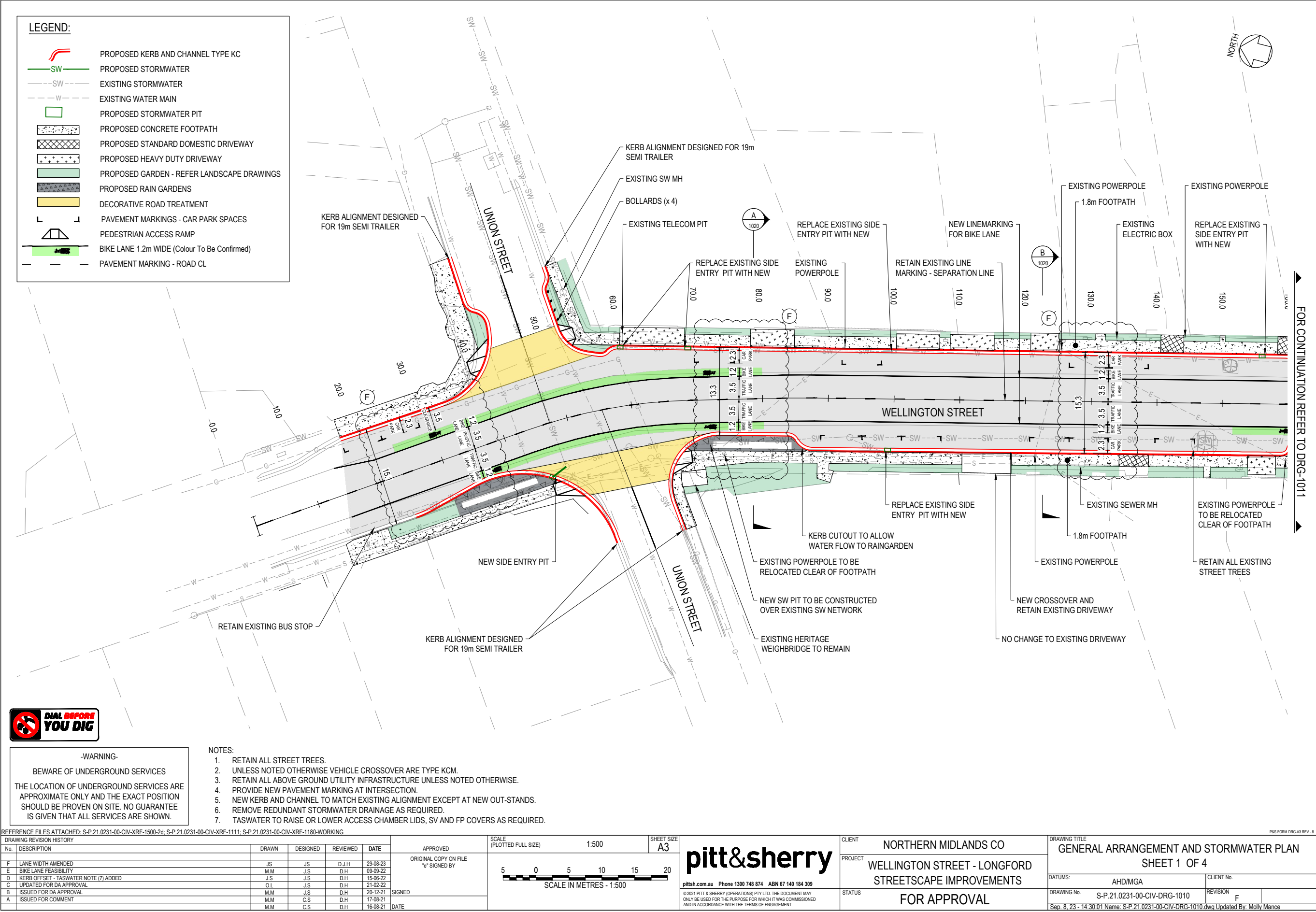
DRAWING LIST		
DRAWING No.	DRAWING TITLE	REVISION
S-P.21.0231-00-CIV-DRG-1000	COVER PAGE	F
S-P.21.0231-00-CIV-DRG-1010	GENERAL ARRANGEMENT AND STORMWATER PLAN - DRAWING 01	F
S-P.21.0231-00-CIV-DRG-1011	GENERAL ARRANGEMENT AND STORMWATER PLAN - DRAWING 02	F
S-P.21.0231-00-CIV-DRG-1012	GENERAL ARRANGEMENT AND STORMWATER PLAN - DRAWING 03	F
S-P.21.0231-00-CIV-DRG-1013	GENERAL ARRANGEMENT AND STORMWATER PLAN - DRAWING 04	G
S-P.21.0231-00-CIV-DRG-1014	DRAINAGE LONG SECTION - DRAWING 01	B
S-P.21.0231-00-CIV-DRG-1015	DRAINAGE LONG SECTION - DRAWING 02	B
S-P.21.0231-00-CIV-DRG-1020	SECTIONS - WELLINGTON STREET	D

F

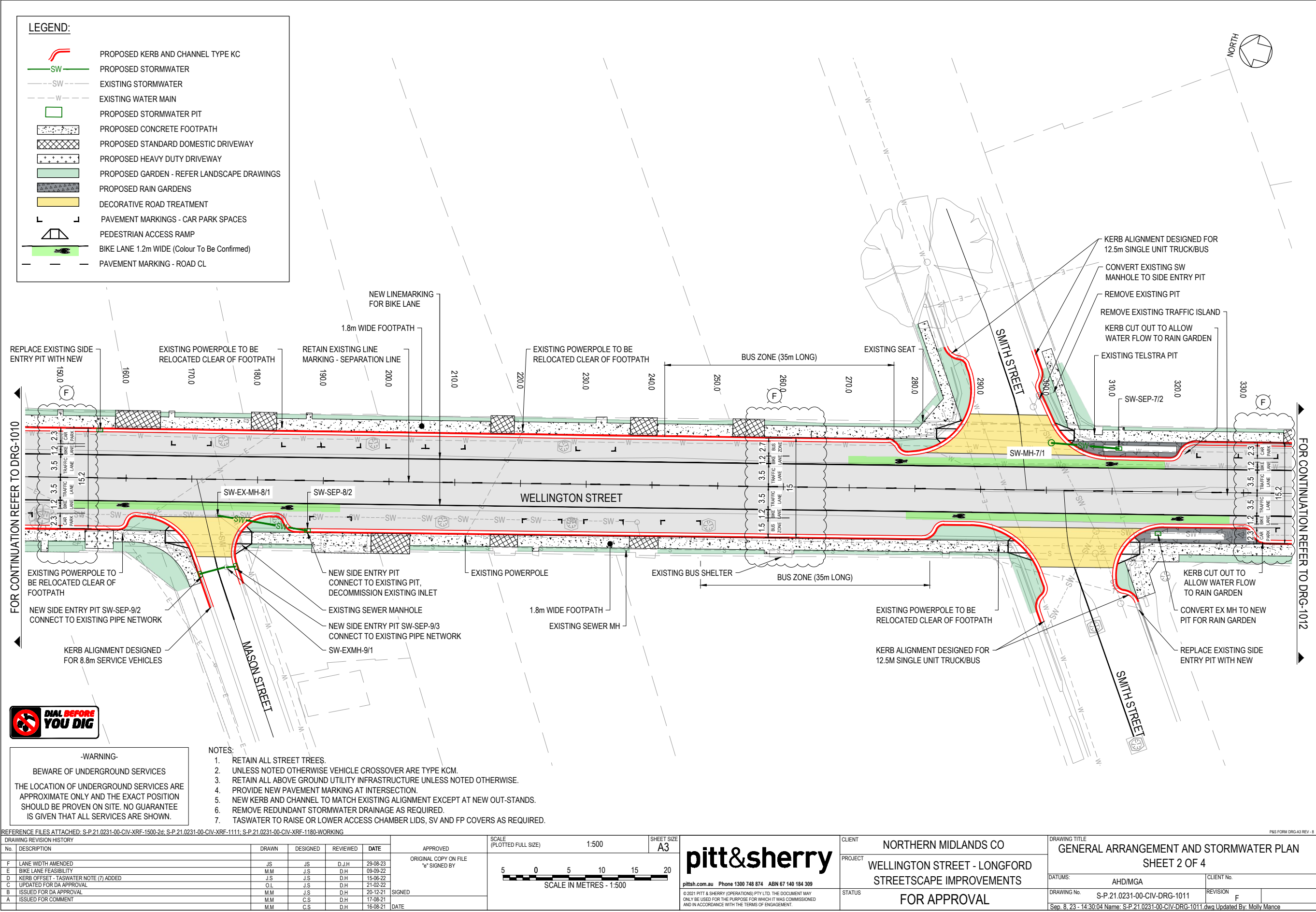
-WARNING-  
BEWARE OF UNDERGROUND SERVICES  
THE LOCATION OF UNDERGROUND SERVICES ARE APPROXIMATE ONLY AND THE EXACT POSITION SHOULD BE PROVEN ON SITE. NO GUARANTEE IS GIVEN THAT ALL SERVICES ARE SHOWN.

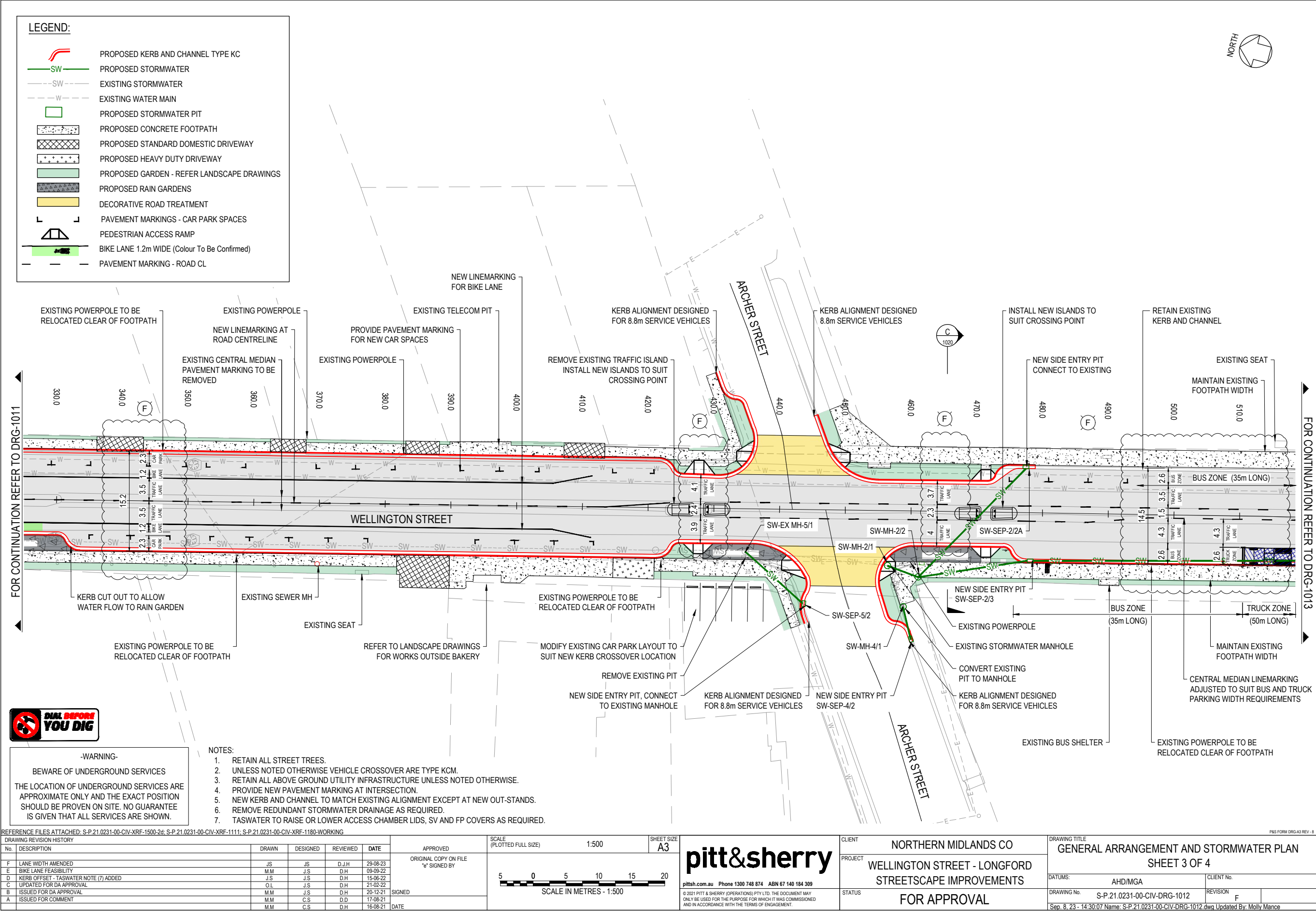


REFERENCE FILES ATTACHED:					APPROVED		SCALE (PLOTTED FULL SIZE)	N.T.S	SHEET SIZE	CLIENT		DRAWING TITLE	
DRAWING REVISION HISTORY					ORIGINAL COPY ON FILE "e" SIGNED BY		A3		NORTHERN MIDLANDS CO		COVER SHEET		
No.	DESCRIPTION	DRAWN	DESIGNED	REVIEWED	DATE	PROJECT							DATUMS:
					SIGNED		pitt&sherry pittsh.com.au Phone 1300 748 874 ABN 67 140 184 309 <small>© 2021 PITT &amp; SHERRY (OPERATIONS) PTY LTD. THE DOCUMENT MAY ONLY BE USED FOR THE PURPOSE FOR WHICH IT WAS COMMISSIONED AND IN ACCORDANCE WITH THE TERMS OF ENGAGEMENT.</small>		WELLINGTON STREET - LONGFORD STREETSCAPE IMPROVEMENTS		AHD/MGA		
F	SCHEDULE UPDATED	JS	JS	D.J.H	30-08-23	STATUS					S-P.21.0231-00-CIV-DRG-1000	REVISION	F
		M.M	C.S	D.H	02-12-21	FOR APPROVAL		Sep. 8, 23 - 14:29:58 Name: S-P.21.0231-00-CIV-DRG-1000.dwg Updated By: Molly Mance					







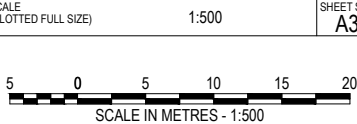


**-WARNING-**  
 BEWARE OF UNDERGROUND SERVICES  
 THE LOCATION OF UNDERGROUND SERVICES ARE APPROXIMATE ONLY AND THE EXACT POSITION SHOULD BE PROVEN ON SITE. NO GUARANTEE IS GIVEN THAT ALL SERVICES ARE SHOWN.

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

REFERENCE FILES ATTACHED: S-P.21.0231-00-CIV-XRF-1500-2d; S-P.21.0231-00-CIV-XRF-1111; S-P.21.0231-00-CIV-XRF-1180-WORKING

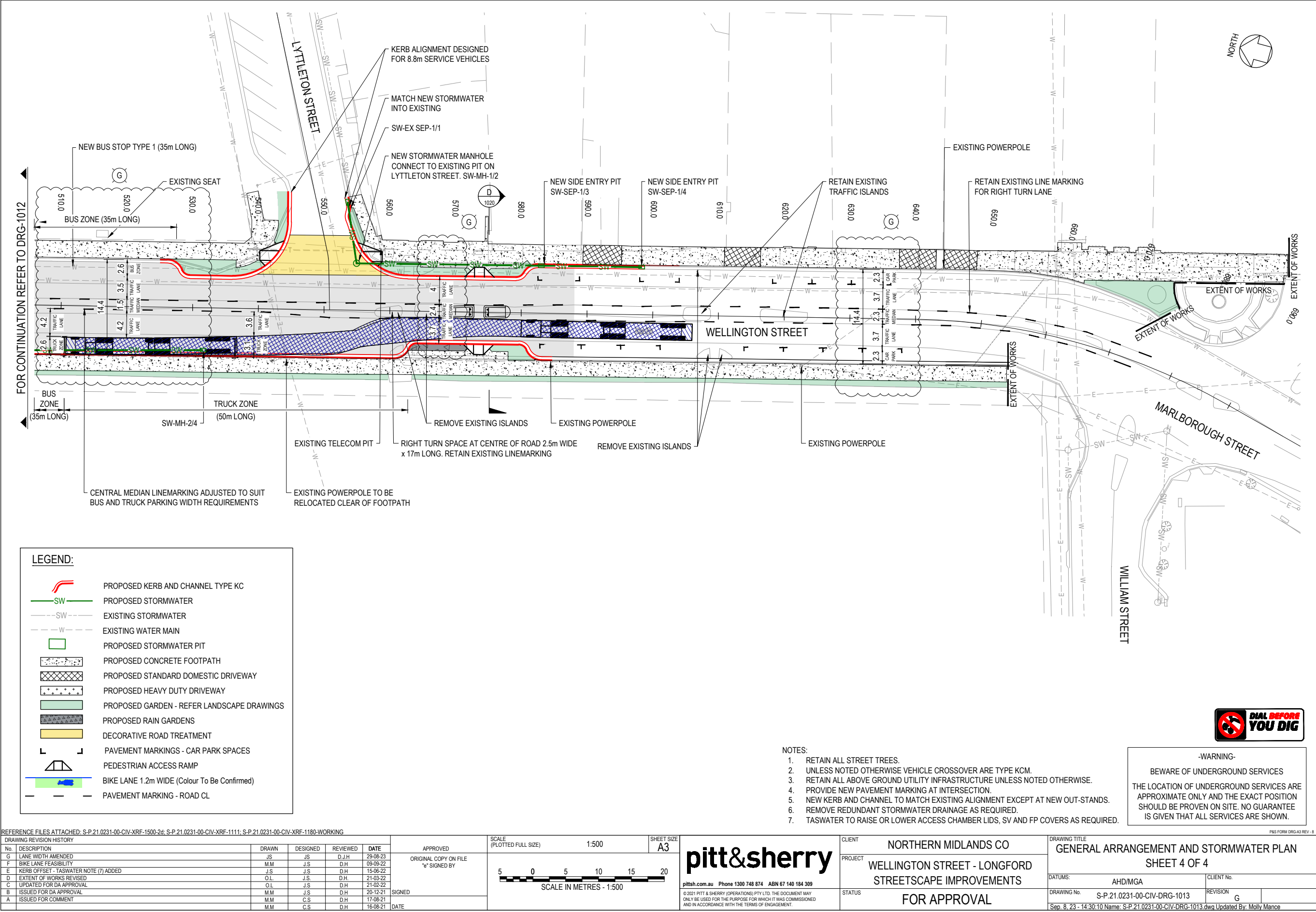
DRAWING REVISION HISTORY				APPROVED	SCALE (PLOTTED FULL SIZE)	SHEET SIZE
No.	DESCRIPTION	DRAWN	DESIGNED			
F	LANE WIDTH AMENDED	JS	JS	D.J.H	29-08-23	A3
E	BIKE LANE FEASIBILITY	M.M	J.S	D.H	09-09-22	
D	KERB OFFSET - TASWATER NOTE (7) ADDED	J.S	J.S	D.H	15-06-22	
C	UPDATED FOR DA APPROVAL	O.L	J.S	D.H	21-02-22	
B	ISSUED FOR DA APPROVAL	M.M	J.S	D.H	20-12-21	
A	ISSUED FOR COMMENT	M.M	C.S	D.D	17-08-21	
		M.M	C.S	D.H	16-08-21	
					DATE	

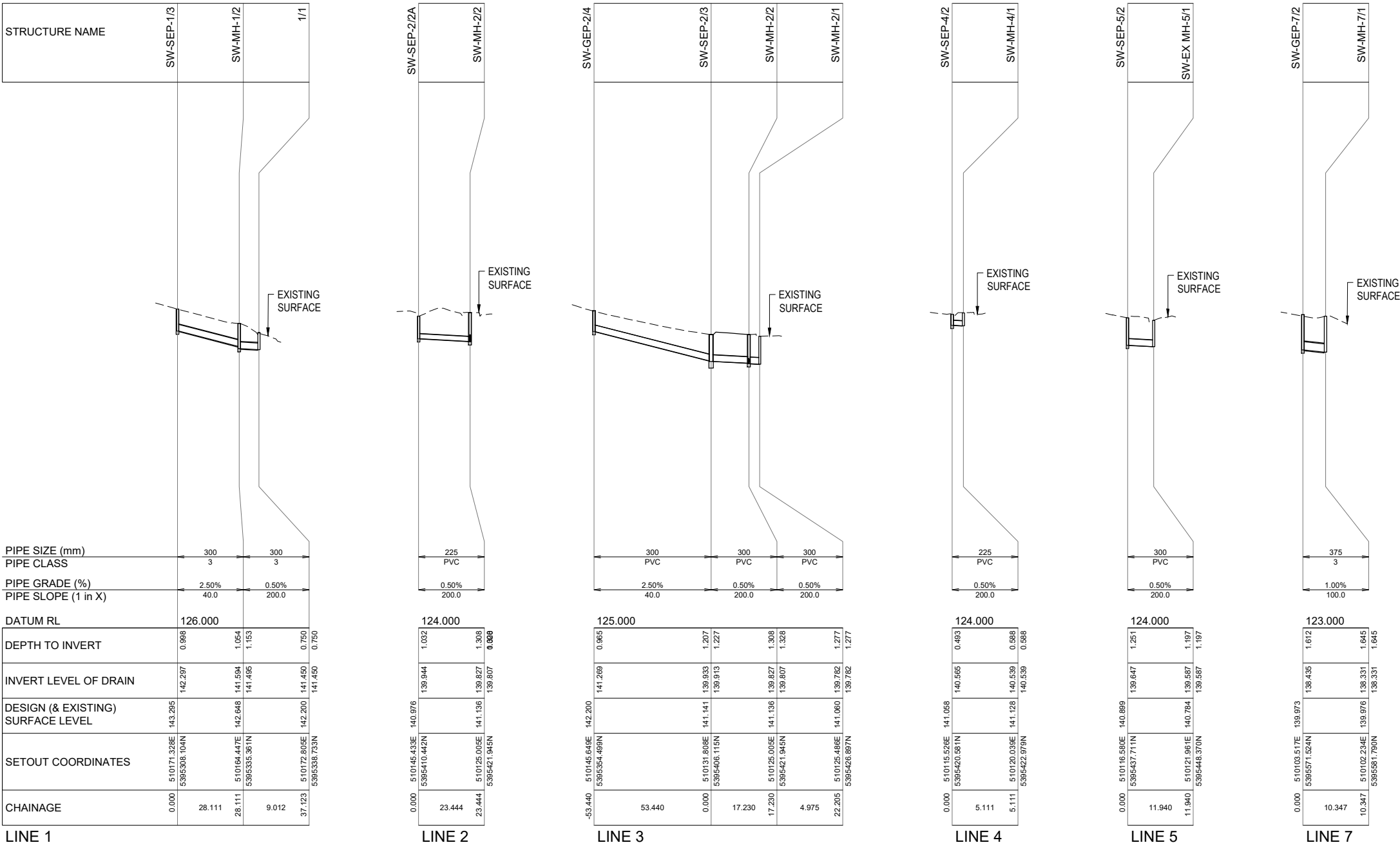


**pitt&sherry**  
 pittsh.com.au Phone 1300 748 874 ABN 67 140 184 309  
 © 2021 PITT & SHERRY (OPERATIONS) PTY LTD. THE DOCUMENT MAY ONLY BE USED FOR THE PURPOSE FOR WHICH IT WAS COMMISSIONED AND IN ACCORDANCE WITH THE TERMS OF ENGAGEMENT.

CLIENT: NORTHERN MIDLANDS CO  
 PROJECT: WELLINGTON STREET - LONGFORD STREETScape IMPROVEMENTS  
 STATUS: FOR APPROVAL

DRAWING TITLE: GENERAL ARRANGEMENT AND STORMWATER PLAN  
 SHEET 3 OF 4  
 DATUMS: AHD/MGA  
 CLIENT No.:  
 DRAWING No.: S-P.21.0231-00-CIV-DRG-1012  
 REVISION: F  
 Sep. 8. 23 - 14:30:07 Name: S-P.21.0231-00-CIV-DRG-1012.dwg Updated By: Molly Mance

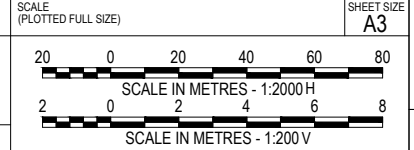




REFERENCE FILES ATTACHED: S-P.21.0231-00-CIV-XRF-1181-SW-Profiles

No.	DESCRIPTION	DRAWN	DESIGNED	REVIEWED	DATE
B	UPDATED FOR DA APPROVAL	O.L	J.S	D.H	21-02-22
A	ISSUED FOR DA APPROVAL	M.M	J.S	D.H	28-12-21
		M.M	J.S	D.H	28-12-21

APPROVED	SIGNED	DATE
ORIGINAL COPY ON FILE "S" SIGNED BY		



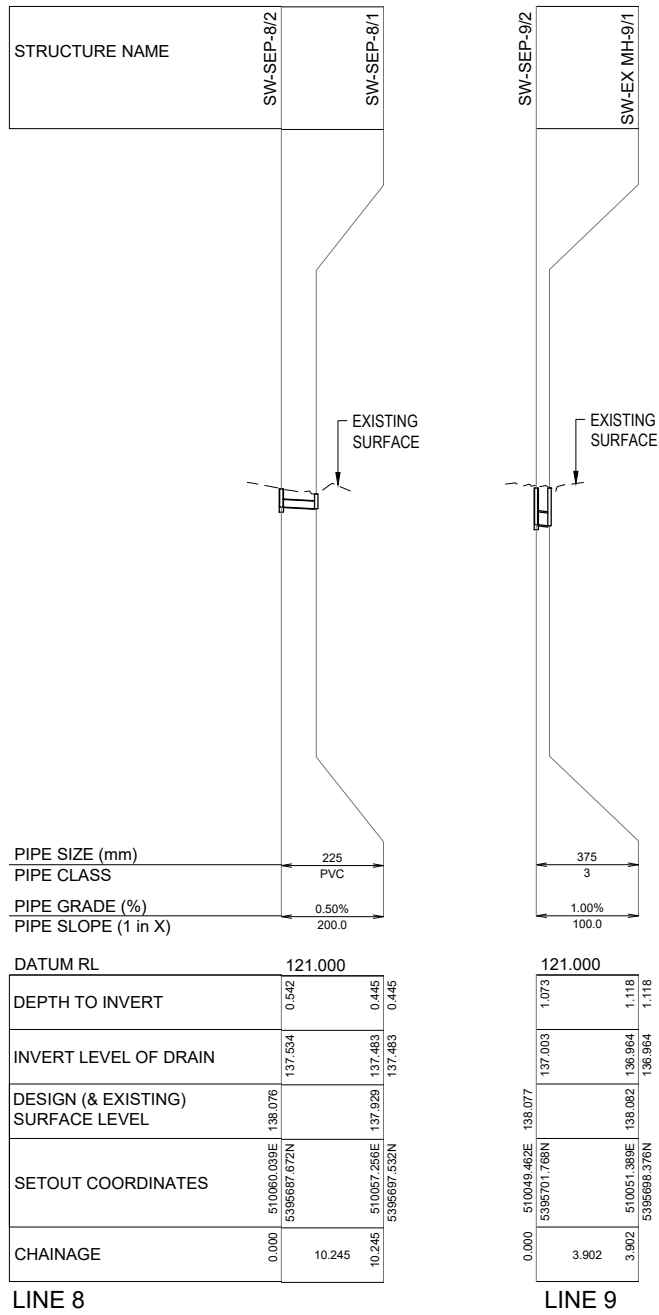
**pitt&sherry**

pittsh.com.au Phone 1300 748 874 ABN 67 140 184 309

© 2021 PITT & SHERRY (OPERATIONS) PTY LTD. THE DOCUMENT MAY ONLY BE USED FOR THE PURPOSE FOR WHICH IT WAS COMMISSIONED AND IN ACCORDANCE WITH THE TERMS OF ENGAGEMENT.

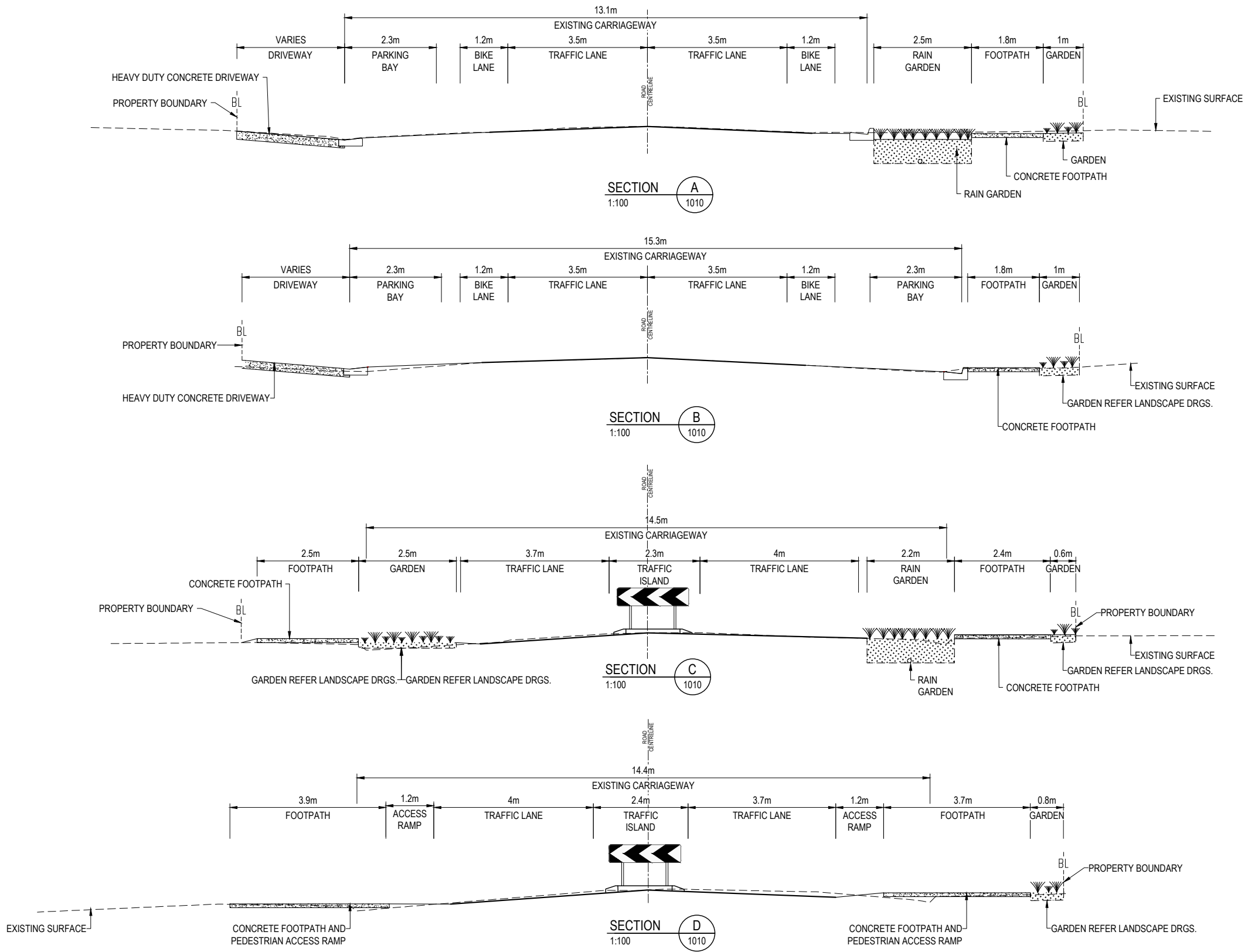
CLIENT	NORTHERN MIDLANDS CO
PROJECT	WELLINGTON STREET - LONGFORD STREETSCAPE IMPROVEMENTS
STATUS	FOR APPROVAL

DRAWING TITLE		STORMWATER LONGITUDINAL SECTIONS SHEET 1 OF 2	
DATUMS:	AHD/MGA	CLIENT No.	
DRAWING No.	S-P.21.0231-00-CIV-DRG-1014	REVISION	B
Sep. 8, 23 - 14:30:12 Name: S-P.21.0231-00-CIV-DRG-1014.dwg Updated By: Molly Mance			



REFERENCE FILES ATTACHED: S-P.21.0231-00-CIV-XRF-1181-SW-Profiles

DRAWING REVISION HISTORY					APPROVED	SCALE (PLOTTED FULL SIZE)	SHEET SIZE	CLIENT	DRAWING TITLE
No.	DESCRIPTION	DRAWN	DESIGNED	REVIEWED					
B	UPDATED FOR DA APPROVAL	O.L	J.S	D.H	21-02-22			WELLINGTON STREET - LONGFORD STREETSCAPE IMPROVEMENTS	AHD/MGA
A	ISSUED FOR DA APPROVAL	M.M	J.S	D.H	20-12-21				
					DATE			Sep. 8. 23 - 14:30:14 Name: S-P.21.0231-00-CIV-DRG-1015.dwg Updated By: Molly Mance	



REFERENCE FILES ATTACHED:

DRAWING REVISION HISTORY					
No.	DESCRIPTION	DRAWN	DESIGNED	REVIEWED	DATE
D	LANE WIDTH AMENDED	M.M	J.S	D.H	29-08-23
C	UPDATED FOR DA APPROVAL	O.L	J.S	D.H	21-02-22
B	ISSUED FOR DA APPROVAL	M.M	J.S	D.H	20-12-21
A	ISSUED FOR COMMENT	M.M	C.S	D.H	17-08-21
		M.M	C.S	D.H	16-08-21

APPROVED
ORIGINAL COPY ON FILE "e" SIGNED BY
SIGNED
DATE

SCALE (PLOTTED FULL SIZE) 1:100m (A3)

SHEET SIZE A3

SCALE IN METRES - 1:100

**pitt&sherry**

pittsh.com.au Phone 1300 748 874 ABN 67 140 184 309

© 2021 PITT & SHERRY (OPERATIONS) PTY LTD. THE DOCUMENT MAY ONLY BE USED FOR THE PURPOSE FOR WHICH IT WAS COMMISSIONED AND IN ACCORDANCE WITH THE TERMS OF ENGAGEMENT.

CLIENT NORTHERN MIDLANDS CO

PROJECT WELLINGTON STREET - LONGFORD STREETScape IMPROVEMENTS

STATUS FOR APPROVAL

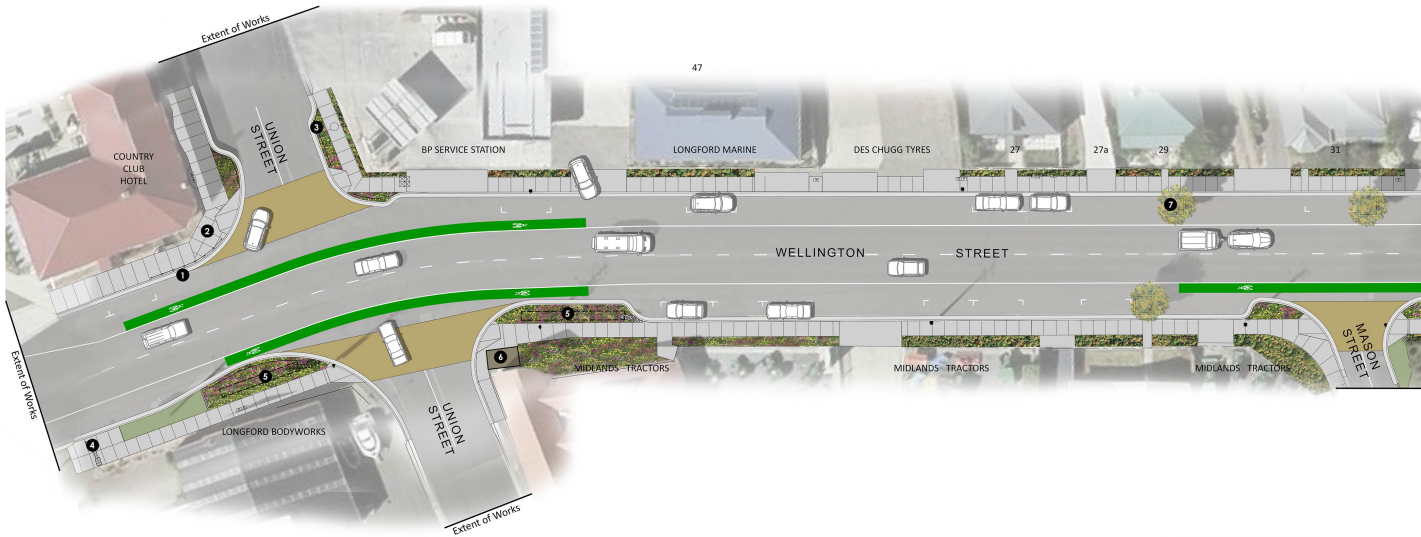
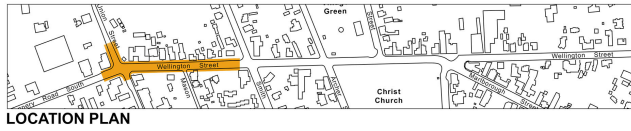
DRAWING TITLE SECTIONS WELLINGTON STREET

DATUMS: AHD/MGA CLIENT No.






DRAWING No. S-P.21.0231-00-CIV-DRG-1020 REVISION D

Sep. 8, 23 - 14:29:56 Name: S-P.21.0231-00-CIV-DRG-1020.dwg Updated By: Molly Mance

Received  
05/10/2023



**PLAN LEGEND**

-  Bike lane where road widths allow.
-  Plain concrete footpath 1.8m wide to the residential precinct, along the kerb with a gap between the path and boundary for hardy and durable planting.
-  New kerb extensions to increase pedestrian safety, reduce vehicle speeds, and to add colour and texture to the intersection.
-  Decorative road treatment to highlight the thresholds to side streets and pedestrian crossing areas.
-  Residential precinct driveway crossovers consisting of plain concrete with an exposed finish.

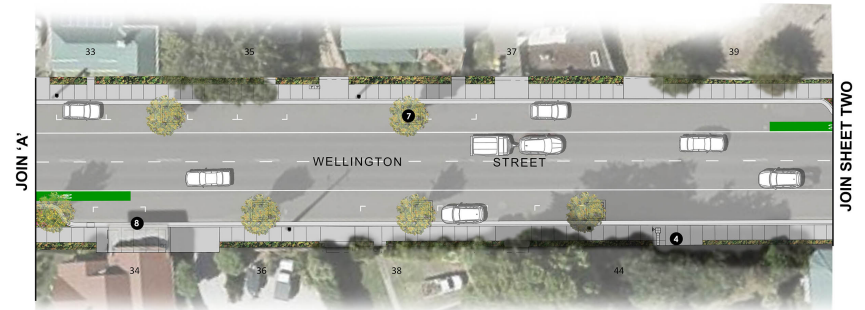
**NUMBER LEGEND**

- 1 The new kerb extensions provide a separation between vehicles and pedestrians, as well as low colourful planting, pedestrian barriers, street furniture and interpretation signage illustrating the history of buildings, local identities and activities.
- 2 Hatch pattern within the concrete pavement to provide a subtle highlight to the corner area.
- 3 Pedestrian barriers with heavy duty posts installed with the garden to prevent large vehicles from illegally turning around in Union Street and driving over the kerbs to get to the fuel station bowisers.
- 4 Existing bus stop to be retained.
- 5 Rain gardens within the kerb extensions to filter road stormwater runoff before it flows to the South Esk River.
- 6 The existing old weigh station in front of 'Midlands Tractors' to be retained with interpretation signage added to inform of the features history.
- 7 Existing street trees to be retained.
- 8 Existing shop awning over the footpath adds to the history of the Longford streetscape.

**PLANT SCHEDULE**

BOTANICAL NAME	COMMON NAME	HxW*
Convolvulus creorum	Silver Bush	.3 x 1m
Dianella tasmanica	Southern Flax Lily	.7 x .7m
Dietes species	Spanish Iris	.7 x .7m
Ficinia nodosa	Knobby Clubrush	.6 x .6m
Grevillea species	Grevillea	.2 x .8m
Hebe buxifolia	Hebe	1 x 1m
Hibbertia species	Guinea Flower	.3 x .8m
Limonium species	Statice	.6 x .5m
Lomandra species	Lomandra	1 x 1m
Poa labillardieri	Poa	.8 x .8m
Osteospermum ecklonis	African Lily	.4 x .8m
Verbena species	Verbena	.1 x .8m
Westringia species	Westringia	1 x 1m

(\*HxW\* denotes approximate height by width at maturity).



Plain concrete.  
**PAVEMENT**



Exposed concrete.



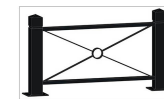
Drink Fountain.



Interpretation sign.



Seating.



Pedestrian barrier.



120L Bin enclosure.

**STREET FURNITURE**

**LONGFORD STREETScape REDEVELOPMENT**

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

Attachment 11.6.5 Plans P 9- P 10

Concept Plan

0 2 5 10m  
20 September 2023  
Issue D Sheet 1/2



Received  
05/10/2023



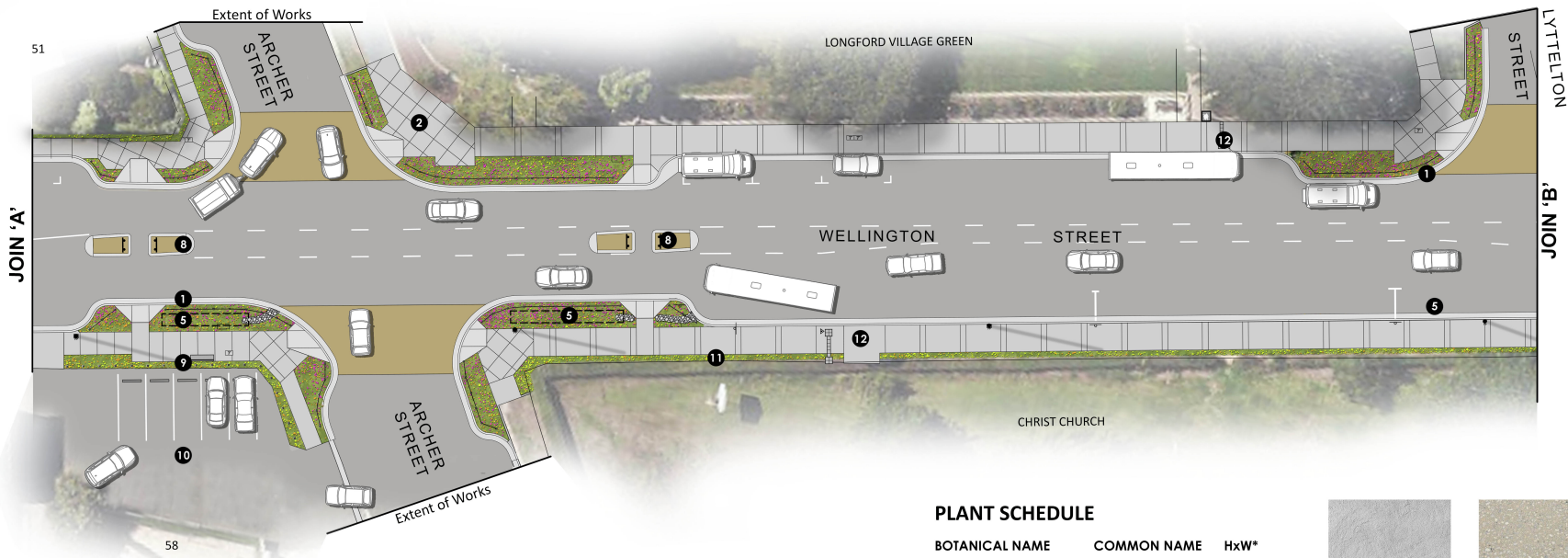
**LOCATION PLAN**

**PLAN LEGEND**

- Plain concrete footpath 1.8m wide to the residential precinct, along the kerb with a gap between the path and boundary for hardy and durable planting.
- Plain concrete footpath from the kerb to the property boundary to the Village Green precinct, with decorative trowel joints to add interest to the pavement.
- Coloured concrete footpath from the kerb to the property boundary to the historic precinct, with decorative trowel joints to add interest to the pavement.
- New bike lane where road widths allow.
- New kerb extensions to increase pedestrian safety, reduce vehicle speeds, and to add colour and texture the the intersection.
- Decorative road treatment to highlight the thresholds to side streets and pedestrian crossing areas.
- Residential precinct driveway crossovers consisting of plain concrete with an exposed finish.

**NUMBER LEGEND**

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



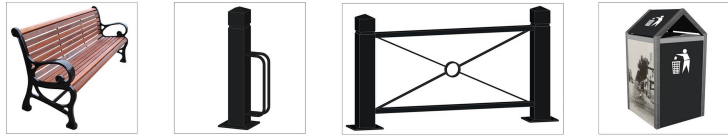
**PLANT SCHEDULE**

BOTANICAL NAME	COMMON NAME	HxW*
Convolvulus cneorum	Silver Bush	.3 x 1m
Dianella tasmanica	Southern Flax Lily	.7 x .7m
Dietes species	Spanish Iris	.7 x .7m
Ficinia nodosa	Knobby Clubrush	.6 x .6m
Grevillea species	Grevillea	.2 x .8m
Hebe buxifolia	Hebe	1 x 1m
Hibbertia species	Guinea Flower	.3 x .8m
Limonium species	Statice	.6 x .5m
Lomandra species	Lomandra	1 x 1m
Poa labillardieri	Poa	.8 x .8m
Osteospermum ecklonis	African Lily	.4 x .8m
Verbena species	Verbena	.1 x .8m
Westringia species	Westringia	1 x 1m

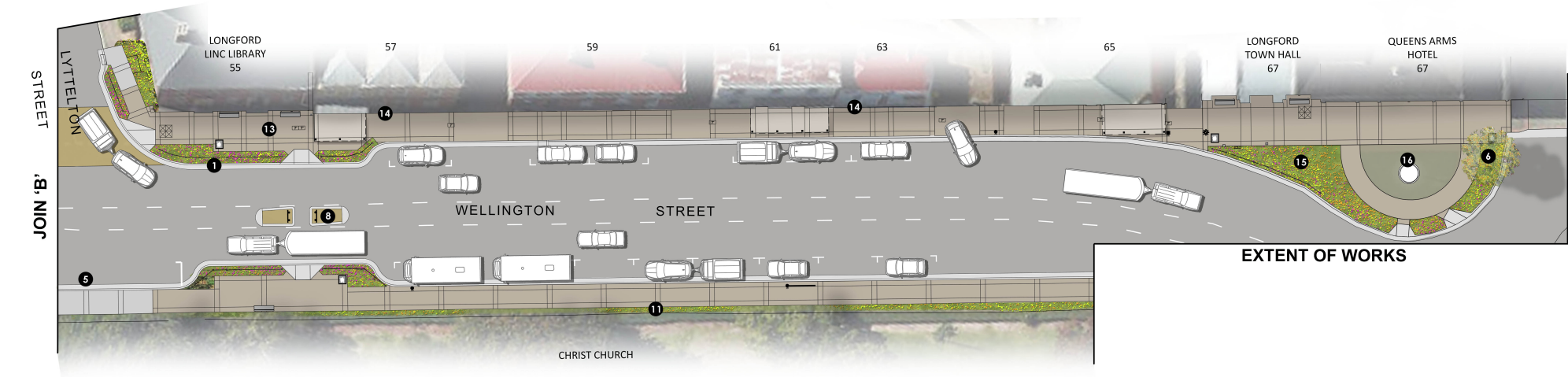
(\*HxW\* denotes approximate height by width at maturity).



**PAVEMENT**



**STREET FURNITURE**



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

Concept Plan

0 2 5 10m  
5 October 2023  
Issue E Sheet 2/2

**NORTHERN MIDLANDS COUNCIL**

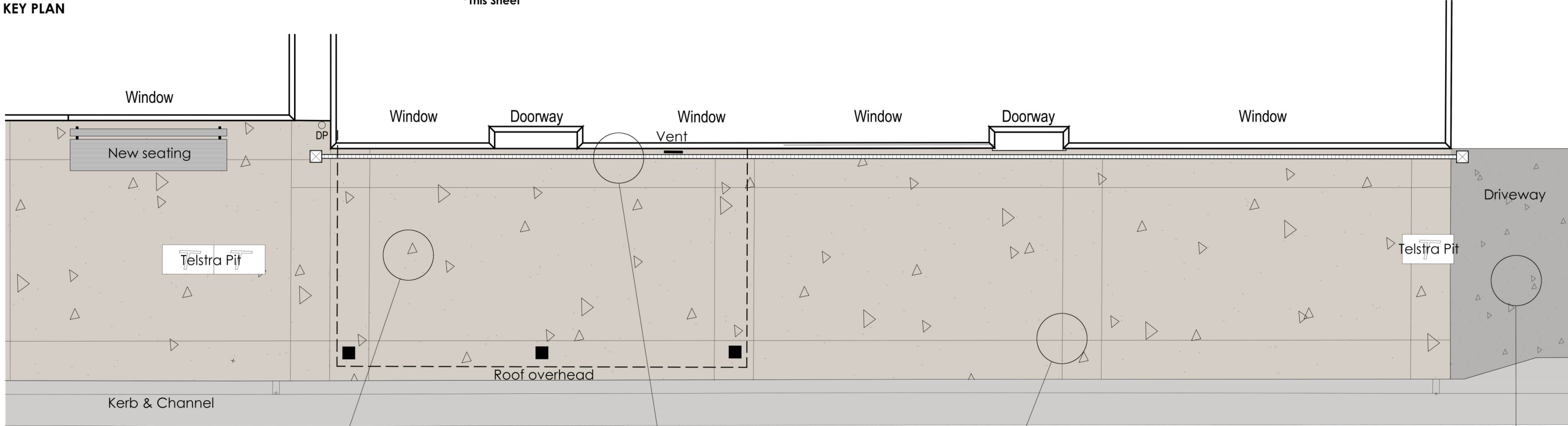
**LANGE design**  
landscape architecture



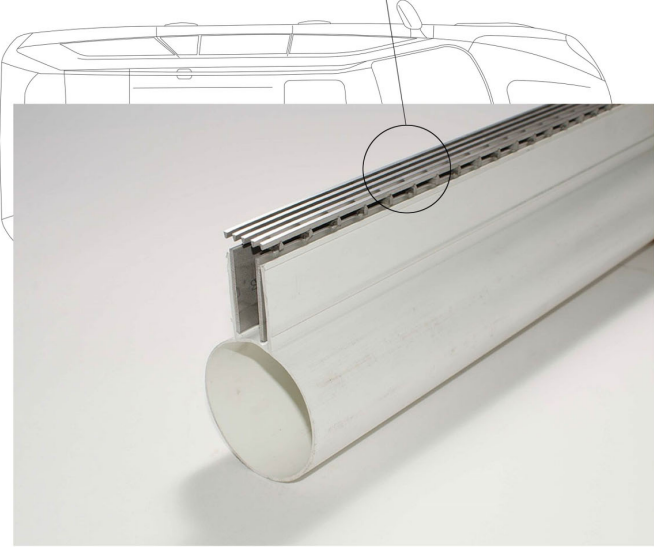
For review and comment



KEY PLAN



Tan coloured concrete with a light exposed finish.



Slot drain system to address existing drainage issues.



Troweled joint patterning.



Charcoal coloured concrete with a light exposed finish.

**WELLINGTON STREET STREETSCAPE**  
Wellington Street Longford Tasmania

**Footpath Pavement Plan - Heritage Precinct**

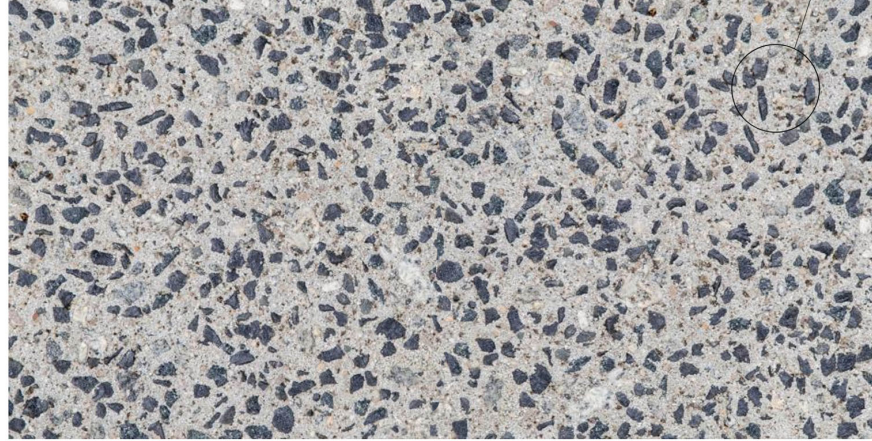
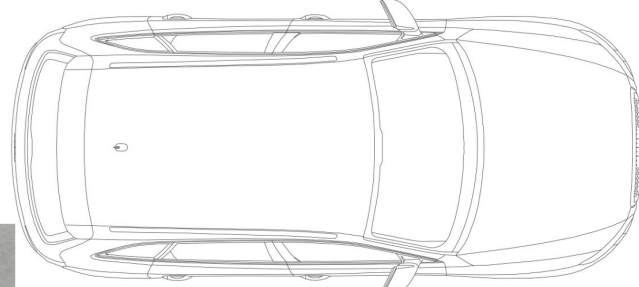
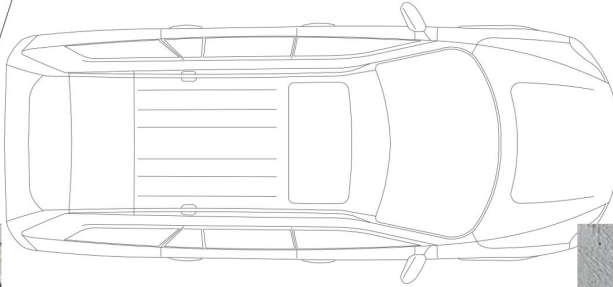
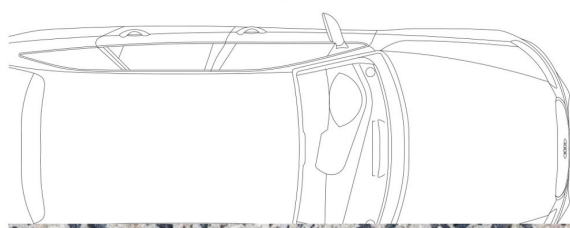
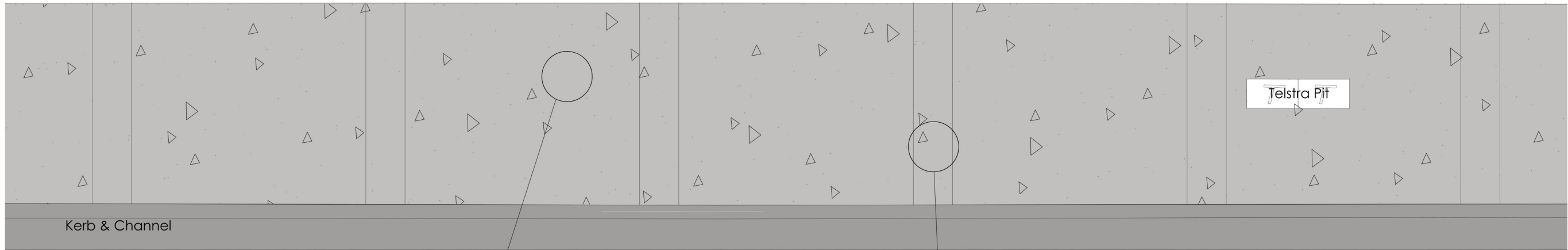
0 .1 .2 1m  
16 August 2021  
Sheet 1 of 3 Issue A

**LANGE**  
design  
landscape architecture

For review and comment



KEY PLAN



Plain concrete with a light exposed finish.



Troweled joint patterning.

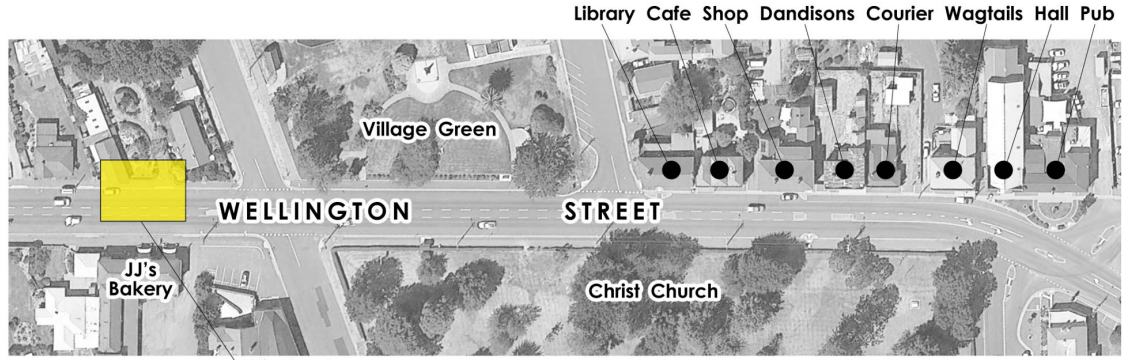
**WELLINGTON STREET STREETSCAPE**  
Wellington Street Longford Tasmania

**Footpath Pavement Plan - Village Green Precinct**

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

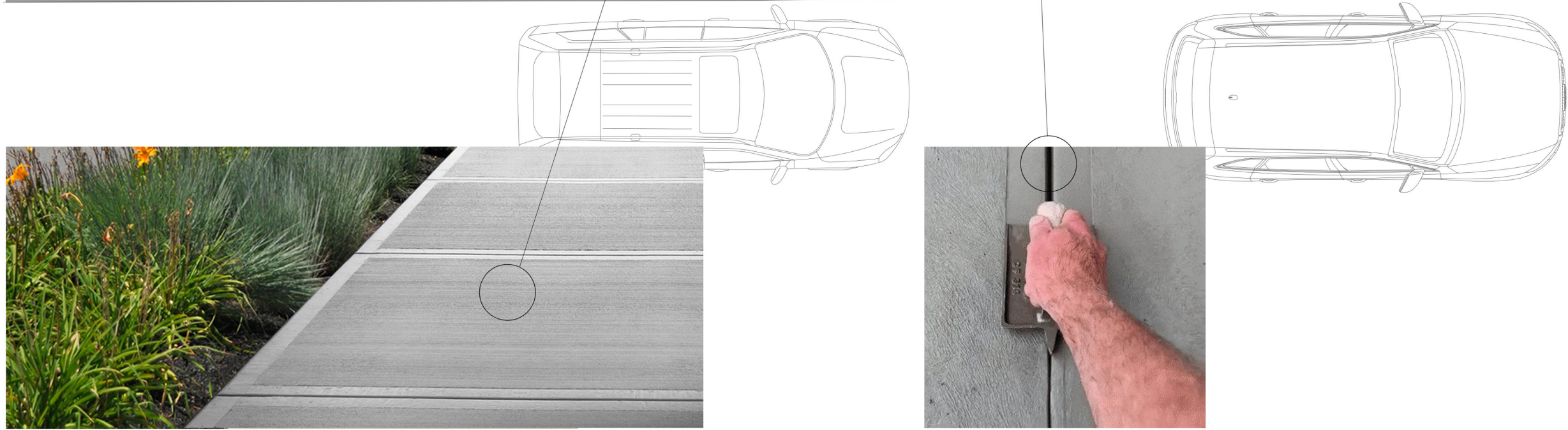
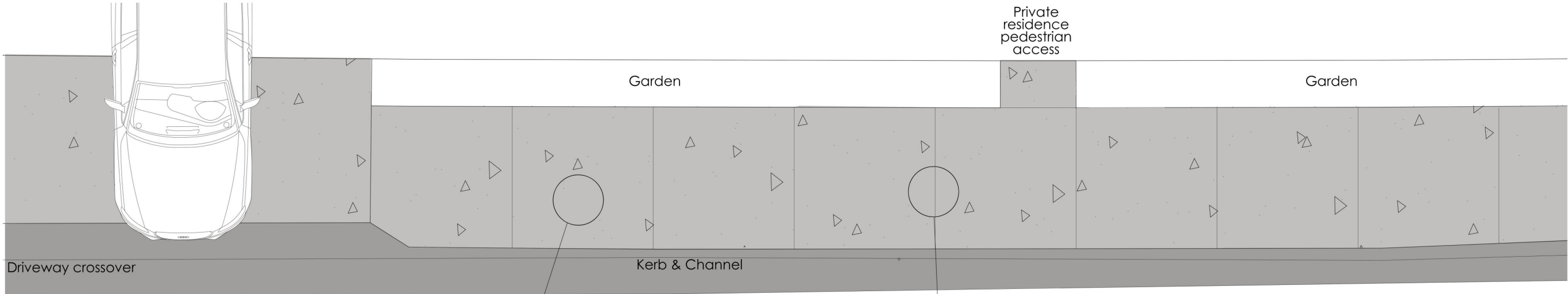
**LANGE**  
design  
landscape architecture

For review and comment



KEY PLAN

This Sheet



Plain concrete with a light broomed finish.

Troweled joints.

**WELLINGTON STREET STREETScape**  
Wellington Street Longford Tasmania

**Footpath Pavement Plan - Residential Precinct**

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

**pitt&sherry**

**Wellington Street, Longford**

Traffic Impact Assessment

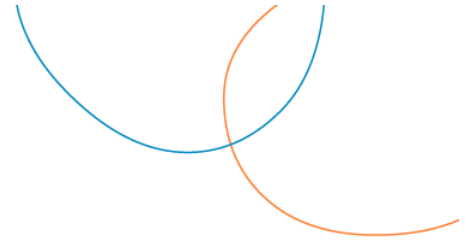
Prepared for  
**Northern Midlands Council**

Client representative  
**Trent Atkinson**

Date  
**8 September 2023**

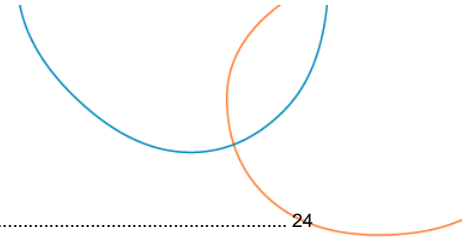
Rev01





## Table of Contents

1.	Introduction .....	1
1.1	Background .....	1
1.2	Traffic Impact Assessment scope .....	1
2.	Existing conditions .....	1
2.1	Traffic Impact Assessment study length .....	1
2.2	Wellington Street .....	2
2.3	Surrounding road network .....	3
2.3.1	Union Street, Mason Street, Smith Street, Archer Street and Lyttleton Street .....	3
2.4	Surrounding intersections .....	3
2.4.1	Wellington Street / Union Street intersection .....	4
2.4.2	Wellington Street / Mason Street intersection .....	5
2.4.3	Wellington Street / Smith Street intersection .....	6
2.4.4	Wellington Street / Archer Street intersection .....	7
2.4.5	Wellington Street / Lyttleton Street intersection .....	8
2.5	Existing traffic volumes .....	8
2.6	Traffic generation .....	10
2.7	Pedestrian and cycling facilities .....	10
2.8	Public transport .....	10
2.9	Road safety .....	12
3.	Development proposal .....	13
3.1	Overview .....	13
3.2	Design speed .....	13
3.3	Typical cross sections .....	13
3.3.1	Kerb outstand – rain garden .....	14
3.3.2	Parking bays .....	14
3.3.3	Kerb outstands – gardens .....	15
3.3.4	Kerb outstands – access ramps .....	15
3.4	Intersection alignment .....	16
3.5	Footpaths .....	17
3.6	Pedestrian crossings .....	17
3.7	Cycle lanes .....	18
3.8	Parking .....	18
3.8.1	On-street parking .....	18
3.8.2	Off-street parking .....	18
3.8.3	Truck parking .....	18
3.9	Bus stops .....	19
4.	Transport assessment .....	19
4.1	Traffic Impact Assessment .....	19
4.1.1	Vehicle routes .....	19
4.1.2	Property accesses .....	19
4.1.3	Intersection operation .....	19
4.1.4	Traffic impacts .....	20
4.1.5	Bus stops .....	20
4.2	Pedestrian connectivity .....	20
4.2.1	Pedestrian paths .....	20
4.2.2	Pedestrian crossings .....	20
4.3	Road safety implications .....	21
4.4	Sight distance assessment .....	21
4.5	Traffic management / impacts during construction .....	23
4.6	Cycling connectivity .....	23
4.6.1	Cycle lanes .....	23



4.6.2 Pavement markings .....	24
4.6.3 Signage .....	24
4.6.4 Removal of median .....	24
4.7 Parking assessment .....	24
4.7.1 On-street parking .....	24
4.7.2 Off-street parking .....	25
4.7.3 Truck parking .....	26
5. Planning scheme assessment .....	27
5.1 C2.0 Parking and sustainable transport code .....	27
5.1.1 Development Standards .....	27
5.2 28	
5.3 C3.0 Road and railway assets code .....	29
5.3.1 Use Standards .....	29
6. Conclusion .....	30

## List of figures

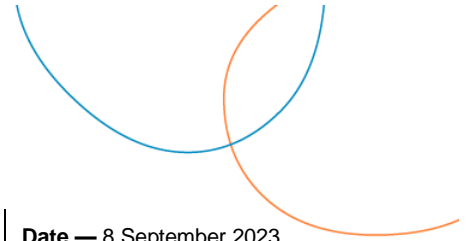
Figure 1: Study length including land zoning (Aerial Source: theLIST) .....	2
Figure 2: Wellington Street / Union Street intersection (Aerial Source: theLIST) .....	4
Figure 3: Wellington Street / Mason Street intersection (Aerial Source: theLIST) .....	5
Figure 4: Wellington Street / Smith Street intersection (Aerial Source: theLIST) .....	6
Figure 5: Wellington Street / Archer Street intersection (Aerial Source: theLIST) .....	7
Figure 6: Wellington Street / Lyttleton Street intersection (Aerial Source: theLIST) .....	8
Figure 7: Location of Geocounts Station A1604100 with respect to study length (Aerial Source: theLIST) .....	9
Figure 8: Location of bus stops on Wellington Street .....	11
Figure 9: Typical section – kerb outstand – rain garden .....	14
Figure 10: Typical section – parking bays .....	14
Figure 11: Typical section – kerb outstand – gardens .....	15
Figure 12: Typical section – kerb outstands – access ramps .....	15
Figure 13: AS 2890.5:2020 Figure 3.1 – typical parallel parking layout for cars .....	24
Figure 14: Table 1.1 of Australian Standard AS/NZS 2890.1:2004 .....	25

## List of tables

Table 1: Existing traffic data from Station A1604100 .....	9
Table 2: Crash history summary .....	12
Table 3: Pedestrian crossing length .....	17
Table 4: SISD assessment .....	21
Table 5: CSD assessment – proposed pedestrian crossings .....	23
Table 6: Off-street car parking requirements .....	25

## Appendices

### Appendix A — Preliminary Design Drawings

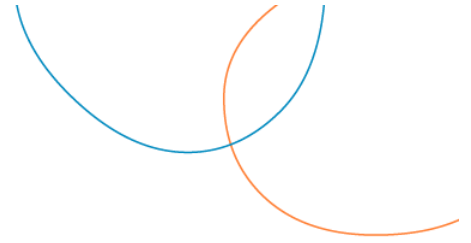


<b>Prepared by</b> — Leenah Ali-Lavroff	<i>Leenahali</i>	<b>Date</b> — 8 September 2023
<b>Reviewed by</b> — Rebekah Ramm	<i>RRamm</i>	<b>Date</b> — 8 September 2023
<b>Authorised by</b> — Rebekah Ramm	<i>RRamm</i>	<b>Date</b> — 8 September 2023

**Revision History**

Rev No.	Description	Prepared by	Reviewed by	Authorised by	Date
00	Traffic Impact Assessment	NPA	LAL	LAL	21/02/2022
01	Traffic Impact Assessment (minor updates)	LAL	RLR	RLR	8/09/2023

© 2023 pitt&sherry. This document is and shall remain the property of pitt&sherry. The document may only be used for the purposes for which it was commissioned and in accordance with the Terms of Engagement for the commission. Unauthorised use of this document in any form is prohibited.



# 1. Introduction

## 1.1 Background

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

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

## 1.2 Traffic Impact Assessment scope

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

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

# 2. Existing conditions

## 2.1 Traffic Impact Assessment study length

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

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

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





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

## 2.2 Wellington Street

Wellington Street is a DSG owned Category 4 arterial road under DSG's State Road Hierarchy between Tannery Road South (approximately 250m north-west of Union Street) and Marlborough Street. South of the T-intersection with Marlborough Street it becomes a council owned sub-arterial road<sup>1</sup>.

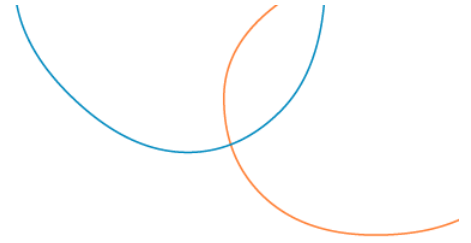
Wellington Street is configured with a single lane in each direction within the study length. Wellington Street predominantly operates in a north-south direction and spans approximately 3.2km from Tannery Road South to Woolmers Lane where the road continues under those names.

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

Wellington Street is subject to a signposted 50km/h speed limit. The road is expected to carry approximately 28,400 vehicles per day in 2022<sup>2</sup>.

<sup>1</sup> Based on theLIST Road Centrelines Transport Class.

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



## 2.3 Surrounding road network

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

Union Street, Mason Street, Smith Street, Archer Street and Lyttleton Street are Council owned local roads<sup>3</sup> and primarily operate to provide access to 10.0 General Residential, 19.0 Open Space and 24.0 Light Industrial uses within Longford. Each of the roads is configured with a single lane in each direction and are accessed via intersections with Wellington Street. Each of the streets operate in a north-east south-west direction.

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

## 2.4 Surrounding intersections

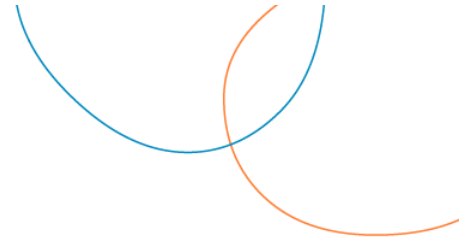
The following intersections are located along the study length:

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

These intersections are discussed in more detail below.

---

<sup>3</sup> Based on theLIST Road Centrelines Transport Class.



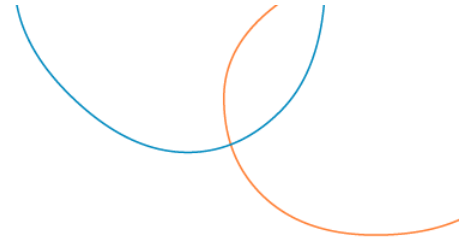
2.4.1 Wellington Street / Union Street intersection

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

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



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



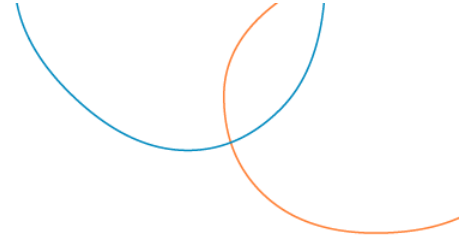
#### 2.4.2 Wellington Street / Mason Street intersection

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

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



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



#### 2.4.3 Wellington Street / Smith Street intersection

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

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

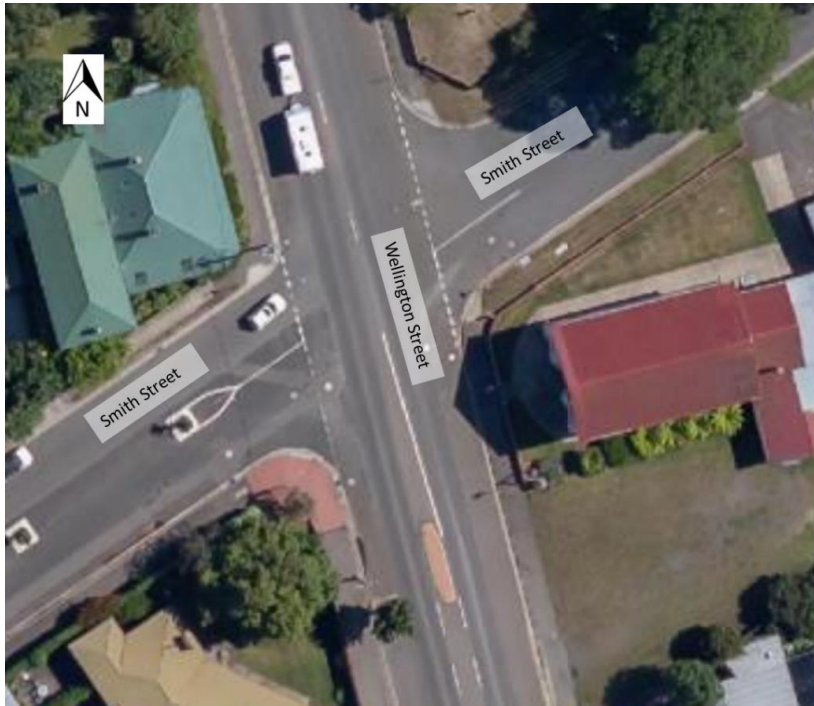
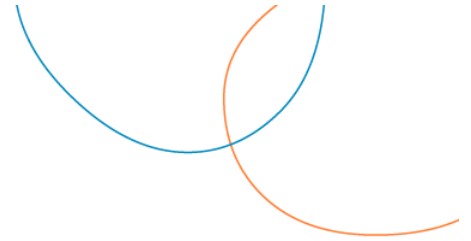


Figure 4: Wellington Street / Smith Street intersection (Aerial Source: theLIST)



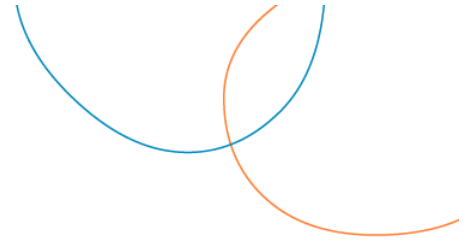
#### 2.4.4 Wellington Street / Archer Street intersection

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

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



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



#### 2.4.5 Wellington Street / Lyttleton Street intersection

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

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



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

## 2.5 Existing traffic volumes

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

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



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

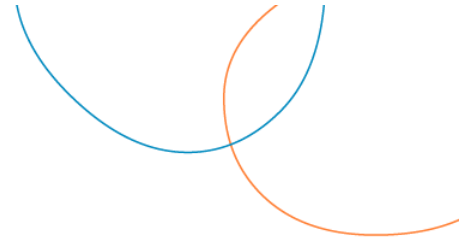
The existing 2013 and 2018 annual average daily traffic volumes (AADT) during weekdays at Station A1604100 are shown below in Table 1.

Table 1: Existing traffic data from Station A1604100

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

Utilising the growth rate calculated from the change in AADT over the five-year period, the AADT in 2023 was calculated to be approximately 28,400 vehicles per day at the traffic counter and thus at Wellington Street. It was assumed that the percentage of heavy vehicles on Wellington Street would be approximately 15%.





## 2.6 Traffic generation

No vehicle turning counts were performed within the study length.

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

## 2.7 Pedestrian and cycling facilities

As discussed, pedestrian footpaths are located on either side of the road.

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

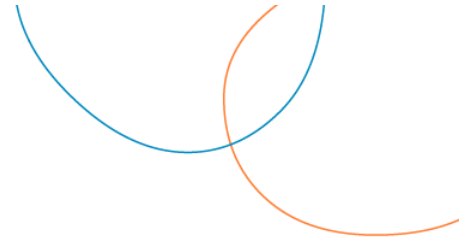
## 2.8 Public transport

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

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



Figure 8: Location of bus stops on Wellington Street



## 2.9 Road safety

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

Table 2: Crash history summary

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

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



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

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

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

### 3. Development proposal

#### 3.1 Overview

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

- New kerb and channel, stormwater pits, concrete footpaths and driveways
- New bollards, pedestrian access ramps, bus stops, pavement marking and traffic islands
- Provision of gardens and rain gardens along concrete footpaths
- Provision of 1.2m cycle lane between Union Street and Archer Street
- Addition of truck parking zone opposite Lyttleton Street
- Relocation of other traffic islands
- Modification of existing car park layout; and
- Kerb cut-out.

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

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

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

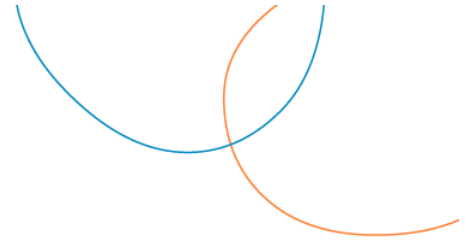
#### 3.2 Design speed

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

#### 3.3 Typical cross sections

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

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



3.3.1 Kerb outstand – rain garden

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

- Traffic Lanes – Two 3.5m lanes
- Bicycle Lanes – Two 1.2m lanes
- Parking Bay – One 2.3m
- Rain Garden – One 2.5m
- Concrete Footpath – One 1.8m
- Driveway as required; and
- Garden as required.

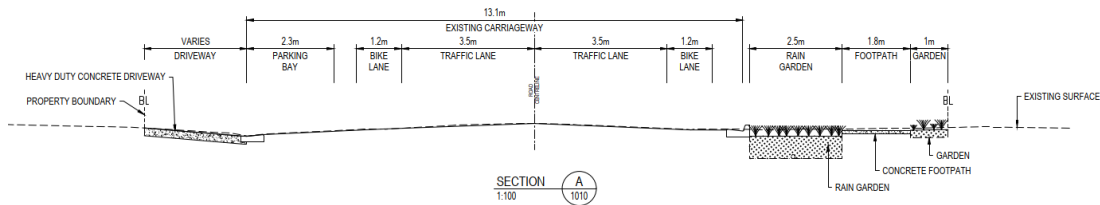


Figure 9: Typical section – kerb outstand – rain garden

3.3.2 Parking bays

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

- Traffic Lanes – Two 3.5m lanes
- Bicycle Lanes – Two 1.2m lanes
- Parking Bays – Two 2.3m
- Concrete Footpath – One 1.8m
- Driveway as required; and
- Garden as required.

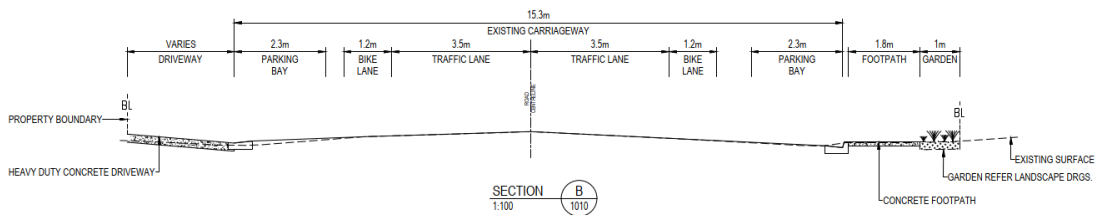
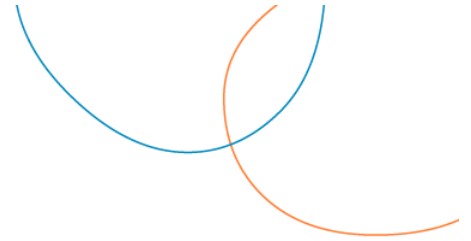


Figure 10: Typical section – parking bays



3.3.3 Kerb outstands – gardens

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

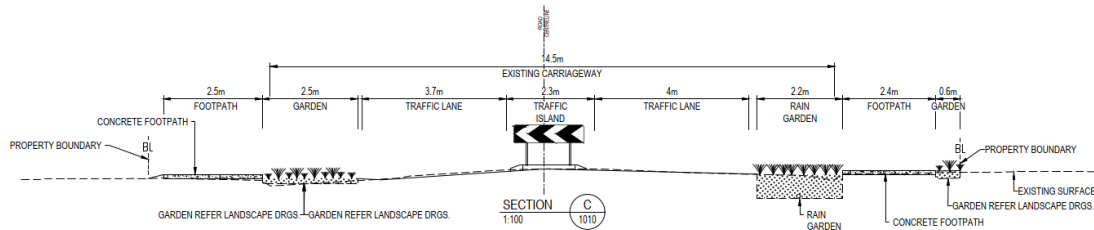


Figure 11 and involves:

- Traffic Lanes – One 3.7m lane (southbound) and one 4m lane (northbound)
- Traffic Island – One 2.3m
- Gardens – One 2.2m and one 2.5m; and
- Concrete Footpath – One 2.4m and One 2.5m.

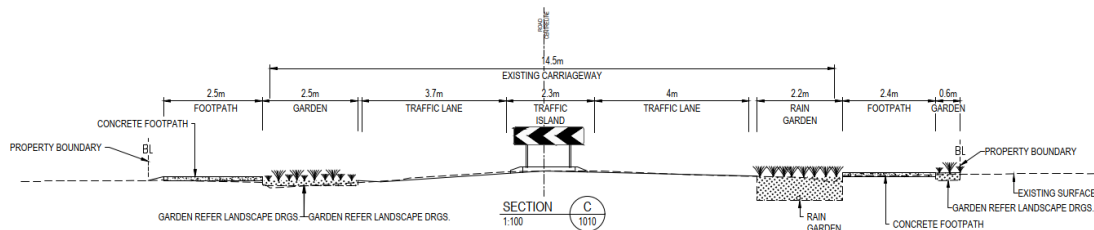


Figure 11: Typical section – kerb outstand – gardens

3.3.4 Kerb outstands – access ramps

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

- Traffic Lanes – One 4.0m lane (southbound) and one 3.7m lane (northbound)
- Traffic Island – One 2.4m
- Access Ramps – Two 1.2m; and
- Concrete Footpath – One 3.7m and one 3.9m.

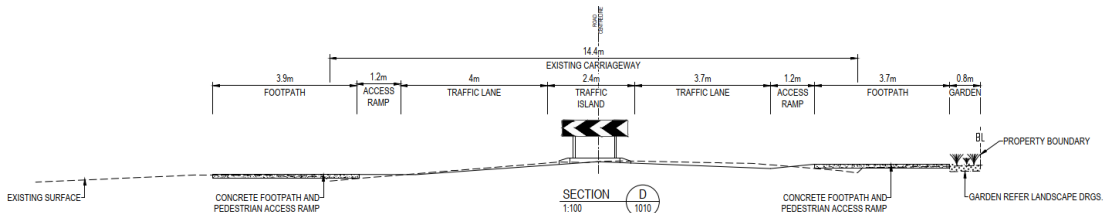
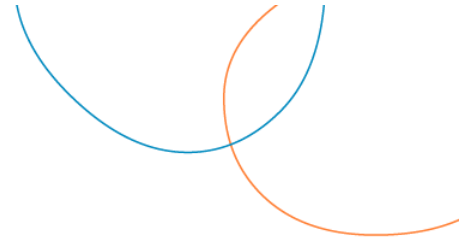
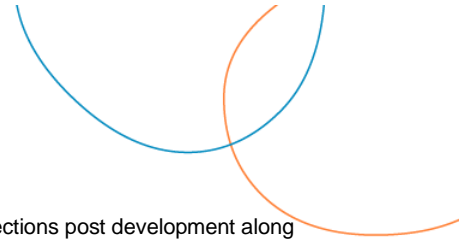


Figure 12: Typical section – kerb outstands – access ramps



### 3.4 Intersection alignment

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



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

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

### 3.5 Footpaths

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

### 3.6 Pedestrian crossings

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

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

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

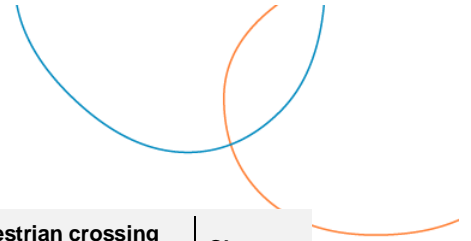
The existing pedestrian crossing lengths as compared to the post development pedestrian crossing lengths have been determined from survey and the preliminary design drawings. They are shown below in Table 3.

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

Table 3: Pedestrian crossing length

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





Location	Existing pedestrian crossing length	Proposed pedestrian crossing length	Change
Archer Street West	~ 16m	~ 12m	-4m
Wellington Street South of Archer Street (features new traffic island)	-	~ 10m (from pedestrian access ramps) ~ 4m each side (from pedestrian access ramps to traffic island)	-
Lyttleton Street	~ 16m	~ 13m	-3m
Wellington Street South of Lyttleton Street	~ 10m (from centre of kerb outstands) ~ 4m (from kerb outstands to traffic island)	~ 10m (from pedestrian access ramps) ~ 4m each side (from pedestrian access ramps to traffic island)	No change

### 3.7 Cycle lanes

On-street cycle lanes are proposed along both sides of Wellington Street between Union Street and Archer Street. The cycle lanes are proposed to be 1.2m wide.

New line marking will be provided for the cycle lanes.

It is noted that in order to accommodate the cycle lane, the existing line marked central median lane along Wellington Street between Archer Street and Smith Street will be removed and replaced with a dashed Lane (L1) line marking.

### 3.8 Parking

#### 3.8.1 On-street parking

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

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

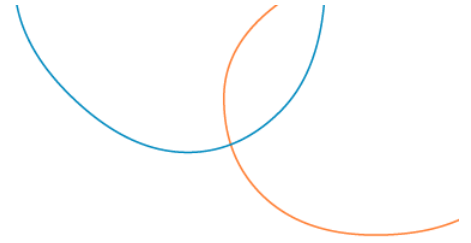
#### 3.8.2 Off-street parking

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

#### 3.8.3 Truck parking

A truck parking zone is proposed opposite Lyttleton Street. The truck parking zone is proposed to be 2.6m wide and 25m long.

It is noted that in order to accommodate the truck parking, the existing central median lane along Wellington Street in the vicinity of the truck parking has been adjusted to 1.5m.



### 3.9 Bus stops

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

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

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

## 4. Transport assessment

### 4.1 Traffic Impact Assessment

#### 4.1.1 Vehicle routes

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

#### 4.1.2 Property accesses

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

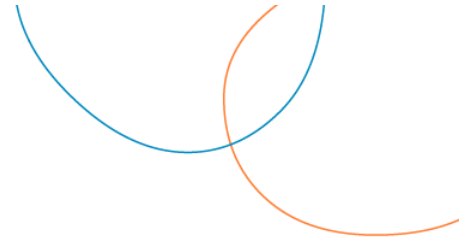
#### 4.1.3 Intersection operation

Changes to intersection operation along the study length include:

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

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

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



#### 4.1.4 Traffic impacts

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

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

#### 4.1.5 Bus stops

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

## 4.2 Pedestrian connectivity

### 4.2.1 Pedestrian paths

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

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

### 4.2.2 Pedestrian crossings

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

#### **Crossing length**

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

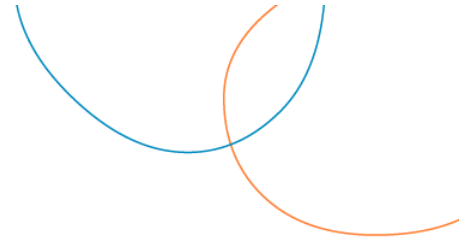
As evidenced in Table 3, pedestrian crossings were narrowed where possible to limit crossing distance and thus typically align with guidance provided by the Austrroads Guide Part 4.

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

#### **Crossing orientation**

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

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



**Pedestrian refuges**

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

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

**4.3 Road safety implications**

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

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

**4.4 Sight distance assessment**

**Safe Intersection Sight Distance**

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

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

Table 4: SISD assessment

Intersection of Wellington Street/	Location of vehicle on Wellington Street	Speed limit	Sight distance requirement	Available sight distance	Meets requirements
Union Street (east)	North	50km/h	97m	>100m	Yes
	South			>100m	Yes
Union Street (west)	North			>100m	Yes
	South			>100m	Yes
Mason Street	North			>100m	Yes
	South			>100m	Yes
Smith Street (east)	North			>100m	Yes
	South			>100m	Yes
Smith Street (west)	North			>100m	Yes
	South			>100m	Yes