



Intersection of Wellington Street/	Location of vehicle on Wellington Street	Speed limit	Sight distance requirement	Available sight distance	Meets requirements
Archer Street (east)	North			>100m	Yes
	South			>100m	Yes
Archer Street (west)	North			>100m	Yes
	South			>100m	Yes
Lyttleton Street	North			>100m	Yes
	South			>100m	Yes

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

Pedestrian sight distance

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

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

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

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

Where

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

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

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

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

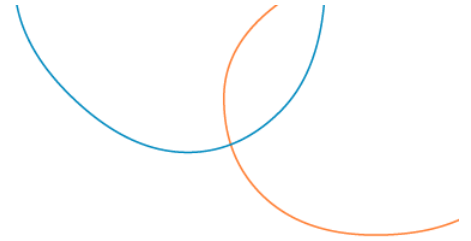


Table 5: CSD assessment – proposed pedestrian crossings

Location of proposed pedestrian crossing	Lane crossing	Proposed lane width	Vehicle speed	Sight distance requirement	Available sight distance	Meets requirements
Wellington Street North of Archer Street	Northbound	4.0m	50km/h	47m	>120m	Yes
	Southbound	3.9m	50km/h	45m	>120m	Yes
Wellington Street South of Archer Street	Northbound	4.0m	50km/h	47m	>120m	Yes
	Southbound	3.9m	50km/h	45m	>120m	Yes
Wellington Street South of Lyttleton Street	Northbound	3.6m	50km/h	42m	>120m	Yes
	Southbound	4.3m	50km/h	50m	>100m	Yes

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

4.5 Traffic management / impacts during construction

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

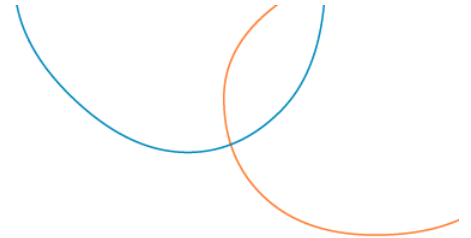
Construction activities should be carefully managed to ensure that delays and disruptions to vehicular and pedestrian traffic is minimised, recognising the importance of reliable journey times.

4.6 Cycling connectivity

4.6.1 Cycle lanes

The Austroads Guide Part 6A outlines a suggested minimum width for one way cycle lanes of 1.2m.

As the proposed cycle lanes are a minimum width of 1.2m, they meet requirements of Austroads Guide Part 6A.



4.6.2 Pavement markings

Clause 2.5.1 of the *Australian Standard AS1742.9:2018 Manual of uniform traffic control devices Part 9: Bicycle facilities* (AS1742.9:2018) outlines that special pavement marking provision for bicycles at intersections are required whenever cycle lanes interact with parking or vehicular lanes.

As bicycle pavement markings consisting of the bicycle symbol has been provided so that it guides cyclists through conflict areas, it meets the requirements of AS1742.9:2018.

It is noted that although not a requirement, it is recommended to install green pavement paint at conflict areas (i.e. intersections) to better guide cyclist through these conflict areas.

4.6.3 Signage

Guidance is provided within AS1742.9:2018 on the signage to be used for various types of cycle lanes.

All signs proposed meet the requirements of AS1742.9:2018.

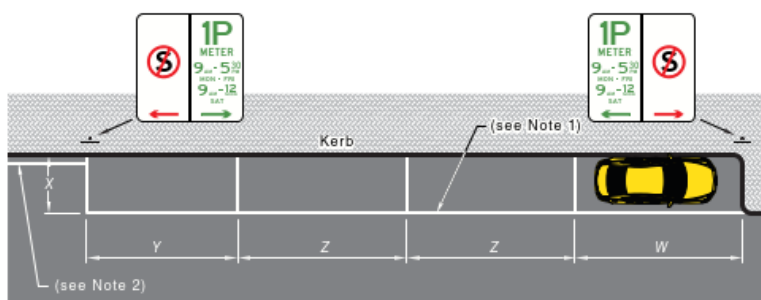
4.6.4 Removal of median

As discussed, 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. While this is not anticipated to impact the safety or operation of the road, it is recommended adjacent property owners along this section of the road be advised of the change.

4.7 Parking assessment

4.7.1 On-street parking

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

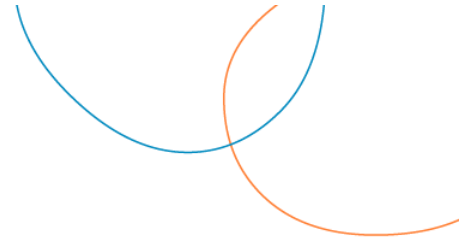


Key

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

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

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



4.7.2 Off-street parking

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

TABLE 1.1
CLASSIFICATION OF OFF-STREET CAR PARKING FACILITIES

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

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

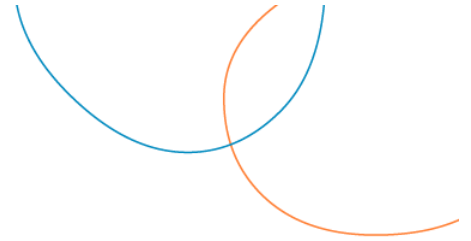
The modified off-street car parking spaces have been reviewed against the AS/NZS 2890.1:2004 User Class 1A requirements.

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

Table 6: Off-street car parking requirements

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

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

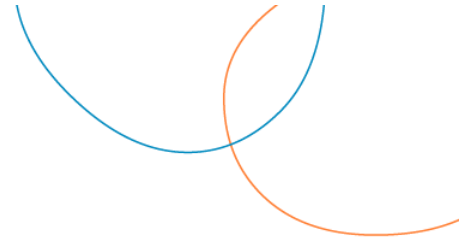


4.7.3 Truck parking

The *Australian Standard AS2890.2: 2018 Part 2: Off-street parking* (AS 2890.2:2018) states that “*Swept paths shall be used to check that the paths of vehicles travelling in the forward direction when negotiating access driveways, circulations roadways, and parking can be accommodated within the proposed roadway*”.

Based on swept paths included in Appendix A, the proposed truck parking zone meets the Australian Standard requirements.

As discussed, 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. This reduction in the median width is not anticipated to impact the safety or operation of the road.



5. Planning scheme assessment

5.1 C2.0 Parking and sustainable transport code

5.1.1 Development Standards

C2.6.1 Construction of parking areas

Objective:

That parking areas are constructed to an appropriate standard.

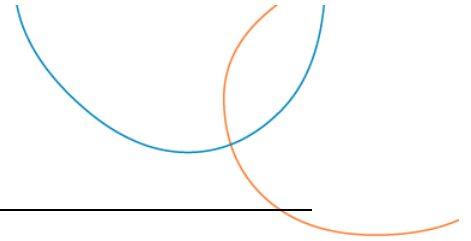
Acceptable Solution/ Performance Criteria	Comment
<p>Acceptable Solution A1</p> <p>All parking, access ways, manoeuvring and circulation spaces must:</p> <ul style="list-style-type: none"> a) be constructed with a durable all weather pavement; b) be drained to the public stormwater system, or contain stormwater on the site; and c) excluding all uses in the Rural Zone, Agriculture Zone, Landscape Conservation Zone, Environmental Management Zone, Recreation Zone and Open Space Zone, be surfaced by a spray seal, asphalt, concrete, pavers or equivalent material to restrict abrasion from traffic and minimise entry of water to the pavement. 	<p>Complies with Acceptable Solution A1</p> <p>All parking spaces will be sealed with an all weather pavement and sufficient stormwater systems will be implemented. Thus, it complies with Acceptable Solution A1.</p>

C2.6.2 Design and layout of parking areas

Objective:

That parking areas are designed and laid out to provide convenient, safe and efficient parking.

Acceptable Solution/ Performance Criteria	Comment
<p>Acceptable Solution A1.1</p> <p>Parking, access ways, manoeuvring and circulation spaces must either:</p> <ul style="list-style-type: none"> a) comply with the following: <ul style="list-style-type: none"> i. have a gradient in accordance with <i>Australian Standard AS 2890 - Parking facilities, Parts 1-6</i>; ii. provide for vehicles to enter and exit the site in a forward direction where providing for more than 4 parking spaces; iii. have an access width not less than the requirements in Table C2.2; iv. have car parking space dimensions which satisfy the requirements in Table C2.3; 	<p>Complies with Acceptable Solution A1.1 and A1.2.</p> <p>The proposed streetscape improvements complies with Acceptable Solution A1.1 and Acceptable Solution A1.2 as it complies with the <i>Australian Standard AS 2890- Parking facilities, Parts 1-6</i> and <i>Australian/ New Zealand Standard AS/NZS 2890.6:2009 Parking facilities, Off-street parking for people with disabilities</i>.</p>



<ul style="list-style-type: none"> v. have a combined access and manoeuvring width adjacent to parking spaces not less than the requirements in Table C2.3 where there are 3 or more car parking spaces; vi. have a vertical clearance of not less than 2.1m above the parking surface level; and vii. excluding a single dwelling, be delineated by line marking or other clear physical means; or <p>b) comply with <i>Australian Standard AS 2890- Parking facilities, Parts 1-6.</i></p> <p>Acceptable Solution A1.2 Parking spaces provided for use by persons with a disability must satisfy the following:</p> <ul style="list-style-type: none"> a) be located as close as practicable to the main entry point to the building; b) be incorporated into the overall car park design; and c) be designed and constructed in accordance with <i>Australian/ New Zealand Standard AS/NZS 2890.6:2009 Parking facilities, Off-street parking for people with disabilities.</i> 	
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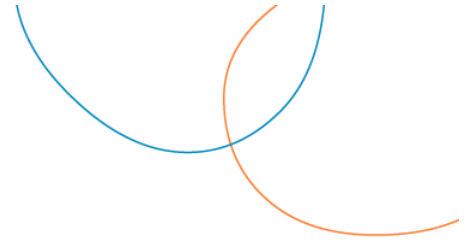
C2.6.6 Loading bays

Objective:

That the area and dimensions of loading bays are adequate to provide safe and efficient delivery and collection of goods.

Acceptable Solution/ Performance Criteria	Comment
<p>Acceptable Solution A1 The area and dimensions of loading bays and access way areas must be designed in accordance with <i>Australian Standard AS 2890.2–2002, Parking facilities, Part 2: Off-street commercial vehicle facilities</i>, for the type of vehicles likely to use the site.</p>	<p>Complies with Acceptable Solution A1 The proposed streetscape improvements complies with Acceptable Solution A1 as the truck parking has been designed in accordance with <i>Australian Standard AS 2890.2–2002, Parking facilities, Part 2: Off-street commercial vehicle facilities</i>.</p>

5.2



5.3 C3.0 Road and railway assets code

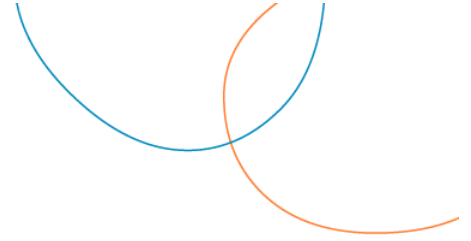
5.3.1 Use Standards

C3.5.1 Traffic generation at a vehicle crossing, level crossing or new junction

Objective:

To minimise any adverse effects on the safety and efficiency of the road or rail network from vehicular traffic generated from the site at an existing or new vehicle crossing or level crossing or new junction.

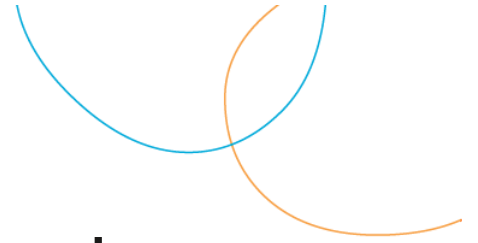
Acceptable Solution/ Performance Criteria	Comment
<p>Acceptable Solution A1.1 For a category 1 road or a limited access road, vehicular traffic to and from the site will not require:</p> <ul style="list-style-type: none"> a) a new junction; b) a new vehicle crossing; or c) a new level crossing. <p>Acceptable Solution A1.2 For a road, excluding a category 1 road or a limited access road, written consent for a new junction, vehicle crossing, or level crossing to serve the use and development has been issued by the road authority.</p> <p>Acceptable Solution A1.3 For the rail network, written consent for a new private level crossing to serve the use and development has been issued by the rail authority.</p> <p>Acceptable Solution A1.4 Vehicular traffic to and from the site, using an existing vehicle crossing or private level crossing, will not increase by more than:</p> <ul style="list-style-type: none"> a) the amounts in Table C3.1; or b) allowed by a licence issued under Part IVA of the <i>Roads and Jetties Act 1935</i> in respect to a limited access road. <p>Acceptable Solution A1.5 Vehicular traffic must be able to enter and leave a major road in a forward direction.</p>	<p>Acceptable Solution A1.1, A1.2, A1.3 Not applicable. Complies with Acceptable Solution A1.4 and 1.5. The proposed streetscape improvements will not generate any additional traffic but will instead improve the safety and functionality of the current road network.</p>



6. Conclusion

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

- The crash history indicates no obvious crash patterns along the study length, noting most crashes were of lower consequence and those of higher consequence were not attributed to the road itself. The streetscape improvements are anticipated to slightly lower the crash risk on Wellington Street and at the intersections with adjoining roads
- The changes to the kerb alignment at the intersections within the study length are anticipated to minimise the likelihood of heavy vehicles crossing over into the opposing lane when turning from Wellington Street onto Union Street and Smith Street. This lessens the likelihood of crashes involving heavy vehicles
- The relocation of the pedestrian crossing further south of the Wellington Street/ Lyttleton Street intersection to provide a one-car queue in the median for right turn movements is expected to lessen the chance of rear-end crashes as vehicles turning right are less likely to be stopped in the through lane
- The Wellington Street streetscape improvements will not generate any traffic but rather accommodate the traffic already on the road network. As such, no negative impacts to traffic flow are anticipated. However, the provision of a one car queue in the median south of the Wellington Street/ Lyttleton Street intersection is expected to slightly improve traffic flow due to reducing the likelihood of vehicles being stopped in the northbound through lane prior to turning right onto Lyttleton Street
- The relocation of bus stops is not anticipated to markedly reduce amenity to bus patrons
- The provision of two additional pedestrian crossings on Wellington Street is expected to improve pedestrian connectivity. Furthermore, the provision of kerb outstands at pedestrian crossing points to reduce the distance pedestrians have to walk to cross Wellington Street is anticipated to limit the risk of pedestrian/ vehicle collisions
- The provided cycle lane meets the requirements of Austroads Guide Part 6A and the requirements of AS1742.9:2018
- 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. While this is not anticipated to impact the safety or operation of the road, it is recommended adjacent property owners along this section of the road be advised of the change
- 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. This reduction in the median width is not anticipated to impact the safety or operation of the road
- Per the preliminary design drawings, the safe intersection sight distances at all adjoining roads to vehicles on Wellington Street meet the requirements of the Austroads Guide Part 4A. Per the preliminary design drawings, the pedestrian sight distances from the pedestrian crossings also meet the requirements of the Austroads Guide part 4A; and
- No impacts to the speed limit of Wellington Street will occur as a result of the streetscape improvements.



Preliminary Design Drawings

Appendix A

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NORTHERN MIDLANDS COUNCIL WELLINGTON STREET LONGFORD STREETSCAPE IMPROVEMENTS

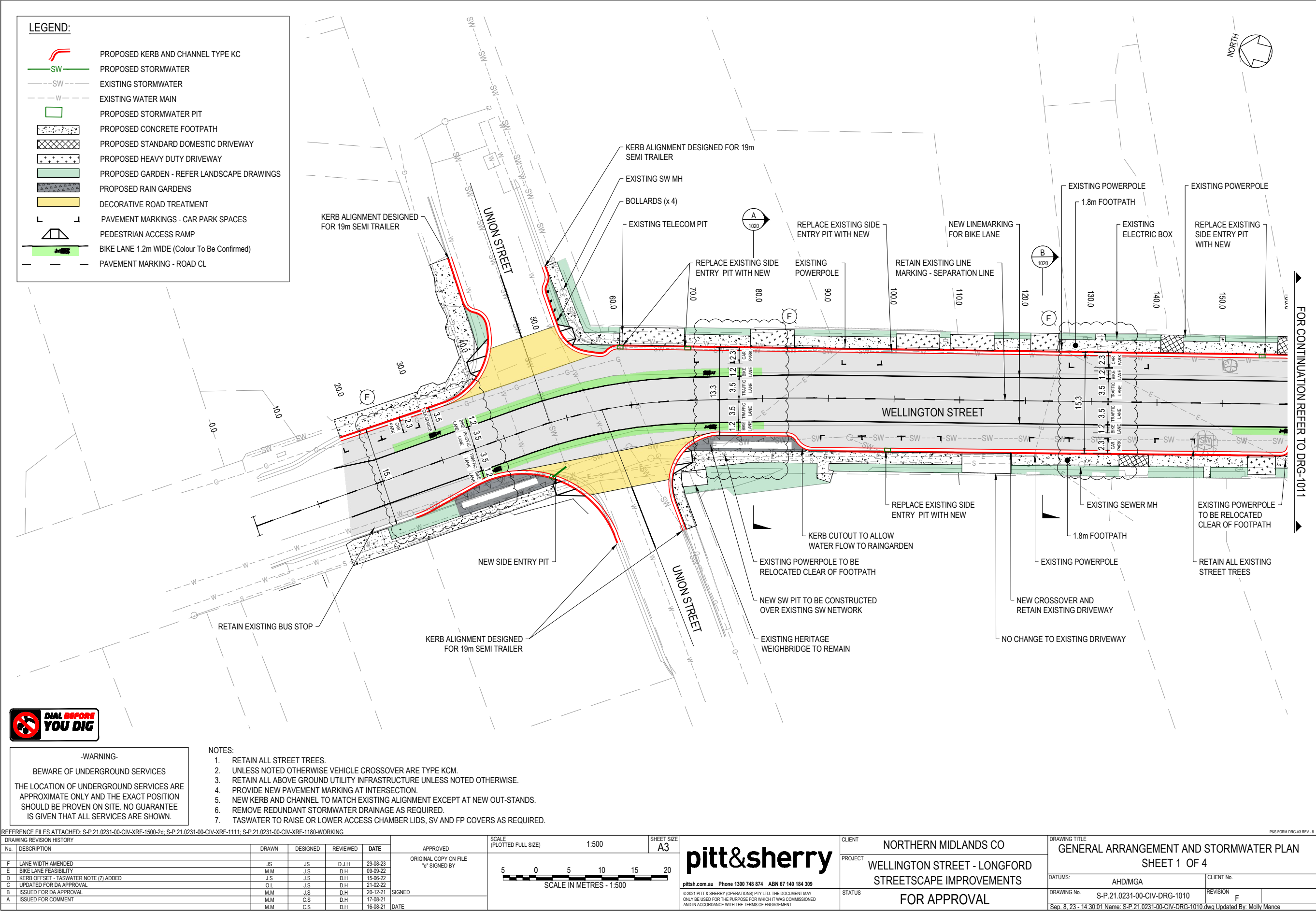
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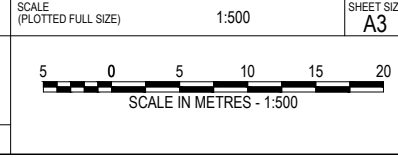
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C	UPDATED FOR DA APPROVAL	O.L	J.S	D.H	21-02-22
B	ISSUED FOR DA APPROVAL	M.M	J.S	D.H	20-12-21
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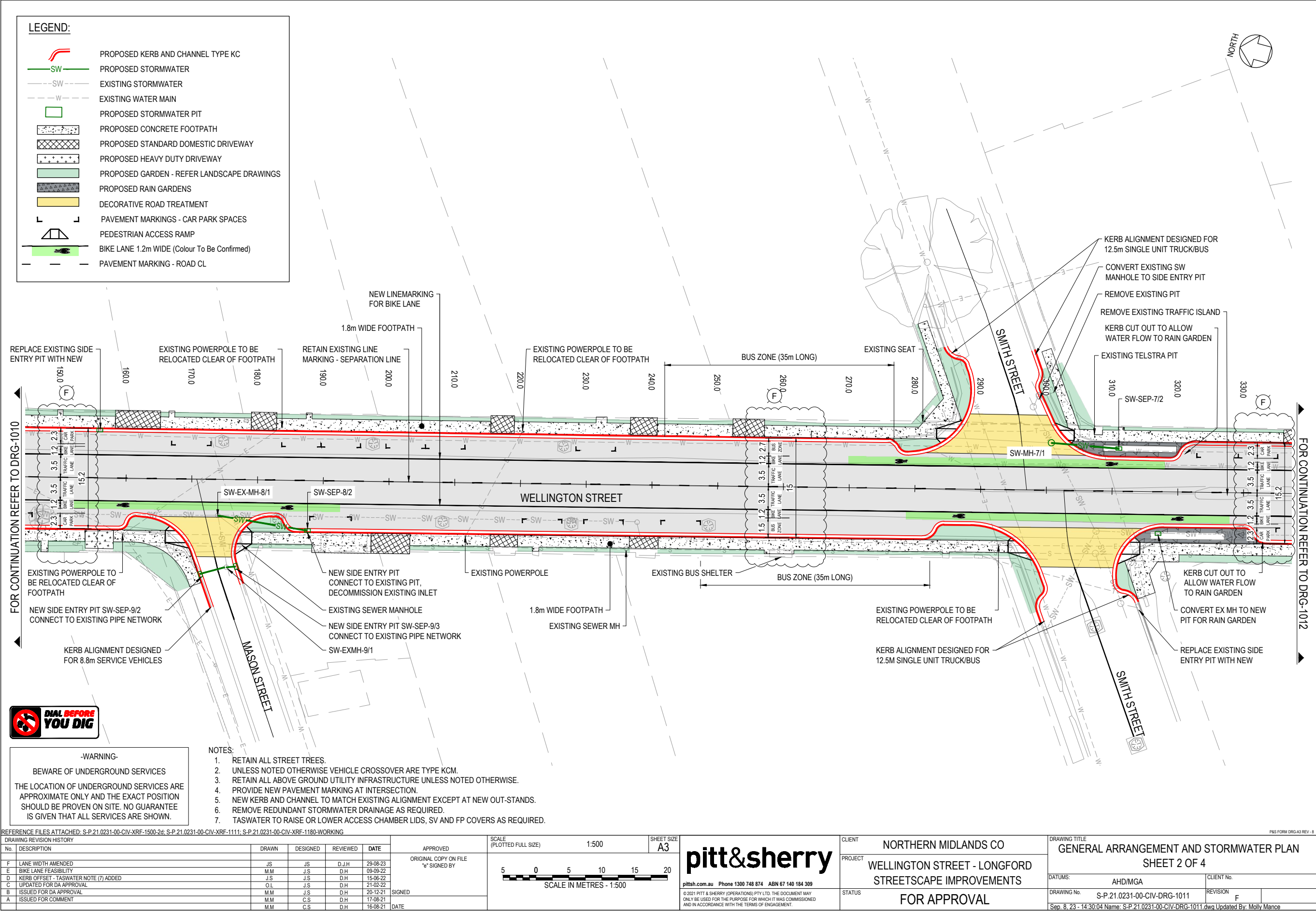
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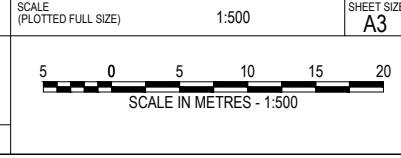
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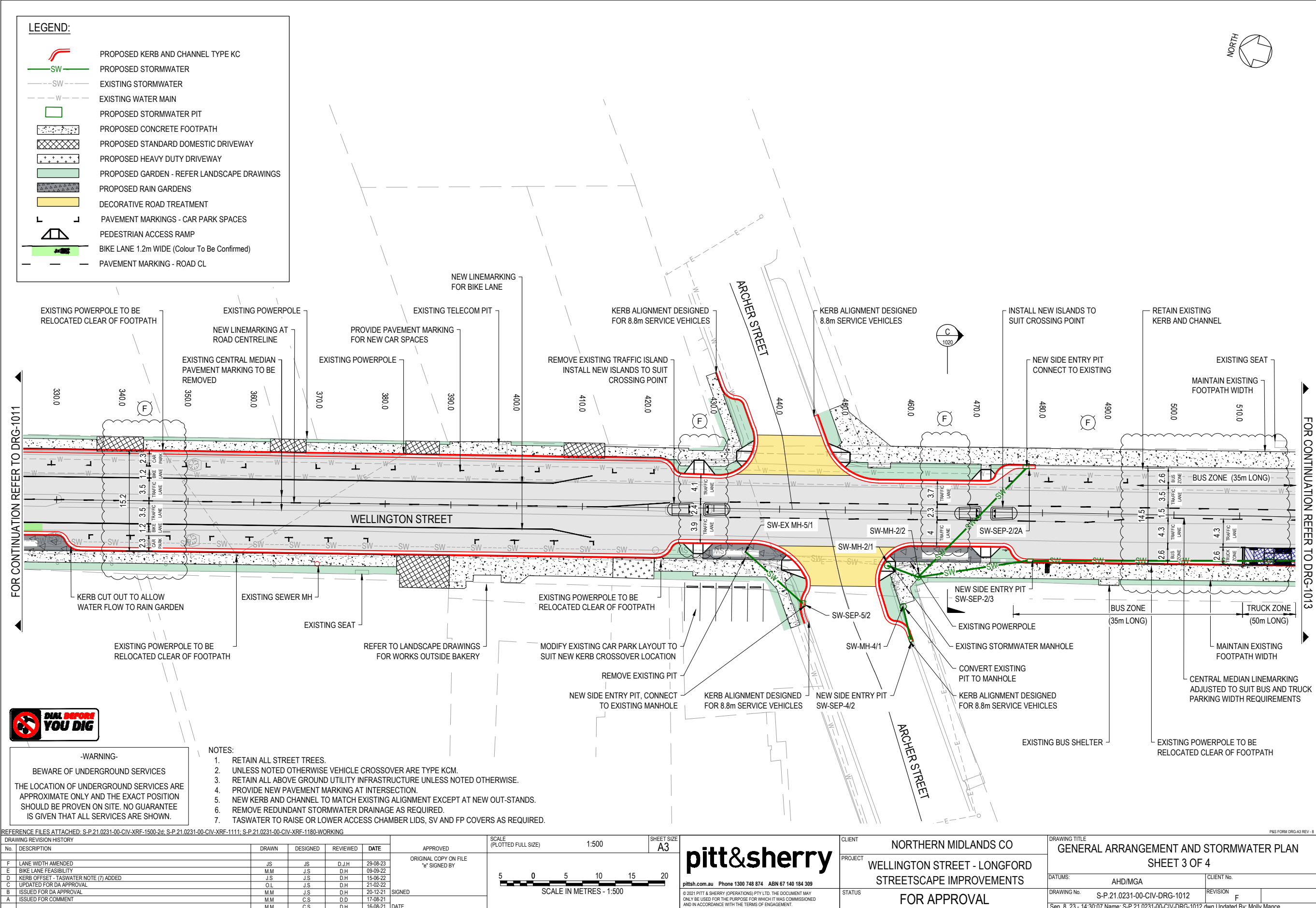
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E	BIKE LANE FEASIBILITY	M.M	J.S	D.H	09-09-22	
D	KERB OFFSET - TASWATER NOTE (7) ADDED	J.S	J.S	D.H	15-06-22	
C	UPDATED FOR DA APPROVAL	O.L	J.S	D.H	21-02-22	
B	ISSUED FOR DA APPROVAL	M.M	J.S	D.H	20-12-21	
A	ISSUED FOR COMMENT	M.M	C.S	D.D	17-08-21	
		M.M	C.S	D.H	16-08-21	
					DATE	

SCALE (PLOTTED FULL SIZE) 1:500

SCALE IN METRES - 1:500

pitt&sherry

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CLIENT NORTHERN MIDLANDS CO

PROJECT WELLINGTON STREET - LONGFORD STREETScape IMPROVEMENTS

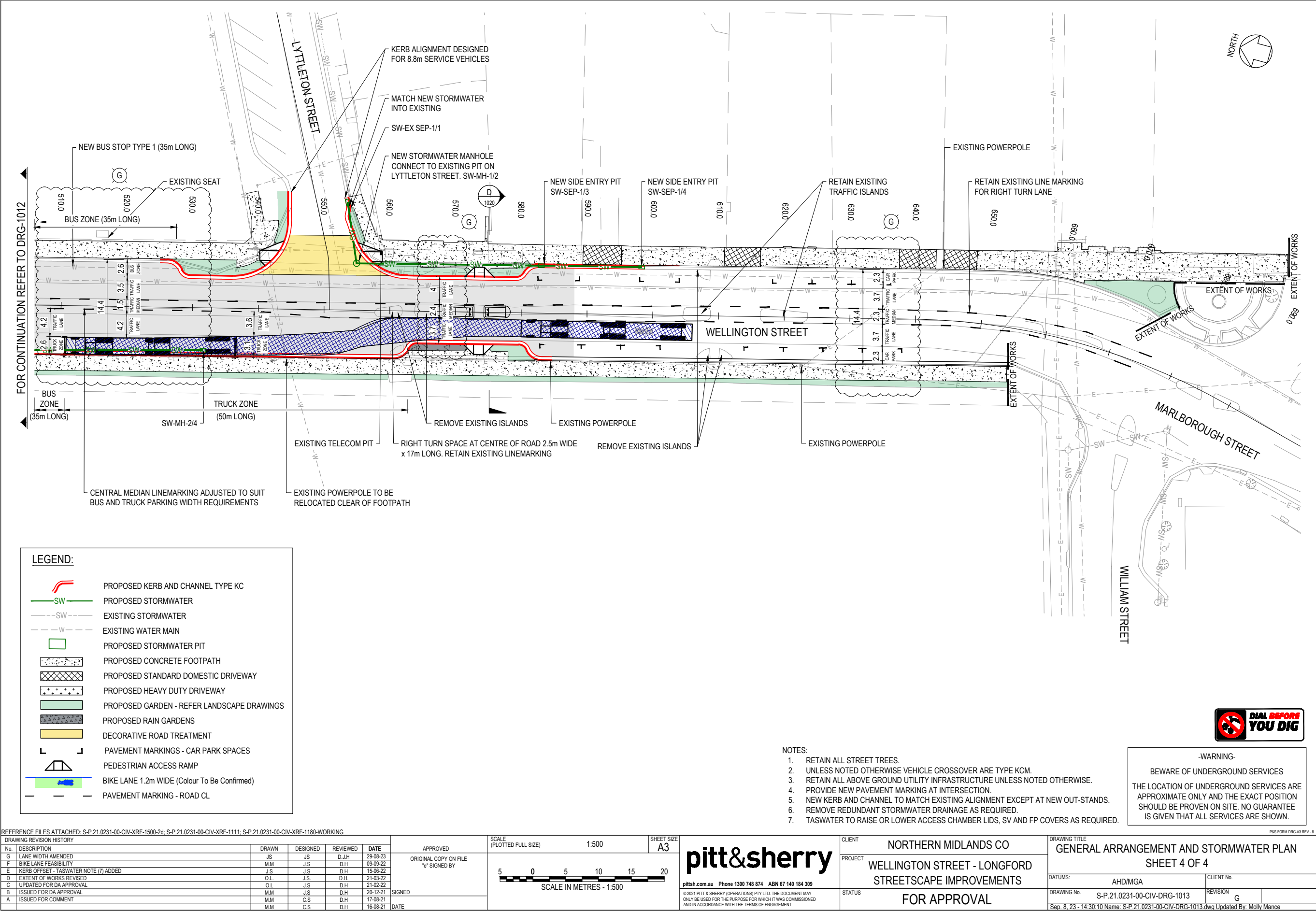
STATUS FOR APPROVAL

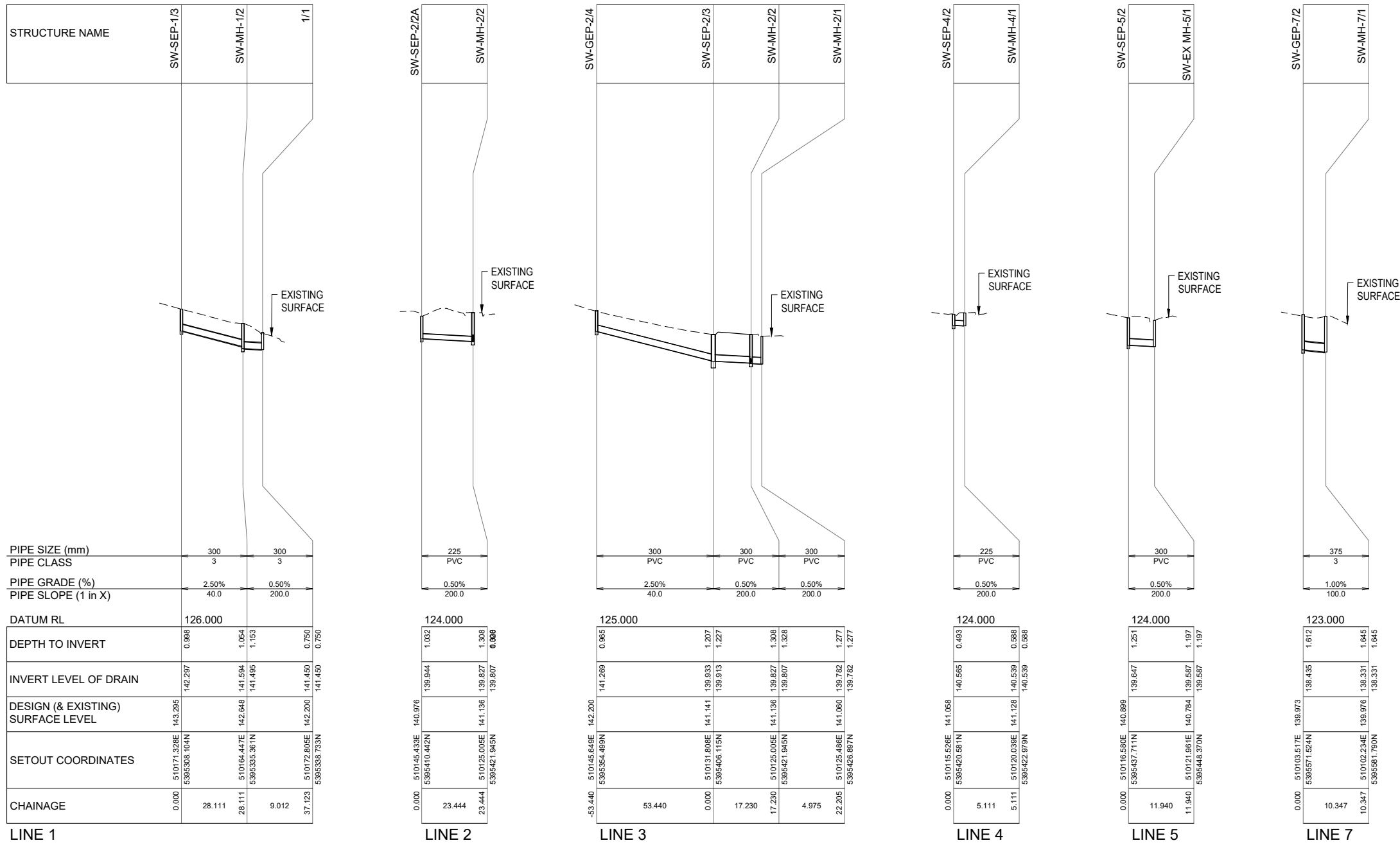
DRAWING TITLE GENERAL ARRANGEMENT AND STORMWATER PLAN SHEET 3 OF 4

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

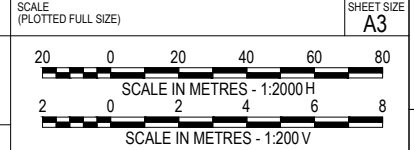




REFERENCE FILES ATTACHED: S-P.21.0231-00-CIV-XRF-1181-SW-Profiles

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	20-12-21
		M.M	J.S	D.H	20-12-21

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



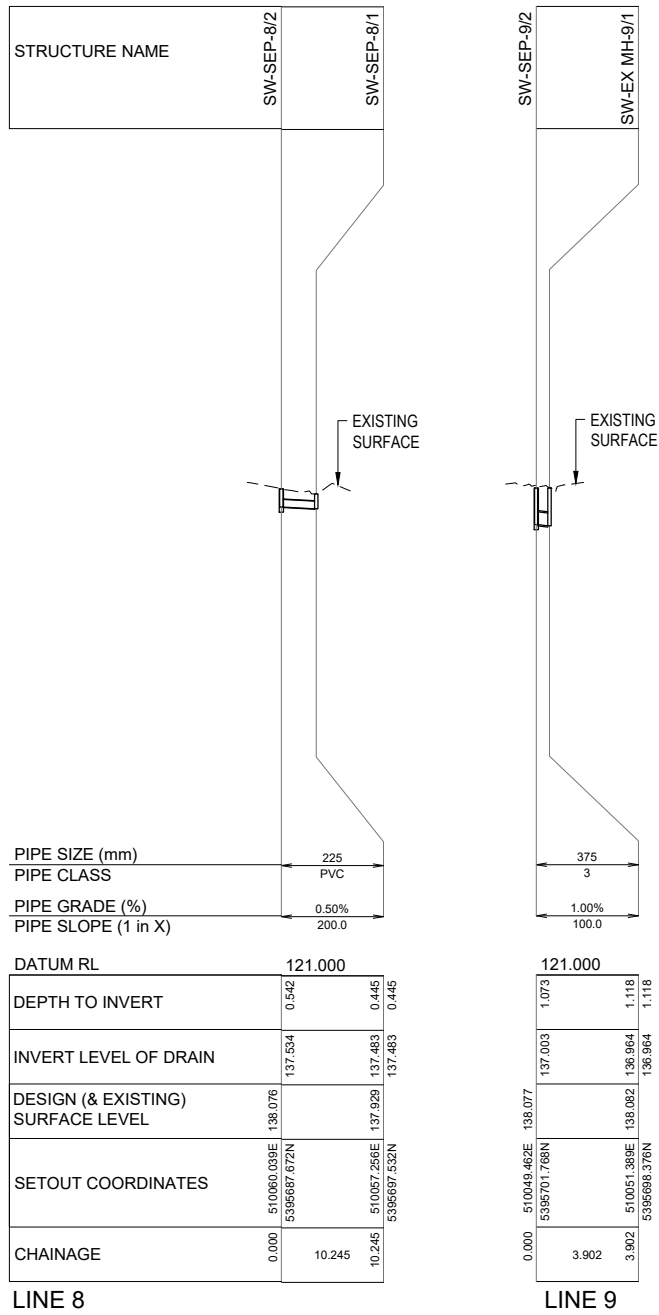
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CLIENT	NORTHERN MIDLANDS CO
PROJECT	WELLINGTON STREET - LONGFORD STREETSCAPE IMPROVEMENTS
STATUS	FOR APPROVAL

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

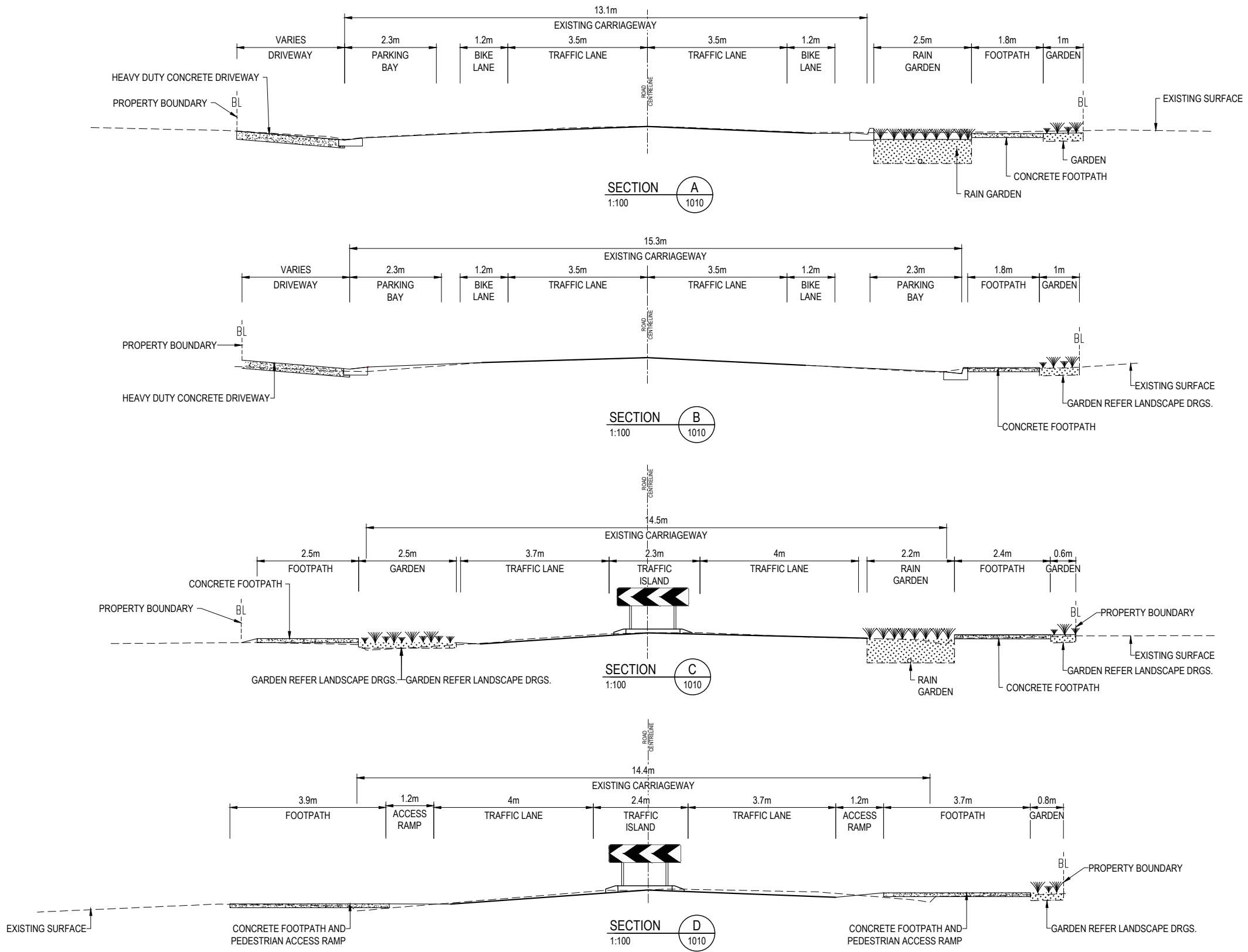
No.	DESCRIPTION	DRAWN	DESIGNED	REVIEWED	DATE
B	UPDATED FOR DA APPROVAL	O.L	J.S	D.H	21-02-22
A	ISSUED FOR DA APPROVAL	M.M	J.S	D.H	20-12-21
		M.M	J.S	D.H	20-12-21

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

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DRAWING TITLE: STORMWATER LONGITUDINAL SECTIONS SHEET 2 OF 2
DATUMS: AHD/MGA
CLIENT No.:
DRAWING No: S-P.21.0231-00-CIV-DRG-1015
REVISION: B
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

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CLIENT NORTHERN MIDLANDS CO

PROJECT WELLINGTON STREET - LONGFORD STREETScape IMPROVEMENTS

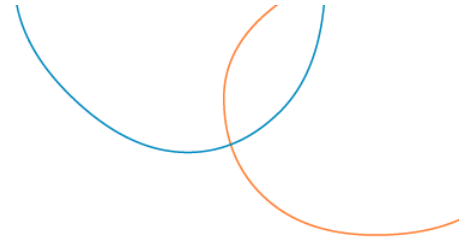
STATUS FOR APPROVAL

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



Wellington Street, Longford Traffic Impact Assessment

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

Phone 1300 748 874
info@pittsh.com.au
pittsh.com.au

Located nationally —

Melbourne
Sydney
Brisbane
Hobart
Launceston
Newcastle
Devonport



Rosemary Jones

From: TasWater Development Mailbox <Development@taswater.com.au>
Sent: Wednesday, 25 October 2023 3:12 PM
To: NMC Planning
Subject: SPAN – No Conditions Advice – TWDA 2023/01474-NMC, for council permit PLN23-0188 | Wellington Street, Longford

Follow Up Flag: Follow up
Flag Status: Completed

Thank you for forwarding this application for development.

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

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

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

If you have any queries, please contact me.

Regards

Shaun Verdouw

Senior Development Assessment Officer

M 0467 901 425
A 36-42 Charles Street, Launceston, TAS 7250
E shaun.verdouw@taswater.com.au

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



Disclaimer

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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: PLN23-0188
 THC WORKS REF: #8290
 REGISTERED PLACE NO: N/A
 FILE NO: 09-70-18 THC
 APPLICANT: Northern Midlands Council
 DATE THC RECEIVED: 20 October 2023
 DATE OF THIS NOTICE: 23 October 2023

NOTICE OF NO INTEREST

(Historic Cultural Heritage Act 1995)

The Place: Wellington St from adjacent to 19 & 22 Wellington St to adjacent to 69 Wellington St & 2A William St, Longford (with minor works into Union St, Mason St, Smith St, Archer St, Lyttleton St).

The Registered Place: Victoria Square, 53 Wellington Street, Longford (internal ref. only).

Proposed Works: 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.

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

Advice

Where the new concrete footpaths adjoin the historic masonry and timber places that are entered in the Tasmanian Heritage Register:

- 1. The new concrete paving should incorporate:**
 - (i) An area of no less than 300mm width of permeable surface treatment (e.g., porous pavers), and not concrete fill along the full length of the heritage building's external walls to reduce the risk of rising damp in the heritage masonry, and timber building structures; and,**
 - (ii) The new surfaces sloped away from the heritage buildings to ensure that any surface water is channelled away from the area with the permeable surface treatment noted in sub-clause (i) above; and,**
 - (iii) Finished in a suitably recessive exposed aggregate finish.**

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

Reason for advice

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

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

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

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

NORTHERN MIDLANDS COUNCIL					
File No.					
Property					
Attachments					
REC'D 27 OCT 2023					
	I	A		I	A
GM			PLN		
P&DM			BLD		
CSM			MYR		
WM			EA		
HR					
HLT					

113 Marlborough Street, LONGFORD TAS 7301

27th October, 2023

The General Manager, Northern Midlands Council

BY HAND.

Dear Sir

RE: PLN-23-0188 - Wellington St from adjacent to 19 & 22 Wellington St to adjacent to 69 Wellington St & 2A William St, Longford (with minor works into Union St, Mason St, Smith St, Archer St, Lyttleton St): (CT 11088/25) - Longford Streetscape/Roadworks Project (Heritage Precinct)

Pursuant to section 57(5) of the Land Use and Planning Approvals Act 1993, I wish to lodge my strong objection to this project.

Aside from what as a Longford resident I believe is an unwanted and ill-advised project, my principal concern is one for public safety, should the inclusion of bike tracks on both sides of Wellington Street along the project area be implemented. I understand from the Project Officer that a lane width of 2.8m would remain available for traffic travelling in both directions, allowing for the requirement that, within a 50kmh area, 1m distance from vehicles to cyclists must be observed.

While standard widths of vehicles means that is **just** possible when allowing for cycle paths, it is simply unrealistic to believe that drivers will in all cases be competent to drive within such tight space limits, or that exceptions to standard vehicle widths can accommodate oversize vehicles.

The potential for severe traffic disruption at the least, or death or maiming of cyclists, pedestrians or drivers at the worst, means that effectively giving priority to cyclists over vehicular traffic on a major road is nothing short of folly. That is especially so when the Project Officer has already identified and planned a bike path which directs cyclists away from Wellington St. I implore you to remove bike tracks from the plans for Wellington Street, and instead implement the Project Officer's alternative bike track route.

Yours faithfully,


BRUCE M LINDSAY.

26 October 2023

Rebecca & Richard Lees
63 Wellington Street
Longford TAS 7301

General Manager
Northern Midlands Council
PO Box 156,
Longford 7301

Sent via email: Planning@nmc.tas.gov.au

Dear Council,

RE: Submission for PLN-23-0188 - Longford Streetscape/Roadworks Project (Heritage Precinct)

I currently operate the antique shop at 65 Wellington Street, Longford (Junker Jane). I have been advised of the upgrades proposed along Wellington Street. I have reviewed the plans currently on notification and have some concerns pertaining to the lack of on-street parking in front of 65 Wellington Street, Longford.

I rely heavily on passing traffic and the ability for my customers to park out the front of my shop when collecting larger antique items. As you are aware, 65 Wellington Street is a shop-top hosing building and parking at the rear is not part of my lease arrangement. Generally, customers do not like parking at the rear when it is a residential use and therefore cannot rely on this for customer parking.

My town planning consultant spoke to both the project director, Trent Atkinson, and the Assessing Officer, Rebecca, on 24th October 2023. This conversation was specific to the on-street parking in front of 65 Wellington Street and it was agreed that the development will either; be amended to include line marking for on-street parking at 65 Wellington Street, or condition as part of the approval.

I am following up from this conversation to formally request in writing that line marking for on-street parking spaces be included in front of 65 Wellington Street, Longford in accordance with the Australian Standards.

I also request correspondence from Council confirming this has occurred in the form of a copy of the approval.

Kind Regards,

Rebecca & Richard Lees
63 Wellington Street, Longford TAS 7301

Proposed Wellington Street Roadworks

30 October 2023

Reference no PLN-23-0188

Longford and surrounds are a growing district with rapidly increasing traffic flows. Wellington Street is the gateway to the district.

While the proposed development may enhance the visual beauty of the town, I don't believe it will do anything to enhance traffic flows, in fact I suspect it will greatly disadvantage all vehicular traffic.

Over recent years anyone living in this section of Longford has been experiencing increasing difficulty making right-hand turns onto Wellington Street from any of the mentioned side streets (Union, Mason, Smith, Archer, and Lyttleton Streets)

The new kerb alignment design in the above side streets will mean only one vehicle can enter Wellington Street at any time. At present it is normally possible to make a left turn if the car in front is waiting to make a right turn.

Currently anyone making right-hand turns from Wellington Street into the above-mentioned streets can stop in the central divide, allowing continuing traffic to pass with caution on the left. The inclusion of bicycle lanes, general narrowing of the road, and the removal of the central lane will mean vehicles waiting to turn right into side streets will block the flow of traffic. (The road at Union Street is wider and passing right-turning vehicles may still be possible)

Archer and Lyttleton Streets are only being designed to allow for 8.8m vehicles. While it's not recommended for longer vehicles to exit these streets, they often do, especially car and caravan combinations coming from the caravan park. (They often stop at the Village Green.)

At times, large over-width vehicles pass through Longford. These proposed modifications won't enhance their passage.

Frequently trucks with tall, enclosed cargo areas with widths up to 2.5m, and caravans etc. park on the roadside especially near JJ's. These vehicles will protrude into the bicycle lane making it very difficult for other vehicles entering Wellington Street to see what's approaching from the right without the front of their vehicle nosing out into the road. There is then a major risk of potential collisions if the other driver is distracted. The presence of traffic islands only enhances this problem leaving offending vehicles nowhere to go.

The traffic in Lyttleton and Archer Streets, already high at times from the Caravan Park, Bowl's Club, and the increased usage of the Village Green, this will only increase when the BBQ is rebuilt, and the Memorial Hall refurbishment finished.

Traffic Flows

Year	AADT	%HV	Growth rate per year (from previous count)
2013	7377	7.9%	-
2018	1017	10.2%	4.6%
2021	21980	14.5%	29.4%

The traffic growth rate through the town is growing at a rapid rate.

Regards

Greg & Cathie Green

We have your advice note advising us the work along Wellington St is to proceed as detailed in the drawing PLN-23-0188.

This is clearly an updated version of the previous application PLN-22

Our objections remain the same .

! The present bitumen pavement is in pristine condition and has a number of very decorative ceramic tiles outside a number of properties.

2 I am not a Structural Engineer but there is a potential problem which I note. To remove the present surface would involve jack hammering right up to the building face. This, potentially, could destabilize the brickwork of which our building is constructed. This building is 150 + years old without a single crack in the brickwork.

3 We note there appears to be a proposal to establish a garden bed in front of the LIBRARY. This inevitably would reduce the carriage width to the detriment of traffic flow.

4 It has been suggested one reason for proceeding as shown is to solve rising damp problem in some of the houses immediately north of our house. I see no detail in the drawing of what is proposed to rectify this problem.

5 I believe there are a number of services in the present bitumen which should not be disturbed.

6 There would not appear to be parking spaces outside our building.

I am prepared to appear before your council at the meeting where this matter will, presumably be reviewed. Please advise me how to make an appearance.

Roderick Cuthbert

31 Oct 2023

Roderick Cuthbert & Mary Dufour

Rod: M: 0427 919 794. Mary: M: 0427 947 320

PLEASE NOTE OUR NEW EMAIL ADDRESS: rodmarytas@gmail.com

Sylvia Goldspink

From: Julie Wise <jwi16515@bigpond.net.au> on behalf of ttooa@outlook.com.au
Sent: Tuesday, 31 October 2023 9:54 PM
To: NMC Planning; Trent Atkinson; Des Jennings; Gail Eacher
Cc: Rob Bayles; Morgan Waters
Subject: Planning for Reference: PLN-23-0188

Categories: Sylvia to do

Dear Trent and Planning team,

As per our last meeting held with you regarding the Longford Streetscape/Roadworks Project (Heritage Precinct), earlier this year.

The outcome was that we would meet to review the changes before they were released to the public.

We have reviewed the planning application and found that there are a lot of issues that have not been addressed and wish to discuss before we end up with a country town that cannot be accessed by the people that live in this council zone.

When can we meet with you before this plan is implemented and creates chaos.

Last year at short notice we had a protest in the street, a lot of people were upset that they were not invited. If we need to use the vehicles that travel through Longford everyday to show you the impact of this plan. We will organise a demonstration with the media to demonstrate how many people are not happy with these changes.

Kind Regards

Robert B Bayles.

Julie on Behalf of Rob Bayles

Rob Bayles
President

Tasmanian Truck Owners & Operators Association

Julie Wise
Secretary/Treasurer
Tasmanian Truck Owners & Operators Association
TTOOA@outlook.com
<https://www.facebook.com/Tasmanian-Truck-Owners-Operators-Association-124266491083816>
Ph: 0419 975 752



01 November 2023

General Manager
Northern Midlands Council
13 Smith Street
LONGFORD TAS 7301

To the General Manager,

I refer to the proposed plans for Wellington Street Longford Reference No: PLN-23-0188.

In general, I am supportive of plans to improve pedestrian and cyclist safety and the visual and aesthetic appeal of the streetscape in the nominated area.

As the home of owner of 61 Wellington Street, I have reviewed the plans and have some specific questions and concerns regarding the proposed works on the footpath directly outside 61 Wellington Street and the potential impact to the building.

My concerns are as follows:

1. **Existing drainage issues**- please provide specific information/plans related to 61 Wellington St, detailing on how the surface water on the footpath will be managed to ensure the existing drainage issues are resolved.
2. **Impact of subfloor ventilation**- please provide confirmation that the proposed works will not further reduce sub floor ventilation under our front door. It is clear that previous footpath works have raised the level of the footpath covering/impacting the subfloor ventilation grate. The reduction on ventilation is likely to be contributing to ongoing rising damp issues in the internal walls in the immediate vicinity.
3. **Maintaining building access**- please confirm how the management and maintenance of access to the building, including the driveway and front door, will be handled during any scheduled construction or renovation activities. Since this is our main place of residence, it is crucial that we can continue to access the building daily.

I look forward your response, along with any answers or additional information regarding the aforementioned questions and concerns.

Kind regards



Gregory Truloff
PH: 0422 323 883
61 Wellington Street
LONGFORD TAS 7301

The General Manager
 PO Box 156
 LONGFORD TAS 7301

NORTHERN MIDLANDS COUNCIL					
File No					
Property					
Attachments					
REC'D 1 NOV 2023					
	I	A		I	A
GM			PLN		
P&DM			BLD		
CSM			MYR		
WM			EA		
HR					
HLI					

Date: 1st Nov 2023

I, Dorothy McCullagh wish to make a representation to planning application number: P.L.N.-23-0188 on the following grounds:

- Already congested traffic / road through the main shopping area down to IGA .
- There is already limited room for traffic with a large number of large vehicles/trucks coming through the town .
- Unsafe crossing of the road for pedestrians, already have trees on the roadway.

Yours sincerely

D. McCullagh

Email: dotmc01@bigpond.com
 Address: 67 Bulwer Street, Longford
 Contact Number: 0438 879 410

The General Manager
Northern Midlands Council

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

31 October 2023

REF: Longford Streetscape/Roadworks Project

Dear Sir,

I would like to register my opposition to the proposed Streetscape Project. I have spoken to many people about this and have yet to find someone who supports this project.

Wellington and Marlborough Streets are already challenging and dangerous to cross for pedestrians. One has to say with the added bike lanes would be an inappropriate addition. There has been and continues to be an alarming increase of traffic in the area and our narrow main street is becoming a major issue in many spots i.e. the entry to the shopping centre and the service station. Any changes in our main road must take into consideration intelligent planning for the future years to come.

This project goes against the wishes of the ratepayers as shown in the protests by trucks and farm machinery. We do not need another wasteful use of ratepayer's money.

There is an urgent need to review a bypass for heavy and industrial trucks and machinery.

Thanking you for the opportunity to contribute to the council decisions of our lovely historical village.

Kim Mercer
18 Goderich St
Longford

General Manager: Mr. Des Jennings
Northern Midlands Council
By Email: planning@nmc.tas.gov.au



Planning Application PLN-23-0188
Wellington Streetscape proposal Smith Street to Archer Street

Dear Mr Jennings,

The Tasmanian Farmers and Graziers Association (TFGA) wish to express our objection to the proposed streetscape alterations in Wellington Street Longford, in particular from Smith Street to Archer Street.

From the schematics provided it would appear that if the proposed corner impingements are built then approximately sixteen kerbside car parks will be lost in the immediate vicinity of our new premises on the corner of Smith and Wellington Streets.

Secondly, the proposal to restrict the width of the carriageway will cause significant problems for the two-way flow of heavy traffic along Wellington Street. Longford is increasingly becoming a regional hub for agriculture in the north of the state and thus attracts a consistent flow of large vehicles including semi-trailers, harvesters, and other agricultural machinery.

Thirdly, from our observations, there would appear to be scant demand for a bicycle lane in Longford.

The Northern Midlands Council should not waste time and ratepayers' money on a dubious proposal that will limit car parking and impede traffic flow on Wellington Street to the greater detriment of Longford and the community.

Yours sincerely,

Alastair Cameron

A handwritten signature in black ink, appearing to read 'A. Cameron', is written over a light blue horizontal line.

Interim CEO
TFGA

Rob and Annette Aldersea
PO Box 171 (14 Lyttleton Street)
Longford 7301
E: ppc1888@bigpond.com

3rd November 2023

General Manager
Northern Midlands Council
By Email – planning@nmc.tas.gov.au

Representation to PLN-23-0188 - Longford Streetscape/Roadworks.

We are concerned that the rural and historical character of Longford will be diminished with the extent of works planned within this planning application and wish to submit the following comments:

- As the proposed changes to the roadway will impact larger vehicles travelling along Wellington Street, the planned reconstruction of Bishopsbourne Road should be completed first to provide a suitable alternative route for heavy vehicles.
- No existing street trees should be removed to complete the works.
- The proposed extensive use of plain concrete on most footpaths is out of character with the rural nature of the town. Whilst it is suggested concrete may be easier to maintain, the existing asphalt is far more in-keeping with maintaining the historic integrity of Longford.
- All footpath surfaces must join to the kerb (except those with garden beds). Footpaths constructed elsewhere in Longford with a crushed rock section to the kerb have become a haven for weeds and look unsightly.
- The proposed decorative road treatments must be of a quality that does not wear or fade or can be easily maintained. Generally, where these treatments have been used in other cities and towns, they become worn and look very unattractive.
- We see very little value in the proposed bicycle lanes given that they are not continuous and terminate completely at Archer Street and may therefore pose more risk to riders as they re-enter the traffic lane.
- The garden beds in front of the Visitor Information Shelter in the Village Green and continuing around the corner into Archer Street should be landscaped and fully planted. It is a nonsense to install new garden beds on street corners and intersections elsewhere and leave these unplanted.
- Whilst the addition of number of new garden beds on street corners and paths will look attractive initially, Council must be committed to maintaining these to a high level. Council should consider employing a horticulturalist. Unkept gardens, empty beds and dead plants will detract greatly from the town.

We ask that you take our concerns into favourable consideration prior to finalising the final plans for the proposed streetscape works for Wellington Street Longford.

Yours sincerely,

Rob & Annette Aldersea

CONSULTATION QUESTIONS:

Consultation issue 1 – Types of development applications suitable for referral to a DAP for determination

a) What types of development applications are problematic, or perceived to be problematic, for Councils to determine and would therefore benefit from being determined by a DAP?

Options

- i. Applications for social and affordable housing which often attract considerable opposition within the local community based on social stigma rather than planning matters;

There is generally no way of community members knowing which developments are for social and affordable housing, and which are private development. In many cases, applications for social and affordable housing (residential) are a permitted/no permit required use (in the General Residential zone), which does not require the planning application to go through the public exhibition process. While there may be a general NIMBY (not in my back yard) sentiment amongst many communities towards potential social and affordable housing, it is very rare for this to have any impact on the application process of a development application and has no bearing on the assessment of the application against the planning scheme provisions. The Position Paper itself supports that the evidence demonstrates that political influence of such applications is 'isolated'.

- ii. Critical infrastructure;

Critical infrastructure developments are generally a) supported by early community consultation which allow issues to be worked through prior to application lodgement, b) are exempt if at the direction of a government authority, or c) are of a scale to be assessed under separate legislative pathways, such as a Major Project/Projects of State Significance or under *Major Infrastructure Development Approval Act 1999*. It is Council's experience that critical infrastructure applications are well serviced by the existing statutory processes.

- iii. Applications where the Council is the applicant and the decision maker;

Council has historically had an independent planning consultant assess applications where Council is the applicant, to ensure an independent and non-bias assessment and recommendation to the Planning Authority.

Council projects also have the option of being amended or withdrawn in light of community concerns raised during the public exhibition process, or incorporating features separate to the planning process to both meet the needs of the community and fulfil the role of the Planning Authority.

- iv. Applications where Councillors express a conflict of interest in a matter and a quorum to make a decision cannot be reached;

This is not an issue regularly experienced by Council but may be a circumstance that warrants an external decision-making option.

- v. Contentious applications where Councillors may wish to act as elected representatives supporting the views of their constituents which might be at odds with their role as a member of a planning authority;

It is not uncommon for Council to be required to make a decision as a Planning Authority that is at odds with their personal views or views of their constituents; however, the two are not mutually exclusive. While an issue may not be able to be resolved through the statutory planning process, understanding community sentiment/values and ambitions is vital to successfully fulfilling the role as a Councillor and informs strategic decision making within Council.

vi. Where an applicant considers there is bias, or perceived bias, on the part of a Council or Councillors;

- In making a decision, the Planning Authority must provide reasons for their decision, and the decision-making process is supported by the advice of a planner.

- There is insufficient evidence that a perceived bias has any bearing on the final decision of Council.

- The criteria for referring an application to a DAP is likely to exclude those applicants most likely to have a perceived bias regarding a Council decision.

- There is insufficient statistical evidence to support these changes on the grounds of bias – community education should be priority.

vii. Complex applications where the Council may not have access to appropriate skills or resources;

It is not uncommon for Council's to outsource an assessment or get technical reports peer reviewed by an appropriate consulting firm if resources (or lack of) require it. Council Planners have not only significant experience and knowledge in house, but also have established working relationships with Planners in other municipalities, regularly discussing interpretation of scheme provisions and ensuring consistency in assessment across the regions. Further, the Northern Councils Legal Advice Database provides an important resource and legal underpinning to complex assessments and consistency in decision making.

viii. Application over a certain value;

Development value is not indicative of whether an application will be contentious or not, and should not form part of the referral criteria. Council has a sound history of assessing a range of projects of varied value.

ix. Other?

b) Who should be allowed to nominate referral of a development application to a DAP for determination?

Options

i. Applicant

ii. Applicant with consent of the planning authority;

iii. Planning authority

iv. Planning authority with consent of the applicant

v. Minister

It is imperative that the Planning Authority is involved in the referral process, although it is unlikely to do so without consultation with the applicant. Minister call in powers should only

be exercised where there is a demonstrated serious breach of legislated responsibility by the Planning Authority.

c) Given the need for a referral of an application to a DAP might not be known until an application has progressed through certain stages of consideration (such as those set out in a) above) have been carried out, is it reasonable to have a range of referral points?

Options

- i. At the beginning for prescribed proposals;
- ii. Following consultation where it is identified that the proposal is especially contentious;
- iii. At the approval stage, where it is identified that Councillors are conflicted.

A range of referral points creates inconsistency in the assessment process and promotes confusion for both the public and the applicant, particularly where there are differences in the documentation being placed on public exhibition. Ministerial Call in Powers should be reserved only for serious breaches of conduct by the Planning Authority.

Consultation issue 2 – Provision of an enhanced role for the Minister to direct a council to initiate a planning scheme amendment under certain circumstances.

a) Under what circumstances should the Minister have a power to direct the initiation of a planning scheme amendment by a Council?

The initiation of a planning scheme amendment should remain a decision of Council. There are already alternative legislative pathways for the consideration of major infrastructure projects that are in the broader public interest/critical infrastructure etc.

b) Is it appropriate for the Minister to exercise that power where the Council has refused a request from an applicant and its decision has been reviewed by the Tasmanian Planning Commission?

For example:

Section 40B allows for the Commission to review the planning authority's decision to refuse to initiate a planning scheme amendment and can direct the planning authority to reconsider the request. Where that has occurred, and the planning authority still does not agree to initiate an amendment, is that sufficient reason to allow Ministerial intervention to direct the planning authority to initiate the planning scheme amendment, subject to the Minister being satisfied that the LPS criteria is met?

There are a range of factors that may play into a Council's decision of whether or not to initiate an amendment, and the existing review process is already available under Section 40B with Council giving due consideration to any matters raised by the TPC. It would be inappropriate for Ministerial intervention in this process and it should remain with those elected to represent their community.

c) Are there other threshold tests or criteria that might justify a direction being given, such as it aligns to a changed regional land use strategy, it is identified to support a key growth strategy, or it would maximise available or planned infrastructure provision

It is within Council's capacity to consider all these matters, without the need for ministerial direction.

Consultation issue 3 –

i. Incorporating local knowledge in DAP decision making.

ii. DAP framework to complement existing processes and avoid duplication of administrative processes.

a) To allow DAP determined applications to be informed by local knowledge, should a Council continue to be:

- the primary contact for applicants;
- engage in pre-lodgement discussions;
- receive applications and check for validity;
- review application and request additional information if required;
- assess the application against the planning scheme requirements and make recommendations to the DAP.

Further comment on each step of the process is provided within Attachment 1.

b) Is the current s43A (former provisions of the Act) and s40T of the Act processes for referral of a development application to the Commission, initial assessment by Council and hearing procedures suitable for being adapted and used in the proposed DAP framework?

Further comment on this process is provided within Attachment 1. Broadly, the additional processes/time delays and workload is unjustified for applications that are able to be considered under the existing Planning Scheme provisions and legislated application process. The changes do not represent a better outcome for applicants or the community/representors.

Consultation issue 4 – Resolving issues associated with requests for, and responses to, further information.

a) Should a framework for DAP determined development applications adopt a process to review further information requests similar to the requirements of section 40A and 40V of LUPAA?

Council Planners work extensively with applicants to ensure that applications are valid and provide the required information in order to make a determination against the planning scheme provisions. Applicants can appeal a request for additional information under section 61 (3) of LUPAA. If this process is not being adequately utilised because of costs and uncertainty, then this is the process that requires reform (rather than duplication).

b) Are there any changes that could be made to the Act or planning scheme to improve requests for, and responses to, additional information?

There is the potential to charge applicants to cover the cost of Planners time, for applications that are grossly insufficient or don't meet basic requirements (ie. out of date reports/major errors/information not provided). It is not uncommon for Council to receive applications with insufficient information, as some applicants use the further information process as a 'checklist' for what they need to provide. Requests for further information are an additional workload for Council Planners and could be avoided if applications were of sufficient quality/provided correct information when first submitted.

Consultation issue 5 – Appeal rights and assessment timeframes for DAP determined applications.

a) Is it reasonable that decisions on DAP determined applications are not subject to TasCAT appeals where the TPC holds hearings and provides all parties the opportunity to make submissions and test evidence?

The lack of appeal rights for DAP determined applications undermines the existing appeal process and does not promote fairness within the Resource Management and Planning System (RMPS) in Tasmania – a key objective of the Act. If the existing appeal process is insufficient to handle the types of applications being directed to the DAP for determination, then it is the appeal process that requires reform.

b) Given the integrated nature of the assessment, what are reasonable timeframes for DAP determined applications?

OPTIONS

Lodging and referrals, including referral to DAP	7 days	Running total
DAP confirms referral	7	14
Further information period (can occur within the timeframes above, commencing from time of lodgement)	7	21
Council assesses development application and makes recommendation whether or not to grant a permit	14	35
Development application, draft assessment report and recommendation on permit exhibited for consultation	14	49
Council provide documents to DAP, including a statement of its opinion on the merits of representations and whether there are any modifications to its original recommendation	14	63
DAP hold hearing, determine application and give notice to Council of decision	35	98
If directed by the DAP, Council to issue a permit to the applicant	7	105 max

It is unclear how any of the timeframes proposed will result in improved outcomes for applicants, especially given that Tasmania currently has one of the best development assessment timelines in the country. Data is required around the timeframes for applications that are appealed and resolved via consent decisions for comparison.

Consultation issue 6 – Roles of the planning authority post DAP determination of a development application

a) Should the planning authority remain the custodian of planning permits and be required to issue permits in accordance with a direction from a DAP?

While this process is not dissimilar to conditions imposed by the Tasmanian Civil and Administrative Tribunal (TASCAT), TASCAT decisions are the result of an appeal process. Conditions imposed by the DAP should be clearly indicated on the permit, so that there is transparency for the community regarding which decision maker is responsible for the

conditions imposed. If the condition imposed by the DAP require additional workload from Councils to enforce, then Council should be remunerated for expenses incurred.

b) Is it appropriate for planning permits associated with a DAP determined application to be enforced the Council?

If the condition imposed by the DAP require additional workload from Councils to enforce, then Council should be remunerated for expenses incurred.

c) Is it appropriate for minor amendments (in accordance with s56 of LUPAA) to DAP determined permits to be made by the planning authority?

Clarity is required regarding if amendment of a DAP imposed permit condition will be possible, or will be restricted as per a condition required, imposed or amended by the Appeal Tribunal. The existing minor amendment process currently operates effectively.

ATTACHMENT 1 - Draft DAP Framework

Draft Development Assessment Panel (DAP) Framework

Ref	Stage of assessment process	Responsible person/ authority	Proposed Framework	Comments and additional Questions for consultation	NORTHERN MIDLANDS COUNCIL COMMENTS
1	Pre-lodgement discussion between applicant and planning authority	Planning Authority and applicant	No change to current process.	Existing informal processes undertaken on an as needs basis. Discussions may include whether or not the development application is eligible for DAP referral.	Clear guidelines regarding eligibility for DAP referral need to be developed.
2	Lodge Development Application	Applicant lodges with Planning Authority	No change to current process	Existing process for the lodgement of development applications.	Consideration to be given to the need for applications to be 'pre-approved' as complying with DAP criteria prior to lodgement.
3	Determination of valid application and referral to other entities	Planning Authority	Planning Authority reviews application and determines if the application is valid in accordance	Existing process for determining that a development application is valid ¹ .	Comment regarding fees at section 24 & 25.

¹ must comply with 51(1AC) and (1AB) and 51A;

(1AC) For the purpose of subsection (1AB), a valid application is an application that contains all relevant information required by the planning scheme applying to the land that is the subject of the application.

(1AB) A planning authority must not refuse to accept a valid application for a permit, unless the application does not include a declaration that the applicant has-

- a) notified the owner of the intention to make the application; or*
- b) obtained the written permission of the owner under section 52.*

Section 51A refers to the payment of application fee.

			with the existing provisions of the Act. Refers application to TasWater, Tasmanian Heritage Council or EPA as required.	See section 24 and 25 of this section for information regarding application fees.	
4A	<p>Planning Authority reviews Development Application and decides if it is to be determined by a DAP.</p> <p>Discretionary referral</p>	Planning Authority	<p>Planning Authority to determine if the Development Application should be referred to a DAP for determination.</p> <p>The Planning Authority may determine that the development application meets the criteria for DAP referral and, if so, notifies, and seeks endorsement from the applicant, to refer the development application to the DAP for determination, within 7 days of the Planning Authority receiving a valid application.</p> <p>The applicant may also make a request to the Planning Authority for it to consider referring the application to a DAP for determination subject to the Planning Authority being satisfied that the application meets the criteria for DAP referral.</p>	<p>Refer to Consultation issue 1 in the Position Paper.</p> <p>Additional considerations:</p> <p><i>Is 7 days a reasonable timeframe for this function to be undertaken by the Planning Authority? Could it be delegated to senior planning staff?</i></p> <p><i>Where a dispute arises between the Applicant and the Planning Authority over a development application being referred to a DAP for determination, is it appropriate for the Minister to have a role in resolving, subject to being satisfied that the development application meets the DAP criteria?</i></p> <p><i>If not the Minister, who should be responsible for resolving the matter?</i></p>	<p>Referral:</p> <p>7 days is an inadequate timeframe to achieve the referral process. It would be unlikely for Planning Authorities to want such a referral to be delegated to senior staff; therefore, consideration of timing in relation to a Council meeting must occur for the Planning Authority to make a decision. Consultation with the applicant must also occur within this timeframe. Clear guidelines/flow chart required to avoid the requirement for a dispute resolution process at this stage.</p> <p>DAP Guidelines:</p> <p><u>Council as applicant</u> – refer section 4B.</p> <p><u>Value</u> - The value of a development is not linked to impact – many of the development applications considered within Council to be ‘contentious’ are often of nominal value. Further clarification is</p>

			<p>DAP Criteria An application may be suitable for referring to a DAP if it is a discretionary application and the referral is endorsed by both the Planning Authority and the applicant, provided one or more of the following criteria for DAP referral is satisfied:</p> <ul style="list-style-type: none"> • where the council is the proponent and the planning authority; • the application is for a development over \$10 million in value, or \$5 million in value and proposed in a non-metropolitan municipality; • the application is of a complex nature and council supports the application being determined by a DAP; • the application is potentially contentious, where Councillors may wish to act politically, representing the views of 	<p><i>Is it appropriate to consider the value of a development as a criteria for referral to a DAP for determination? If so, what should the stated value be?</i></p> <p>Note: See sections 21 and 22 of this table which provides options for development applications to be referred at later stages of the assessment process as issues become apparent, such as after exhibition.</p>	<p>required regarding development values – particularly relating to reference to non-metropolitan municipalities. Northern Midlands Council is a rural municipality but receives many applications that are of multi-million-dollar value within the Translink Industrial Precinct. Council is well placed to process and assess these types of applications and has a sound history of doing so. <u>Complex applications</u> – This is largely dependent on the nature of a Council and planning resources available. Northern Midlands Council regularly utilises the services of suitably qualified consultants when required (ie. peer reviews/specialist advice). <u>Contentious applications</u> – A Councillors role within the Planning Authority does not prevent a Councillor from achieving the functions of a Councillor under section 28 of the <i>Local Government Act 1993</i>. In fact, it is important for Councillors to understand the views of the community they represent, in order to make strategic land use</p>
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			<p>their constituents, rather than as a planning authority; or</p> <ul style="list-style-type: none"> • Where there is a case of bias, or perceived bias, established on the part of the Planning Authority. 		<p>decisions outside of acting as a Planning Authority.</p> <p><u>Bias</u> – Proving or quantifying a ‘perceived bias’ is difficult to do and has no place within the planning assessment process.</p>
4B	<p>Planning Authority reviews Development Application and decides if it is to be referred to DAP</p> <p>Mandatory Referral</p>		<p>The Planning Authority must determine to refer the development application to a DAP for determination, within 7 days of the Planning Authority receiving a valid application, if the development application is a discretionary application and for a prescribed purpose:</p> <p>Prescribed purpose:</p> <ul style="list-style-type: none"> • An application over \$1 million where the council is the proponent and the planning authority; • An application from Homes Tas for subdivision for social or affordable housing or development of dwellings for social and affordable; • An application for critical infrastructure; 	<p>Refer to Consultation issue 1 in the Position Paper.</p> <p>Additional considerations:</p> <p><i>Is 7 days a reasonable timeframe for this function to be undertaken by the Planning Authority? Could it be delegated to senior planning staff?</i></p> <p><i>Are there any other examples of development applications under the prescribed purposes that might be suitable for referral to a DAP for determination?</i></p> <p><i>Is it appropriate to consider the value of a development for DAP referral where council is the applicant?</i></p> <p><i>If so, what value is reasonable?</i></p> <p><i>What might be considered as ‘critical infrastructure’?</i></p>	<p><u>Referral timeline</u> – refer section 4A.</p> <p><u>Prescribed purposes</u> – Council developments - \$1 million is a low threshold for Council development applications and would capture the majority of Councils major developments. There are a number of reasons development applications become discretionary, including permitted uses that a within a Heritage Precinct for instance. The status or value of an application is not necessarily indicative of the complexity or public involvement in an application. For Council projects, sometimes the planning process brings up issues that Council are able to deal with outside of the statutory process or via an changes to the DA. This local link to the community and understanding community concerns</p>

			<ul style="list-style-type: none"> • Other(?) 		<p>and expectations is vital to Council achieving its statutory functions.</p> <p>Homes Tas – More information is required to understand how this will be determined. Homes Tas applications are often submitted by a consulting firm on their behalf – are Council’s required to investigate via property ownership if it is a Homes Tas proposal? How do Homeshare/MyHome proposals fit into this criteria and how is social and affordable housing defined? It is unclear how a separate pathway for decision making of Homes Tas applications meets the objectives of the <i>Land Use Planning and Approvals Act 1993</i> (the Act), notably (b) to provide for the fair, orderly and sustainable use and development of air, land and water; and (c) to encourage public involvement in resource management and planning; and... (e) to promote the sharing of responsibility for resource management and planning between the different spheres of</p>
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					<p>Government, the community and industry in the State. Critical infrastructure – there are numerous other approval pathways for critical infrastructure already in operation.</p>
5	PA requests referral of DA to DAP for determination.	Planning Authority and DAP	<p>Planning Authority requests referral of the development application to the DAP within 7 days of the Planning Authority determining that the development application is suitable for DAP referral in accordance with section 4A and 4B above.</p> <p>The Planning Authority’s written referral request includes all the material that comprises the development application (at this stage).</p> <p>If the DAP does not agree that the development application meets the DAP criteria or is for a prescribed purpose, the DAP must give notice to the Planning Authority and applicant of its decision.</p>	<p><i>Should the time taken for an application that has been referred to a DAP for determination that, in the opinion of the DAP, does not satisfy the relevant referral criteria or is not for a prescribed purpose, count towards the relevant period referred to in s57(6)(b) of the Act given the assessment will continue in accordance with a s57 application if it is not eligible for DAP referral?</i></p>	<p>There is a significant administration workload required by this process yet there is no avenue for Council to recoup costs. The time taken for the DAP to determine if the relevant criteria are met should not count toward the statutory assessment timeframes referred to under s57 of the Act.</p> <p>If a referral of the application is at the request of the applicant, consent from the DAP that the criteria are met should be received prior to the application becoming valid.</p> <p>It is a concern that there could be inconsistency in acceptance of applications by the DAP, depending on resourcing availability.</p>

			<p>If the DAP does not agree that the development application meets the DAP criteria, the assessment of the development application continues in accordance with the existing LUPAA provisions.</p> <p>If the DAP accepts the Planning Authority's request that the development application meets the criteria for DAP referral or is for a prescribed purpose, the DAP must give notice, within 7 days of receiving the Planning Authority's request, to the Planning Authority and applicant of its decision.</p>		
6	Review of DA to determine if further information is required to undertake the assessment	Planning Authority	<p>Where the DAP has accepted the Planning Authority's request to refer the development application to the DAP for determination, the Planning Authority reviews the development application to determine if additional information is required and, if so, must make a request within 21 days of receiving a valid application.</p>	<p>Additional information request can occur simultaneously with the Planning Authority's request for DAP determination. Regardless of the outcome of the request to refer the development application to the DAP, the Planning Authority is required to ensure it has the necessary information it needs to undertake the assessment.</p> <p>The 21 day timeframe and 'stopping the clock' is consistent with section 54 of the Act.</p>	<p>The DAP should be involved in the initial request for further information in case it requires different information than the Planning Authority in which to make a decision. Multiple requests for further information is a significant time delay for applicants, and should be avoided at all costs.</p>

			<p>Clock stops while waiting for the applicant to provide additional information to the satisfaction of the Planning Authority.</p>		
7	<p>Review of further information requests</p>	<p>Applicant</p>	<p>Within 14 days after being served a request for further information in accordance with 6 above, the applicant may request the DAP to review the Planning Authority's additional information request.</p> <p>The DAP, within 14 days of receiving a request to review the PA's additional information requirement must:</p> <ul style="list-style-type: none"> • Support the Planning Authority's request for additional information; • Revoke the Planning Authority's request for additional information; or • Issue a new notice to the applicant requesting additional information. <p>The DAP must give notice of its decision to the Planning Authority and applicant.</p>	<p>Refer to Consultation issue 4 in the Position Paper.</p> <p>Because the DAP has agreed that the DA will be DAP determined, it already has a copy of the development application.</p> <p>The review of a Planning Authority's request for additional information is similar to the existing provisions under s40V of the Act.</p>	<p>It is unclear if the DAP may review the request for further information without being requested to do so by the applicant.</p>

8	Provision and review of additional information.	Applicant and Planning Authority	<p>Once the applicant provides the additional information and, in the opinion of the planning authority, it satisfies either the original request or one that has been modified by the DAP, the assessment clock recommences.</p> <p>If the additional information does not satisfy the original request or one that has been modified by the DAP, the Planning Authority advises the applicant of the outstanding matters and the clock remains stopped.</p>	This part of the framework is similar to existing processes.	This process requires the Planning Authority to be satisfied a request for further information has been satisfied, regardless of whether it has been modified by the DAP or not. The authority responsible for requesting (or modifying) the information must review the information provided and be satisfied the request is met in order for this process to operate effectively.
9	Planning Authority assesses DA	Planning Authority	<p>Planning Authority assesses the application against the requirements of the planning scheme and recommends either:</p> <ul style="list-style-type: none"> • granting a permit; or • refusing to grant a permit. 	<p>Refer to Consultation Issue 3 in the Position Paper.</p> <p>Note: The proposed framework has adopted a process that is similar to the section 40T of the Act process where council assesses the application and then places the application and the Planning Authority’s report on exhibition (as below).</p>	A standard development application allows for public input via the public exhibition process, prior to Council making a decision. The exhibition process exposes issues that should be considered in the assessment process. This also encourages public participation and engagement with the planning process – a key objective of the Act. Consideration should be given as to whether it is appropriated that a standard development application is considered under the same process as a use or development that

					requires an amendment to the Planning Scheme provisions.
10	Public notification of application and Planning Authority recommendations	Planning Authority	Planning Authority to advertise the development application, its assessment report and recommendations, including a draft permit (if recommended for approval), for a period of 14 days (and in accordance with section 9 of the LUPAA Regulations) during which time representations are received.		Consideration required regarding timeframes for assessment.
11	Planning Authority to review representations	Planning Authority	Planning Authority to review representations and prepare a statement of its opinion as to the merits of each representation and the need for any modification to its recommendation on the development application, including the draft permit and conditions.	This part of the proposed framework is similar to the existing provisions of section 42 of the Act.	Refer comments to section 9 & 12.
12	Provision of all documents to the DAP	Planning Authority	The Planning Authority provides DAP with: <ul style="list-style-type: none"> a copy of the application (although they should already have it) and any further information received; 	This part of the proposed framework is similar to existing processes for a section 40T(1) application	An avenue must be available to Council to recoup cost associated with the additional workload this process presents. A current discretionary planning application attracts a fee for a discretionary use of \$594, under the 2023-2024 Northern Midlands Fees and Charges Schedule. A Planning Scheme

			<ul style="list-style-type: none"> • a copy of the recommendation report and any draft permit; • a copy of all the representations; and • a statement of its opinion as to the merits of each representation and any modifications to its original recommendations on the DA as a consequence of reviewing the representations; • DAP fee (refer to section 25) <p>within 14 days of the completion of the exhibition period.</p>		<p>amendment attracts an initial application fee of \$1158 and processing fee of \$1158 once initiated under the same fee schedule, reflective of the additional workload this process requires.</p> <p>It is noted that Councils have 35 days from completion of the exhibition period to complete a section 40K report for a section 40T(1) application, and the 14 day timeframe proposed should be extended to reflect this.</p>
13	DAP review and publication of information and hearing determination	DAP	DAP reviews and publishes all the information provided by the Planning Authority (as listed in 12 above) and notifies all parties advising that they have received the relevant documents from the Planning Authority, where those documents can be viewed and requesting advice regarding which parties would like to attend a hearing.	An option is given to dispense with the requirement for a DAP to hold a hearing in situation where there are no representations, all representations are in support, representations have been revoked or there are no representations that want to attend a hearing.	Given the proposed 35 day timeframe proposed for DAP hearings/determination/notification, it is unclear how this process is improving and shortening timeframes for applicants. Data is required around the timeframes for applications that are appealed and resolved via consent decisions for comparison.

			<p>If there are no representations or no parties that wish to attend a hearing, the DAP may dispense with the requirement to hold a hearing.</p> <p>The DAP must notify the Planning Authority, applicant and representors of their determination to hold, or dispense with holding, a hearing.</p>		
14	DAP hearing into representations	DAP	<p>Representors, applicant and Planning Authority invited to attend hearing and make submissions to the DAP on the development application. Parties to the proceedings must be given at least one weeks' notice before the hearing is scheduled.</p> <p>Natural justice and procedural fairness for conduct of hearings consistent with <i>Tasmanian Planning Commission Act 1997</i>.</p> <p>DAP hearings are encouraged to be held locally.</p>	<p>The draft permit conditions are subject to contemplation by the parties at the hearing. It is anticipated that this will resolve issues around the future enforcement of those conditions by council or other issues that would otherwise arise and be subject to appeal through TasCAT.</p>	<p>Clarity is required regarding whether the Planning Authority must be represented at a hearing. One weeks' notice is insufficient for planners, to not conflict with existing diary entries and organise appropriate resourcing to maintain existing operations. Attendance must also be adequately remunerated via appropriate fees for DAP determined applications.</p> <p>It is vital that hearings are held locally, to ensure the objectives of the Act are upheld.</p>

15	DAP determination	DAP	<p>DAP undertakes the assessment considering all the information and evidence presented at the hearing and determines the development application.</p> <p>DAP must determine application within 35 days from receiving documents from Planning Authority (under section 12 above)</p> <p>DAP may request an extension of time from the Minister.</p>	Refer to Consultation Issue 5 in the Position Paper for questions regarding assessment timeframes.	Clarity is required around how decisions will be used in providing case law, compared to tribunal decisions (and the potential for conflict between these decisions). It is also unclear if a decision is not in the applicant's favour, if a similar application may be lodged for assessment by the Planning Authority, or whether restrictions similar to section 62 (2) of the Act will be put in place.
16	Notification of DAP decision	DAP	Within 7 days of the DAP determining the development application it must give notice of its decision to the Planning Authority, applicant and representors.	Similar to existing notification provisions under section 57(7).	
17	Issuing of Permit	DAP/ Planning Authority	If the decision of the DAP is to grant a permit, the DAP must, in its notice to the Planning Authority (under section 16 above), direct it to issue a permit in accordance with its decision within 7 days from receiving the notice from the DAP.		

			The permit becomes effective 1 week from the day it is issued by the Planning Authority.		
18	Enforcement	Planning Authority	The Planning Authority is responsible for enforcing the permit.	Refer to Consultation Issue 6 in the Position Paper. This is the same process for permits issued by TasCAT.	
19	Appeal rights	All parties	There is no right of appeal on the grounds of planning merit as the decision has been made by an independent panel with all parties engaged in the process.	Refer to Consultation Issue 5 in the Position Paper for questions regarding appeal rights. While the draft framework proposes that DAP determined development applications are not subject to a merit appeal, the decision of the DAP is subject to judicial review by virtue of the <i>Judicial Review Act 1997</i> .	The lack of appeal rights for DAP determined applications undermines the existing appeal process and does not promote fairness within the RMPS in Tasmania. If the existing appeal process is insufficient to handle the types of applications being directed to the DAP for determination, then it is the appeal process that requires reform.
20	Minor amendment to permits	Planning Authority	A Planning Authority can receive a request for a minor amendment to a permit involving an application that has been determined by a DAP.	Refer to Consultation Issue 6 in the Position Paper. Minor amendments to permits are assessed by the Planning Authority against the existing provisions of section 56 of the Act.	Clarity is required regarding if amendment of a DAP imposed permit condition will be possible, or will be restricted as per a condition required, imposed or amended by the Appeal Tribunal

Other opportunities for a development application to be referred to a DAP

Ref	Stage of assessment process	Responsible person/ authority	Proposed Framework	Comment

21	Ministerial Call in Powers	Planning Authority or applicant	<p>At any stage of the assessment process the applicant or Planning Authority may make a request to the Minister that a development application be referred to a DAP for determination.</p> <p>The Minister may refer the application to a DAP provided the Minister is satisfied that the development application meets the DAP criteria.</p>	<p>This provides an opportunity for referral when issues only become apparent at the later stages of the assessment process.</p> <p><i>Is it appropriate for the Minister to have the power to call in a development application in these circumstances?</i></p> <p><i>In this scenario, is it necessary for the applicant and Planning Authority to agree to the request?</i></p>
<p>NORTHERN MIDLANDS COUNCIL COMMENTS:</p> <p>It is proposed that Ministerial Call in Powers should be reserved only for serious breaches of conduct by the Planning Authority. Switching the processes in which an application is assessed and determined at different stages of the application creates inconsistency, and promotes confusion, particularly where there are differences in the documentation being placed on public exhibition.</p>				
22	Ministerial referral of DA to DAP	Minister	<p>Where the Minister refers the DA to a DAP for determination (in accordance with 21 above), the Minister must, by notice to the DAP and Planning Authority (if required), direct the DAP and Planning Authority (if required) to undertake an assessment of the development application and specify the process and timeframes for the DAP and Planning Authority (if required) to follow. The Minister can also specify that the Planning Authority must provide all relevant documents relating to the application and</p>	<p>Because this type of referral can occur at any stage, there needs to be a direction to specify those parts of the assessment process that still needs to be completed. These processes will include elements that need to be undertaken by the DAP and may include elements that need to be undertaken by the Planning Authority. The Planning Authority is required to provide all relevant documents to the DAP</p>

			its assessment to the DAP within a timeframe.	
NORTHERN MIDLANDS COUNCIL COMMENTS:				
Refer to comments regarding inconsistency in part 21.				

DAP membership

Ref	Stage of assessment process	Responsible person/ authority	Proposed Framework	Comment
23	Establishment of Panel	Tasmanian Planning Commission (Commission)	No change to existing Commission processes.	The framework adopts the Commission's well established processes for delegating assessment functions to panels.

Development application fees

Ref	Stage of assessment process	Responsible person/ authority	Proposed Framework	Comment
24	Lodging DA	Planning Authority	Planning Authority charges applicant normal application fees.	Planning Authority doing the same amount of work, just not making the determination so is entitled to the application fee.
25	DAs referred to DAP for determination	Planning Authority and DAP	A DAP determined development application will incur an additional application fee. The Planning Authority is to charge the applicant an additional fee at the time the DAP notifies the Planning Authority that they have accepted the Planning Authority's	Additional fee is to cover some of the costs incurred by the Commission. The additional application fee is going to be cheaper than the cost of going to a full tribunal hearing.

			<p>request to refer the development application.</p> <p>The DAP application fee is to be included in the information provided to the DAP following the exhibition of the development application (section 12 above).</p> <p>No order for costs can be awarded by the DAP.</p>	
<p>NORTHERN MIDLANDS COUNCIL COMMENTS:</p> <p>Consideration must be given to the extra cost that Council will incur as a result of this process – through additional administration, level of detail in assessment, consultation and extra reporting, and IT functionality. Currently, Council’s project management system is set up to follow the existing legislative processes of the various types of development applications currently received by Council. Amendments to this system will be required to adequately accommodate a new legislated process and associated templates.</p>				

Northern Midlands Council Account Management Report

Income & Expenditure Summary for the Period Ended 31 October 2023 (33% Year Completed)

Line Item Summary Totals

	Operating Statement											
	Governance		Corporate Services		Regulatory & Community Services		Development Services		Works & Infrastructure Services		Total Operating Statement	
	2023/24 Budget	2023/24 Actual	2023/24 Budget	2023/24 Actual	2023/24 Budget	2023/24 Actual	2023/24 Budget	2023/24 Actual	2023/24 Budget	2023/24 Actual	2023/24 Budget	2023/24 Actual
1 Wages	604,891	167,710	1,130,192	402,190	270,364	75,100	541,333	155,898	1,927,440	603,940	4,474,220.00	1,404,838.00
2 Material & Services Expenditure	621,929	293,940	964,102	474,547	169,960	59,377	443,640	168,072	4,600,295	1,375,217	6,799,926.00	2,371,153.00
3 Depreciation Expenditure	78,769	0	118,005	0	33,075	0	21,230	0	6,912,453	0	7,163,532.00	0.00
4 Government Levies & Charges	6,422	6,492	976,796	233,787	3,360	905	0	0	164,700	39,757	1,151,278.00	280,941.00
5 Interest Expenditure	0	0	63,900	0	0	0	0	0	0	0	63,900.00	0.00
7 Councillors Expenditure	223,690	59,153	0	0	0	0	0	0	0	0	223,690.00	59,153.00
9 Other Expenditure	755,525	(678,004)	548,751	577,074	299,150	133,786	10,670	10,557	131,485	51,964	1,745,581.00	95,377.00
11 Oncost	302,445	80,204	548,185	194,389	129,631	35,768	268,167	73,542	874,742	274,288	2,123,170.00	658,191.00
12 Internal Plant Hire/Rental	21,760	2,380	26,540	1,645	32,550	956	21,490	1,541	1,039,510	329,265	1,141,850.00	335,787.00
13 Internal Rental/Rates	0	0	1,950	0	0	0	0	0	7,220	0	9,170.00	0.00
10 Other Internal Transfers Expenditure	0	0	8,171,211	0	0	0	0	0	0	0	8,171,211.00	0.00
14 Oncosts Paid - Payroll	98,109	49,033	247,327	36,151	57,444	7,883	121,532	17,174	419,214	87,712	943,626.00	197,953.00
15 Oncost Paid - Non Payroll	136,949	48,665	297,960	110,088	68,569	17,122	154,767	49,719	601,028	179,540	1,259,273.00	405,134.00
16 Plant Expenditure Paid	4,438	3,216	16,240	9,789	7,994	4,013	18,830	8,130	520,960	553,768	568,462.00	578,916.00
	2,854,927	32,789	13,111,159	2,039,660	1,072,097	334,910	1,601,659	484,633	17,199,047	3,495,451	35,838,889.00	6,387,443.00
17 Rate Revenue	0	0	(12,886,893)	(12,935,932)	0	0	0	0	(1,316,888)	(1,326,270)	(14,203,761.00)	(14,262,202.00)
18 Recurrent Grant Revenue	0	0	(2,232,989)	(580,282)	0	0	0	0	(2,972,199)	(33,666)	(5,205,188.00)	(613,948.00)
19 Fees and Charges Revenue	(128)	(445)	(1,093,999)	(381,616)	(177,138)	(172,906)	(590,855)	(298,647)	(742,366)	(271,658)	(2,604,486.00)	(1,125,272.00)
21 Interest Revenue	(861,900)	14,770	(366,779)	(110,320)	0	0	0	0	0	0	(1,228,679.00)	(95,550.00)
22 Reimbursements Revenue	(2,000)	(236)	(26,400)	(327)	(8,354)	(3,858)	0	(6,231)	(8,443)	48,738	(45,197.00)	38,086.00
Interest Expenditure Reimbursed	0	0	(63,900)	0	0	0	0	0	0	0	(63,900.00)	0.00
Oncost Recoveries - Internal Tfer	(218,129)	(72,505)	(542,751)	(214,815)	(121,431)	(22,662)	(271,786)	(86,434)	(1,059,664)	(316,237)	(2,213,761.00)	(712,653.00)
Plant Hire Income - Internal Tfer	(10,130)	0	(26,670)	0	0	0	(43,372)	0	(1,374,500)	(377,908)	(1,454,672.00)	(377,908.00)
10 Other Internal Transfers Income	(153,747)	0	(595,794)	62,523	(651,779)	0	(582,878)	(24,542)	(6,716,283)	26,696	(8,700,481.00)	64,677.00
23 Other Revenue	(468,000)	(117,000)	(17,404)	(10,892)	(313)	(1,051)	0	0	(40,058)	(8,882)	(525,775.00)	(137,825.00)
	(1,714,034)	(175,416)	(17,853,579)	(14,171,661)	(959,015)	(200,477)	(1,488,891)	(415,854)	(14,230,401)	(2,259,187)	(36,245,920.00)	(17,222,595.00)
Underlying (Surplus) / Deficit Before	1,140,893	(142,627)	(4,742,420)	(12,132,001)	113,082	134,433	112,768	68,779	2,968,646	1,236,264	(407,031)	(10,835,152)
20 Gain on sale of Fixed Assets	0	0	0	0	0	0	0	0	0	(109,635)	0	(109,635)
6 Loss on Sale of Fixed Assets	0	0	0	0	0	0	0	0	401,388	1,532	401,388	1,532
Net Loss On Disposal of Fixed Assets	0	0	0	0	0	0	0	0	401,388	(108,103)	401,388	(108,103)
Underlying (Surplus) / Deficit	1,140,893	(142,627)	(4,742,420)	(12,132,001)	113,082	134,433	112,768	68,779	3,370,034	1,128,161	(5,643)	(10,943,255)
Capital Grant Revenue	0	0	0	0	(50,000)	0	0	0	(7,177,321)	(1,918,685)	(7,227,321)	(1,918,685)
Subdivider & Capital Contributions	0	0	0	0	0	0	0	0	(362,067)	0	(362,067)	0
	0	0	0	0	(50,000)	0	0	0	(7,539,388)	(1,918,685)	(7,589,388)	(1,918,685)
Operating (Surplus) / Deficit	1,140,893	(142,627)	(4,742,420)	(12,132,001)	63,082	134,433	112,768	68,779	(4,169,354)	(790,524)	(7,595,031)	(12,861,940)

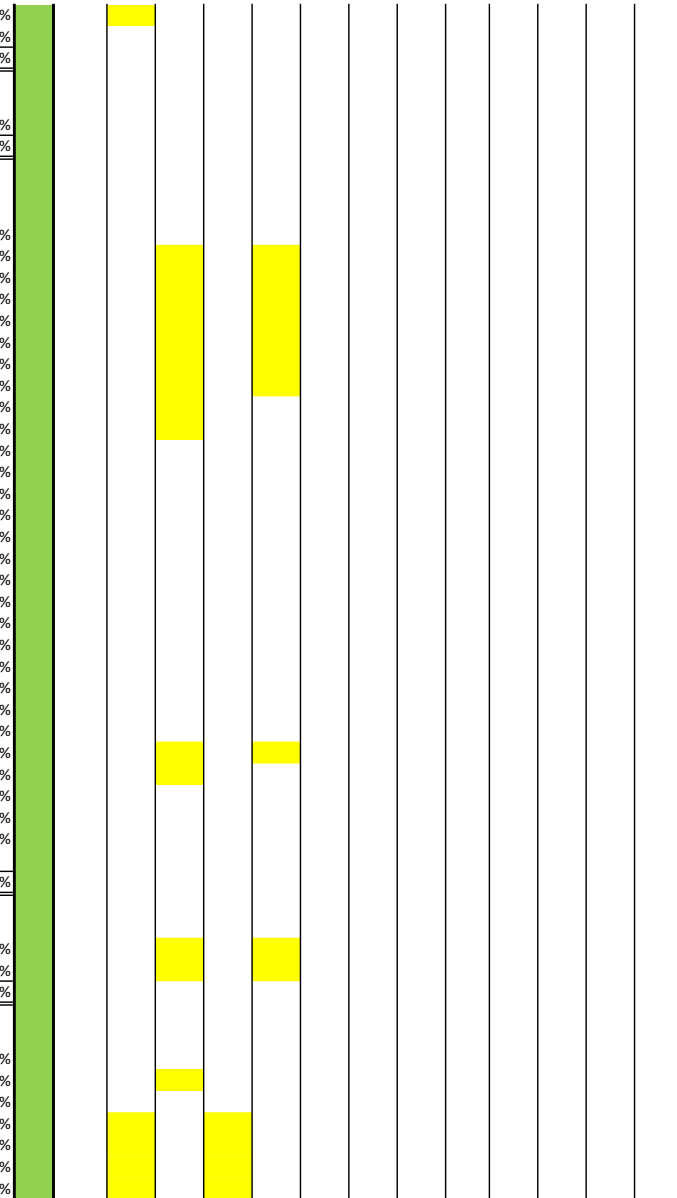
Northern Midlands Council Account Management Report				Annual Budget	YTD Actual	Annual Budget	Scheduled and Actual Works by Month												
				\$	\$		<div style="display: flex; justify-content: space-between;"> Actual Expenditure Scheduled Work </div>												
2023/24 for year to 31 October 2023						Spent %	B/fwd	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
Capital Expenditure - Governance																			
Fleet, Plant & Equipment, Land and Buildings																			
700009	Fleet - F9 Pool Vehicle	20,000	-																
700183	Fleet - F183 Pool Vehicle	30,000	-																
780006	Gov - Office Equipment Purchases	-	144																
788609.15		-	-																
		<u>50,000</u>	<u>144</u>		0%														
Capital Expenditure - Corporate Services																			
Equipment & Buildings -Corporate Services																			
700020	Fleet - F20 Pool Car WHS	35,000	39,841	114%															
700013	Fleet - F13 KIA Sedan (Corp Services)	32,000	32,242	101%															
715300	Corp - Computer System Upgrade	325,863	5,777	2%															
715300.5	Corp - Council Chamber audio upgrade incl live	100,000	-	0%															
791105	Cry Child Care Centre Internal Painting	10,000	5,974	60%															
791110	Pth - Child Care Centre Fore Street Preliminaries	-	3,776	0%															
791111	Pth - Child Care Centre Fore Street Construction Contract	-	1,778	0%															
791112	Pth - Child Care Centre Fore Street Furniture & Fittings	-	9,271	0%															
	Total Equipment & Buildings - Corporate Services	<u>502,863</u>	<u>98,659</u>	<u>20%</u>															
		<u>502,863</u>	<u>98,659</u>	<u>20%</u>															
Capital Expenditure - Regulatory and Community and Development Services																			
Fleet, Plant & Equipment																			
700002	Fleet - F2 Pool Vehicle	32,000	-	0%															
700006	Fleet - F6 Pool Vehicle	20,000	-	0%															
700004	Fleet - F4 Development	20,000	-	0%															
	Total Fleet, Plant & Equipment	<u>72,000</u>	<u>-</u>																
	Total Capital Expenditure - Regulatory and Community Services	<u>72,000</u>	<u>-</u>	<u>0%</u>															
Capital Expenditure - Works Department																			
Fleet, Plant & Depot																			
700003	Fleet - F3 Eorks Supervisor	20,000	45,091	225%															
700005	Fleet - F5 Works Manager Vehicle	-	-	0%															
700023	Fleet - F23 Utility Litter & Garbage Collection	22,000	39,508	180%															
700028	Fleet - F28 Light Truck Water North	31,000	31,218	101%															
700033	Fleet - F33 Yard Truck	156,000	181,821	117%															
700042	Fleet - F42 Truck 6 Yard	156,000	181,821	117%															
700051	Fleet - F51 Backhoe	170,000	-	0%															
700064	Fleet - F64 Tractor	100,000	-	0%															
700069	Fleet - F69 Compactor Truck	250,000	-	0%															
700131	Fleet - F131 Mower Trailer	15,000	-	0%															
700146	Fleet - F146 Water Tanker	30,000	-	0%															
700179	Fleet - F179 Building Management and Maintenance	25,000	-	0%															
700180	Flet - F180 Depot Pool Utility Vehicle	30,000	-	0%															
700199	Fleet - F199 Vehicle Hoist Longford Depot	12,000	-	0%															
715320	Works - Purchase Small Plant	40,000	1,080	3%															

720200	Works - Longford Depot Improvements	50,000	1,373	3%															
720201	Works - Ctown Depot Improvements	50,000	-	0%															
	Total Fleet, Plant & Depot	772,000	481,912	62%															
	All Areas - Street Tree program																		
707814	BUDGET ONLY NO ORDERS All Areas - Street Tree Program	-	-																
	Total All Areas - Street Tree program	-	-	0%															
	All Areas - Town Entrance Landscape/Beautification																		
707899	BUDGET ONLY NO ORDERS All Areas - Signage Projects	20,000	-	0%															
	Total All Areas - Town Entrance Landscape/Beautification	20,000	-	0%															
	All Areas - Street Furniture																		
715255	BUDGET ONLY NO ORDERS All Areas - Street Furniture	90,000	677	1%															
715255.11	Avoca - Street Furniture Seat Purchase and Installation	-	-	0%															
715255.12	Lfd - Park Furniture Seat Purchase and Installation Cairns Park	-	-	0%															
715255.13	Ctown - Street Furniture Seat Purchase and Installation Queen St	-	-	0%															
715255.14	Ross - Street Furniture Seat Purchase and Installation Church St	-	-	0%															
715256.3	Cry - Barthomolew Park Swing Set Installation	-	-	0%															
		90,000	677	1%															
	Recreation																		
707740	Pth - Rec Ground Cricket Net Extension & Fence	80,000	-	0%															
707937	Lfd - Rec Ground Scoreboard and Entrance Improve	11,400	10,900	96%															
707978	Evan - Morven Park Oval Topdressing	20,000	44,479	222%															
		111,400	55,379	50%															
	Cressy Recreation Ground Redevelopment																		
707923	Cry - Recreation Ground Building Redevelopment	-	243	0%															
707923.5	Cry - Recreation Ground Building Redevelopment Stage 2 BBQ Shelter	-	23,163	0%															
707923.6	Cry - Recreation Ground Cricket Net upgrade	-	7,668	0%															
707926.7	Cry - Recreation Ground Carpark area and dump point	115,000	22,313																
		115,000	53,387	46%															
	Other Recreation Projects																		
707717	Lfd - Rec Ground Training Oval Place fill and Formation	35,000	403	1%															
707717.5	Lfd - Rec Ground Training Oval Fencing	20,000	-	0%															
707758	Lfd - Caravan Park Amenities Improvement	450,000	37,966	8%															
707801	All Areas - Private Power Pole Replacement	20,000	-	0%															
707835	Lfd - Recreation Ground and Little Athletics Topdressing	3,600	-	0%															
707876	Pth Recreation Ground Topdressing	25,000	29,061	116%															
707889	BUDGET ONLY NO ORDERS All Areas - Playground Shelters	20,000	-	0%															
707924	Cry - Pool Solar Blanket Replacement	50,000	-	0%															
708030	Ctown - Recreation Ground Main Entry Beautification	-	1,078	0%															
708042	Pth - Train Park Play Equipment Upgrades	150,000	57,106	38%															
708045	Lfd - Road Safety Park St Georges Square	20,000	6,532	33%															
708049	Lfd - Railway Bridge Pillar Restoration Project	50,000	-	0%															
708056	Ross - Mens Shed Building Upgrades	210,000	3,417	2%															
708058	Bishopsbourne - Community Centre Electric BBQ, History board & Church	-	301	0%															
708060	Cry - Macquarie Street River Reserve Fencing Carpark and Picnic Tables	17,000	6,815	40%															
708061	Ctown - King St Oval Security Cameras	5,000	-	0%															
708063	Evan - Pioneer Park Play Equipment and Masterplan Upgrades	250,000	-	0%															
708064	Lfd - Tannery Road Boom Gate Replacement	-	4,910	0%															
708065	Lfd - Recreation Ground Irrigation System	200,000	49,513	25%															
708067	Pth - Bicentennial Dog Park Separation Fence	7,550	-	0%															
708068	Pth - Bicentennial Dog Park Culvert	15,000	-	0%															
708069	Pth - Mural Project	5,500	86	2%															

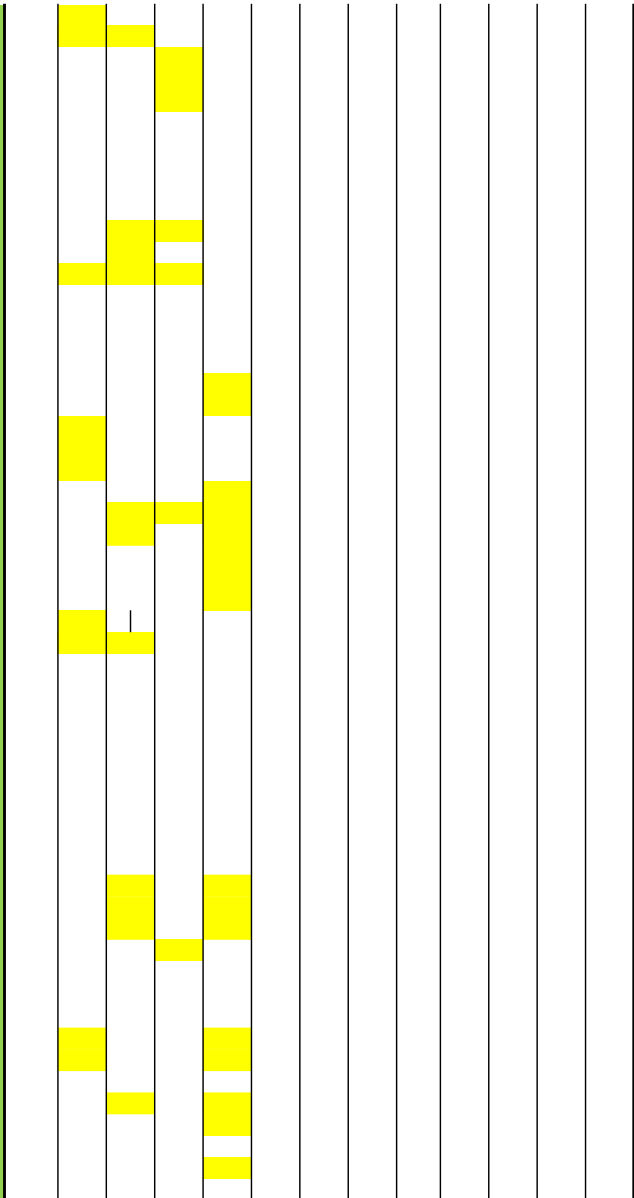
708072	Ross - Pool Work Health and Safety Upgrades	10,000	3,024	30%															
708073	All Areas - Dog Parks Upgrades Noticeboards and Fencing Upgrades	15,000	-	0%															
708075.1	Lfd - Laycock/Wellington Street Playground - Preliminaries	500,768	10,138	2%															
708076	Devon Hills - Playequipment upgrade	-	262	0%															
708077	Avoca - Museum, weatherboard replacement and painting	45,000	6,818	15%															
708078	Ctown - Swimming Pool - refibre glassing and lawn irrigation	45,000	218	0%															
708079	Ctown - King Street Hall, heating and painting and kitchenette	35,000	-	0%															
708080	Lfd - Bishopsbourne - Church purchase	20,000	-	0%															
708080.5	Lfd - Bishopsbourne - LED light replacement in stadium	10,000	-	0%															
708081	Lfd - Council Offices - Improvements doors to C&D, bin enclosure, cracking repair	40,000	-	0%															
708082	Ross - Recreation Ground clubrooms, new kitchen, shutters and other minor impr	50,000	55,371	111%															
708083	All Areas - Registered Key Locking System 2	60,000	12,488	21%															
708085	Cry - Batholomew Park, play equipment and shelter upgrade	100,000	-	0%															
708086	Pth - William Street Reserve, memorial seat (Stagg)	5,000	747	15%															
708087	Lfd - Town Hall - improvements incl foyer dampness	50,000	-	0%															
708088	Lfd - Above Library, improvements and toilet	50,000	22,129	44%															
715254	BUDGET ONLY NO ORDERS All Areas - Play Ground Equipment	50,000	-	0%															
715255.4	Pth - WilliamSt Reserve BBQ	-	942	0%															
715255.6	Pth - Train Park BBQ Shelter & Toilet Maintenance	85,000	58,356	69%															
	Total - Other Recreation Projects	2,724,418	367,681	13%															
	Total Recreation	3,060,818	477,124	16%															
Buildings																			
707954	Evan- Renovations / Upgrades Murray St Units	-	44,975	0%															
	Ctown - War Memorial Oval Amenities Upgrade																		
707805.87	Ctown - War Memorial Recreation Ground - Carpet cleaner extractor	9,000	8,856	98%															
707805.89	Ctown - War Memorial Oval Amenities Memorabilia, and joinery, kitchen access, i	41,500	18,996	46%															
	Total Ctown - War Memorial Oval Amenities Upgrade	50,500	27,852	55%															
	Lfd - Longford Community Sports Centre Redevelopment																		
707752.98	Lfd - Sports Centre Gym - Stadium floor upgrade and basketball backboards	40,000	-	0%															
707752.99	Lfd - Sports Centre Gym - Painting exterior walls	50,000	-	0%															
	Total Lfd - Longford Community Sports Centre Redevelopment	90,000	-	0%															
	Other Buildings																		
707766	Lake Leake - Amenities Upgrade	-	6,657	0%															
707766.5	Lake Leake - BBQ	15,000	5,127	34%															
707775	Avoca - Hall Toilet Upgrade	50,000	-	0%															
707808	Lfd - Library Entrance Ramp	60,000	74,667	124%															
707868	Cry - Town Hall Improvements Entrance Ramp	60,000	86,965	145%															
707871	Evan - War Memorial Hall Improvements Roof Replacement	8,000	-	0%															
707872	Evan - Falls Park Pavillion Improvements Painting	31,000	-	0%															
707873	Ross - Town Hall/Library Improvements Painting /Carpet/ Access	-	3,574	0%															
707920	All Areas - Public Buildings Asbestos Removal	-	61	0%															
707948	Ctown - Renovations/Upgrades William St Units	50,000	237	0%															
707955	Evan - Community & Visitor Centre Roof Works	20,000	-	0%															
708039	Pth - Recreation Ground Amenities Painting and Crack Repairs	30,000	-	0%															
708051	Ross - Drill Hall Roof Replacement	60,000	-	0%															
715345	Public Building and Amemites Projects - Administration	100,000	40,023	40%															
715350	All Areas - Public Building Improvements not yet allocated	150,000	20,056	13%															
720134.5	Pth - Seccombe St Reserve Shade Shelter	20,000	716	4%															
720135	Evan - Pioneer Park Toilets Upgrade Male and Disabled	100,000	35,954	36%															
720145	Evan - Honeysuckle Banks Reserve Toilet, Dump Point, Improvements	-	16,449	0%															

Total Other Buildings			754,000	290,486	39%														
Total Buildings			894,500	363,313	41%														
Longford Main Street Project																			
707987.1	Lfd - Main Street Project - Preliminaries	-	126,410	0%															
707987.2	Lfd - Main Street Project - Victoria Square Memorial Hall Upgrade Preliminaries	3,109,479	1,325,642	43%															
707987.3	Lfd - Main Street Project - Road Infrastructure Upgrade Preliminaries	-	54,876	0%															
707987.4	Lfd - Main Street Project - BBQ Upgrades Preliminaries	-	1,545	0%															
707987.5	Lfd - Main Street Project - Victoria Square Additional Toilet Preliminaries	-	5,678	0%															
707988.7	Lfd - Main Street Project - Jumbo Bins	-	25,367	0%															
Total Longford Main Street Project		3,109,479	1,539,518	50%															
Waste Management																			
712949	FOGO - Service Establishment Initial Bin Purchase	-	1,017	0%															
712950	Recycling - Bin Purchase (Replacements Only)	-	1,603	0%															
712951	Recycling - Bin Purchase (New Services)	17,500	-	0%															
712952	Waste - Bin Purchase (Replacements Only)	17,500	2,077	12%															
712953	Waste - Bin Purchase (New Services)	-	1,469	0%															
714846.8	Ross - Exercise Play Equipment old school ground	-	6,253	0%															
728770	All Areas - Recycling Initiatives	10,000	-	0%															
Total Waste Management		45,000	12,419	28%															
Roads																			
Ctown - Barton Rd Reconstruction Ch 6.120 to 8.090																			
751612.9	Pth - Seccombe St Main Rd to Minerva Drive - Speed reducing device	50,000	-	0%															
Total Ctown - Barton Rd Reconstruction Ch 6.120 to 8.090		50,000	-	0%															
Ctown - Bond St Grant to High St Reconstruction																			
750156	Ctown - Bond St Grant to High incl No.15 Reconstruction K&G	30,000	3,409	11%															
750156.1	Ctown - Bond St Grant to High Reconstruction Excavation	-	3,881	0%															
750156.2	Ctown - Bond St Grant to High Reconstruction Excavation	-	1,435	0%															
750156.3	Ctown - Bond St Grant to High Reconstruction Base	-	1,842	0%															
Ctown - Bond St Grant to High St Reconstruction		30,000	10,567	11%															
Evan - Glen Esk Road Ch 7.530 to 9.870 Reconstruction																			
750503	Evan - Glen Esk Road Ch 7.530 to 9.870 Reconstruction	-	221	0%															
		-	221	0%															
Lfd - Labour St Kerb & Verge Reconstruction																			
750677.6	Lfd - Latour St, Archer to Smith - Footpaths	30,000	-	0%															
750678.6	Lfd - Latour Street, Archer to Smith, footpath	42,000	-	0%															
		72,000	-																
Perth Bypass - Associated Works																			
751425	Pth - Youl Road K&G Seal Verge and Bike Track from Phillip	350,000	-	0%															
751614	Lfd - Entrance Roundabout Landscaping	200,000	7,000	4%															
751614.6	W/Junct - Hobart Road Shared Path Way	250,000	1,170	0%															
752010	Perth Bypass - Planting Vegetation Corridors	-	808	0%															
752015	Perth - Bypass Associated Works	-	23,597	0%															
752017	Budget Only - Perth Bypass Roundabout and Town Entry Landscaping	-	1,975	0%															
752017.4	Perth Bypass - Haggerston Road Trees	-	1,516	0%															
752025	Pth - Main Street Program	1,641,000	284,092	17%															
752025.7	Pth - Main Street Program - Jumbo bins	-	25,810	0%															
752026	Pth - Fairtlogh Street - Construction pf a school crossing and associated works	52,300	53,729	103%															

752027	Ross - High Street, Bollards outside post office	6,000	375	6%
752028.6	Ross - Railway Crossing High Street - footpath crossing	60,000	-	0%
	Perth Bypass - Associated Works	2,559,300	400,072	16%
Perth - George St Clarence to End K&G and Verge				
750474.1	Pth - Geogr St Clarence to End K&G and Verge	-	85	0%
		-	85	0%
Resealing Program				
715005	Roads - Resealing All Areas	\$830,473.00	\$0.00	0%
715005.008	Ross - Reseal Badajos St Ch 0.0 to Ch 0.075	\$0.00	\$1,383.00	0%
715005.0082	Ross - Reseal Badajos St Ch 0.120 to Ch 0.307	\$0.00	\$4,150.00	0%
715005.0158	Ross - Reseal Bond St Ch 0.0 to Ch 0.298	\$0.00	\$1,383.00	0%
715005.0159	Ross - Reseal Bond St Ch 0.298 to Ch 0.352	\$0.00	\$1,383.00	0%
715005.016	Ross - Reseal Bond St Ch 0.532 to Ch 0.767	\$0.00	\$1,383.00	0%
715005.0161	Ross - Reseal Bond St Ch 0.767 to Ch 0.922	\$0.00	\$1,383.00	0%
715005.0188	Ross - Reseal Bridge St Ch 0.303 to Ch 0.363	\$0.00	\$2,617.00	0%
715005.019	Ross - Reseal Bridge St Ch 0.692 to 0.936	\$0.00	\$1,234.00	0%
715005.0191	Ross - Reseal Bridge St Ch 0.936 to 1.165	\$0.00	\$1,234.00	0%
715005.0224	Lfd - Reseals Asset 224 - Burghley St, William St0 to High St 155	\$0.00	\$1,375.00	0%
715005.0239	Lfd - Reseal Catherine St Ch 0.206 to 0.226	\$0.00	\$1,375.00	0%
715005.0242	Lfd - Reseal Catherine St Ch 0.657 to 0.675	\$0.00	\$1,375.00	0%
715005.0246	Lfd - Reseal Catherine St Ch 1.139 to 1.531	\$0.00	\$1,375.00	0%
715005.0376	Pth - Reseal Drummond St Ch 0 to 0.168	\$0.00	\$10,137.00	0%
715005.0377	Pth - Reseal Drummond St Ch0.168-0.377	\$0.00	\$21,320.00	0%
715005.0378	Pth - Reseal Drummond St Ch0.530-0.607	\$0.00	\$34,032.00	0%
715005.0379	Pth - Reseal Drummond St Ch0.607-0.688	\$0.00	\$9,155.00	0%
715005.0464	Lfd - Reseals Asset 464 - George St, Packenham St 0 to William St 71	\$0.00	\$1,375.00	0%
715005.0465	Lfd - Reseals Asset 465 - George St, William St 71 to Archer St 207	\$0.00	\$1,375.00	0%
715005.0536	Lfd - Reseal Hay St Ch 0.370 to 0.500	\$0.00	\$1,375.00	0%
715005.0554	Reseal - Lfd - High St, Wellington St 0 to Marlborough St 205	\$0.00	\$1,375.00	0%
715005.0555	Lfd - Reseal Asset 555 - High St, Marlborough St205 to Packenham St 378	\$0.00	\$1,375.00	0%
715005.0559	Lfd - Reseal High St Ch0.741-0.784	\$0.00	\$1,375.00	0%
715005.0562	Ross - Reseal High St, Church to Bond	\$0.00	\$1,383.00	0%
715005.0566	Ross - Reseal High St, Waterloo to Ch 0.970	\$0.00	\$1,234.00	0%
715005.0578	Lfd - Reseal Hobhouse St 0.729 to 0.909	\$0.00	\$1,375.00	0%
715005.0609	Lfd - Reseal Howick St Ch 0.512 to 0.595	\$0.00	\$1,375.00	0%
715005.0972	Lfd - Reseals Asset 972 - Pakenham St, William St 0 to High St 295	\$0.00	\$2,962.00	0%
	Total Resealing Program	830,473	112,873	14%
Resheeting Program				
715125	Southern - Resheeting	251,327	64,246	26%
715460	Roads Northern - Resheeting	251,327	123,768	49%
	Total Resheeting Program	502,654	188,014	37%
Footpath Construction Program				
750000	BUDGET ONLY NO ORDERS All Areas - Asphalt Footpath Replacements	135,000	-	0%
750092.6	Evan - Barclay St No 46 towards White Hills Rd Eastern Side Gravel Footpath	50,000	1,693	3%
750181.6	Ctown - Bridge Street, High to Peddar footpath	15,000	-	0%
750213.6	Lfd - Bulwer St Wellington to 0.172 footpath south side	20,000	17,056	85%
750213.8	Lfd - Bulwer St Wellington to 0.172 south side - driveways	-	44,538	0%
750214.6	Lfd - Bulwer St 0.172 to Laycock footpath south side	-	618	0%
750215.6	Lfd - Bulwer St Laycock to Stocker footpath south side	-	1,545	0%



750216.6	Lfd - Bulwer St Stocker to Marlborough footpath south side	-	162	0%
750216.8	Lfd - Bulwer St Stocker to Marlborough footpath	-	375	0%
750271.6	Cry - Church St - Charles to Murfett (132m2) L footpath	25,000	927	4%
750395.6	Pth - Edward St Napoleon to Cromwell footpath north side	62,000	34,697	56%
750395.8	Pth - Edward St in front of No 39 Driveway	68,000	9,766	14%
750458.6	Pth - Footpath Frederick St, Scone to Clarence North Side	54,000	-	0%
750507.6	Lfd - Goderich St William to Archer Footpath	22,000	-	0%
750713.6	Pth - Little Mulgrave St Main to north footpath western side	40,000	-	0%
750796.6	Cry - Main St Saundridge to Church St Footpath	75,000	-	0%
750977.6	Lfd - Pakenham St Hobhouse to Bulwer footpath eastern side	60,000	-	0%
751613	Pth - William St Reserve Footpath Bridge Access	-	4,396	0%
751613.1	Pth - William St Reserve Footpath Bridge Access - Excavation	-	411	0%
751613.6	Pth - William St Reserve Footbridge Footpath	-	5,768	0%
Total Footpath Construction Program		626,000	121,952	19%
Other Road Projects				
707987	Lfd - Urban Street Design Wellington StmFootpaths Outstands Landscaping	1,793,628	2,750	0%
750131	Lfd - Bishopsbourne Re Ch 5.080 to 7.375 Reconstruction	504,900	650	0%
750441	Avoca - Falmouth St Churchill to Gray Kerb & Gutter and Verge Replacement	-	418	0%
750441.5	Avoca - Falmouth St Churchill to Gray Kerb & Gutter and Verge Replacement - Sea	-	1,190	0%
750441.9	Avoca - Falmouth St Churchill to Gray Kerb & Gutter and Verge Replacement - OtF	-	693	0%
750442	Avoca - Falmouth St Arthur to Gray Kerb & Gutter and Verge Replacement - K&G	50,000	2,897	6%
750544	Ctown - Main Street Project	2,450,000	200,045	8%
750545.7	Ctown - Main Street Project - Jumbo Bins	-	65,300	0%
750579	Lfd - Hobhouse St Reconstruction Catherine to Burghley	130,000	370	0%
788651.1	Lfd - Anstey Street - Stormwater Kerb and road widening - Excavation	55,000	23,435	43%
788651.3	Lfd - Anstey Street - Stormwater Kerb and road widening - Base	-	4,336	0%
788651.5	Lfd - Anstey Street - Stormwater Kerb and road widening - Seal	-	25,765	0%
788651.7	Lfd - Anstey Street - Stormwater Kerb and road widening - Naturestrips	-	1,340	0%
750045	Ross - Ashby Road Chn 5.765 to 7.690	500,000	-	0%
750181	Ctown - Bridge Street, High to Peddar, K&G	85,000	-	0%
750222	Lfd - Burghley Street, Wilmores to Cemetery	40,000	-	0%
750910	Evan - Murray St & Scone St Verge Parking Spaces	50,000	-	0%
751615	Lfd - Waste Transfer Station Sealing of Entrance & Ramps plus Eastern Security Fe	85,000	-	0%
Total Other Road Projects		5,743,528	329,189	6%
Total Roads		10,413,955	1,162,973	1
Bridges				
740050	All Areas - Bridge Guard Rail Replacement Allocation (Budget Only)	200,000	-	0%
741172	Lfd - Bridge 1172 : Blackwood Crk Road, Brumbys	120,000	34,733	29%
743473	Lfd - Bridge 3473 - Jones Road	187,500	34,458	18%
744927	Lfd - Bridge 4927 - Liffy Road - Over Bates Creek replace culverts with bridge	600,000	49,098	8%
749963	Pth - William Street Reserve Bridge No 9963	-	655	0%
Total Bridges		1,107,500	118,944	11%
Urban Stormwater Drainage				
788575	BUDGET ONLY NO ORDERS Storm Water Drainage - Unallocated Projects	40,000	-	0%
788628	Pth - Stormwater Main Replacement Frederick St Perth Norfolk to No 65	-	44,319	0%
788632	Evan - Stormwater Barclay St Subdivision Contribution	41,000	38,675	94%
788633	All Areas - Stormwater Side Entry Pit Renewals Program	50,000	-	0%
788646	Pth - Stormwater - Arthur Street detention	-	3,646	0%
788648	Ctown - Stormwater High St Esplanade Humceptor Installation	90,000	150	0%
788649	Ross - Stormwater Waterloo St Culvert	20,000	-	0%
788653	Pth - Storm Water Detention Basin Works 1-13 Cromwell St	-	11,298	0%
788655	Ctown - Stormwater Recreation Ground Humceptor Installation	45,000	-	0%



788656	Ctown - Stormwater High St west of 1a Bond Street - culvert upgrade	30,000	-	0%																
788657	Ctown - Stormwater High St Esplanade Humceptor Installation	20,000	-	0%																
788658	Ctown - Stormwater Church/High Streets - Duplicate culvert upgrade pits and inst	100,000	-	0%																
788659	Ctown - Stormwater East Street William St south - rock drain against rail line	100,000	-	0%																
788660	Lfd - Stormwater Carins Street, Union to end, instal low flow pipes and v-pits, resf	30,000	1,450	5%																
788661	Pth - Stormwater CCTV West Perth	60,000	-	0%																
788662	Pth - Stormwater - Frederick Street, Cromwell to Napoleon, Realign open drain an	50,000	-	0%																
788663	Pth - Stormwater Perth Recreation Ground northern side drainage	30,000	240	1%																
788665	Pth - Stormwater DRF Sheepwash Creek Flood Mitigation Project	-	17,562	0%																
	Total Urban Stormwater Drainage	<u>706,000</u>	<u>117,340</u>	<u>17%</u>																
	Total Capital - Works Department	<u>20,109,252</u>	<u>4,273,543</u>	<u>21%</u>																
	Total Capital Works All Departments	<u>20,734,115</u>	<u>4,372,346</u>	<u>21%</u>																



NORTHERN MIDLANDS COUNCIL POLICY MANUAL

OVERHANGING TREES

Originated Date: Adopted March 2015 – Min. No. 79/15 (as Policy 76)

Amended Date/s: Amended 20 February 2017 – Min. No. 49/17
Reviewed 4 March 2021

Applicable Legislation: *Local Government Act 1993*
Local Government (Highways) Act 1982

Objective To provide a fair and consistent approach to the reduction of potential nuisance caused by overhanging trees within the settlement areas of the Northern Midlands.

Administration: Community and Development

Review Cycle/Date: Next review 2025.

INTRODUCTION

The land between the boundary of a property and the carriageway of a road is variously referred to as the footpath or nature strip. Depending on its location, this land can frequently be used by pedestrians, cyclists and horse riders. Each of these users has a reasonable expectation that they can use this area safely.

Vegetation extending beyond a property boundary can create a potential hazard for users.

Protruding vegetation may be considered as *causes, or likely to cause, danger or harm to the health, safety or welfare of the public* and thus constitute a nuisance according to the *Local Government Act 1993*.

DEFINITIONS

Boundary refers to the property boundary as shown on the property title.

Overhanging trees for the purpose of this policy, overhanging trees refers to all vegetation, including but not limited to trees, shrubs and plants, that extends beyond the property boundary and into, over or under a highway.

Highway is all that land encompassing the road and land between the property boundaries on each side

APPLICATION

This policy applies to all properties located within the town boundaries of the municipality of the Northern Midlands.

OPERATION

1 EXPECTATION

Overhanging trees are to be:

- Cut back to boundary; and
- Provide a clear height above an area intended mainly for the use of pedestrians of 2.5 metres; and
- Provide a clear height above an area designated as a horse trail of 3.0 metres; and
- Provide a clear height above the nature strip, on the carriage-way side of a constructed foot path of 4.5 metres.

2 INSPECTION

Every residential street shall be inspected twice per year.

In addition, Councils authorised officer will respond and inspect all sites where an overhanging tree concern is



NORTHERN MIDLANDS COUNCIL POLICY MANUAL

brought to Council's attention.

3 *PROCESS*

- i *Advertise:*
Council will place a time to trim your foliage advertisement in newspapers circulating in the municipality, twice a year. The advertisements are also to be shared on Council's Facebook page.
- ii *Inspection:*
the authorised officer will conduct an inspection of all residential streets, twice yearly, as well as any properties brought to Council's attention outside of those times.
- iii *Friendly Reminder:*
where, in the opinion of the authorised officer, there is an overhanging tree, a letter will be sent to the owner or occupier of the land requesting the nuisance to be removed within 14 days of the date of the letter.
- iv *Review of decision:*
The owner or occupier who receives the letter referred to in paragraph iii above, may apply to Council in writing, requesting Council exercise its discretion to remove the overhanging tree based on:
 - Heritage grounds; and/or
 - Such action will result in the death of the overhanging tree.

An application will be considered by Council's Works & Infrastructure Manager and Senior Planner and discussed with the property owner. If a resolution cannot be reached between the parties, a report is to be presented to Council for a determination to be made.
- v *Inspection:*
the authorised officer will conduct a follow up inspection of all properties where a friendly reminder letter has been sent after the expiration of 14 days of the date of the letter.
- vi *Abatement Notice:*
where, in the opinion of the authorised officer, there is an overhanging tree, a notice will be served upon the owner or occupier of the land requiring the nuisance to be abated within 14 days (section 200 *Local Government Act 1993*).
- vii *Appeal or carry out work:*
the owner or occupier of the land must abate the nuisance or appeal to a magistrate within 14 days of the service of the notice, in accordance with the provisions of the *Local Government Act 1993*.
- viii *Nuisance not abated:*
if the owner or occupier does not abate the nuisance or lodge an appeal within the prescribed 14 day period, a letter will be sent to the owner or occupier advising that Council will carry out the works at the owner or occupier's expense.
- ix *Send Contractor:*
once the letter referred to in step (vi) is sent, the authorised officer will engage a contractor do anything reasonably necessary to remove the nuisance.
- x *Charge to owner:*
All costs associated with the contractor, plus an administration fee, will be invoiced to the owner or occupier. This cost will be incurred even if the owner or occupier abates the nuisance, after the expiry of the prescribed period, but prior to the arrival of Council's contractor.
- xi Infringement notices may be issued in accordance with s.204A of the *Local Government Act 1993*.

West Tamar Council Approved Road Reserve Contractors

Contractor	Business Address	Contact	Phone	Email
Northern Concrete Constructions	31 Roberts Crescent, Newnham	David Brasher	(03) 6326 2737	david.brasher@bigpond.com
Zanetto Civil	3 Killafaddy Road, St Leonards	Paul Zanetto	(03) 6331 2656	admin@zanettocivil.com.au
Fulton Hogan (formerly Venarchie)	11 Cavalry Road, Mowbray	Sam Allen	(03) 6325 4400	mowbray.admin@fultonhogan.com.au
Crossroads Civil Contracting P/L	73-79 Lilydale Road, Rocherlea	Scott Callow	(03) 6326 5504	scott@crossroadscivil.com.au
Temby Civil	PO Box 161, Riverside	Chris Temby	(03) 6343 0908	tembycd@bigpond.net.au
PJ Concrete & Curbing	PO Box 31, Mowbray	Peter Jamieson	0417 358 047	admin@pjconcrete.com.au
Maintain Contracting	4-6 Weld Street, Invermay	Tony Jenkins	(03) 6331 5291	info@maintaincontracting.com.au
RJ May Civil Construction P/L	37 Medina Street, Youngtown	Robert May	0447 582 153	accounts@rjmaycivilconstruction.com
ACB Excavations	22 Biloo Street, Exeter	Tony Blenkhorn	(03) 6394 4445	admin@acbexcavations.com.au
Mytrax Excavations		Wayne Dobson	0418 607 145	mytraxexcavations@yahoo.com
Steve Masters	74 Clarence Point Road, Clarence Point	Steve Masters		sckmasters@bigpond.com
Online Contracting Pty Ltd - Quickseal Asphaltting	27 Norwich Drive, Longford		0448 444 550	onlinecontracting@hotmail.com
Finerhomes	5 Cooper Crescent, Riverside	Phil van Donselaar	0418 137 275	admin@finerhomes.com.au
Killa Earthworx	26 Murphy Street, Invermay	Mat Crawford	0488 202 712	killaeearthworx@gmail.com
Cains Civil Contracting P/L	8 Henry Street, Bridport	Vaughan Cain	0419 577 173	
Ron Duncan Paving Pty Ltd	14 Tamar Crescent, Greens Beach	Ron Duncan	0418 134 689	