

2022-09-26 ORDINARY MEETING OF COUNCIL - OPEN COUNCIL ATTACHMENTS

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E6.6.2 Bicycle Parking Numbers

Objective

To encourage cycling as a mode of transport within areas subject to urban speed zones by ensuring safe, secure and convenient parking for bicycles.

Acceptable Solutions	Performance Criteria	Response
<p>A1.1 Permanently accessible bicycle parking or storage spaces must be provided either on the site or within 50m of the site in accordance with the requirements of Table E6.1; or</p> <p>A1.2 The number of spaces must be in accordance with a parking precinct plan contained in Table E6.6: Precinct Parking Plans.</p>	<p>P1 Permanently accessible bicycle parking or storage spaces must be provided having regard to the:</p> <ul style="list-style-type: none"> a) likely number and type of users of the site and their opportunities and likely preference for bicycle travel; and b) location of the site and the distance a cyclist would need to travel to reach the site; and c) availability and accessibility of existing and planned parking facilities for bicycles in the vicinity. 	N/A due to nature

E6.6.3 Taxi Drop-off and Pick up

Objective

To ensure that taxis can adequately access developments.

Acceptable Solutions	Performance Criteria	Response
<p>A1 One dedicated taxi drop-off and pickup space must be provided for every 50 car spaces required by Table E6.1 or part thereof (except for dwellings in the General Residential Zone).</p>	<p>P1 No performance criteria.</p>	Not applicable.

E6.6.4 Motorbike Parking Provision

Objective

To ensure that motorbikes are adequately provided for in parking considerations.

Acceptable Solutions	Performance Criteria	Response
<p>A1 One motorbike parking space must be provided for each 20 car spaces required by Table E6.1 or part thereof.</p>	<p>P1 No performance criteria.</p>	Not applicable.

E6.7.1 Construction of Car Parking Spaces and Access Strips**Objective**

To ensure that car parking spaces and access strips are constructed to an appropriate standard.

Acceptable Solutions	Performance Criteria	Response
A1 All car parking, access strips manoeuvring and circulation spaces must be: <ul style="list-style-type: none"> a) formed to an adequate level and drained; and b) except for a single dwelling, provided with an impervious all weather seal; and c) except for a single dwelling, line marked or provided with other clear physical means to delineate car spaces. 	P1 All car parking, access strips manoeuvring and circulation spaces must be readily identifiable and constructed to ensure that they are useable in all weather conditions..	Complies A1.

E6.7.2 Design and Layout of Car Parking**Objective**

To ensure that car parking and manoeuvring space are designed and laid out to an appropriate standard.

Acceptable Solutions	Performance Criteria	Response
A1.1 Where providing for 4 or more spaces, parking areas (other than for parking located in garages and carports for dwellings in the General Residential Zone) must be located behind the building line; and A1.2 Within the General residential zone, provision for turning must not be located within the front setback for residential buildings or multiple dwellings. P1	P1 The location of car parking and manoeuvring spaces must not be detrimental to the streetscape or the amenity of the surrounding areas, having regard to: <ul style="list-style-type: none"> a) the layout of the site and the location of existing buildings; and b) views into the site from the road and adjoining public spaces; and c) the ability to access the site and the rear of buildings; and d) the layout of car parking in the vicinity; and e) the level of landscaping proposed for the car parking. 	Complies A1.
A2.1 Car parking and manoeuvring space must: <ul style="list-style-type: none"> a) have a gradient of 10% or less; and b) where providing for more than 4 cars, provide for vehicles to enter and exit the site in a forward direction; and c) have a width of vehicular access no less than prescribed in Table E6.2 and Table E6.3, and 	P2 Car parking and manoeuvring space must: <ul style="list-style-type: none"> a) be convenient, safe and efficient to use having regard to matters such as slope, dimensions, layout and the expected number and type of vehicles; and b) provide adequate space to turn within the site unless reversing from the site would not adversely affect the safety and convenience of users and passing traffic. 	Complies A2.

A2.2	The layout of car spaces and access ways must be designed in accordance with Australian Standards AS 2890.1 - 2004 Parking Facilities, Part 1: Off Road Car Parking.		
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E6.7.3 Car Parking Access, Safety and Security

Objective

To ensure adequate access, safety and security for car parking and for deliveries.

Acceptable Solutions	Performance Criteria	Response
A1 Car parking areas with greater than 20 parking spaces must be: <ul style="list-style-type: none"> a) secured and lit so that unauthorised persons cannot enter or; b) visible from buildings on or adjacent to the site during the times when parking occurs. 	P1 Car parking areas with greater than 20 parking spaces must provide for adequate security and safety for users of the site, having regard to the: <ul style="list-style-type: none"> a) levels of activity within the vicinity; and b) opportunities for passive surveillance for users of adjacent building and public spaces adjoining the site. 	Not Applicable.

E6.7.4 Parking for Persons with a Disability

Objective

To ensure adequate parking for persons with a disability.

Acceptable Solutions	Performance Criteria	Response
A1 All spaces designated for use by persons with a disability must be located closest to the main entry point to the building.	P1 The location and design of parking spaces considers the needs of disabled persons, having regard to: <ul style="list-style-type: none"> (a) the topography of the site; (b) the location and type of relevant facilities on the site or in the vicinity; (c) the suitability of access pathways from parking spaces, and (d) applicable Australian Standards. 	Allowance for disabled spot. Complies A1
A2 Accessible car parking spaces for use by persons with disabilities must be designed and constructed in accordance with AS/NZ2890.6 – 2009 Parking facilities – Off-street parking for people with disabilities.	P2. No performance criteria.	

E6.7.6 Loading and Unloading of Vehicles, Drop-off and Pickup**Objective**

To ensure adequate access for people and goods delivery and collection and to prevent loss of amenity and adverse impacts on traffic flows.

Acceptable Solutions	Performance Criteria	Response
A1 For retail, commercial, industrial, service industry or warehouse or storage uses: <ul style="list-style-type: none"> a) at least one loading bay must be provided in accordance with Table E6.4; and b) loading and bus bays and access strips must be designed in accordance with Australian Standard AS/NZS 2890.3 2002 for the type of vehicles that will use the site. 	P1 For retail, commercial, industrial, service industry or warehouse or storage uses adequate space must be provided for loading and unloading the type of vehicles associated with delivering and collecting people and goods where these are expected on a regular basis	Not applicable

E6.8.2 Bicycle Parking Access, Safety and Security**Objective**

To ensure that parking and storage facilities for bicycles are safe, secure and convenient.

Acceptable Solutions	Performance Criteria	Response
A1.1 Bicycle parking spaces for customers and visitors must: <ul style="list-style-type: none"> a) be accessible from a road, footpath or cycle track; and b) include a rail or hoop to lock a bicycle to that meets Australian Standard AS 2890.3 1993; and c) be located within 50m of and visible or signposted from the entrance to the activity they serve; and d) be available and adequately lit in accordance with Australian Standard AS/NZS 1158 2005 Lighting Category C2 during the times they will be used; and A1.2 Parking space for residents' and employees' bicycles must be under cover and capable of being secured by lock or bicycle lock.	P1 Bicycle parking spaces must be safe, secure, convenient and located where they will encourage use.	A1.1 Complies.
A2 Bicycle parking spaces must have: <ul style="list-style-type: none"> a) minimum dimensions of: <ul style="list-style-type: none"> i) 1.7m in length; and ii) 1.2m in height; and 	P2 Bicycle parking spaces and access must be of dimensions that provide for their convenient, safe and efficient use.	Not required

iii) 0.7m in width at the handlebars; and b) unobstructed access with a width of at least 2m and a gradient of no more 5% from a public area where cycling is allowed.		
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E6.8.5 Pedestrian Walkways

Objective

To ensure pedestrian safety is considered in development.

Acceptable Solutions	Performance Criteria	Response
A1 Pedestrian access must be provided for in accordance with Table E6.5.	P1 Safe pedestrian access must be provided within car park and between the entrances to buildings and the road.	Complies A1.

9. Other Impacts

9.1 Environmental

No environmental impacts were identified in relation to:

- Noise, Vibration and Visual Impact;
- Community Severance and Pedestrian Amenity;
- Hazardous Loads;
- Air Pollution, Dust and Dirt and Ecological Impacts;
- Heritage and Conservation Values.

9.2 Street Lighting and Furniture

Street lighting is not present in the existing condition. It is not proposed to add any new street lighting.

9.3 Internal Layout

Consideration in the civil design needs to be given to cross falls entering into driveways and will be formalised in the final Civil design.

9.4 Footpaths and Access Ramps

None required.

10. Summary

This Traffic Impact Assessment (TIA) has been prepared by Ridsen Knightley of RJK Consulting Engineers on behalf of D & L Routley for 13790 Midland Highway, Epping Forest, within Northern Midlands Council, Tasmania. The intention of the Traffic Impact Assessment is to support a Development Application and provide improved facilities for users of the development.

The report is summarised as follows:

- The assessment has reviewed the adjacent accesses directly affected, the immediate road network serving the area, road conditions and crash history. No significant traffic safety issues were apparent;
- Within the site there is adequate parking;
- The relative increase in traffic associated with the proposal will be minimal and is acceptable noting adequate SISD is achieved and does not compromise safety;
- The proposed development network is generally in accordance with Northern Midlands Council Interim Planning Scheme;
- The increased traffic experienced by Barton Road is assessed as within the acceptable range in terms of impact on local amenity. The local road network is assessed as being able to cope with the increased traffic activity;
- The access and internal design aspects of the proposal be designed to satisfy the requirements of AS 2890.

It is therefore concluded that the proposed development is supportable on traffic planning grounds and the proposed development will operate satisfactorily. This report demonstrates that the proposed development can be satisfactorily accommodated within the existing road network and the future road hierarchy adopted for the area.

11. Regulatory Feedback

11.1 Council Feedback

Council advised traffic data via email on 14 October 2020.

11.2 DSG Feedback

DSG provided crash statistics, with 11 reported crashes in the last 5 years in the vicinity of the site.

12. Conclusion

This TIA has investigated the potential impacts for the creation of the office development.

Key conclusions are:

- The access point is located as per the attached plan. The access is constructed to Council rural standards as per the Tasmanian Standard drawing series;
- Traffic services is deemed adequate for by the road and access arrangements as proposed and will be satisfactory in servicing the development;
- Sound SISD is available generally based on the site assessment;
- Available street parking satisfies the performance solution;
- No other planning scheme requirements are outstanding.

I, Ridsen Knightley as a qualified chartered engineer and Fellow of Engineers Australia conclude based on the assessment of information available, that the traffic aspects associated with the development are adequate and meet the requirements for traffic, safety and service. I also note that there appears to be no other potential adverse effects on existing traffic situations, subject to the recommendations and conclusions noted.



Ridsen Knightley

BE (Civil), Ass Dip Civil Eng, FIEAust, CC 2539X

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APPROVED
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Project: EPPING FOREST COFFEE SHOP

At: 13790 MIDLAND HIGHWAY, EPPING FOREST

For: L. PERCIVAL

Project: 21.001

Drawings:

- As00 COVER SHEET
- As01 SITE PLAN
- As02 PLANS AND ELEVATIONS



PLANNING DOCUMENT

Issue date: 29-01-21

PROJECT DETAILS

TITLE REFERENCE:	177934/1
DESIGN WIND SPEED:	N/A
SOIL CLASSIFICATION:	N/A
CLIMATE ZONE:	7
BAL RATING:	N/A
ALPINE AREA:	N/A
CORROSION ENVIRONMENT:	N/A
SITE HAZARDS:	N/A



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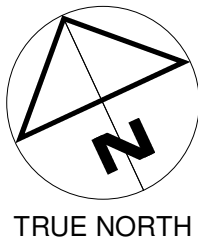
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12-01-21	13-01-21	PRELIMINARY	-
29-01-21	29-01-21	PRELIMINARY COUNCIL RFI	A B



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PROJECT: EPPING FOREST COFFEE SHOP

AT: 13790 MIDLAND HIGHWAY,
EPPING FOREST
FOR: L. PERCIVAL

DRAWING: SITE PLAN

DESIGNED: DVG DRAWN: BDB CHECKED: ADB
SCALES: 1 : 500 AT A1 SIZE DRAWING SHEET

PROJECT No: 21.001 DRAWING No: As01 REV: B



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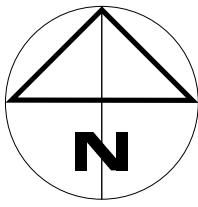
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12-01-21	13-01-21	PRELIMINARY	-
29-01-21	29-01-21	COUNCIL RFI	A B



PROJECT NORTH

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PROJECT: EPPING FOREST COFFEE SHOP

AT: 13790 MIDLAND HIGHWAY,
EPPING FOREST

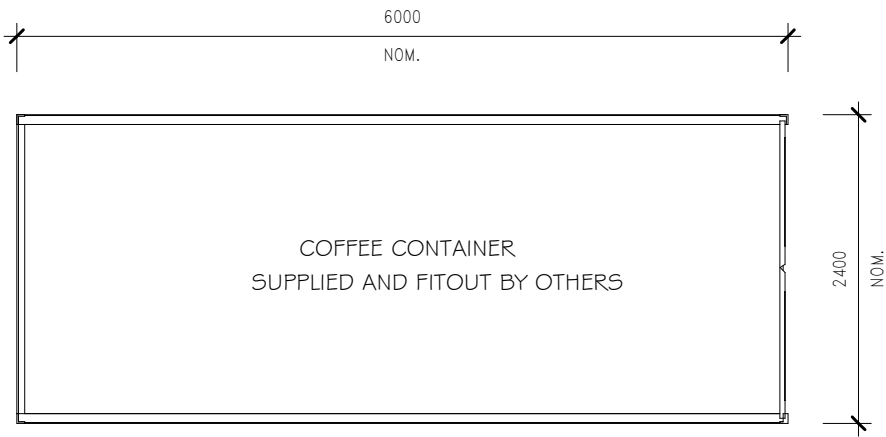
FOR: L. PERCIVAL

DRAWING: PLANS AND ELEVATIONS

DESIGNED: DVG DRAWN: BDB CHECKED: ADB

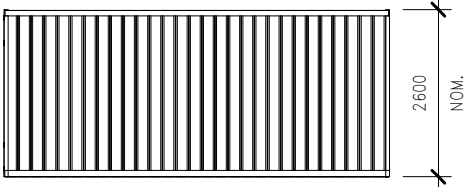
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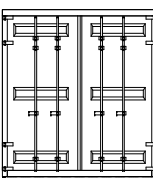
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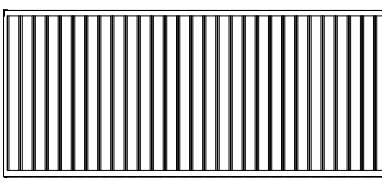
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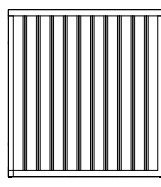
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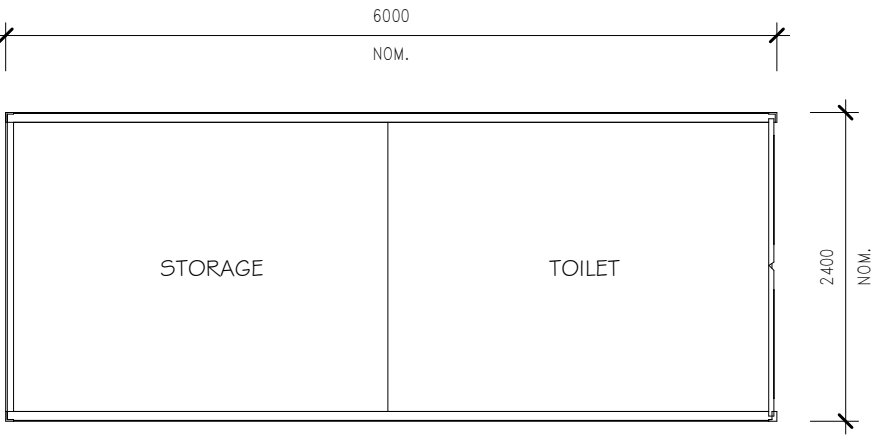
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SCALE 1 : 100



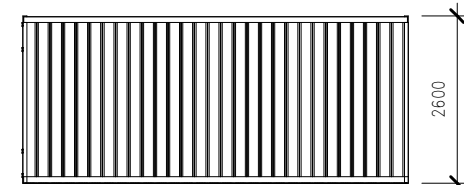
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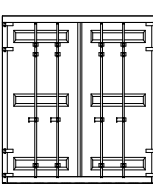
AMENITIES PLAN

SCALE 1 : 50



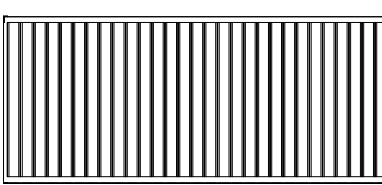
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SCALE 1 : 100



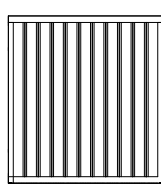
EAST ELEVATION

SCALE 1 : 100



SOUTH ELEVATION

SCALE 1 : 100



WEST ELEVATION

SCALE 1 : 100

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TRAFFIC IMPACT ASSESSMENT REPORT

Report prepared for:

13790 Midland Highway
Epping Forest TAS 7211

Title Ref: 177934/1

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Client: D & L Routley
 Project Reference: 20/21 TAS 081
 Date: 5 November 2020
 Version Number: V1
 Effective Date: 5 November 2020
 Date Approved: 5 November 2020

Document History

Version	Effective Date	Description of Revision	Prepared by:	Reviewed by:

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1. Introduction

1.1 Overview

RJK Consulting Engineers has been commissioned by D & L Routley to undertake a Traffic Impact Assessment (TIA) relating to proposed development of a coffee van/container, parklands and parking provision at 13790 Midland Highway, Epping Forest. Specifically, this TIA addresses the access and parking provisions of the proposed development in addressing Code E4 & E6.

The proposed development is located within the Northern Midlands Council Local Government Area (LGA) and is subject to their relevant planning controls. This TIA will form part of the Development Application and be submitted for proposal to Northern Midlands Council. It has been prepared in accordance with the Department of State Growth (DSG) guidelines.

1.2 Scope of Works

This assessment will consider the impact of the proposed development on Barton Road as this is the primary access, along with local intersections. It will also demonstrate:

- Review of the existing road environment in the vicinity of the site and the traffic conditions on the road network.
- Provision of information on the proposed development with regards to traffic movements and activity.
- Impact on all road users including on-road public transport, pedestrians, cyclists and heavy vehicles.
- Identification of the traffic generation potential of the proposal with respect to the surrounding road network in terms of road network capacity.
- Review of the parking requirements of the proposed development. Assessment of this parking supply with Planning Scheme requirements.
- Traffic implications of the proposal with respect to the external road network in terms of traffic efficiency and road safety.

1.3 Report Objectives

The objective of this report is to evaluate the impact of traffic generated by the project. It will also aid in the planning and design of sustainable development proposals by taking into consideration:

- Safety and capacity;
- Equity and social justice;
- Efficiency and the environment and;

RJK's objectives for this study include:

- Review and collate background documents in relation to the development;
- Assessing access performance in accordance with Code E4;
- Assessing parking in accordance with Code E6;
- Identify any mitigating measures required as a result of the proposal.

1.4 Reference Documents & Data Sources

RJK Consulting Engineers have been provided by NMC and the client relevant information on the development. These detail an outline of the work and that the development generally proposes no significant change to the existing traffic arrangements.

The following documents have been referenced as part of this study:

- www.THELIST.tas.gov.au;
- DSG "Traffic Impact Assessment (TIA) Guidelines";
- DSG Tasmanian State Road Hierarchy;
- Northern Midlands Council Interim Planning Scheme (2013);
- Transport and Main Roads Road Planning and Design Manual – Edition 2; Vol 3;
- Various Austroads publications.

2. Site Description

This chapter reviews the existing road network and transport conditions surrounding the proposed development site.

2.1 Site Location & Description

The site is located on Lot 177934/1 and is zoned as Rural Resource. The site is currently vacant land as shown in **Figure 1**.

The proposed development site is on the western side of the Midland Highway and northern side of Barton Road. The total site is approx. 3.57 ha and has direct access to Barton Road. There are 2 entry points to the property, one located on the Midland Highway and one on Barton Road near the boundary with the Fire Station.

The access for this development will be located on the Barton Road boundary accessing Barton Road only.

Figure 1 – Subject site



3. Proposed Development & Planning Scheme

3.1 Development Details

The development as proposed provides for a coffee van/container in a parkland setting with truck and car parking. The operating hours will be 7 days a week 5am to 3pm.

The proposal will utilise the entire boundary on Barton Road for the driveway access. As there is no current driveway access for the development the new access will need to meet the Austroads Standards in terms of construction. These proposed accesses will also need to be constructed in accordance with IPWEA LGAT municipal standard drawings in terms of dimensions, etc. and will need to be a level sealed junction of suitable material in keeping with the rural road profile. These standard drawings can be found on the LGAT website as reference.

The interface at the roadside edge appears ideal for the proposed development and alignments can easily be matched in.

It is noted that Barton Road can easily accommodate additional vehicle movements arising from this development, based on likely low vehicle numbers existing and generated additional (with satisfactory manoeuvre of existing arrangements during site visits).

Figure 2 - Proposed Layout



3.2 Council Planning Scheme

The proposed development involves land currently zoned Local Business in accordance with the Northern Midlands Council Interim Planning Scheme 2013. Refer to Section 8 for response to Codes 4 and 6.

4. Existing Conditions

4.1 General Transport Network

The local transport system consists of Barton Road and Midland Highway. Barton Road connects with Midland Hwy at a give way T intersection approx. 57.7 metres to the west of the development.

Barton Road

Barton Road is rural in nature, single lane each way and has swale drains on both sides of the road. The road surface is in good condition, with an asphalt sealed width of approximately 5.1 metres at the proposed access to site. The road is built to an urban standard in keeping with Table 1 - TSD R06 V1. The road alignment is undulating, with the proposed driveway located within a stretch of road that is relatively flat.

Barton Road is speed limited 60km/hr in the vicinity of the site. It is a local connector road that serves as access to rural properties, residences and fire station. It connects with Midland Highway to the east and intersects with Valleyfield Road approx. 8 kilometres to the south-west and then Macquarie Road some distance further to the south-west.

Barton Road carries approx. 125 vehicles per day in the vicinity of the site. Barton Road is the only vehicle access to the development.

Midland Highway

Connecting Launceston and Hobart Midland Highway is the main transport and freight link between the two cities. The Midland Highway in the vicinity of Barton Road is single lane each way and has swale drains on the western side. It has a speed limit of 80km/hr in the vicinity of the junction with Barton Road. The road surface is in good condition, with an asphalt sealed width of approximately 11 metres in the vicinity of the junction.

Opposite the junction with Barton Road sits a prominent and busy service station on the eastern side of the Highway. Midland Highway in the vicinity of the Barton Road junction carries between 5600 and 8300 vehicles per day, based on the DSG traffic data from May 2017.

Figure 3 - Local Road Network



Figure 4 - Looking south along Midland Hwy w/- Barton Rd junction on the right



Figure 5 - Looking north along the Midland Hwy w/- Barton Road junction on the left



Figure 6 - Looking towards Barton Road from Midland Hwy



Figure 7 – Proposed site access location



Figure 8 – Looking left from the proposed entry point on Barton Rd



Figure 9 – Looking right from proposed entry point on Barton Rd



Figure 10 – Looking left from proposed exit point on Barton Rd



Figure 11 – Looking right from proposed exit point on Barton Rd



4.3 Traffic Activity & Generation

Northern Midlands Council have provided traffic count data and speed statistics for Barton Road taken in 2017, 1 km east of Valley field Road. This identified traffic volumes as 865 vehicles per week.

The development proposes to generate a relatively small amount of additional traffic beyond current levels. It is proposed that the development site will be accessed on the southern end of the property fronting Barton Road.

Based on traffic count and speed data and the small volume of additional traffic generated by the new development, along with an inspection of the road and surrounding areas, it is identified that the general operations of the street, as currently operating, will not have any noticeable level of service loss.

4.4 Crash History

DSG advised no crashes reported in Barton Road in the vicinity of the subject site in the last 5 years, however there were crashes reported in the vicinity of the junction with Midland Highway. These isolated incidents imply that the current traffic volumes and general arrangements for the surrounding area and the site, are currently operating satisfactory. (See Figure 12 for Crash details & Figure 13 for Crash Locations)

Table 1 - Crash history details

Crash No.	Crash Date	Severity	Description	Location	Light Cond.	Surface	Units	Unit Types
1219888	18-Dec-2015	Property Damage Only	Property Damage Only	Intersection of Barton Rd and Midland Hwy. Epping Forest	Daylight	Sealed	2	2 x Light vehicles
1886302	31-Jul-2016	Minor	Minor	Midland Highway, Epping Forest	Dawn / Dusk	Sealed	2	2 x Light vehicles
1892770	17-Aug-2016	Minor	Minor	Midland Highway, Epping Forest	Daylight	Sealed	1	1 x Heavy vehicle
1897520	29-Aug-2016	Serious	Serious	Midland Highway, Epping Forest	Daylight	Sealed	1	1 x Light vehicle
1999069	20-Jan-2017	Property Damage Only	Property Damage Only	Midland Highway, Epping Forest	Daylight	Sealed	3	3 x Light vehicles
2068018	11-Jul-2017	Property Damage Only	Property Damage Only	Midland Highway, Epping Forest	Daylight	Sealed	2	2 x Light vehicles
2115751	10-Nov-2017	Property Damage Only	Property Damage Only	Midland Highway, Epping Forest	Daylight	Sealed	2	2 x Light vehicles
49858055	04-Feb-2019	Property Damage Only	Property Damage Only	Midland Highway, Epping Forest	Daylight	Sealed	2	1 x Light vehicle 1 x Heavy vehicle
50001620	01-Mar-2019	Minor	Minor	Midland Highway, Epping Forest	Daylight	Unsealed		1 x Light vehicle
50232802	02-Sep-2019	First Aid	First Aid	Intersection of Barton Rd and Midland Hwy, Epping Forest	Daylight	Sealed	2	2 x Light vehicles 1 x heavy vehicle
50358173	28-Nov-2019	Minor	Minor	Midland Highway, Epping Forest	Daylight	Sealed		1 x Light vehicle 1 x heavy vehicle

Figure 13 - Crash Locations



4.5 Road Safety Review

Based on sight observations and the information regarding crash history, the road network in this area appears to function satisfactorily, and provides appropriate width and manoeuvrability based on the TSD-R09-V1, road hierarchy and the limited traffic numbers.

Due to the development not being seen as a major contributor resulting in a dramatic increase in traffic volumes being generated, further off-site impacts are not considered.

5. Traffic Impacts

5.1 General

This section of the report describes how traffic generated by the proposal is distributed within the adjacent road network.

5.2 Trip Generation & Distribution

In order to analyse the impact of the development on the existing transport infrastructure, it is necessary to assess the number of trips likely to be generated to and from the site and where they are likely to travel. In relation to the drive-thru coffee outlet, cases studies undertaken by Bitzios Consulting of 10 drive-thru coffee outlets in New South Wales (various locations including rural for the RTA) revealed an average peak queue of 6 vehicles which occurs in the morning peak hour. At all other times, queues of no more than 3 vehicles were recorded. The development plans show that 6 vehicles can comfortably queue within the drive through lane without impacting on the circulation of the overall site.

5.3 Trip Generation

As the proposed development does not include a large-scale McDonalds or similar, rather a small take away style tenancy, it is not expected that the tenancy will generate this level of traffic.

Therefore, for the purposes of this assessment, it will be assumed that during peak periods, based on the Bitzios study, trip generation is considered on the maximum level. This being 130 movements anticipated during the peak hour. Due to the nature of the business however, the coffee shop will peak in the AM, with half the morning peak volumes expected in the afternoon peak. Movements will be equally split between inbound and outbound.

The anticipated traffic volumes are outlined in the Table below.

Table 2 - Unique Trips Traffic Generation - Coffee Shop

Direction	Weekday Am Peak	Weekday PM Peak
Inbound	65	33
Outbound	65	33
Total	130	66

Traffic generated from the site is likely to provide a minor increase in vehicle movements along Barton Road, Midland Hwy and the wider network.

The existing Barton Road can easily accommodate this small increase in traffic, based on site inspections and authors understanding and local knowledge of the area and site.

Due to the development not being seen as a major contributor resulting in a dramatic increase in traffic volumes being generated, further off-site impacts are not considered.

5.4 Surrounding Road Impacts

The assessment of the impact of the proposed development on the road network has been undertaken. Due to the limited additional traffic being generated from the development, volumes are not considered material and would have limited impact on the wider road network. As such an assessment of additional road network parameters beyond the site are outside the formal responsibility of this report.

6. Impact on Road Network

6.1 Impact on Liveability, Safety & Amenity of the Local Area

The additional traffic introduced by the proposal (130 vph) is minimal and can be easily absorbed by the road at peak times with gaps in the traffic flow. The proposal has negligible impact on the operation of Barton Road or the Midland Highway.

Impact on road users is minimal including public transport, pedestrians, cyclists and motorists. Traffic generated by the proposal will not impact above ground services nor will increase environmental impacts such as noise, visual and pedestrian amenity. Barton Road has street lighting and does not require additional roadside furniture such as directional signs and fencing.

6.2 Parking Assessment

Refer section 7.

6.3 Sight Distances

A sight specific assessment on the site was undertaken to review sight distance with consideration of the NMC Planning Scheme requirements and in accordance with Clause 3.4 of *Austroads Guide to Road Design Part 3: Geometric Design*. Sight distance is measured along the carriageway from the approaching vehicle to the conflict point.

The posted speed limit on Barton Road is 60km/h in the vicinity. Sight distance requirements are summarised in Table E4.7.4 of the NMC Interim Planning Scheme and indicate a SISD of 105m for 60Km/Hr.

As noted from photos and measured on site for the proposed site access, SISD is achieved in looking right toward the west, whilst to the right looking towards the east, sight distance is limited due to the intersection with Midland Hwy and is deemed suitable.

Acceptable Solution A1 for E4.7.4 is considered to be met for the proposed access.

6.4 Pedestrian and Bicycle Movements

The proposed development is not likely to generate a pedestrian movements outside of the site, therefore no consideration has been given for the external pedestrian and bicycle movement areas.

6.5 Road Safety & Traffic Service

Due to the sight distance deemed to be met with regards to the Planning Scheme, road safety appears not to be compromised by the establishment of the entrance and exit points.

Traffic service is believed to be adequate with the existing infrastructure based on the low traffic volumes. There is sufficient spare capacity in the surrounding road network to absorb the small predicted increase in peak hour traffic generated from the proposed development.

6.6 Intersection Sight Distance

Sight measurements were taken to evaluate the proposed Safe Intersection Sight Distance. These indicated:

Driveway	SISD Right	SISD Left
Entry (western side of boundary)	In excess of 105m	59.7m (limited by intersection)
Exit (eastern side of boundary)	In excess of 105m	94m (limited by intersection)

Under the Planning Scheme 105m is required each way however noting the intersection interface with the midland highway this is deemed satisfactory.

6.7 Delivery Vehicles

Refer section 7.

6.8 Public Transport

Not required to be addressed.

6.9 Summary of Assessment against Planning Scheme

The Northern Midlands Council Interim Scheme 2013, Codes E4 and E6 is covered in Section 8.

7. Parking Assessment

7.1 System Design

The Northern Midlands Council Parking Code incorporates different parking rates for specific land use components. As the development relates to an improvement in facilities, the assessment needs to have regard that a certain number of car spaces be provided for each development type based on a set of criteria, e.g. number of bedrooms per unit in a residential area.

Particular provisions are also included for car parking in areas and for those uses that require pick-up, set-down, loading areas, lighting, landscaping and provision for manoeuvring of vehicles on the site. Each use may therefore have a certain number of car parking spaces as well as access requirements for the use.

The proposal has allowance for 30 car park spaces and 4 truck parking spaces within the development.

7.1.1 Bicycle Parking

Nil required due to type of operation.

7.1.2 Parking for People with Disabilities

Performance Solution P1, of Schedule E6.7.4 of the Planning Scheme requires that the relevant provisions of the Building Code of Australia are satisfied.

7.1.3 Access

Access to the site from Barton Road is proposed via a dedicated driveway for entry and exit. Safe Intersection Sight Distance (SISD) has been accessed as suitable.

7.1.4 Internal Design

The internal design complies with the requirements of AS2890.1 and incorporates the following key components:

- Parking spaces are generally 2.5 metres in width with a minimum aisle width of 5.5 metres;
- Circulation within the site and access to parking spaces can be readily accommodated.

In summary, the internal design is considered satisfactory and will provide a level of amenity.

7.2 Development Parking Requirements

The Northern Midlands Council Interim Scheme 2013, Code E6 requires 1 space per 30m² of net floor area parking for development. The net floor area being 300m² (ALLOWANCE FOR SEATING AREA OUTSIDE). Therefore 10 parking spaces required for the coffee outlet. As such the net parking spaces are 30.

Based on the above assessment, the proposed development meets the requirements of the Performance Criteria, P1, of E6.6.1 of the Planning Scheme.

Based on the above, the response to the code is covered in Section 8.

8. Planning Scheme Response

The Northern Midlands Council Interim Scheme 2013, Codes E4 and E6 requires addressing for the development. Based on the above the following response is offered to Codes E4 & E6.1:-

E4 Road and Railway Assets Code

E4.6.1 Use and road or rail infrastructure

Objective

To ensure that the safety and efficiency of road and rail infrastructure is not reduced by the creation of new accesses and junctions or increased use of existing accesses and junctions.

Acceptable Solutions	Performance Criteria	Response
A1 Sensitive use on or within 50m of a category 1 or 2 road, in an area subject to a speed limit of more than 60km/h, a railway or future road or railway must not result in an increase to the annual average daily traffic (AADT) movements to or from the site by more than 10%.	P1 Sensitive use on or within 50m of a category 1 or 2 road, in an area subject to a speed limit of more than 60km/h, a railway or future road or railway must demonstrate that the safe and efficient operation of the infrastructure will not be detrimentally affected. A2	Access point is 59.7m therefore complies A1.
A2 For roads with a speed limit of 60km/h or less the use must not generate more than a total of 40 vehicle entry and exit movements per day	P2 For roads with a speed limit of 60km/h or less, the level of use, number, location, layout and design of accesses and junctions must maintain an acceptable level of safety for all road users, including pedestrians and cyclists.	Not Applicable

E4.7.1 Development on and adjacent to Existing and Future Arterial Roads and Railways

Objective:

To ensure that development on or adjacent to category 1 or 2 roads (outside 60km/h), railways and future roads and railways is managed to:

- ensure the safe and efficient operation of roads and railways; and
- allow for future road and rail widening, realignment and upgrading; and
- avoid undesirable interaction between roads and railways and other use or development.

Acceptable Solutions	Performance Criteria	Response
A1 The following must be at least 50m from a railway, a future road or railway, and a category 1 or 2 road in an area subject to a speed limit of more than 60km/h: <ol style="list-style-type: none"> new road works, buildings, additions and extensions, earthworks and landscaping works; and building areas on new lots; and outdoor sitting, entertainment and children's play areas 	P1 Development including buildings, road works, earthworks, landscaping works and level crossings on or within 50m of a category 1 or 2 road, in an area subject to a speed limit of more than 60km/h, a railway or future road or railway must be sited, designed and landscaped to: <ol style="list-style-type: none"> maintain or improve the safety and efficiency of the road or railway or future road or railway, including line of sight from trains; and mitigate significant transport-related environmental impacts, including noise, 	Complies with A1 & A2 as development is in excess of 80m from the railway crossing and in excess of 50m of Category 1 road.

	<p>air pollution and vibrations in accordance with a report from a suitably qualified person; and</p> <p>c) ensure that additions or extensions of buildings will not reduce the existing setback to the road, railway or future road or railway; and</p> <p>d) ensure that temporary buildings and works are removed at the applicant's expense within three years or as otherwise agreed by the road or rail authority.</p>	
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E4.7.2 Management of Road Accesses and Junctions

Objective:

To ensure that the safety and efficiency of roads is not reduced by the creation of new accesses and junctions or increased use of existing accesses and junctions.

Acceptable Solutions	Performance Criteria	Response
A1 For roads with a speed limit of 60km/h or less the development must include only one access providing both entry and exit, or two accesses providing separate entry and exit.	P1 For roads with a speed limit of 60km/h or less, the number, location, layout and design of accesses and junctions must maintain an acceptable level of safety for all road users, including pedestrians and cyclists.	Complies A1.

E 4.7.3 Management of Rail Level Crossings

Not applicable

E 4.7.4 Sight Distance at Accesses, Junctions and Level Crossings

Objective:

To ensure that use and development involving or adjacent to accesses, junctions and level crossings allows sufficient sight distance between vehicles and between vehicles and trains to enable safe movement of traffic.

Acceptable Solutions	Performance Criteria	Response
A1 Sight distances at <ul style="list-style-type: none"> a) an access or junction must comply with the Safe Intersection Sight Distance shown in Table E4.7.4; and b) rail level crossings must comply with AS1742.7 Manual of uniform traffic control devices - Railway crossings, Standards Association of Australia; or c) If the access is a temporary access, the written consent of the relevant authority has been obtained. 	P1 The design, layout and location of an access, junction or rail level crossing must provide adequate sight distances to ensure the safe movement of vehicles.	Complies A1.

E6 Car Parking and Sustainable Transport Code

E6.6.1 Car Parking Numbers

Objective:

To ensure that an appropriate level of car parking is provided to service use.

Acceptable Solutions	Performance Criteria	Response
<p>A1 The number of car parking spaces must not be less than the requirements of:</p> <ul style="list-style-type: none"> a) Table E6.1; or b) a parking precinct plan contained in Table E6.6: Precinct Parking Plans (except for dwellings in the General Residential Zone). 	<p>P1 The number of car parking spaces V provided must have regard to:</p> <ul style="list-style-type: none"> a) the provisions of any relevant location specific car parking plan; and b) the availability of public car parking spaces within reasonable walking distance; and c) any reduction in demand due to sharing of spaces by multiple uses either because of variations in peak demand or by efficiencies gained by consolidation; and d) the availability and frequency of public transport within reasonable walking distance of the site; and e) site constraints such as existing buildings, slope, drainage, vegetation and landscaping; and f) the availability, accessibility and safety of on-road parking, having regard to the nature of the roads, traffic management and other uses in the vicinity; and g) an empirical assessment of the car parking demand; and h) the effect on streetscape, amenity and vehicle, pedestrian and cycle safety and convenience; and i) the recommendations of a traffic impact assessment prepared for the proposal; and j) any heritage values of the site; and k) for residential buildings and multiple dwellings, whether parking is adequate to meet the needs of the residents having regard to: <ul style="list-style-type: none"> i) the size of the dwelling and the number of bedrooms; and ii) the pattern of parking in the locality; and iii) any existing structure on the land. 	<p>Complies as provision for 10 car park spaces and 4 truck parking spaces</p>

E6.6.2 Bicycle Parking Numbers

Objective

To encourage cycling as a mode of transport within areas subject to urban speed zones by ensuring safe, secure and convenient parking for bicycles.

Acceptable Solutions	Performance Criteria	Response
<p>A1.1 Permanently accessible bicycle parking or storage spaces must be provided either on the site or within 50m of the site in accordance with the requirements of Table E6.1; or</p> <p>A1.2 The number of spaces must be in accordance with a parking precinct plan contained in Table E6.6: Precinct Parking Plans.</p>	<p>P1 Permanently accessible bicycle parking or storage spaces must be provided having regard to the:</p> <ul style="list-style-type: none"> a) likely number and type of users of the site and their opportunities and likely preference for bicycle travel; and b) location of the site and the distance a cyclist would need to travel to reach the site; and c) availability and accessibility of existing and planned parking facilities for bicycles in the vicinity. 	N/A due to nature

E6.6.3 Taxi Drop-off and Pick up

Objective

To ensure that taxis can adequately access developments.

Acceptable Solutions	Performance Criteria	Response
<p>A1 One dedicated taxi drop-off and pickup space must be provided for every 50 car spaces required by Table E6.1 or part thereof (except for dwellings in the General Residential Zone).</p>	<p>P1 No performance criteria.</p>	Not applicable.

E6.6.4 Motorbike Parking Provision

Objective

To ensure that motorbikes are adequately provided for in parking considerations.

Acceptable Solutions	Performance Criteria	Response
<p>A1 One motorbike parking space must be provided for each 20 car spaces required by Table E6.1 or part thereof.</p>	<p>P1 No performance criteria.</p>	Not applicable.

E6.7.1 Construction of Car Parking Spaces and Access Strips

Objective

To ensure that car parking spaces and access strips are constructed to an appropriate standard.

Acceptable Solutions	Performance Criteria	Response
A1 All car parking, access strips manoeuvring and circulation spaces must be: <ul style="list-style-type: none"> a) formed to an adequate level and drained; and b) except for a single dwelling, provided with an impervious all weather seal; and c) except for a single dwelling, line marked or provided with other clear physical means to delineate car spaces. 	P1 All car parking, access strips manoeuvring and circulation spaces must be readily identifiable and constructed to ensure that they are useable in all weather conditions..	Complies A1.

E6.7.2 Design and Layout of Car Parking

Objective

To ensure that car parking and manoeuvring space are designed and laid out to an appropriate standard.

Acceptable Solutions	Performance Criteria	Response
A1.1 Where providing for 4 or more spaces, parking areas (other than for parking located in garages and carports for dwellings in the General Residential Zone) must be located behind the building line; and A1.2 Within the General residential zone, provision for turning must not be located within the front setback for residential buildings or multiple dwellings. P1	P1 The location of car parking and manoeuvring spaces must not be detrimental to the streetscape or the amenity of the surrounding areas, having regard to: <ul style="list-style-type: none"> a) the layout of the site and the location of existing buildings; and b) views into the site from the road and adjoining public spaces; and c) the ability to access the site and the rear of buildings; and d) the layout of car parking in the vicinity; and e) the level of landscaping proposed for the car parking. 	Complies A1.
A2.1 Car parking and manoeuvring space must: <ul style="list-style-type: none"> a) have a gradient of 10% or less; and b) where providing for more than 4 cars, provide for vehicles to enter and exit the site in a forward direction; and c) have a width of vehicular access no less than prescribed in Table E6.2 and Table E6.3, and 	P2 Car parking and manoeuvring space must: <ul style="list-style-type: none"> a) be convenient, safe and efficient to use having regard to matters such as slope, dimensions, layout and the expected number and type of vehicles; and b) provide adequate space to turn within the site unless reversing from the site would not adversely affect the safety and convenience of users and passing traffic. 	Complies A2.

A2.2	The layout of car spaces and access ways must be designed in accordance with Australian Standards AS 2890.1 - 2004 Parking Facilities, Part 1: Off Road Car Parking.		
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E6.7.3 Car Parking Access, Safety and Security

Objective

To ensure adequate access, safety and security for car parking and for deliveries.

Acceptable Solutions	Performance Criteria	Response
A1 Car parking areas with greater than 20 parking spaces must be: <ul style="list-style-type: none"> a) secured and lit so that unauthorised persons cannot enter or; b) visible from buildings on or adjacent to the site during the times when parking occurs. 	P1 Car parking areas with greater than 20 parking spaces must provide for adequate security and safety for users of the site, having regard to the: <ul style="list-style-type: none"> a) levels of activity within the vicinity; and b) opportunities for passive surveillance for users of adjacent building and public spaces adjoining the site. 	Not Applicable.

E6.7.4 Parking for Persons with a Disability

Objective

To ensure adequate parking for persons with a disability.

Acceptable Solutions	Performance Criteria	Response
A1 All spaces designated for use by persons with a disability must be located closest to the main entry point to the building.	P1 The location and design of parking spaces considers the needs of disabled persons, having regard to: <ul style="list-style-type: none"> (a) the topography of the site; (b) the location and type of relevant facilities on the site or in the vicinity; (c) the suitability of access pathways from parking spaces, and (d) applicable Australian Standards. 	Allowance for disabled spot. Complies A1
A2 Accessible car parking spaces for use by persons with disabilities must be designed and constructed in accordance with AS/NZ2890.6 – 2009 Parking facilities – Off-street parking for people with disabilities.	P2. No performance criteria.	

E6.7.6 Loading and Unloading of Vehicles, Drop-off and Pickup

Objective

To ensure adequate access for people and goods delivery and collection and to prevent loss of amenity and adverse impacts on traffic flows.

Acceptable Solutions	Performance Criteria	Response
A1 For retail, commercial, industrial, service industry or warehouse or storage uses: a) at least one loading bay must be provided in accordance with Table E6.4; and b) loading and bus bays and access strips must be designed in accordance with Australian Standard AS/NZS 2890.3 2002 for the type of vehicles that will use the site.	P1 For retail, commercial, industrial, service industry or warehouse or storage uses adequate space must be provided for loading and unloading the type of vehicles associated with delivering and collecting people and goods where these are expected on a regular basis	Not applicable

E6.8.2 Bicycle Parking Access, Safety and Security

Objective

To ensure that parking and storage facilities for bicycles are safe, secure and convenient.

Acceptable Solutions	Performance Criteria	Response
A1.1 Bicycle parking spaces for customers and visitors must: a) be accessible from a road, footpath or cycle track; and b) include a rail or hoop to lock a bicycle to that meets Australian Standard AS 2890.3 1993; and c) be located within 50m of and visible or signposted from the entrance to the activity they serve; and d) be available and adequately lit in accordance with Australian Standard AS/NZS 1158 2005 Lighting Category C2 during the times they will be used; and A1.2 Parking space for residents' and employees' bicycles must be under cover and capable of being secured by lock or bicycle lock.	P1 Bicycle parking spaces must be safe, secure, convenient and located where they will encourage use.	A1.1 Complies.
A2 Bicycle parking spaces must have: a) minimum dimensions of: i) 1.7m in length; and ii) 1.2m in height; and	P2 Bicycle parking spaces and access must be of dimensions that provide for their convenient, safe and efficient use.	Not required

iii) 0.7m in width at the handlebars; and b) unobstructed access with a width of at least 2m and a gradient of no more 5% from a public area where cycling is allowed.		
---	--	--

E6.8.5 Pedestrian Walkways

Objective

To ensure pedestrian safety is considered in development.

Acceptable Solutions	Performance Criteria	Response
A1 Pedestrian access must be provided for in accordance with Table E6.5.	P1 Safe pedestrian access must be provided within car park and between the entrances to buildings and the road.	Complies A1.

9. Other Impacts

9.1 Environmental

No environmental impacts were identified in relation to:

- Noise, Vibration and Visual Impact;
- Community Severance and Pedestrian Amenity;
- Hazardous Loads;
- Air Pollution, Dust and Dirt and Ecological Impacts;
- Heritage and Conservation Values.

9.2 Street Lighting and Furniture

Street lighting is not present in the existing condition. It is not proposed to add any new street lighting.

9.3 Internal Layout

Consideration in the civil design needs to be given to cross falls entering into driveways and will be formalised in the final Civil design.

9.4 Footpaths and Access Ramps

None required.

10. Summary

This Traffic Impact Assessment (TIA) has been prepared by Ridsen Knightley of RJK Consulting Engineers on behalf of D & L Routley for 13790 Midland Highway, Epping Forest, within Northern Midlands Council, Tasmania. The intention of the Traffic Impact Assessment is to support a Development Application and provide improved facilities for users of the development.

The report is summarised as follows:

- The assessment has reviewed the adjacent accesses directly affected, the immediate road network serving the area, road conditions and crash history. No significant traffic safety issues were apparent;
- Within the site there is adequate parking;
- The relative increase in traffic associated with the proposal will be minimal and is acceptable noting adequate SISD is achieved and does not compromise safety;
- The proposed development network is generally in accordance with Northern Midlands Council Interim Planning Scheme;
- The increased traffic experienced by Barton Road is assessed as within the acceptable range in terms of impact on local amenity. The local road network is assessed as being able to cope with the increased traffic activity;
- The access and internal design aspects of the proposal be designed to satisfy the requirements of AS 2890.

It is therefore concluded that the proposed development is supportable on traffic planning grounds and the proposed development will operate satisfactorily. This report demonstrates that the proposed development can be satisfactorily accommodated within the existing road network and the future road hierarchy adopted for the area.

11. Regulatory Feedback

11.1 Council Feedback

Council advised traffic data via email on 14 October 2020.

11.2 DSG Feedback

DSG provided crash statistics, with 11 reported crashes in the last 5 years in the vicinity of the site.

12. Conclusion

This TIA has investigated the potential impacts for the creation of the office development.

Key conclusions are:

- The access point is located as per the attached plan. The access is constructed to Council rural standards as per the Tasmanian Standard drawing series;
- Traffic services is deemed adequate for by the road and access arrangements as proposed and will be satisfactory in servicing the development;
- Sound SISD is available generally based on the site assessment;
- Available street parking satisfies the performance solution;
- No other planning scheme requirements are outstanding.

I, Ridsen Knightley as a qualified chartered engineer and Fellow of Engineers Australia conclude based on the assessment of information available, that the traffic aspects associated with the development are adequate and meet the requirements for traffic, safety and service. I also note that there appears to be no other potential adverse effects on existing traffic situations, subject to the recommendations and conclusions noted.



Ridsen Knightley

BE (Civil), Ass Dip Civil Eng, FIEAust, CC 2539X

PLANNING APPLICATION Proposal

Description of proposal:

New offices within existing heritage buildings, including:

Demolition of additions to heritage buildings. Addition of glazed link between existing

buildings. Fitout of proposed offices, including new toilets. Formalisation of

existing car park and addition of new car park and bicycle parking.

.....
(attach additional sheets if necessary)

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

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

Site address: 41 - 43 Wellington Street, Longford

.....
CT no: 159522/1

Estimated cost of project \$1,000,000

(include cost of landscaping,
car parks etc for commercial/industrial uses)

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

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

.....
Please refer to the attached cover letter and architectural report.

.....
(attach additional sheets if necessary)

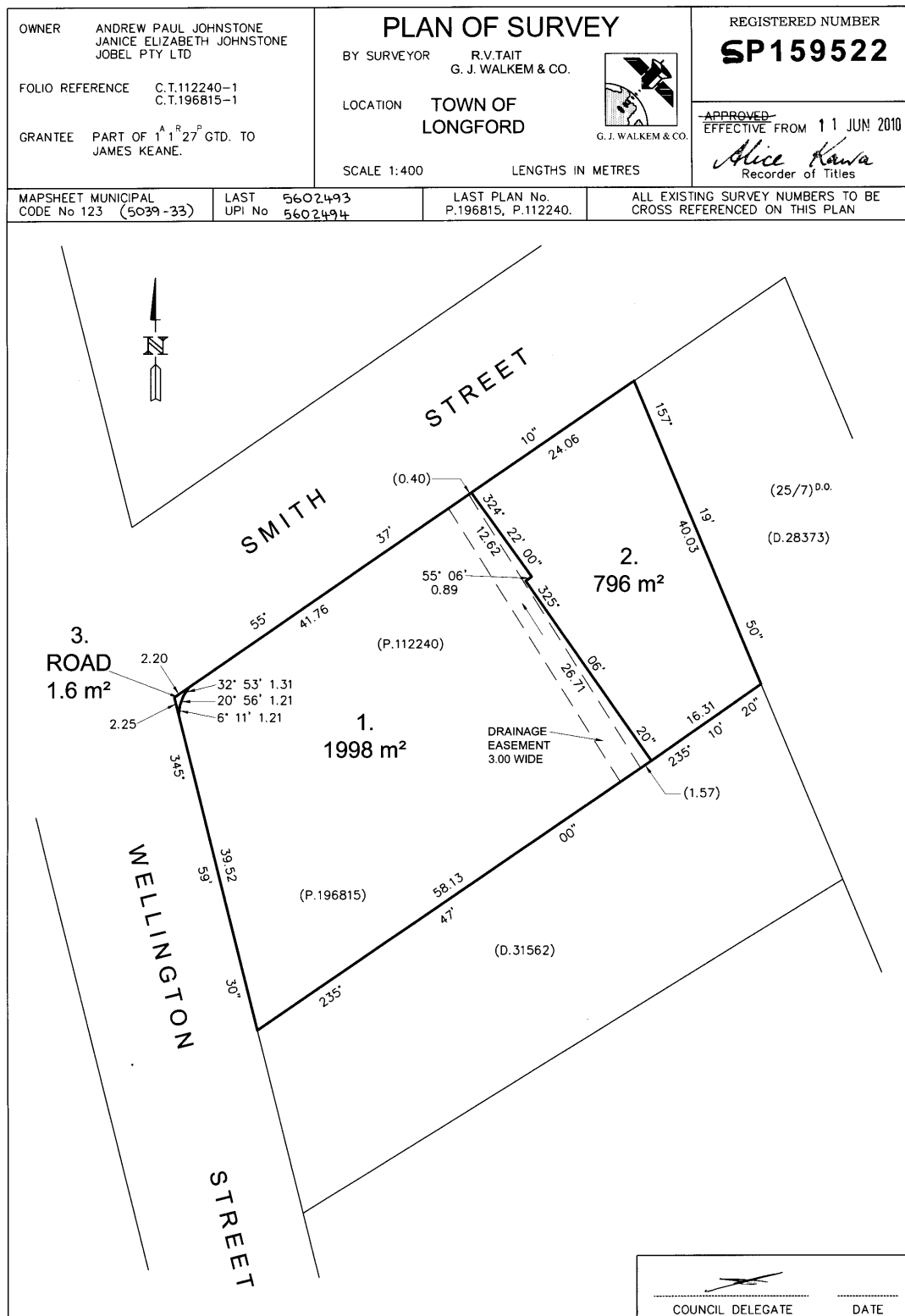
Is any signage required? No

(if yes, provide details)

FOLIO PLAN

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980





circa *morris-nunn architects*

IXL Atrium

27 Hunter Street

Hobart TAS 7000 AU

e. info@circamorrisnunn.com.au

w. circamorrisnunn.com.au

p. +61 3 6236 9544

29 July 2022

Northern Midlands Council
13 Smith Street
PO Box 156
Longford TAS 7301

re: Application for planning permit, 41-43 Wellington Street Longford

On behalf of our client, the Tasmanian Farmers and Graziers Association, we are pleased to submit the following application for planning approval.

Our clients are currently purchasing the property and are seeking planning approval to finalise the purchase of the property. The current owners have given consent for this to proceed.

The proposal is outlined in the attached architectural report. Further to this the following information is attached:

- Council application form
- Certificate of title
- Architectural report
- Architectural drawings

Should you require any further information, please don't hesitate to contact our office at any time.

Yours sincerely

Fraser Miller
Architect



circa morris-nunn architects

IXL Atrium
27 Hunter Street
Hobart TAS 7000 AU

e. info@circamorrisnunn.com.au
w. circamorrisnunn.com.au
p. +61 3 6236 9544

Recycling the former Longford Baptist Tabernacle:

41 Wellington St, Longford.

An Architectural Report

Background

This is a report describing the architectural design approach which has been taken in regard to the proposed renovations to the Heritage listed property at 41 Wellington St, Longford; a Neo-Classical Style Victorian church originally built for the Baptist Church, which in recent years was a funerary chapel owned and used by Lethbourg Funerals.



Exterior from west showing a former Victorian house, now demolished, adjacent.

Buildings often outlive the function for which they were originally constructed, and indeed often go through many iterations or changes of use. For buildings which have been given a Heritage listing reflecting their cultural / architectural importance, the aim is to undertake this remodelling / repurposing in a manner that protects the important elements of the historic building fabric and yet creates a useful new use which gives the building a new lease of life, and thus preserves it.

Redundant churches are a particularly important case in point, as virtually any new use will require significant changes, particularly of the interior furnishings and fittings, effectively leaving only the generally large voluminous interior space intact.



In the case of the Longford Tabernacle, an interesting middle step was organised; as churches have often been used for funeral ceremonies, so in this instance the transfer of the ownership of the building to a professional undertaker was thus a very simple step requiring little alteration of the building's original use, however the church interior was significantly altered, and indeed the rear church hall interior is actually now closer in character to what it was when owned by the Baptists.

The proposed change to new offices for the Farmers and Graziers Association will be more dramatic, and the design challenge is to preserve what is important, commensurate with the addition of a very different set of new uses for the building group to function as a new general office working environment. However, if successfully undertaken, the new uses are often actually enriched by the historic environment in which they will find themselves, and we indeed hope that this will be the case with the present proposal, and its transformation is enriching both for the historic fabric and the daily office work life that will now go on there.

The Overall Design Approach

The building complex comprises two historic structures, the church itself and the adjacent hall. The two were separate (perhaps with a open sided /roofed connection, but over time this space has been infilled with a series of later extensions.

The current proposal which is the subject of this DA application is broadly:

- Removal of the later extensions from both buildings to reveal the original building forms of the two main historic elements with greater clarity.
- Create a new visually lightweight glazed link building and make this the principal point of entry to both historic buildings which will in become occupied areas as the new office spaces.
- The internal fitout of both buildings has been designed in order to do as little as possible to retain the original spatial quality of both spaces.



Sketch image of proposed glass entry linkway from Smith Street

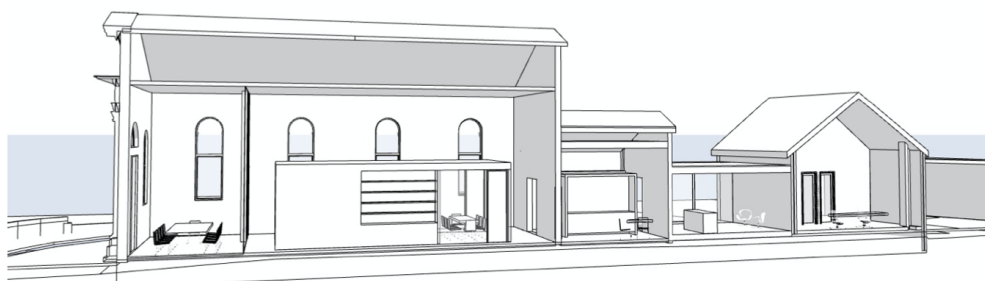


The proposed changes to the existing historic building fabric.

As mentioned, the two main internal volumes are already in existence and it is our intention that the new uses will be simply fitted within them. What is needed to be modified is as follows:

CHURCH INTERIOR

- The new entry to the church will now be from the rear and the existing front façade to Wellington St will be restored
- The existing interior walls behind the original front door will be removed and a new external solid timber front door created. This door will form an alternative means of escape from the interior
- New fully glazed wall up to the historic ceiling will be created to form the new boardroom, in order to acoustically separate it from the rest of the church interior. The glass at the corners of the ceiling will be shaped to the profile of the cornice.
- Remove intrusive ceiling sweep fans in ceiling roses as part of resolving the new underfloor heating / ventilation system.
- New office 'Pod' will be inserted into the hall, positioned clearly away from the original church walls allowing for clear legibility of original structure. The 'Pod' will be constructed out of lightweight material allowing it to be removed at any stage.



Sketch section of the proposed new 'pod' offices + boardroom

CHURCH HALL INTERIOR

- The existing entry to the hall will remain as it currently is, but access will now be through the new glazed lobby, and the existing front façade to Wellington St will be restored after the intrusive extension, which was added later is removed.
- The character of the existing interior will be retained as much as possible. The new toilet and shower will be created at the southern end of the space and a new plasterboard wall will extend to the current ceiling. The space will keep its simplicity but be slightly foreshortened.



The continuing evolution of ideas.

The description provided here in this report is merely an outline of the proposal, which will obviously evolve in detail as work progresses.

I trust that this overall design approach meets with everyone's agreement.

A handwritten signature in black ink, appearing to be 'Robert Morris-Nunn', written over a light blue rectangular background.

Adj. Prof Robert Morris-Nunn AM

July 22

2203

Farmers and Graziers

41-43 Wellington Street Longford TAS 7301

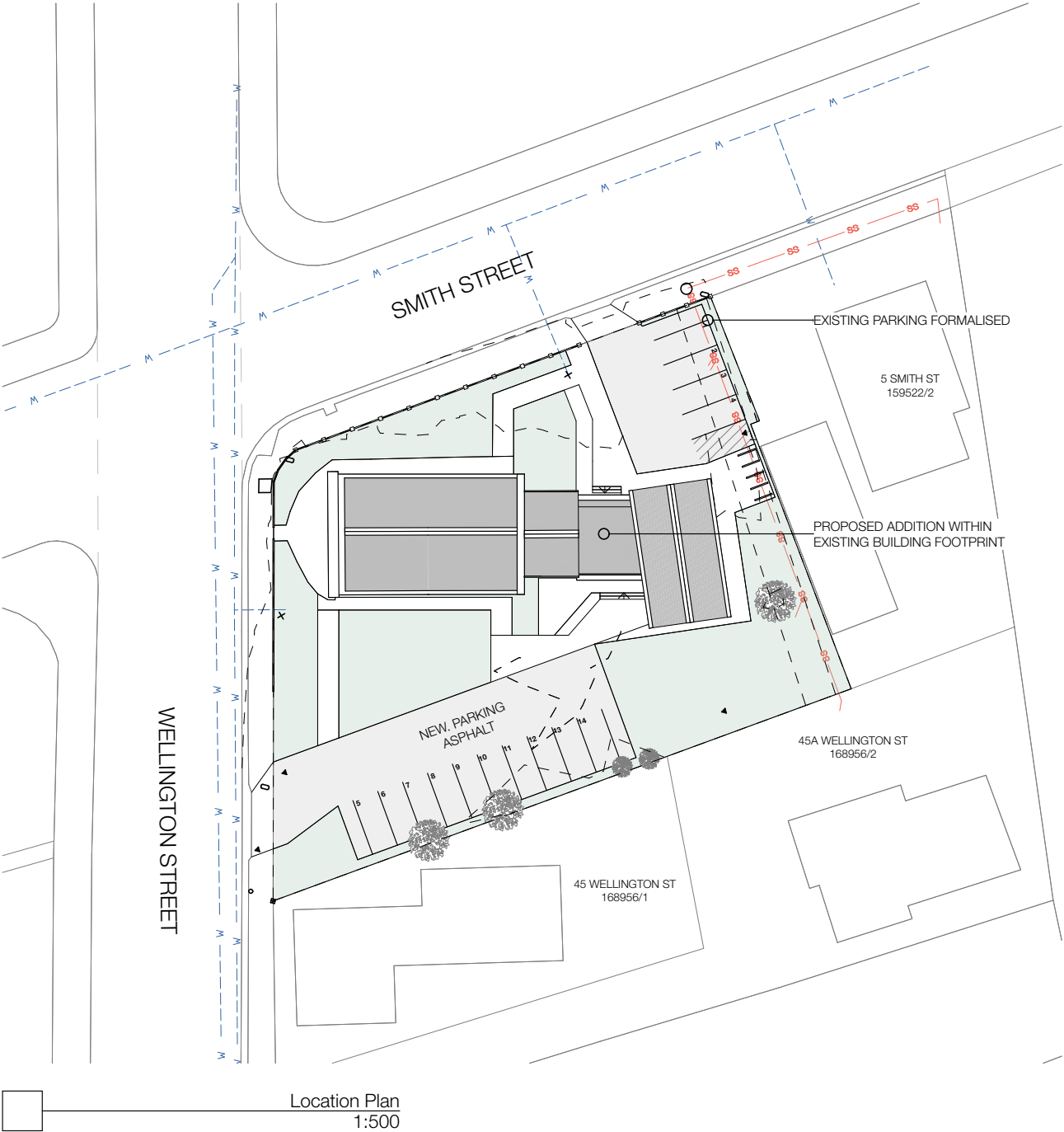
DESIGNER
Circa Morris-Nunn Chua Architects
Certified Architect - CC2142T
Address: 27 Hunter Street, IXL Atrium, Hobart TAS 7000

LOCATION
TITLE REFERENCE: 159522/1
SITE AREA: 1998m²

EXISTING FOOTPRINT: 502m²
PROPOSED FOOTPRINT: 359m²

SITE COVERAGE: 18%
CAR PARKING SPACES: 14

No.	Title	Rev.
DA01	Cover	00
DA02	Site Plan	00
DA03	Demolition Plan	00
DA04	Demolition Elevations	00
DA05	Proposed Floor Plan	00
DA06	Proposed Elevations	00



scale: 1:500
original drawing size A3

MATERIAL LEGEND

F01	Existing brick facade
P1	Existing paint colour 1
P2	Existing paint colour 2
R01	Existing corrugated roof
R02	Existing corrugated roof
R03	Flat pan, low profile colorbond roof
FG01	Fixed glazing clear

Farmers and Graziers

TFGA

41-43 Wellington Street
Longford
TAS 7301



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circa morris-nunn chua architects

Contact

ixl atrium | 27 hunter st | hobart | tas | 7000
03 6236 9544
info@circamorrisnunn.com.au

These drawings show design intent and are suitable as a guide only. The builder shall check and verify all dimensions and verify all errors/ omissions to the Architect. Do not scale off the drawings. Drawings are not to be used for construction purposes until issued by the Architect **for construction**.

Cover

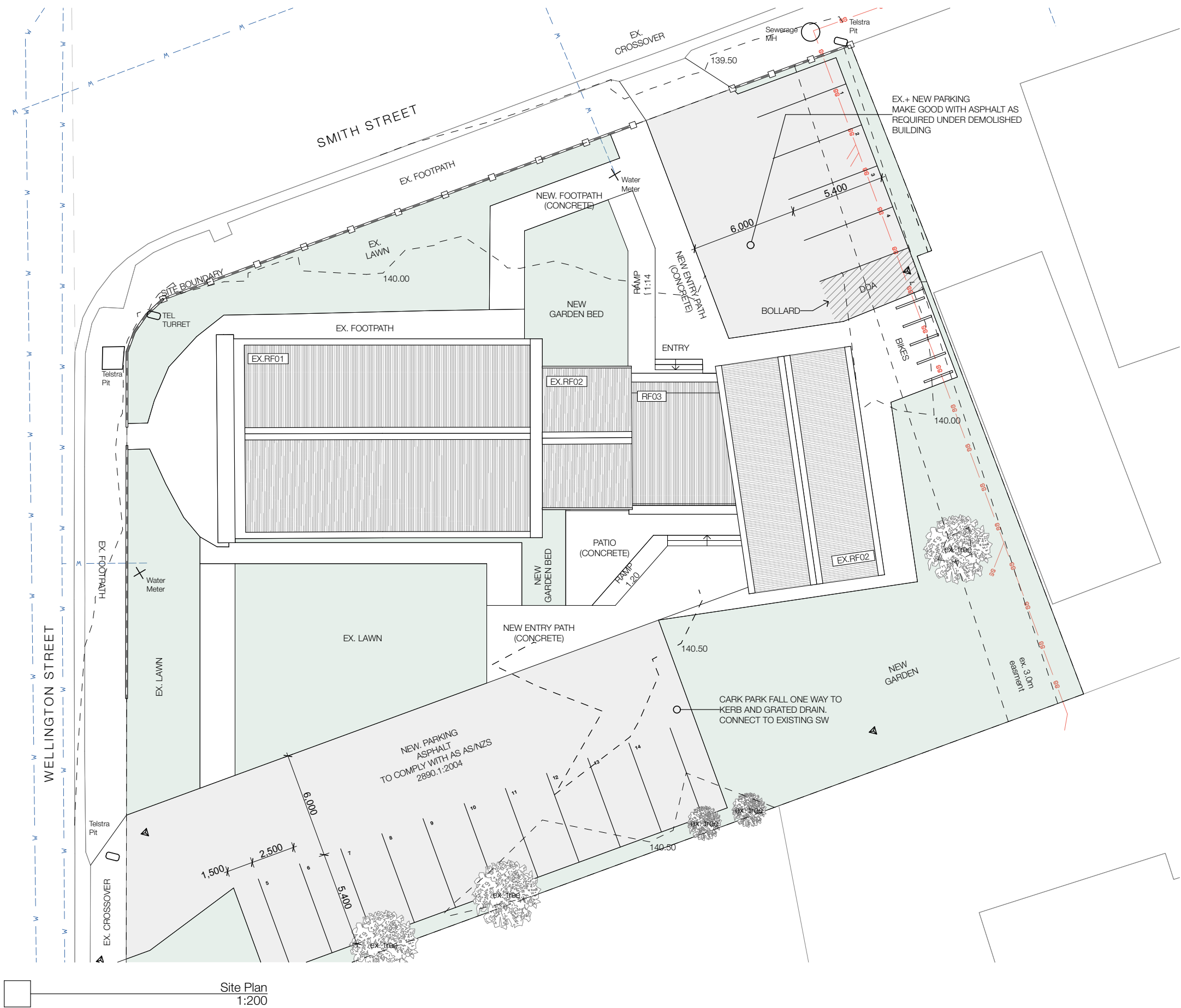
status **PLANNING APPLICATION**

issue date **29/7/22**

drawing n^o Revision

2203-DA01

00



scale: 1:200
original drawing size A3

MATERIAL LEGEND

- | | |
|------|--------------------------------------|
| F01 | Existing brick facade |
| P1 | Existing paint colour 1 |
| P2 | Existing paint colour 2 |
| R01 | Existing corrugated roof |
| R02 | Existing corrugated roof |
| R03 | Flat pan, low profile colorbond roof |
| FG01 | Fixed glazing clear |

Farmers and Graziers

TFGA

41-43 Wellington Street
Longford
TAS 7301



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Site Plan

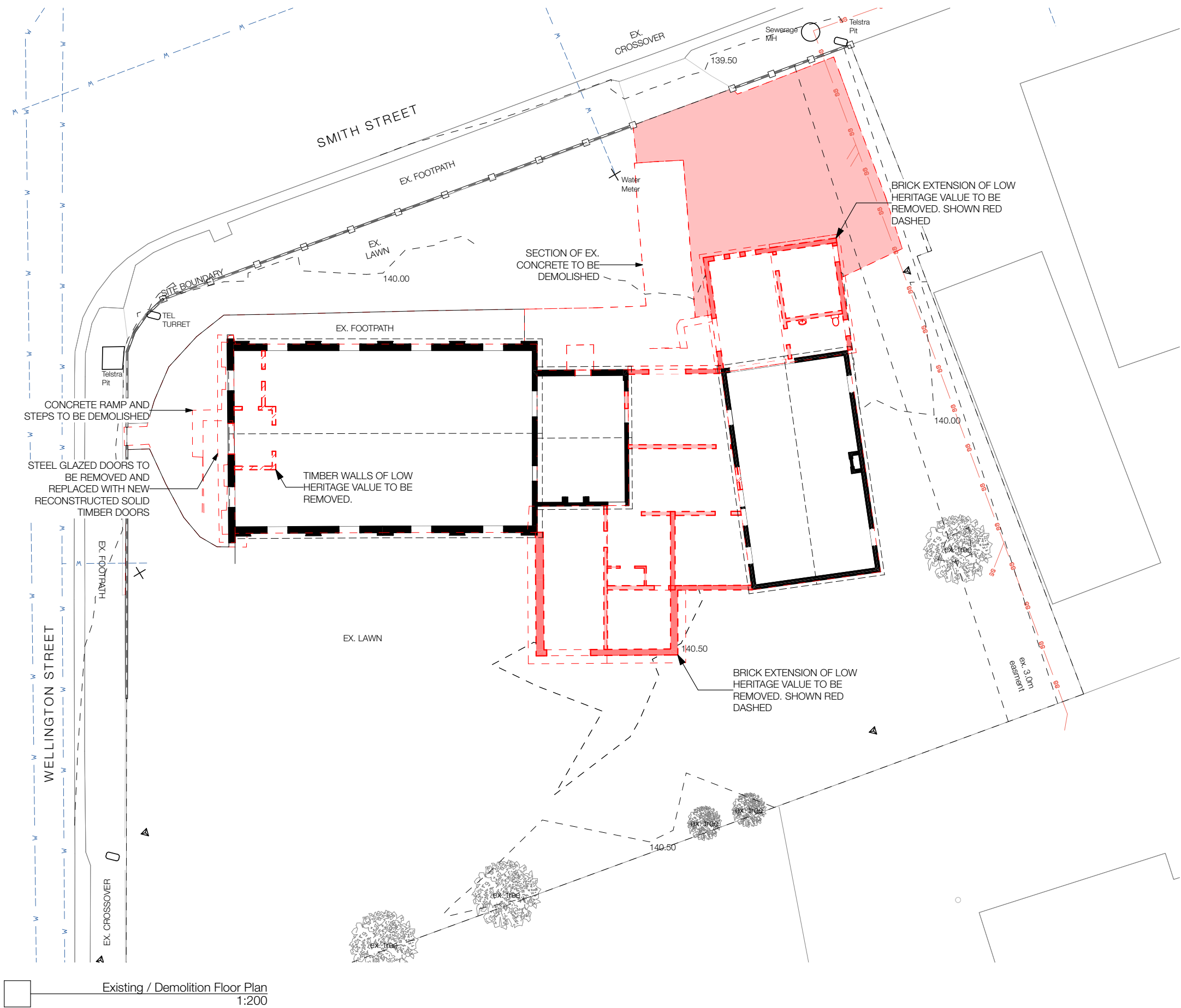
status **PLANNING APPLICATION**

issue date **29/7/22**

drawing n° Revision

2203-DA02

00



scale: 1:200
original drawing size A3

MATERIAL LEGEND

F01	Existing brick facade
P1	Existing paint colour 1
P2	Existing paint colour 2
R01	Existing corrugated roof
R02	Existing corrugated roof
R03	Flat pan, low profile colorbond roof
FG01	Fixed glazing clear

Farmers and Graziers

TFGA

41-43 Wellington Street
Longford
TAS 7301



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Demolition Plan

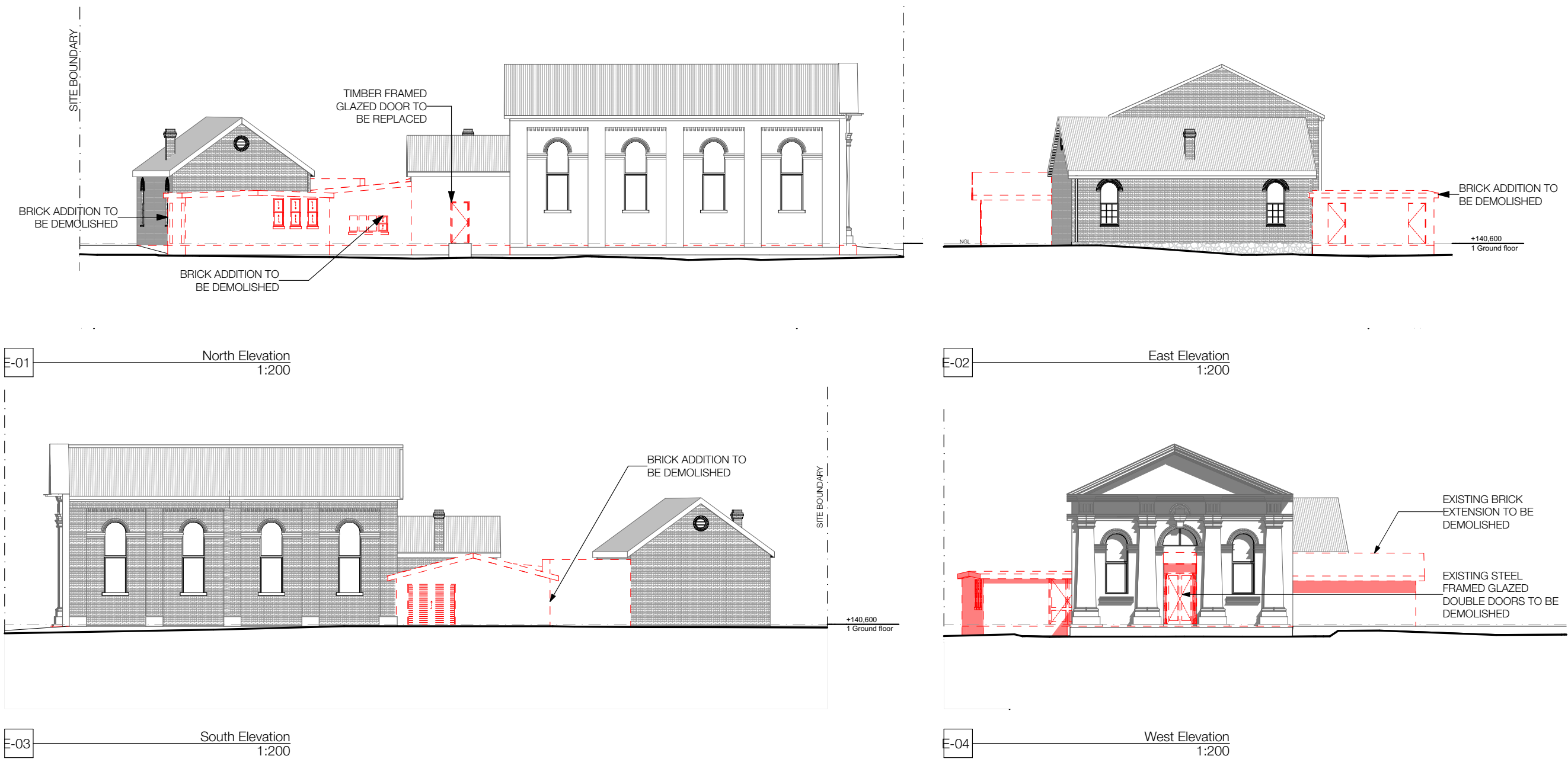
status **PLANNING APPLICATION**

issue date **29/7/22**

drawing n° Revision

2203-DA03

00



issue
29/7/22

scale: 1:200
original drawing size A3

MATERIAL LEGEND

F01	Existing brick facade
P1	Existing paint colour 1
P2	Existing paint colour 2
R01	Existing corrugated roof
R02	Existing corrugated roof
R03	Flat pan, low profile colorbond roof
FG01	Fixed glazing clear

Farmers and Graziers
TFGA

41-43 Wellington Street
Longford
TAS 7301

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Demolition Elevations

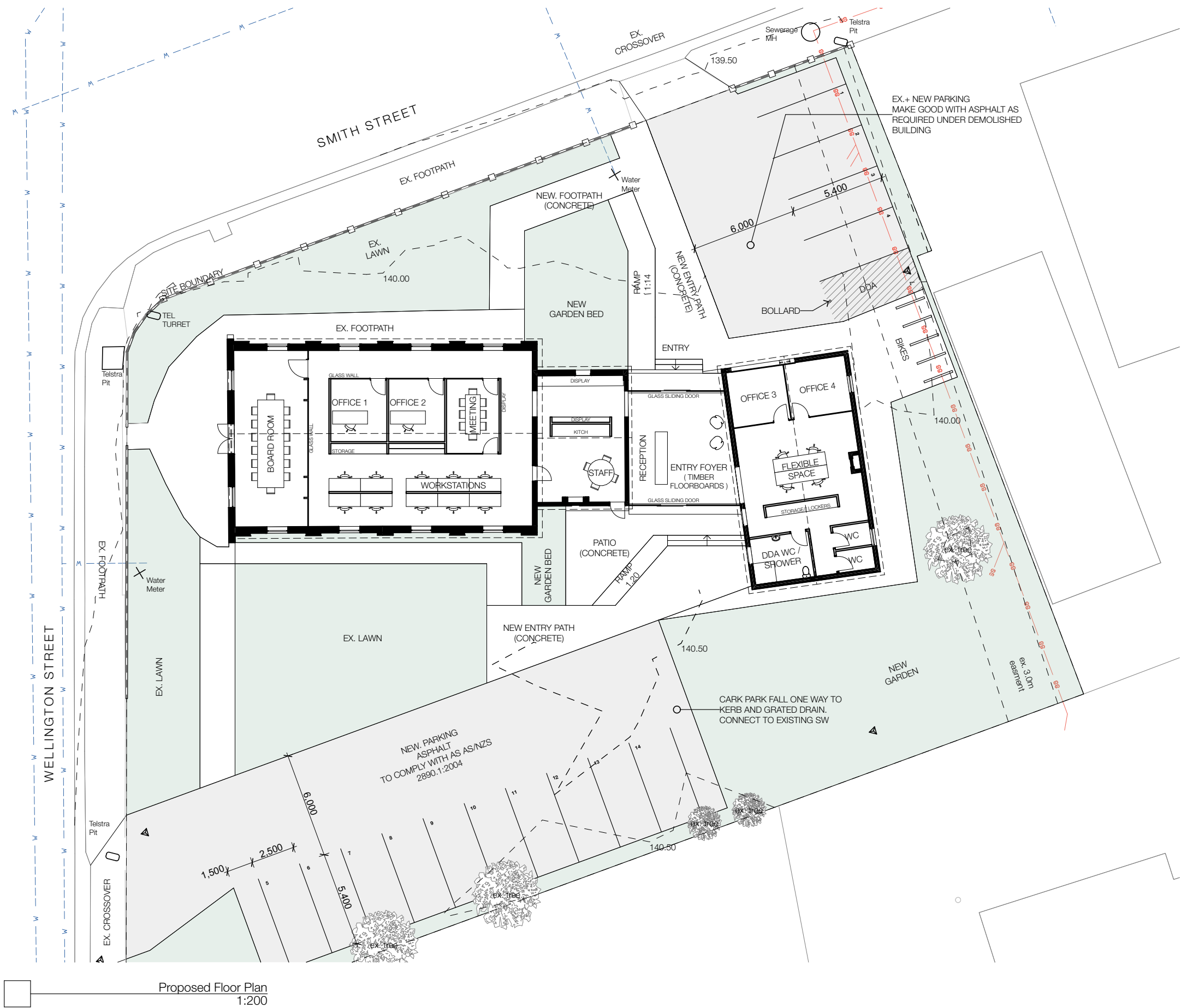
status **PLANNING APPLICATION**

issue date **29/7/22**

drawing n° Revision

2203-DA04

00



scale: 1:200
original drawing size A3

MATERIAL LEGEND

F01	Existing brick facade
P1	Existing paint colour 1
P2	Existing paint colour 2
R01	Existing corrugated roof
R02	Existing corrugated roof
R03	Flat pan, low profile colorbond roof
FG01	Fixed glazing clear

Farmers and Graziers

TFGA

41-43 Wellington Street
Longford
TAS 7301



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Contact

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03 6236 9544
info@circamorrisnunn.com.au

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Proposed Floor Plan

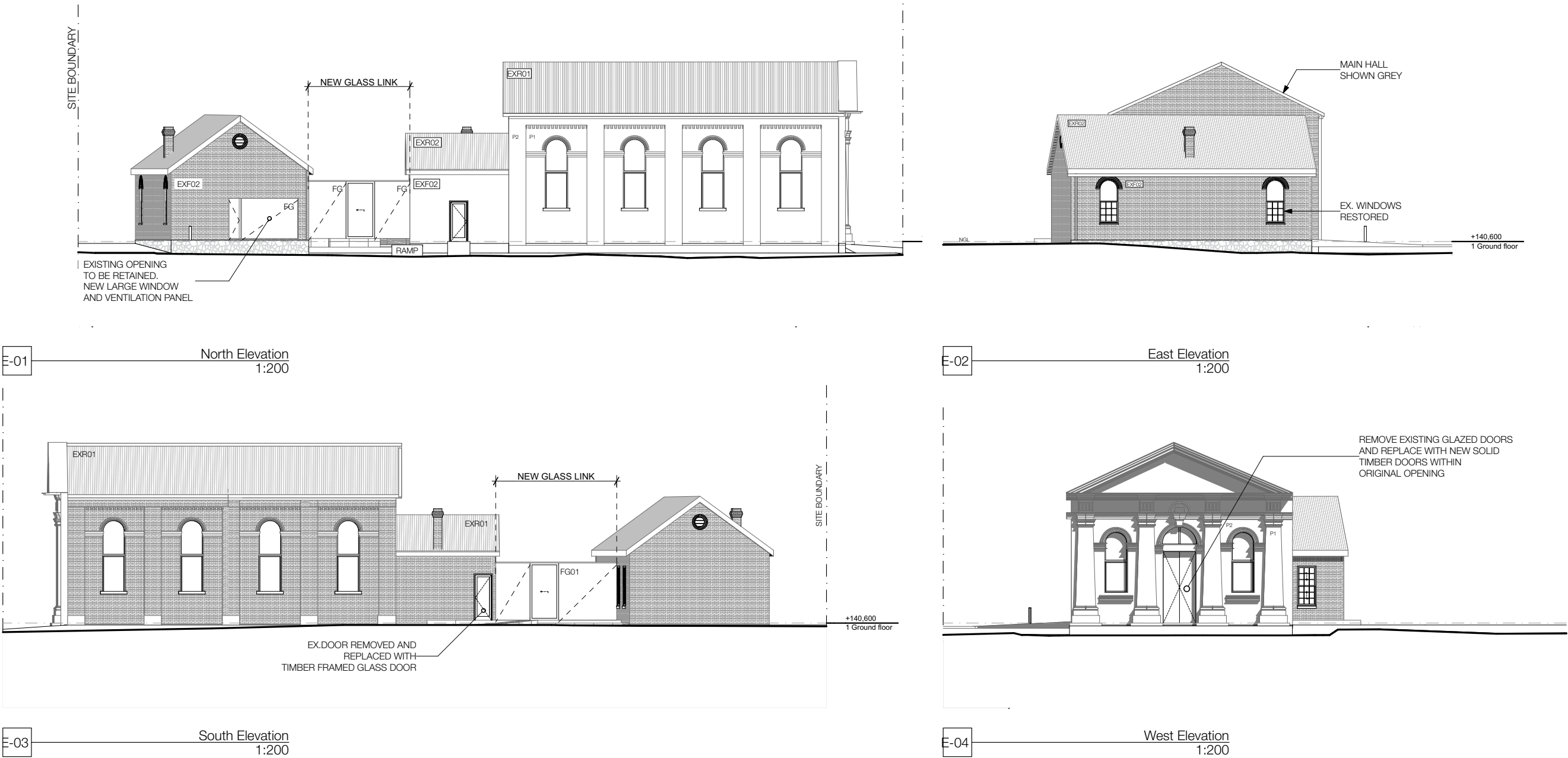
status **PLANNING APPLICATION**

issue date **29/7/22**

drawing n° Revision

2203-DA05

00



issue
29/7/22

scale: 1:200 original drawing size A3	
MATERIAL LEGEND	
F01	Existing brick facade
P1	Existing paint colour 1
P2	Existing paint colour 2
R01	Existing corrugated roof
R02	Existing corrugated roof
R03	Flat pan, low profile colorbond roof
FG01	Fixed glazing clear

Farmers and Graziers
TFGA
41-43 Wellington Street
Longford
TAS 7301

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Proposed Elevations	
status	PLANNING APPLICATION
issue date	29/7/22
drawing n°	Revision
2203-DA06	00

Rosemary Jones

From: Fraser Miller
Sent: Thursday, 4 August 2022 1:24 PM
To: NMC Planning
Cc:
Subject: Re: Questions regarding Planning Application 41-43 Wellington Street, Longford

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Rebecca,

The design allows for 14 employees, with 10 open plan workstations and 4 individual offices. There is no proposed signage for this application.

I can also confirm vehicle movements will be under the threshold you quote, as visitor numbers will be limited and staff parking is typically all day. We have allowed for 14 spaces as this caters to the maximum number of employees, however they won't all be FTE so it's expected that the on site parking would also cater for the limited visitor numbers.

Regards,

Fraser Miller
architect | circa morris-nunn chua architects



On 4 Aug 2022, at 11:43 am, NMC Planning <planning@nmc.tas.gov.au> wrote:

Good morning Fraser,

I have just started to review your application for demolition and alterations and additions and car parking at 41-43 Wellington Street, Longford and wonder if you can please clarify a couple of things for me.

- Can you please advise employee numbers, the TFGA website shows 11 staff, is this current and will there be any additional employees due to the new premises. This will inform the second query below as well as the requirements for car parking on site.
- Vehicle movements per day, can you please confirm that the use is not expected to generate greater than 40 vehicle movements per day (i.e 20 in and 20 out)? This includes staff and visitors. If >40VPD a Traffic Impact Assessment is likely to be required, it may also be of assistance if you can break down the anticipated vehicle movements per access, noting there are two to two separate car parking areas.
- Will any signage be proposed, if so, please provide details?

I look forward to your advice.

Regards,

Rebecca Green

Planning Consultant | Northern Midlands Council

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

<image001.jpg>

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

<image003.png>

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

<image002.jpg>

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Rosemary Jones

From: NMC Planning
Sent: Thursday, 4 August 2022 11:43 AM
To: fraser@circaarchitecture.com.au
Subject: Questions regarding Planning Application 41-43 Wellington Street, Longford

Good morning Fraser,

I have just started to review your application for demolition and alterations and additions and car parking at 41-43 Wellington Street, Longford and wonder if you can please clarify a couple of things for me.

- Can you please advise employee numbers, the TFGA website shows 11 staff, is this current and will there be any additional employees due to the new premises. This will inform the second query below as well as the requirements for car parking on site.
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I look forward to your advice.

Regards,

Rebecca Green



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



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Rosemary Jones

From: Hills, Garry <Garry.Hills@stategrowth.tas.gov.au>
Sent: Friday, 12 August 2022 3:38 PM
To: NMC Planning
Subject: RE: Referral to Department of State Growth of Planning Application PLN-22-0171 - 41-43 Wellington Street, Longford TAS 7301

Our Ref: D22/208233

Hello Karen – thank you for the referral.
 Confirming the Department have no comment to make regarding this application.
 Thanks, Garry

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



From: NMC Planning <planning@nmc.tas.gov.au>
Sent: Friday, 12 August 2022 1:06 PM
To: Development <Development@stategrowth.tas.gov.au>
Subject: Referral to Department of State Growth of Planning Application PLN-22-0171 - 41-43 Wellington Street, Longford TAS 7301

12/08/2022

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

Referral to Department of State Growth of Planning Application PLN-22-0171 - 41-43 Wellington Street, Longford TAS 7301

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

NMC ref no:	PLN-22-0171
Site:	41-43 Wellington Street, Longford TAS 7301
Proposal:	Part Demolition, Alterations and additions to building, new carpark (Heritage Listed, Heritage Precinct)
Applicant:	Circa Architecture
Use class:	Business & Professional Services
Zone:	GENERAL RESIDENTIAL ZONE
Development status:	Discretionary

Notes:	The subject site is in a 50kph zone. No changes to access proposed.
--------	--

Attached is a copy of the application, plans/documentation relating to the proposal. It would be appreciated if you could return any comments, or notification that you do not wish to comment on the application, within fourteen (14) days of the date of this letter. If you have any queries, please telephone Council's Development Services Department on 6397 7301 or e-mail planning@nmc.tas.gov.au

Attachments: Application & supporting documentation as pdf

Karen Jenkins



Administration Officer - Community & Development | Northern
Midlands Council
Council Office, 13 Smith Street (PO Box 156), Longford Tasmania 7301
T: (03) 6397 7303 | F: (03) 6397 7331
E: karen.jenkins@nmc.tas.gov.au | W: www.northernmidlands.tas.gov.au



Tasmania's Historic Heart

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NORTHERN MIDLANDS COUNCIL

REPORT FROM: HERITAGE ADVISER, DAVID DENMAN
DATE: 4 August 2022
REF NO: PLN-22-0171; 113600.15
SITE: 41-43 Wellington Street, Longford
PROPOSAL: Part Demolition, Alterations and additions to building, new carpark
APPLICANT: Circa Architecture
REASON FOR REFERRAL: HERITAGE PRECINCT
HERITAGE-LISTED PLACE
Local Historic Heritage Code
Heritage Precincts Specific Area Plan

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

This proposal will restore the historic cultural integrity of the original buildings by removed the more recent unsympathetic additions and relacing the connection between the original church building and the rear hall with a discreet glass structure. It will also restore the main front entrance. This will enhance of the building's historic presentation within the streetscape. The new use will ensure this significant historic building that makes a significant contribution to Longford's historic cultural heritage is used and maintained into the future.

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

Attach public exhibition documents

Subject line: Heritage referral PLN-22-0171 - 41-43 Wellington Street, Longford



David Denman (Heritage Adviser)

Date: 16/08/2022

Assessment against E13.0 (Local Historic Heritage Code)

E13.1 Purpose

E13.1.1 The purpose of this provision is to:

- a) protect and enhance the historic cultural heritage significance of local heritage places and heritage precincts; and*
- b) encourage and facilitate the continued use of these items for beneficial purposes; and*
- c) discourage the deterioration, demolition or removal of buildings and items of assessed heritage significance; and*
- d) ensure that new use and development is undertaken in a manner that is sympathetic to, and does not detract from, the cultural significance of the land, buildings and items and their settings; and*
- e) conserve specifically identified heritage places by allowing a use that otherwise may be prohibited if this will demonstratively assist in conserving that place*

E13.2 Application of the Code

E13.2.1 This code applies to use or development of land that is:

- a) within a Heritage Precinct;*
- b) a local heritage place;*
- c) a place of identified archaeological significance.*

E13.3 Use or Development Exempt from this Code

E13.3.1 The following use or development is exempt from this code:

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

Comment:

The subject site is within a *Heritage Precinct*.

The subject place is heritage listed.

E13.5 USE STANDARDS

E13.5.1 Alternative Use of heritage buildings

<i>Objective: To ensure that the use of heritage buildings provides for their conservation.</i>	
Acceptable Solutions	Performance Criteria
A1 No acceptable solution.	<p>P1 Notwithstanding Clause 8.9, a permit may be granted for any use of a locally listed heritage place where:</p> <ul style="list-style-type: none"> a) it can be demonstrated that the proposed use will not adversely impact on the significance of a heritage place; and b) the amenity impacts of both the proposed use on the surrounding areas and from the surrounding area on the proposed use are considered acceptable; and c) a report by heritage professional states that it is necessary for conservation purposes or the continued maintenance of the building or where there is an overriding public benefit.

Comment: N/a

E13.6 DEVELOPMENT STANDARDS

E13.6.1 Demolition

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

Comment: No original fabric is to be removed in this proposal.

- a) The demolition is necessary to restore the original forms of the buildings and facilitate the new use.

E13.6.2 Subdivision and development density

<i>Objective: To ensure that subdivision and development density does not impact on the historic heritage significance of local heritage places and the ability to achieve management objectives within identified heritage precincts.</i>
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Acceptable Solutions	Performance Criteria
A1 No acceptable solution.	<p>P1 Subdivision must:</p> <ul style="list-style-type: none"> a) be consistent with and reflect the historic development pattern of the precinct or area; and b) not facilitate buildings or a building pattern unsympathetic to the character or layout of buildings and lots in the area; and c) not result in the separation of building or structures from their original context where this leads to a loss of historic heritage significance; and d) not require the removal of vegetation, significant trees of garden settings where this is assessed as detrimental to conserving the historic heritage significance of a place or heritage precinct; and e) not detract from meeting the management objectives of a precinct identified in Table E13.1: Heritage Precincts, if any.

Comment: N/a

E13.6.3 Site Cover

Objective: To ensure that site coverage is consistent with historic heritage significance of local heritage places and the ability to achieve management objectives within identified heritage precincts, if any.

Acceptable Solutions	Performance Criteria
A1 Site coverage must be in accordance with the acceptable development criterion for site coverage within a precinct identified in Table E13.1: Heritage Precincts, if any.	<p>P1 The site coverage must:</p> <ul style="list-style-type: none"> a) be appropriate to maintaining the character and appearance of the building or place, and the appearance of adjacent buildings and the area; and b) not detract from meeting the management objectives of a precinct identified in Table E13.1: Heritage Precincts, if any.

Comment: This proposal will reduce the site cover and enhance the original historic buildings.

E13.6.4 Height and Bulk of Buildings

Objective: To ensure that the height and bulk of buildings are consistent with historic heritage significance of local heritage places and the ability to achieve management objectives within identified heritage precincts.

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

	<i>not detract from meeting the management objectives of a precinct identified in Table E13.1: Heritage Precincts, if any.</i>
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Comment: The bulk of the buildings will be reduced and there is no increase to the height of the historic buildings.

E13.6.5 Fences

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

Acceptable Solutions	Performance Criteria
A1 <i>New fences must be in accordance with the acceptable development criteria for fence type and materials within a precinct identified in Table E13.1: Heritage Precincts, if any.</i>	P1 <i>New fences must:</i> a) <i>be designed to be complementary to the architectural style of the dominant buildings on the site or</i> b) <i>be consistent with the dominant fencing style in the heritage precinct; and</i> c) <i>not detract from meeting the management objectives of a precinct identified in Table E13.1: Heritage Precincts, if any.</i>

Comment: N/a

E13.6.6 Roof Form and Materials

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

Acceptable Solutions	Performance Criteria
A1 <i>Roof form and materials must be in accordance with the acceptable development criteria for roof form and materials within a precinct identified in Table E13.1: Heritage Precincts, if any.</i>	P1 <i>Roof form and materials for new buildings and structures must:</i> a) <i>be sympathetic to the historic heritage significance, design and period of construction of the dominant existing buildings on the site; and</i> b) <i>not detract from meeting the management objectives of a precinct identified in Table E13.1: Heritage Precincts, if any.</i>

Comment: Satisfies the performance criteria.

E13.6.7 Wall materials

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

Acceptable Solutions	Performance Criteria
A1 <i>Wall materials must be in accordance with the acceptable</i>	P1 <i>Wall material for new buildings and structures must:</i> a) <i>be complementary to wall materials of the dominant</i>

development criteria for wall materials within a precinct identified in Table E13.1: Heritage Precincts, if any.	b) buildings on the site or in the precinct; and not detract from meeting the management objectives of a precinct identified in Table E13.1: Heritage Precincts, if any.
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Comment: Satisfies the performance criteria.

E13.6.8 Siting of Buildings and Structures

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

Acceptable Solutions	Performance Criteria
A1 New buildings and structures must be in accordance with the acceptable development criteria for setbacks of buildings and structures to the road within a precinct identified in Table E13.1: Heritage Precincts, if any.	P1 The front setback for new buildings or structure must: a) be consistent with the setback of surrounding buildings; and b) be set at a distance that does not detract from the historic heritage significance of the place; and c) not detract from meeting the management objectives of a precinct identified in Table E13.1: Heritage Precincts, if any.

Comment: Satisfies the performance criteria.

E13.6.9 Outbuildings and Structures

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

Acceptable Solutions	Performance Criteria
A1 Outbuildings and structures must be: a) set back an equal or greater distance from the principal frontage than the principal buildings on the site; and b) in accordance with the acceptable development criteria for roof form, wall material and site coverage within a precinct identified in Table E13.1: Heritage Precincts, if any.	P1 New outbuildings and structures must be designed and located; a) to be subservient to the primary buildings on the site; and b) to not detract from meeting the management objectives of a precinct identified in Table E13.1: Heritage Precincts, if any.

Comment: N/a

E13.6.10 Access Strips and Parking

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

Acceptable Solutions	Performance Criteria
A1 Car parking areas for non-residential	P1 Car parking areas for non-residential

<p><i>purposes must be:</i></p> <p>a) <i>located behind the primary buildings on the site; or</i></p> <p>b) <i>in accordance with the acceptable development criteria for access and parking as within a precinct identified in Table 1: Heritage Precincts, if any.</i></p>	<p><i>purposes must not:</i></p> <p>a) <i>result in the loss of building fabric or the removal of gardens or vegetated areas where this would be detrimental to the setting of a building or its historic heritage significance; and</i></p> <p>b) <i>detract from meeting the management objectives of a precinct identified in Table E13.1: Heritage Precincts, if any.</i></p>
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Comment: The car park has good separation from the main historic building and will therefore not detract from its historic heritage significance.

E13.6.11 Places of Archaeological Significance

Objective: To ensure that places identified in Table E13.3 as having archaeological significance are appropriately managed.

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

Comment: N/a

E13.6.12 Tree and Vegetation Removal

Objective: To ensure that the removal, destruction or lopping of trees or the removal of vegetation does not detract from the historic heritage significance of local heritage places and the ability to achieve management objectives within identified heritage precincts.

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

Comment: N/a

E13.6.13 Signage

Objective: To ensure that signage is appropriate to conserve the historic heritage significance of local heritage places and precincts.

Acceptable Solutions	Performance Criteria
A1 Must be a sign identifying the number, use,	<p>P1 New signs must be of a size and location to ensure that:</p> <p>a) period details, windows, doors and other architectural details are not covered or removed; and</p>

heritage significance, name or occupation of the owners of the property not greater than 0.2m ² .	b) heritage fabric is not removed or destroyed through attaching signage; and c) the signage does not detract from the setting of a heritage place or does not unreasonably impact on the view of the place from public viewpoints; and d) signage does not detract from meeting the management objectives of a precinct identified in Table E13.1: Heritage Precincts, if any.
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Comment: Satisfies the performance criteria.

E13.6.14 Maintenance and Repair

Objective
To ensure that maintenance and repair of buildings is undertaken to be sympathetic to, and not detract from the historic cultural heritage significance of local heritage places and precincts.
Acceptable Solution
New materials and finishes used in the maintenance and repair of buildings match the materials and finishes that are being replaced.

Comment: Satisfies the performance criteria.

Table E13.1: Local Heritage Precincts

For the purpose of this table, Heritage Precincts refers to those areas listed, and shown on the Planning Scheme maps as Heritage Precincts.

Existing Character Statement - Description and Significance
<p>EVANDALE HERITAGE PRECINCT CHARACTER STATEMENT</p> <p>The Evandale Heritage Precinct is unique because it is the core of an intact nineteenth century townscape, with its rich and significant built fabric and village atmosphere. Its historic charm, tree lined streets and quiet rural setting all contribute to its unique character. Its traditional buildings are an impressive mix of nineteenth and early twentieth century architectural styles while its prominent elements are its significant trees, the Water Tower and the Church spires. The original street pattern is an important setting for the Precinct, with views along traditional streetscapes, creating an historic village atmosphere that is still largely intact. Period residential buildings, significant trees, picket fences, hedgerows and cottage gardens are all complementary, contributing to the ambience of a nineteenth century village. The main roads into and out of Evandale create elevated views to the surrounding countryside which give context to the town and the Precinct, and contribute to its character. The quiet village feel of the town is complemented by a mix of businesses meeting local needs, tourism and historic interpretation. Evandale's heritage ambience has been acknowledged, embraced and built on by many of those who live in or visit the village.</p> <p>ROSS HERITAGE PRECINCT CHARACTER STATEMENT</p> <p>The Ross Heritage Precinct is unique because it is the intact core of a nineteenth century townscape, with its rich and significant built fabric and the village atmosphere. Its historic charm, wide tree lined streets and quiet rural environment all contribute to its unique character. Its traditional buildings comprise simple colonial forms that are predominantly one storey, while the prominent elements are its significant trees and Church spires. Most commercial activities are located in Church Street as the main axis of the village, which directs attention to the War</p>

Memorial and the Uniting Church on the hill. The existing and original street pattern creates linear views out to the surrounding countryside. The quiet rural feel of the township is complemented by a mix of businesses serving local needs, tourism and historic interpretation. Ross' heritage ambience has been acknowledged, embraced and built on by many of those who live in or visit the village.

PERTH HERITAGE PRECINCT CHARACTER STATEMENT

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

LONGFORD HERITAGE PRECINCT CHARACTER STATEMENT

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

CAMPBELL TOWN HERITAGE PRECINCT CHARACTER STATEMENT

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

Management Objectives
<i>To ensure that new buildings, additions to existing buildings, and other developments which are within the Heritage Precincts do not adversely impact on the heritage qualities of the streetscape, but contribute positively to the Precinct.</i> <i>To ensure developments within street reservations in the towns and villages having Heritage Precincts do not to adversely impact on the character of the streetscape but contribute positively to the Heritage Precincts in each settlement.</i>

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

Assessment against F2.0 (Heritage Precincts Specific Area Plan)	
F2.1	Purpose of Specific Area Plan
F2.1.1	<i>In addition to, and consistent with, the purpose of E13.0 Local Historic Heritage Code, the purpose of this Specific Area Plan is to ensure that development makes a positive contribution to the streetscape within the Heritage Precincts.</i>
F2.2	Application of Specific Area Plan
F2.2.1	<i>This Specific Area Plan applies to those areas of land designated as Heritage Precincts on the Planning Scheme maps.</i>
F2.2.2	<i>The following development is exempt from this Specific Area Plan:</i>
a)	<i>works required to comply with an Emergency Order issued under section 162 of the Building Act 2000;</i>
b)	<i>electricity, optic fibre and telecommunications cables, and water, sewerage, drainage connections and gas lines to individual buildings;</i>
c)	<i>maintenance and repairs that do not involve removal, replacement or concealment of any external building fabric;</i>
d)	<i>repainting of an exterior surface that has been previously painted, in a colour similar to that existing;</i>
e)	<i>the planting, clearing or modification of vegetation for safety reasons where the work is required for the removal of dead wood, or treatment of disease, or required to remove unacceptable risk to the public or private safety, or where vegetation is causing or threatening to cause damage to a building or structure; and</i>
f)	<i>the maintenance of gardens, unless there is a specific listing for the garden in Table E13.1 or Table E13.2.</i>
F2.3	Definitions
F2.3.1	Streetscape <i>For the purpose of this specific area plan 'streetscape' refers to the street reservation and all design elements within it, and that area of a private property from the street reservation; including the whole of the frontage, front setback, building façade, porch or verandah, roof form, and side fences; and includes the front elevation of a garage, carport or outbuilding visible from the street (refer Figure F2.1 and F2.2).</i>
F2.3.2	Heritage-Listed Building <i>For the purpose of this Plan 'heritage-listed building' refers to a building listed in Table F2.1 or listed on the Tasmanian Heritage Register.</i>
F2.4	Requirements for Design Statement
F2.4.1	<i>In addition to the requirements of clause 8.1.3, a design statement is required in support of the application for any new building, extension, alteration or addition, to ensure that development achieves consistency with the existing streetscape and common built forms that create the character of the streetscape.</i>
F2.4.2	<i>The design statement must identify and describe, as relevant to the application, setbacks, orientation, scale, roof forms, plan form, verandah styles, conservatories, architectural details, entrances and doors, windows, roof covering, roof plumbing, external wall materials, paint colours, outbuildings, fences and gates within the streetscape. The elements described must be shown to be the basis for the design of any new development.</i>

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

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

Comment: The subject site is within the Heritage Precincts Specific Area Plan and a design statement was provided.



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

PLANNING REF: PLN-22-0171
THC WORKS REF: 7951
REGISTERED PLACE NO: 5154
FILE NO: 10-47-81 THC
APPLICANT: Circa Architecture - Fraser Miller - Architect
DATE: 7 September 2022

NOTICE OF HERITAGE DECISION

(Historic Cultural Heritage Act 1995)

The Place: Baptist Church (former), 41-43 Wellington Street, Longford.
Proposed Works: Partial demolition, alterations, landscaping works and parking.

Under section 39(6)(b) of the *Historic Cultural Heritage Act 1995*, the Heritage Council gives notice that it consents to the discretionary permit being granted in accordance with the documentation submitted with Development Application PLN-22-0171, advertised on 13/08/2022, subject to the following conditions:

- 1. A detailed schedule of proposed works must be prepared. The schedule is to clarify in detail: (a) the extent of fabric removal (i.e., demolition), and (b) actions intended for conservation of the place's heritage fabric.**

Reason for condition

To ensure that works not sufficiently documented at the discretionary permit application stage are planned with due regard for conservation of the place's historic cultural heritage values.

- 2. Any new or replacement flooring and exterior hard paved surfaces must be detailed to avoid the creation of conditions that will cause or exacerbate decay of heritage fabric, including rising damp in the masonry.**

Reason for condition

To preserve the significant fabric of the place.

- 3. The new glass link must be designed to have minimal physical impact on the masonry that it abuts.**

- 4. Any new service installations must be designed to minimise impacts on the heritage values of the place.**

Reason for conditions 3 & 4

To ensure that the place's heritage values are not compromised by the new work.

- 5. The proposed replacement front entry doors must replicate, to the extent reasonably possible, the form and appearance of the doors that would originally have existed.**

Reason for condition

To ensure that these doors are appropriately reconstructed, such that the heritage values of the place are enhanced.

- 6. Prior to the commencement of any works requiring a building permit, a digital copy of all drawings for the works must be submitted to Heritage Tasmania and must be to the satisfaction of the Works Manager. The documentation must demonstrate compliance with the requirements of Conditions 1, 2, 3, 4 and 5.**

Reason for condition

To ensure the documentation is amended to meet the requirements of the conditions of approval and that works not sufficiently documented at the discretionary permit application stage are planned with due regard for conservation of the place's historic cultural heritage values.

Advice

No permanent signage is to be erected or installed at the place without the approval of the Tasmanian Heritage Council.

It is recommended that:

1. Consideration be given to an architectural treatment of the hall façade that more effectively interprets the symmetrical fenestration that it would originally have had.
2. Archival images of the doors of the former Baptist tabernacle buildings at 81 Cimitiere Street Launceston and 13 West Parade Deloraine be examined to inform reconstruction of the west facing doors of this place.
3. New paths and terracing abutting the heritage buildings be gravel and sloped to drain surface water away from the buildings.
4. The existing painted surfaces on the exterior of the tabernacle building be repainted in colours that enhance the heritage character of the place, and in a flat finish. Heritage Tasmania can be contacted for advice on appropriate colours.
5. The opportunity be taken to remove the light that is mounted above the Wellington Street entry doors, possibly replacing it with a more discreet fitting.
6. The setback of the main carparking area (away from Wellington Street) be further increased if possible.
7. Existing trees and bushes along the southern boundary should be retained and supplemented with new plantings.
8. Consideration be given to the establishment of low shrubbery that will have the effect of screening cars parked at the place whilst keeping open view lines to the heritage buildings.

Should you require clarification of any matters contained in this notice, please contact Heritage Tasmania's Works Manager, Ian Boersma, on 0429 979 586 or 1300 850 332.



Genevieve Lilley
Chair of Works Committee
Under delegation of the Tasmanian Heritage Council

45 Wellington Street, Longford

The General Manager,
Northern Midlands Council
LONGFORD
7301

Dear Sir,

18 August 2022

REF: PLN-22-0171

41-43 Wellington Street, Longford: (CT 159522/1) - Part Demolition, Alterations and additions to building, new carpark (Heritage Listed, Heritage Precinct)

We the undersigned, are the owners of the property at 45 Wellington Street, directly adjacent to the site of the proposed above mentioned development plan.


We studied the proposed plan on-line and discussed it with our parents (Prof & Mrs Ockie & Annerine Bosch) who live in the property. We are all happy to support the intentions of the developers on condition of three relatively minor requests.

Our property is facing and will be looking out onto the full South Eastern side of the proposed development (See overlaid actual boundaries of the building on our property on the map of the developers' submission on the attached figure). To ensure that the development will not negatively affect our investment and the enjoyment and privacy of our parents (who are currently living in this property), I wish to make three requests for the attention of the developers of the submitted plan (if successful).

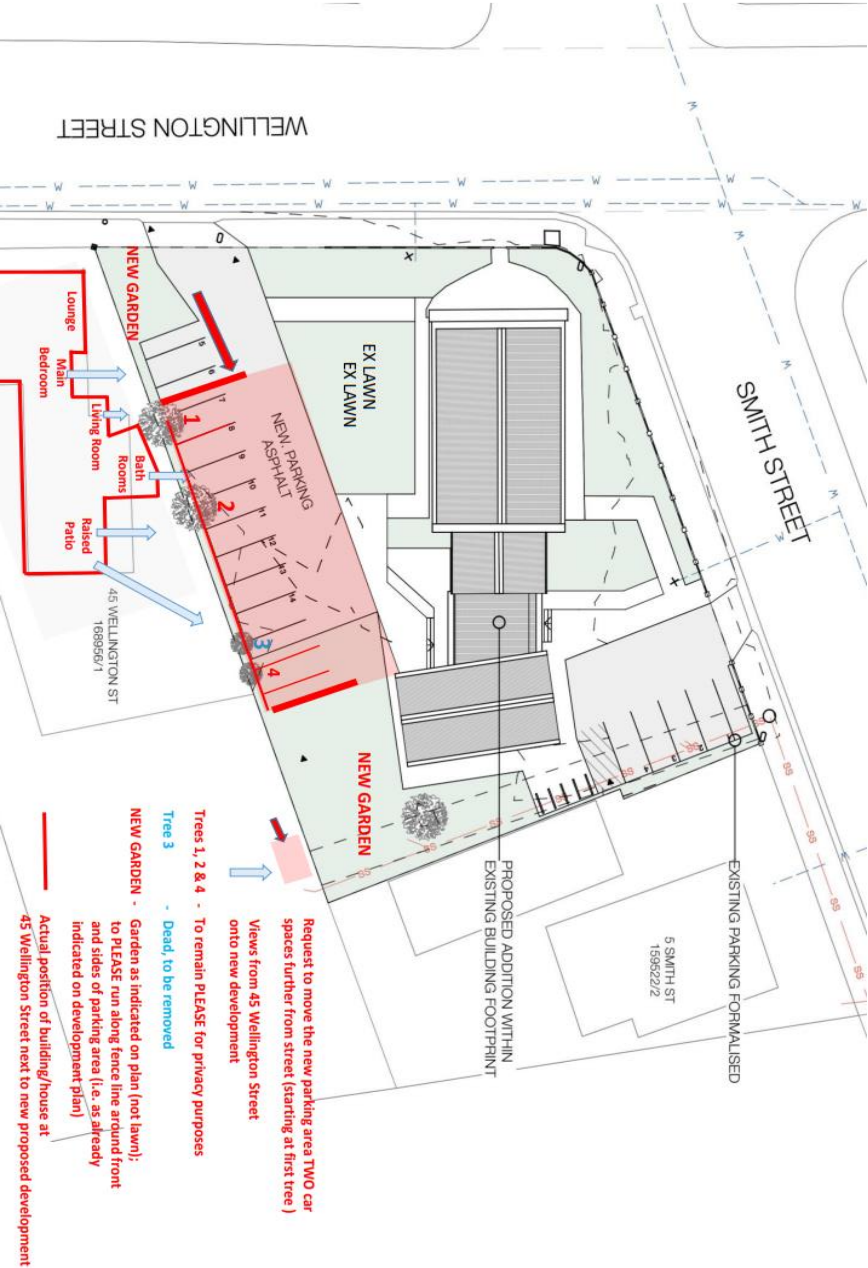
1. It will be highly appreciated if the areas indicated on the plan as "NEW GARDENS" on the south eastern side and all along the fence to the larger area next to Wellington Street (i.e. on the sides and front of the proposed parking area) will be established as a priority to ensure the parking area will not negatively affect the aesthetics of the long front along the fence line of our property and will provide the necessary privacy for our parents from the house and raised patio and from within the back garden of the house.
2. Apart from some new high shrub- and tree plantings (we assume will be planted) along the fence in the "NEW GARDEN" area in front of the parking area, it will be greatly appreciated if the existing trees 1, 2, and 4 (See attached figure) NOT be removed. Tree 3 is dead and its removal will be necessary.
3. We would greatly appreciate it if the parking area could be moved slightly (TWO car spaces) towards the back of the block (see red shaded area from Tree 1 onwards, on the attached plan). This will not only give more privacy to the house and improve the aesthetics from the street, but also somewhat "hide" the parking area from the street. We are almost certain that with a parking area clearly visible and approachable from the street, the many, many visitors to JJs and the Village Green will soon discover the parking area, which will cause quite a vehicle and foot traffic situation right next to our house, especially over weekends.

Our parents, my wife and I welcome the development, especially to transform the old Baptist Tabernacle into its original state. It will contribute significantly to the larger project of the Council to beautify the Historic Precinct, which we also support. We therefore give our full support to this proposed development, on the condition that the above mentioned three points will be taken into account.

Thanking you in anticipation
Yours sincerely


PIETER BOSCH
6 Gunbar Street, Bayview, Darwin 0820


FIONA BOSCH



28 August 2022.

The General Manager
Mr Des Jennings
Northern Midlands Council
Smith Street
Longford
TASMANIA 7301

Dear Mr Jennings,

re: 41 Wellington Street Longford (Baptist Tabernacle) redevelopment.

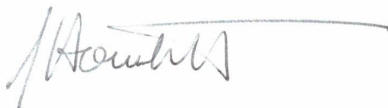
As the owner of Heritage Corner ('Sticky Beaks'), I am very aware of the need for the preservation of Longford's historic buildings. I have in the past made submissions to Council concerning some proposed developments.

I have become aware of the proposed application by the Tasmanian Farmers & Graziers Association for the redevelopment of the Baptist Tabernacle and what it would entail. I encourage Council to look favourably upon the proposal as it will:

- ensure the preservation of the structure and the site;
- remove the eyesore that is the 1970's brick addition;
- bring life back into a lovely old building; and
- bring more business into the community (and all that goes with that).

Please extend to the TFGA all the help and encouragement possible to enable this worthy proposal to proceed.

Yours faithfully



Greg Howlett.

Rosemary Jones

From: Cheree Madden
Sent: Friday, 26 August 2022 2:37 PM
To: NMC Planning
Subject: Plan- 220171

Follow Up Flag: Follow up
Flag Status: Completed

Jjs bakery has no complaints regarding above planning

Sincerely yours

Cheree Madden

Rosemary Jones

From: John Izzard
Sent: Friday, 26 August 2022 12:47 PM
To: NMC Planning
Subject: Tabernacle

Follow Up Flag: Follow up
Flag Status: Completed

Attention Paul Godier:

Dear Paul,

As you might expect I have written to Des Jennings with a fulsome support for the proposed demolition and restoration to the Longford Baptist Tabernacle by the TGFA.

With due respect I would appreciate if you could take this under your wing as it is a really good outcome for what has been a tortuous 2+ years in regards to saving the Tabernacle.

I believe that the proposal is well worth support from the NMC. Also it appears that Heritage Tasmania is not objecting.

As Council's approval is the final hurdle before the TFGA purchase goes ahead I hope you can see merit in supporting this application.

Sincerely,

John.

R & A Aldersea
PO Box 171
(Lass O'Gowrie – 14 Lyttleton Street)
Longford Tas 7301
E:

26th August 2022

General Manager
Northern Midlands Council

By Email – planning@nmc.tas.gov.au

Dear Mr Jennings,

RE: PLN-22-0171 - 41-43 WELLINGTON STREET LONGFORD – FORMER BAPTIST TABERNACLE

We would like to open our Representation by congratulating both the applicant and the architect for the sympathetic consideration that has been shown to both the Tabernacle and the Heritage of Longford in this planning application. It is pleasing to see respectful development within the Heritage Precinct.

We would like to raise just a few very minor concerns:

The existing fence:

We do not see mention of the existing fence on the planning application. As this is a later (reasonably ugly) addition, not in keeping with the building or period, we suggest that it should be removed. No fence at all is probably the most suitable for the intended future use, or if needed, a fence more appropriate i.e., picket, should be considered.

Wellington Street Car Park:

We request that a garden bed be required to the right of the Wellington Street driveway, in front of these car park spaces, to reduce the site line and soften the appearance of the hard surface from Wellington street. A green area is shown on the plans in this location, however it does not indicate if it is lawn or garden bed.

Light over the Front Door:

There is an inappropriate light over the original Wellington Street front door. We ask that this be removed, and if deemed necessary, replaced with a more appropriate fixture, or fixed in a more discreet location.

Again, we applaud this considered and sympathetic application for the Longford Baptist Tabernacle, which will ensure the integrity and longevity of this significant building and site for years to come, and look forward to seeing the finished project.

Yours Sincerely,

Annette & Rob Aldersea

Rosemary Jones

From: Bruce Lindsay
Sent: Friday, 26 August 2022 9:54 AM
To: NMC Planning
Subject: TGFA proposal to develop 41 Wellington St - the old Baptist Tabernacle site

Follow Up Flag: Follow up
Flag Status: Completed

Dear Paul

I would be most grateful if you might please forward this message if you are not the appropriate officer to receive and handle it.

I am aware that the TGFA has proposed via a formal application to the Council, to develop the old Baptist Tabernacle site on Wellington Street as their headquarters. I further understand that they plan a significant remediation and restoration program of the structures on the site, rather than at least one previously rejected plan which was to subdivide and thus destroy the heritage value of this significant and highly visible component of Longford's heritage infrastructure.

As a Longford resident deeply concerned to see its remaining historical buildings secured and utilised, may I add my voice to those warmly supporting the TGFA's proposal? As with any historic building, the very best way to ensure their survival is to have them used and maintained, and the TGFA proposal appears to tick all the boxes. Quite apart from what may be the salvation of one of the town's prominent historic landmarks, the presence of a vibrant organisation such as the TGFA must surely entail commercial benefits and media activity for the town.

Yours sincerely, BRUCE LINDSAY.

Rosemary Jones

From: Northern Midlands Council
Sent: Thursday, 25 August 2022 11:08 AM
To: NMC Planning
Subject: Representation to PLN22-0171 - support - Rienk Van Der Woude

Follow Up Flag: Follow up
Flag Status: Flagged



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

Tasmania's Historic Heart

**employer
of choice**

From: Northern Midlands Council <noreply@northernmidlands.tas.gov.au>
Sent: Thursday, 25 August 2022 11:00 AM
To: Northern Midlands Council <council@nmc.tas.gov.au>
Subject: New Contact Us submission from NMC Website - Request number 70317

Data from form: Contact Us.

Form data:	
First Name	Rienk
Last Name	van der Woude
Telephone Number	
Email	
Comment	<p>Re 41 Wellington Street Longford. I understand that there is currently an application before Council for the redevelopment of this site by the Tasmanian Farmers Association. I am writing to inform you that I fully support this application rather than have the lot used for the construction of yet more domestic dwellings. I am also led to believe that the TFA will preserve the existing, historical edifice which is, in my opinion, highly desirable. I sincerely hope that common sense will prevail and that the current structure will be preserved. Kindly pass the afore mentioned on to the appropriate planning manager. Thank you and kind regards. Rienk van der Woude Unit 1 - 27 Goderich Street LONGFORD</p>

The General Manager
Mr Des Jennings
Northern Midlands Council
Smith Street
Longford
7301
TASMANIA.

Berriedale

NORTHERN MIDLANDS COUNCIL					
File No.					
Property					
Attachments					
REC'D 29 AUG 2022					
GM			PLN		
P&DM			BLD		
CSM			MYR		
V/M			EA		
HR					
HLT					

August 25 2022

**RE: PLN-22-0171 41-43 Wellington Street Longford.
Old Baptist Tabernacle.**

Dear Mr Jennings,

The above Planning Application offers the perfect solution for the protection and enhancement of the second most important historical building in Longford.

I would like to offer total and full support for the proposal which provides a lasting outcome to what **had**, last year, developed into a 12 months battle to save the building and site from an unacceptable development.

Not only will the architectural integrity of the building and curtilage be mostly preserved, but the proposed demolition of the 70's additions, will restore the Tabernacle to nearly its original state.

In addition the TFGA will bring much and many benefits to the business of Longford and the added activity that the Association will undoubtedly attract, will be wide and far reaching.

The architectural approach is totally sympathetic to all our previous concerns in regards to preserving the majesty and status of the Tabernacle and the site.

I do urge you and the Council to offer the TGFA your full support, and endeavour to see that this application is dealt, with sympathy and support, so that the future of the Tabernacle is assured.

Yours sincerely,

John Izzard.

44 Wellington Street
Longford.
0438 123 123



Mr Des Jennings
General Manager
Northern Midlands Council
Smith Street
LONGFORD
7301

NORTHERN MIDLANDS COUNCIL					
File No.					
Property					
Attachments					
REC'D 29 AUG 2022					
GM			PLN		
P&DM			BLD		
CSM			MYR		
WM			EA		
HR					
HLT					

RE: Redevelopment. Longford Tabernacle.

Dear Mr Jennings,

As spokesman for the Gibson family I offer our strong support for the proposed redevelopment of the Longford Tabernacle at 41 Wellington Street, Longford by the TFGA.

When it proceeds it will be a wonderful addition to the Town of Longford with added staff employment and a very serious addition to the facilities on offer to local and state farmers.

Considering the battle to preserve what is a crucial part of our families history, and indeed the history of Tasmania, this an excellent outcome.

Trust that you can do all you can to see that this planning application is successful and that the NMC does not create any serious impediments to its progress through the planning process.

Yours sincerely,



Sandy Gibson.

"Native Point"
Perth
Tasmania.





circa morris-nunn architects

IXL Atrium
27 Hunter Street
Hobart TAS 7000 AU

e. info@circamorrisnunn.com.au
w. circamorrisnunn.com.au
p. +61 3 6236 9544

02 September 2022

Northern Midlands Council
13 Smith Street
PO Box 156
Longford TAS 73301

By email: planning@nmc.tas.gov.au

re: Application for planning permit, 41-43 Wellington Street, Longford

Thank you for forwarding copies of the public representations received during the advertising period. We are pleased to read the comments of support for both the proposed use and development of the site.

We note that attachments 1 & 5 contained suggestions which we have responded to below.

Attachment 1

1. General landscaping requests for planting facing 45 Wellington Street. Quality landscaping is proposed for the site, with the design and location of specific plants subject to future design development.
2. Retention of trees. The current application includes the retention of existing trees.
3. Parking relocation. The applicant will explore the realignment of two parking spaces to maintain sight lines towards the existing buildings prior to lodgement of building approval documentation.

Attachment 5

4. Request to replace existing frontage fence/wall. This request has been passed onto the client for future consideration subject to budget constraints.
5. Removal of existing light over front door. Existing lighting will be removed from the façade, with any damage repaired sensitively.

Yours sincerely

Fraser Miller
Architect

Received
25.08.2022

PLANNING APPLICATION Proposal

Description of proposal: IT IS PROPOSED TO CONVERT AN EXISTING STABLE TO A DROP
OFF POINT FOR DECEASED PETS TO BE THEN TRANSPORTED TO ANOTHER LOCATION
(502 HOBART ROAD) FOR CREMATION. A NEW LOW LEVEL DECK IS ALSO PROPOSED AS
PART OF THE WORKS. PLEASE NOTE THAT THERE WILL BE NO STORAGE OF DECEASED
PETS ON SITE. ONCE THE DECEASED PET HAS BEEN DROPPED OFF, THEY WILL BE
IMMEDIATELY TRANSFERRED TO THE CREMATORIUM.
(attach additional sheets if necessary)

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

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

Site address: 500 & 502 HOBART ROAD, YOUNGTOWN TAS 7249

CT no: 141258/1 & 178406/1

Estimated cost of project \$ 100K (include cost of landscaping,
car parks etc for commercial/industrial uses)

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

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

(attach additional sheets if necessary)

Is any signage required? YES (APPROX. 2.0m x 2.0m AT ENTRANCE TO PROPERTY)
(if yes, provide details)



Received
01.09.2022

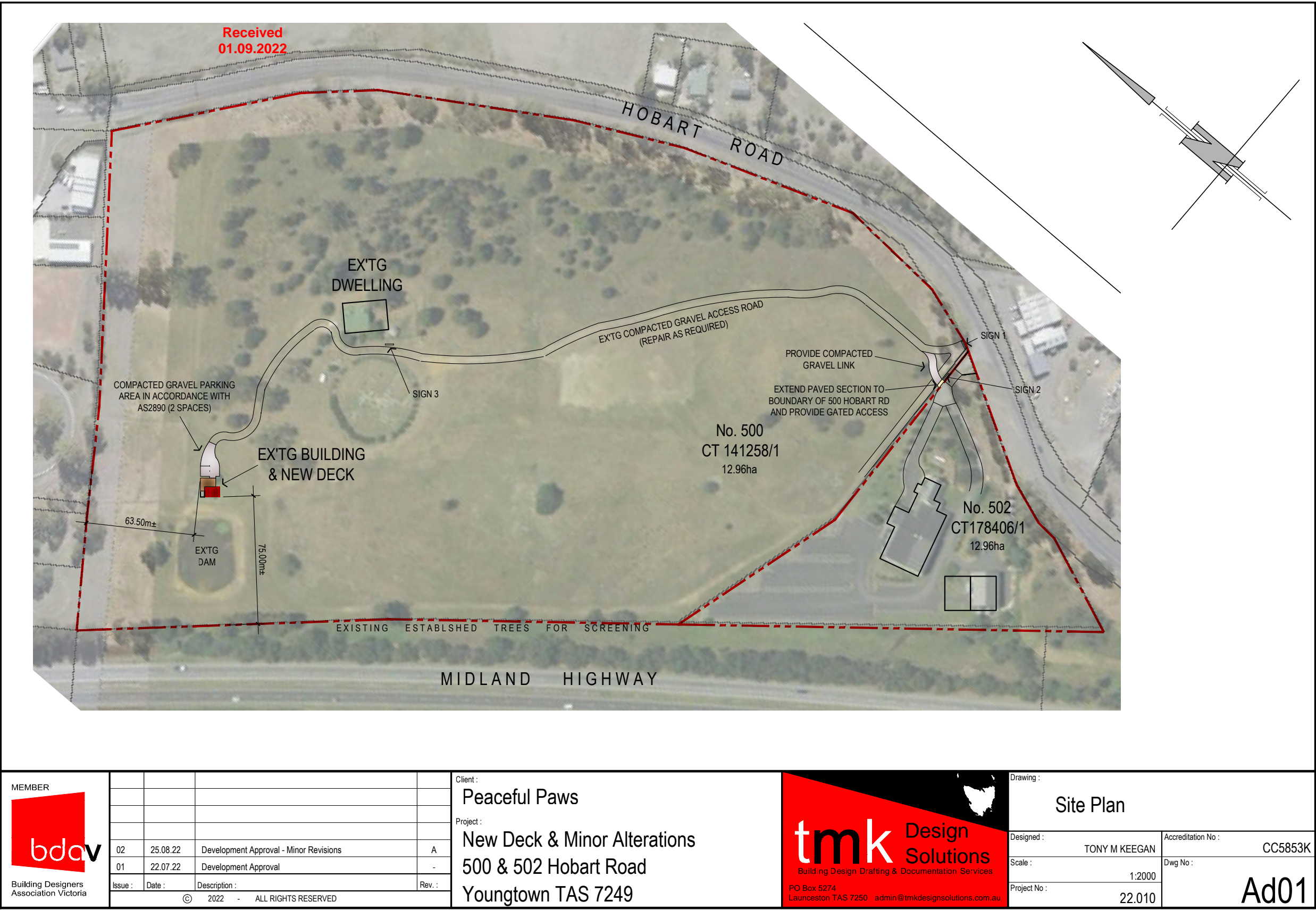
Peaceful Paws
New Deck & Minor Alterations
500 & 502 Hobart Road
Youngtown TAS 7249
PID: 2291964 Title Volume 141258 Folio 1
PID: 9618146 Title Volume 178406 Folio 1

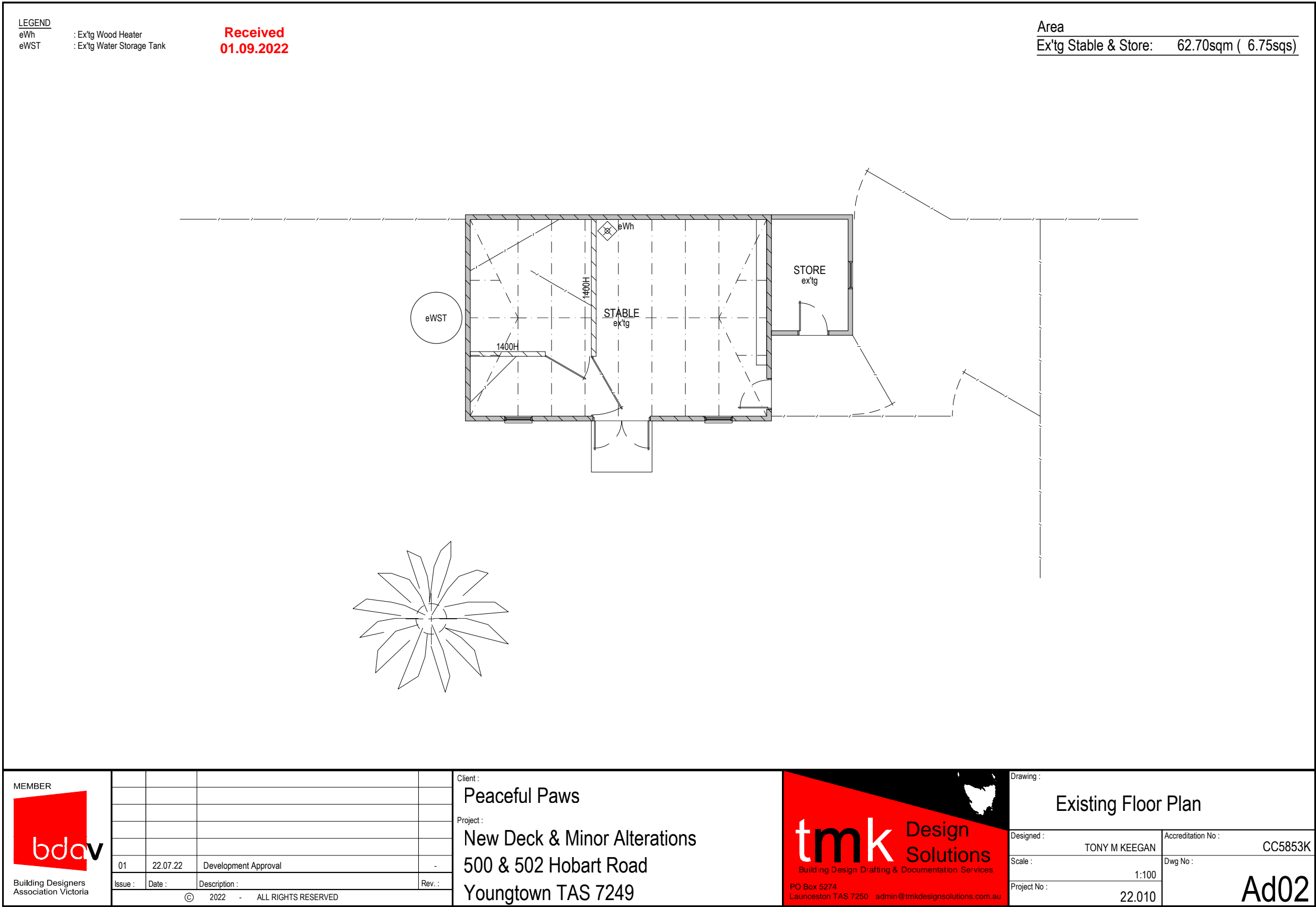
Designed :	TONY M KEEGAN	Accreditation No :	CC5853K
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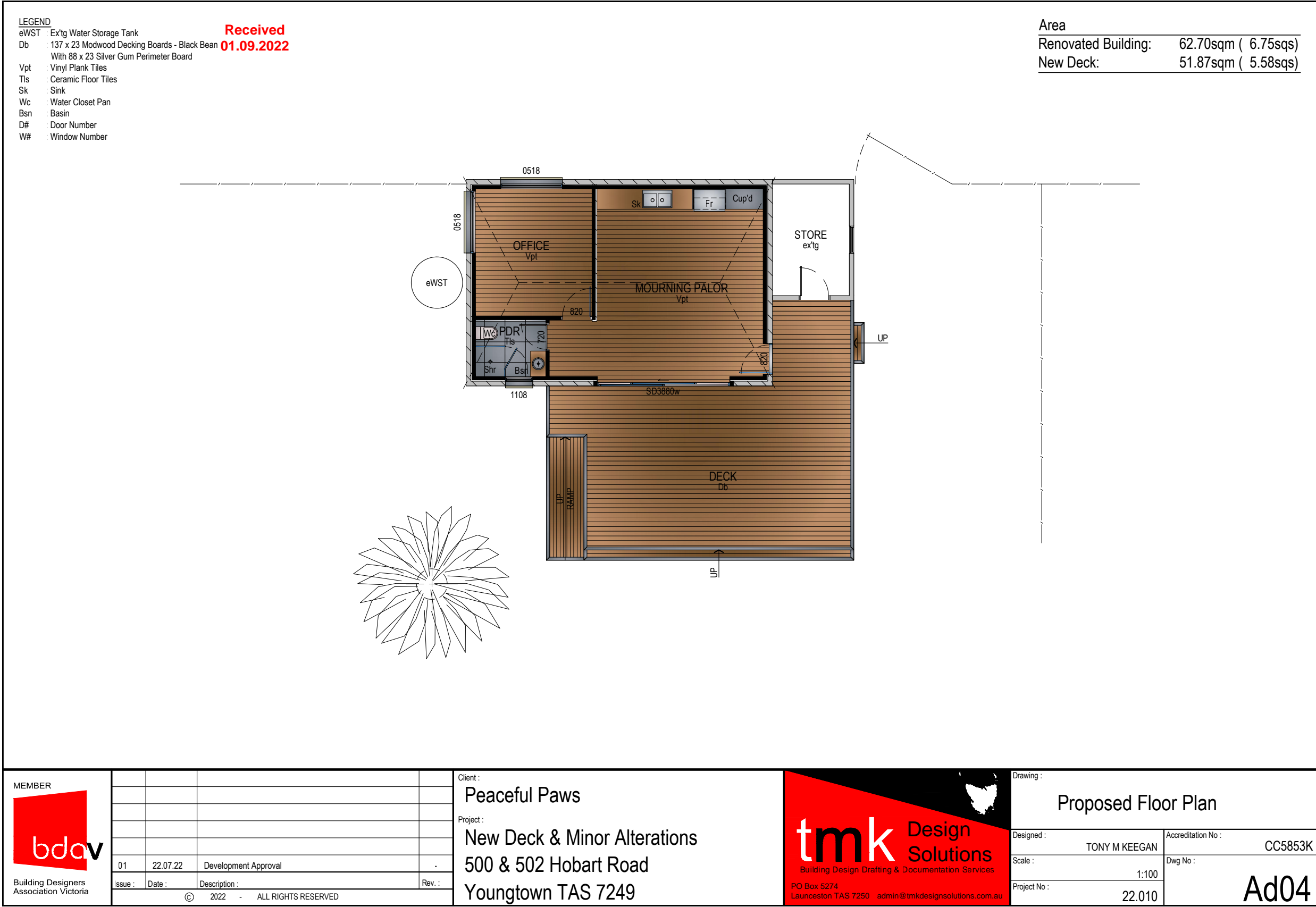
Area	
Ex'tg Dwelling:	320.00sqm (34.50sqs)
Renovated Building:	62.70sqm (6.75sqs)
New Deck:	51.87sqm (5.58sqs)

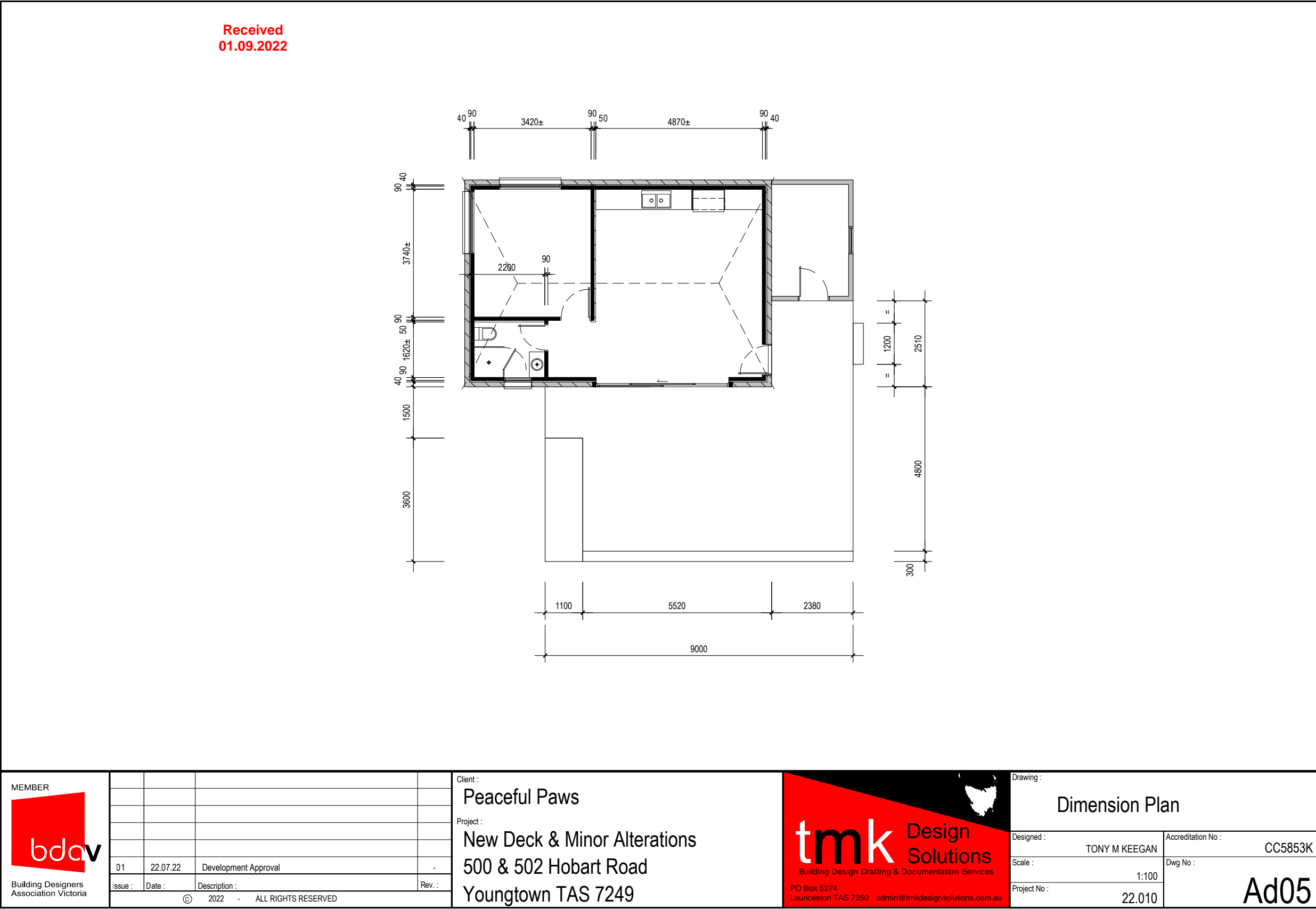
- Architectural
- Ad01: Site Plan
 - Ad02: Existing Floor Plan
 - Ad03: Demolition Plan
 - Ad04: Proposed Floor Plan
 - Ad05: Dimension Plan
 - Ad06: Roof Plan
 - Ad07: Elevations
 - Ad08: Signage Elevations











LEGEND

Rwp : Rainwater Pipe

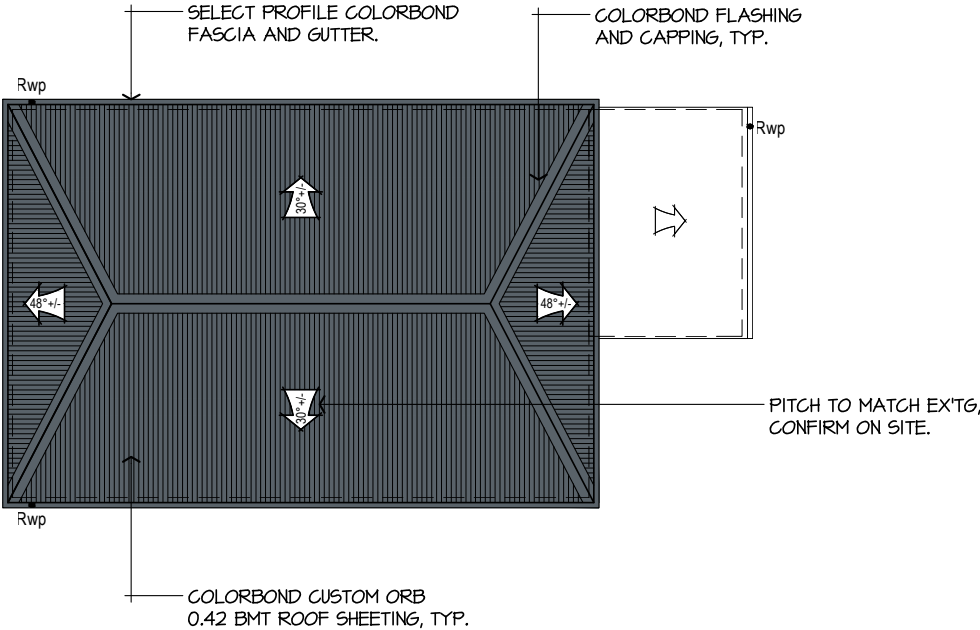
Received
01.09.2022

SELECT PROFILE COLORBOND FASCIA AND GUTTER.


COLORBOND FLASHING AND CAPPING, TYP.

PITCH TO MATCH EX'TG, CONFIRM ON SITE.

COLORBOND CUSTOM ORB 0.42 BMT ROOF SHEETING, TYP.



MEMBER




Building Designers Association Victoria

01	22.07.22	Development Approval	-
Issue :	Date :	Description :	Rev. :
© 2022 - ALL RIGHTS RESERVED			

Client :
Peaceful Paws

Project :
New Deck & Minor Alterations
500 & 502 Hobart Road
Youngtown TAS 7249



tmk Design Solutions
Building Design Drafting & Documentation Services
PO Box 5274
Launceston TAS 7250 admin@tmkdesignsolutions.com.au

Drawing :
Roof Plan

Designed :
TONY M KEEGAN

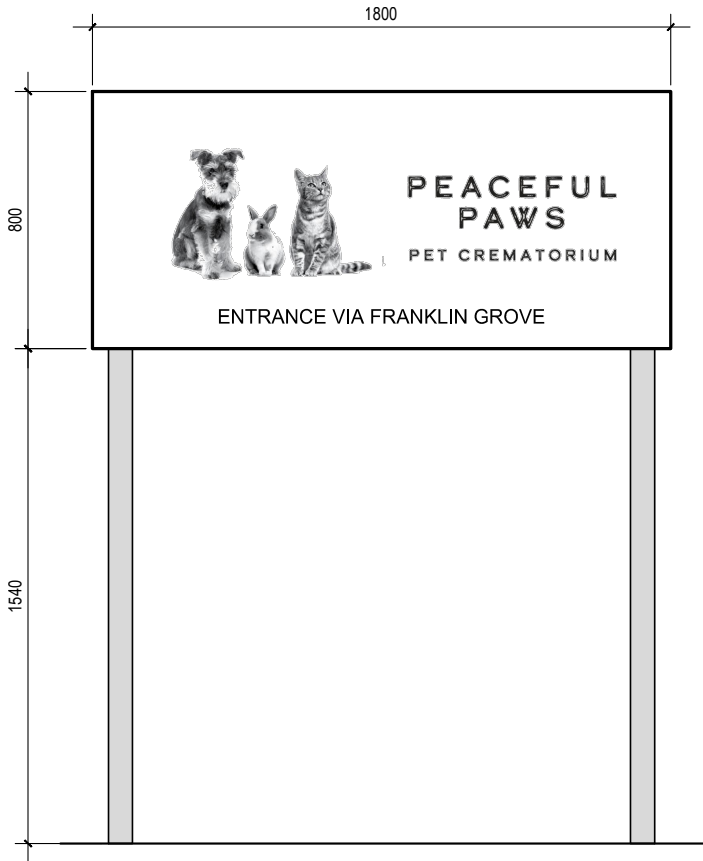
Scale :
1:100

Project No :
22.010

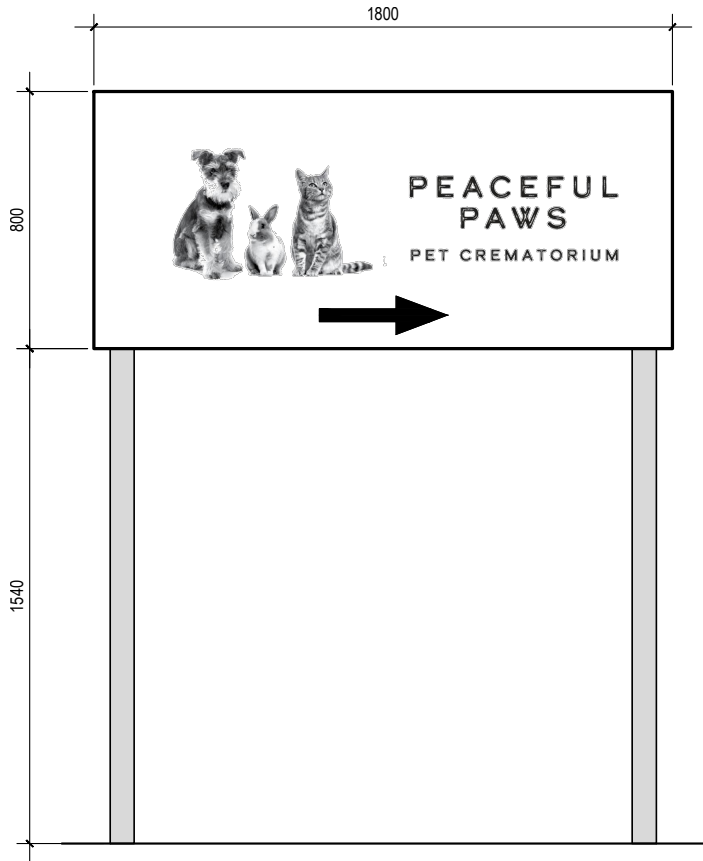
Accreditation No :
CC5853K

Dwg No :
Ad06

Received
01.09.2022



Sign 1



Sign 2 & 3

<div>MEMBER</div> <div></div> <div>Building Designers Association Victoria</div>					Client : Peaceful Paws	<div></div>	Drawing : Signage Elevations	
					Project : New Deck & Minor Alterations 500 & 502 Hobart Road Youngtown TAS 7249		Designed : TONY M KEEGAN	Accreditation No : CC5853K
							Scale : 1:20	Dwg No : Ad08
	01	25.08.22	Development Approval	-			Project No : 22.010	
	Issue :	Date :	Description :	Rev. :				
© 2022 - ALL RIGHTS RESERVED								



PEACEFUL
PAWS

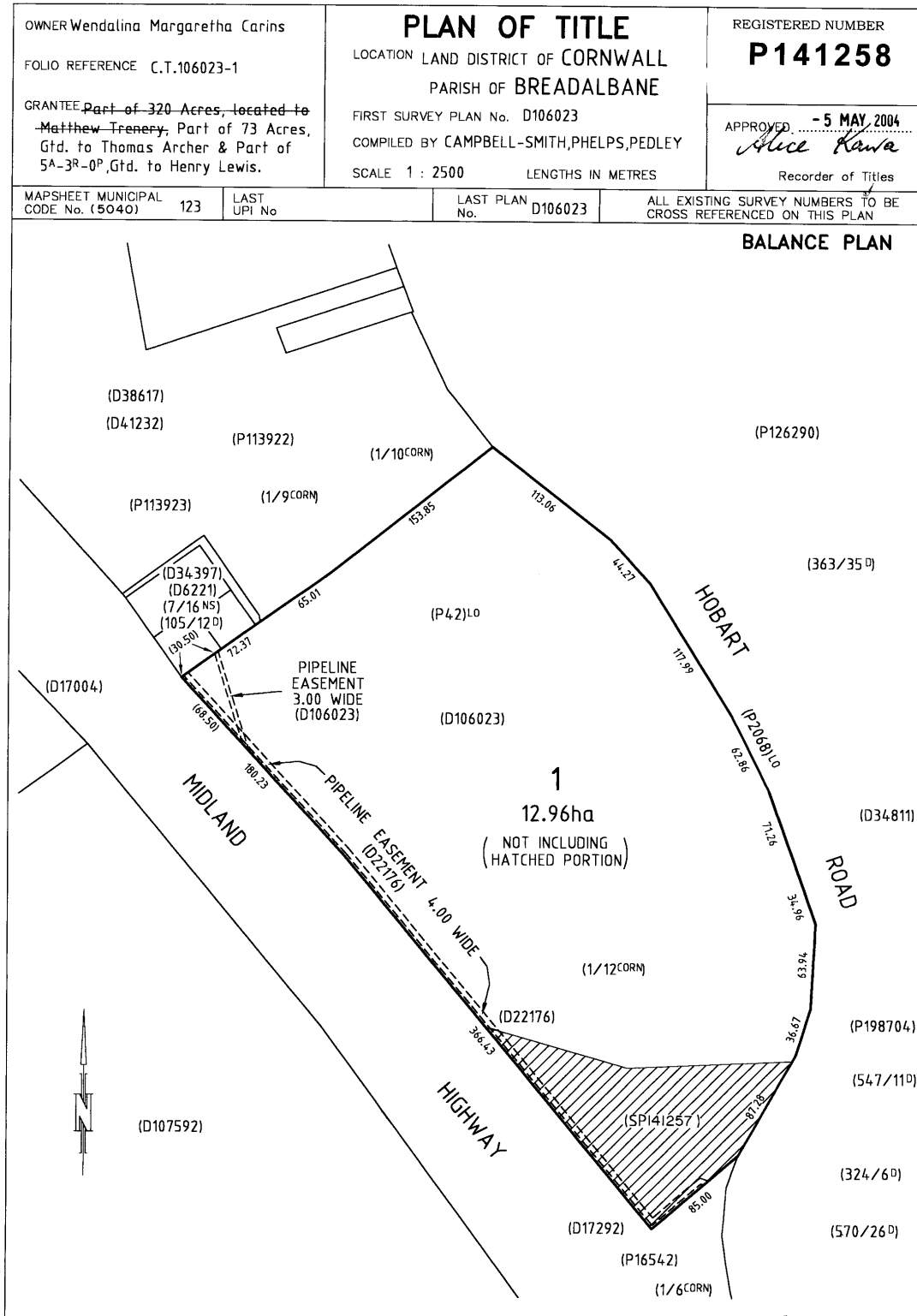
PET CREMATORIUM



FOLIO PLAN

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980



Search Date: 26 Jul 2022

Search Time: 10:45 AM

Volume Number: 141258

Revision Number: 01

Page 1 of 1

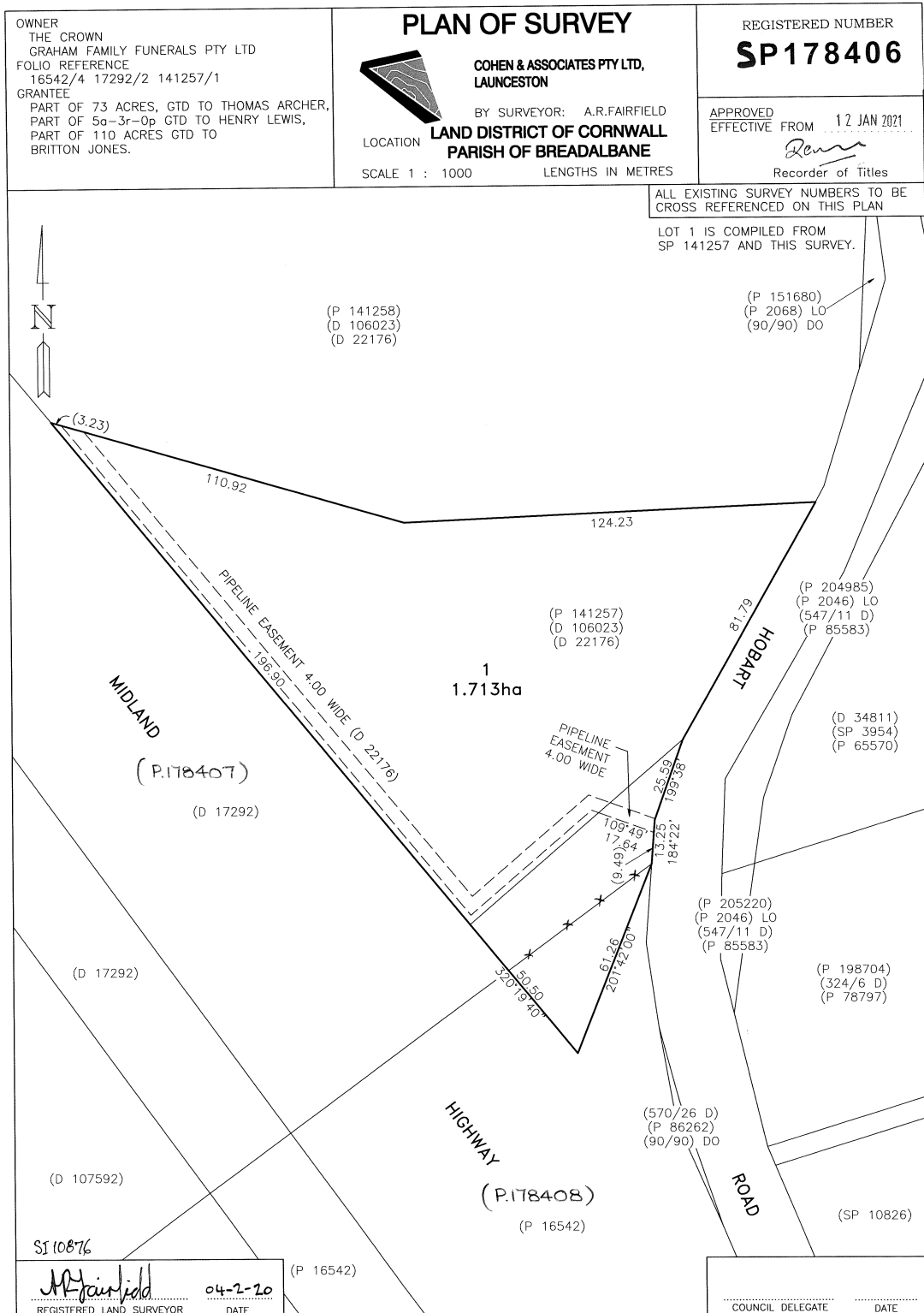
Department of Natural Resources and Environment Tasmania

www.thelist.tas.gov.au

FOLIO PLAN

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980



Our ref: PLN-22-0169

2/08/2022

Tony Keegan
P.O. Box 5274
LAUNCESTON 7250
By email: tony@tmkdesignsolutions.com.au



Dear Tony,

Planning Application PLN-22-0169- Additional Information Required for Part change of use to Business and Professional Services, Extension to building (vary side setback) at 500 Hobart Road, Youngtown

Thank you for your application, which has been reviewed by Council's planners. Council planners have determined that the use be classified as Business and Professional Services – Funeral Parlour.

In accordance with section 51(1AC) of the *Land Use Planning and Approvals Act 1993*, the following information is required to make a valid application under clause 8.1.2 of the *Northern Midlands Interim Planning Scheme 2013*:

- The proposed use is likely to increase the annual average daily traffic (AADT) movements at the existing access to Hobart Road by more than 10%, noting that the existing residential use is to remain. As the existing access to Hobart Road is to a road with a speed limit of more than 60km/h, the proposal is to demonstrate compliance against P3 of Clause E4.6.1 of the *Northern Midlands Interim Planning Scheme 2013*. In accordance with E4.5.1, a Traffic Impact Assessment (TIA) is required to demonstrate compliance with performance criteria. Therefore, a TIA is required and must be accompanied by written advice as to the adequacy of the TIA (noting that the City of Launceston are the relevant road authority at this section of Hobart Road).

The TIA must also consider the traffic movements not just from clients of the funeral parlour and staff but also staffing movements to and from Hobart Road to transport deceased animals to the adjoining property for cremation. Should only internal traffic movements for staff be proposed, and will not access Hobart Road for deceased animal transportation, please provide amended plans detailing internal access roads and gates. The TIA will then only need to consider those movements to and from Hobart Road.

Alternatively, should the proposed use only access Hobart Road to and from the existing access of the adjacent property being 502 Hobart Road (with only the residential use using the access from 500 Hobart Road), it is unlikely that the AADT movements at that existing access will be more than 10% due to existing approved uses and scale of operations at 502 Hobart Road. However, then the application will need to include this additional property, in that the application form will need to be updated, a copy of the title for 502 Hobart Road

(Folio Plan, Folio Text and Schedule of Easements (if applicable) is to be provided, together with amended plans showing access and internal roads and gates.

Note: As the Tasmanian Planning Scheme – Northern Midlands proposes to zone the subject site Rural Living D, Business and Professional Services – Funeral Parlour is a prohibited use. Therefore, the application must be considered valid prior to the Tasmanian Planning Scheme – Northern Midlands coming into effect to be assessed under the interim planning scheme, noting that this is likely within weeks.

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

- As the proposed use is a discretionary use within Table 26.2 of the *Northern Midlands Interim Planning Scheme 2013*, a written submission is required to demonstrate compliance with performance criteria of Clause 26.3.1.
- Provide details of proposed employee number and proposed days and times of operation of the use on the subject site.
- Provide amended plans detailing existing/proposed internal access roads, noting access width requirements in Table E6.2. Provide details of driveway / access road finished surface materials (please refer to A1/P1 of Clause E6.7.1).
- Provide amended plan detailing proposed car parking, in accordance with E6 Car Parking and Sustainable Transport Code. Please note that Business and Professional Services – Funeral Parlour requires a minimum of 1 space per employee and 1 visitor space, therefore at least 2 car parking spaces are required to be demonstrated.
- The proposed use and development are located within 100 metres of the scenic management – tourist road corridor. Provide a written submission demonstrating how the proposal (including all works – carparking, access roads, buildings), complies with A1/P1 of Clause E7.6.1. Amended plans may be also required to demonstrate compliance, including existing/proposed screening.
- The proposed use and development is located within 50 metres of a watercourse. Provide a written submission demonstrating how the proposal meets the relevant provisions of E9 Water Quality Code.
- The submitted planning application form indicates that signage is proposed. Provide amended site plan detailing the location of the proposed sign as well as setbacks from title boundaries, elevations of the sign and a written submission demonstrating how the proposal meets the relevant provisions of E15 Signs Code.

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

Please send any emails to planning@nmc.tas.gov.au including the reference **PLN-22-0169**.

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

Yours sincerely

A handwritten signature in black ink, appearing to read 'R Green', is displayed on a light blue rectangular background.

Rebecca Green
Planning Consultant

From: Tony Keegan <tony@tmkdesignsolutions.com.au>
Sent: Thursday, 25 August 2022 1:14 PM
To: NMC Planning
Cc: Mark Graham
Subject: RE: Email to Applicant - Additional Information Request PLN-22-0169
Attachments: Peaceful Paws Sign.jpg; 22.010 22-08-25.pdf; FolioText-178406-1.pdf; FolioPlan-178406-1.pdf; ScheduleOfEasements-178406-1.pdf; APPLICATION-FORM-Planning.pdf

Hi Rebecca,

Please note the following in response to your request for additional information.

- My client has elected to access the site from Franklin Grove, 502 Hobart Road. As such we won't require a TIA. I've attached the title documents for this property and amended the application form. I've also amended the plans to show the amended access from Franklin Grove.
- See below response to the performance criteria of Clause 26.3.1 of the Northern Midlands Interim Planning Scheme.
- The business will employ 1 person and will be by appointment only from 9am -5pm Monday to Friday and 9am to Midday on Saturdays.
- I have amended plans to clarify the road access and finished surface materials.
- I have amended the plans to show 2 parking spaces to comply with E6 Car Parking and Sustainable Transport Code.
- Clause E7.6.1 P1: The development will have very little impact on the skylines, ridgelines and prominent locations as the building is existing and is currently predominately screened from the highway by existing established trees. The deck and parking is proposed on the opposite side of the existing building and so will have no visual impact. The deck and parking area is also a small area (refer plans) and will only require the clearance of a grassed area and no significant clearance of vegetation is required. The bulk and form is existing and there will be no cut or fill and the small proposal complements the characteristics of the site.
- E9 Water Quality Code: The development will have no impact on the watercourse within 50m of the proposal as the building is existing and downslope of the watercourse. The deck and carpark is proposed on the opposite side of the existing building and as a result there will be no run-off affecting the watercourse. No access to the watercourse is proposed and there will be no disturbance to the vegetation in the area.
- I have amended the plans to show the location of signage. The signs will be approx. 2.0m x 2.0m) and as per the attached jpeg file. The sign at the property entrance will have noted that entrance is via Franklin Grove (502 Hobart Road) and the sign from Franklin Grove will also include a directional arrow as noted.

Northern Midlands Interim Planning Scheme 2013
26.3.1 Discretionary Uses if not a single dwelling

P1.1 The proposal is consistent with local area objectives by providing a service that meets the needs of rural populations and is accompanied by a residence. It is also neighbouring a funeral home and therefore is located appropriately in relation to the surrounding area.

P1.2 The floor area of the building proposed to be renovated is 62.70sqm and therefore does not exceed a combined gross floor area of 250sqm.

P2.1 The proposal doesn't involve utilities, extractive industries or environmental agriculture therefore this clause is not applicable.

P2.2 The proposal will provide a significant benefit to the region by providing a required service for the many pet owners in the community. There will be no economic, social or environmental cost to the region as the works required a minimal and the remaining land is still available for rural resource development or the like.

P3 The land converted is very minimal given that the building and road are existing and the deck and parking area are small. The remainder of the land is still available for residential and agricultural purposes.

P4 a) There will be no emissions that cause an environmental nuisance as the building will only be used as a drop off point for deceased pets. They will then be transported to 502 Hobart Road for cremation.

b) Primary industry uses will not be unreasonably confined or restrained from conducting normal operations due to the size of the proposal due to the minimal size of the proposal and the business will be by appointment only.

c) The capacity of the local road network will easily accommodate the traffic generated by the use given that the access will be internally from 502 Hobart Road and the business being by appointment only with an average of less than 4 traffic movements per day expected for the proposal.

P5 The use will have no impact on skylines, ridgelines, visibility from public roads and the desired future character statement as the building is existing and is predominately screened from the roads by existing established trees. There will be no storage of materials or equipment outside and the vegetation clearance will, just be a small area (refer plans) of grass cleared for the deck and parking area.

I hope this now meets the requirements of your Additional Information Request. Please call to discuss if anything requires clarifying.

Kind Regards

Tony Keegan
Registered Architectural Building Designer
Accreditation No. CC5853K

PO Box 5274
4/128 St John Street Launceston TAS 7250

P 0408 334 342



From: Tony Keegan <tony@tmkdesignsolutions.com.au>
Sent: Thursday, 1 September 2022 12:53 PM
To: NMC Planning
Cc: mark@finneyfunerals.com.au
Subject: RE: Email to Applicant - Additional Information Request PLN-22-0169
Attachments: 22.010 22-08-25.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Rebecca,

See attached amended plans with signage details added.

E15 Signs Code: Response to performance criteria

Clause E15 P34: The proposed signage is the same height and dimensions as the sign on the neighbouring property (502 Hobart Road) and is black and white as per details provided. The sign is also proposed to be behind the fence line. It therefore will not dominate the streetscape or premises and reflects the prevailing character of the area. The simplicity of the sign is sympathetic to the architectural character of the building. The location, size and colour doesn't result in any loss of amenity to neighbouring properties, does not contribute to any visual clutter, does not cause a safety hazard or obstruct movement of anyone inside or outside the building and will not be a distraction to motorists as it will not be illuminated. It also doesn't conflict with the Rural Resource Zone Purpose given the associated funeral home adjacent.

Kind Regards

Tony Keegan
Registered Architectural Building Designer
Accreditation No. CC5853K

PO Box 5274
4/128 St John Street Launceston TAS 7250

P 0408 334 342



FERN HILL PTY LTD

ABN: 22 829 341 158

17115 Midland Hwy

Breadalbane, 7258

TASMANIA

Mobile:

E:

12 September, 2022

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

Dear Mr Jennings,

**PLN-22-0169 500 & 502 Hobart Road, Youngtown
Representation**

I refer to the above planning application for proposed development and part change of use to Business and Professional Services & Extension to building.

I am the owner of property "Strathroy" 17115 Midland Highway, Breadalbane. My home and associated farming land is located due west across Midland Highway (Southern Outlet) of Franklin Grove Funeral Home 502 Hobart Rd and 500 Hobart Rd, location of proposed "Peaceful Paws" Pet Crematorium. We have a 3m wide pipeline easement (D106023) running through land subject to changed use, 500 Hobart Rd, C.T. 106023-1.

While I do not object to the proposed development per say, I wish to make a representation about further potential impact to my water supply which has been in place since 1963. I am aware that reliability of water supply is not directly part of the planning assessment process. However, I would like it noted that for around six years reliability of water has deteriorated dramatically. Supply is interrupted and inconsistent in particular at the start of warmer weather from November 1 on. This interruption to supply commenced after the building of Franklin Grove Funeral facility at 502 Hobart Rd. Both 502 and 500 Hobart Rd are supplied water via the same pipeline that I receive water and as demand has increased over the past five years reliability has deteriorated. My understanding is that source of water is not out of Youngtown Reservoirs, but via a pipeline pumping water from Corra Lynn that feeds into reservoirs.

I lodged a formal complaint with Taswater on Friday 15th July, 2022 (File Ref: T14/239-029-06542). While Taswater are looking into the matter there has been no change to water supply reliability or any upgrading of water infrastructure to date. My concern is that until such time as Taswater resolve the issue, any change of use to land at 500 Hobart Rd will only worsen my current water supply issue.

I urge Council to carefully consider this application and the broader implications of water supply to myself and others in Franklin Village/Hobart Rd area.

Yours Sincerely,



Ben Grubb

Managing Director
Fern Hill Pty Ltd