

ARMONT Rectification Builders & Consulting

CASE BUNNIG PTY/LTD TRADING AS ARMONT
A.B.N. 88 010 282 694
QBCC: 24521 NSW: 163565C Tas CC546411

P.O. Box 143
Longford Tasmania 7301
Phone / Fax: (03) 6391 1205
Mobile: 0408 789 598
Email: t.r.i.m@bigpond.com
www.loosetiles.com.au



Date: 22nd June, 2022

Pages: 3

To: The General Manager Northern Midlands Council

From: Andrew and Patricia Golle

Ref: **Objection to Kennel License at 310 Perth Mill Road, Perth. TA, 05/005.**

The General Manager,

In response to your advisory letter dated 20th June 2022 regarding the application for a kennel license at the above address. We register our objection to the granting of the kennel licence for 12 dogs.

Our objection is based on the following grounds.

1. Tasmanian Labradoodles operates as a breeding business and plans to conduct commercial activities as a business in a low-density residential area. We do not agree that this operation is appropriate for this zoning. The dogs are currently on a 90-acre property in a rural area. This is a more appropriate venue where nuisance to neighbors is reduced.
 - a. The operation of a business in proximity to our property will devalue our property.
 - b. The impact on the environment in proximity to a water course is a high risk with intensive kenneling of 12 dogs.
 - c. The operation of a commercial enterprise should be in a suitably zoned area.
 - d. Has application been made to council to conduct commercial activities on this property?
 - e. Is council addressing the reclassification of the residential buildings to commercial use?
2. The application is for 12 dogs. Is this for adult dogs or does it account for litters of puppies at regular occurrences.
 - a. 12 adult dogs alone will have an intensive impact on the area.
 - b. 12 dogs including puppies is not a realistic quantity represented by the applicant. A litter may be in the range of 8,9,10 puppies.
 - i. How many adult dogs will be permanent residents on the property?

- ii. How many litters are planned over a 12-month period?
 - iii. Will multiple litters be kenneled at any one time?
 - iv. How many breeding bitches are planned to be kenneled and litters produced at any one time?
 - v. Will the applicant be building fit for purpose kenneling for the dogs?
 - vi. Will this be subject to planning approval by council and fall under Building Codes requirements?
3. The impact on the environment will be intensive where the property is uphill and near Flinty Creek, which flows into the South Esk River.
- a. A storm water event of 1% occurrence is not to result in effluent runoff into a water course. Localized containment of resultant commercial waste and excrement is at risk of contaminating the water courses in a rain event.
 - b. This needs to be assessed under the Northern Midlands Policy Manual for Stormwater Runoff Management.
- Australian Rainfall and Runoff 2016 and Australian Standard AS3500.3:2003 Plumbing and Drainage establish that stormwater runoff in all storm events up to and including the 1% AEP storm event must be conveyed safely and not present a hazard to people, vehicles, or cause significant damage to property. Council has a responsibility under the Urban Drainage Act 2013 to ensure that new developments within the municipal district do not adversely impact on the performance of the local stormwater drainage system or cause an unreasonable flow of water on to downstream or surrounding properties*
- c. AS 3500.3 – 2018 Plumbing and Drainage Part 3: Stormwater drainage requires:
 - i. *5.3.1.5 Containment of harmful substances Separate surface water drainage systems or special arresters (see Clause 7.5) shall be provided for any parts of the property where materials that could pollute or block such drainage systems are stored or used.*

Wastewater management and discharge are covered under in National Construction Code NCC Volume 3 Performance Requirements:

Performance Requirements

Tas HP1.1 Health, environment and amenity

- (1) An *on-site wastewater management system* must ensure the following:
 - (a) Risks associated with the discharge of treated wastewater to the environment are minimised.
 - (b) Risks associated with the discharge of the end *product* of a composting toilet to the environment are minimised.
 - (c) Surface and ground water are not polluted.
 - (d) Soil productivity is maintained or enhanced.

- d. How will the disposal of waste and excrement from 12 dogs be managed?
 - e. Will dog waste be disposed of in the current septic system?
 - f. Does the current septic system and transpiration trenches have the capacity for commercial animal waste?
 - g. Will resultant waste and excrement be disposed of off-site? If so, waste will need to be intermittently stored on the property. How will this be contained?
 - h. What is the risk of effluent overflow entering the watercourse?
4. We are concerned about the impact on our amenity where 12 dogs provide a high probability of nuisance through noise pollution.
- a. The owner of the business currently resides in a Perth residentially zoned area. The dogs are kenneled in a rural area.
 - b. How does the applicant propose to minimize / control noise nuisance in our low-density residential area where it obviously can't be done at her current residence?
5. We have invested greatly in our new home and property for the purpose of enjoying a quiet lifestyle on small acreage, not to have a commercial breeding operation thrust upon us.
- a. How can council assure us that we will not be adversely affected should they grant the application?
 - b. Can council provide assurance that our property will not devalue by the approval and establishment of this commercial operation in our area?
 - c. Will council guarantee to compensate us in the event that our property value is negatively impacted by the operation of this business? We will be seeking compensation in such an event.

I understand that the applicant will respond to the points we have made, however some of these issues are the responsibility of council.

We require council to address the above points and provide us with a written response on each point.

Yours Sincerely,



Andrew and Patricia Golle'



Brett Gray

14 June 2022

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

Dear Sir/Madam

Your Ref: TA, 05/005

I am writing to you in relation to the devastating news that came to my attention today.

I've been approached by a total stranger informing they are planning to breed labradoodles, also they have applied for Kennel Licence at 310 Perth Mill Road, here, just next door from ours.

It is very disappointing that I haven't been informed by the Council about this deal, which would have a huge negative impact on our lives if it is approved. Instead I had to ring Council and inquiry about this to get a copy of the letter (via email).

I worked very hard the whole my life. Developed few health issues and that was the main reason why I decided to move here, somewhere peaceful, far from traffic, people, dogs, noise and any other unnecessary issues.

The current owner of the property at 310 Perth Mill Rd has two dogs and we already had some issues which were raised with the Council few months ago. The property is for sale and dogs are not here very often, which is a big relief. The dogs were kept in the kennel outside, next to the property and they would constantly squealing and barking making unbearable noise. Because of the bush and rural feel, this area is attracted to many native animals (wallabies, birds, possums, bettong, bandicoot, etc.). What about the environmental protection! Dogs chase and bark at anything that moves.

Therefore, we already know what issues you will bring to us by approving this and I'm **strongly objecting** the approval for the Kennel Licence. You can not guarantee to us that this licence will not cause us any issues, and that the nuisance is unlikely to occur. I definitely do not want to battle everyday living a nightmare.

Q. 10. IN THE AM SC 7 FILE
PR No. _____
_____ by _____
Attachments _____

REC'D 15 JUN 2002

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After a hard day at work, my partner and I want to come home and enjoy rest of the day peacefully and have a decent sleep to be able to function the next day, not listening squealing and barking 24/7. You have no idea what impact this has on human wellbeing.

I am 58 years old and my health is already ruined to the high degree. I moved here for better life to improve my health.

Please consider this, would you approve Kennel Licence (12 labradoodles) next to your door if you already know what negative impact it would have on your life.

By approving this licence you would ruin the lives of people living in this residential area, also you will change the environment in order to suit the needs of the potential buyer of property at 310 Perth Mill Road.

This area is in town boundaries. Elizabeth Anne Bartlett is operating a business, breeding and selling labradoodles (T/A Tasmanian Labradoodles, ABN: 93 588 105 916). Please check her website: www.labradoodle.com.au

Before you make any decision, I truly hope you will consider the facts, people who live in this residential area, also consider the environment and what affect this would make on our wellbeing if you approve this licence.

Yours Faithfully

A handwritten signature in black ink, appearing to read 'Brett Gray', with a stylized, flowing script.

Brett Gray

MEMORANDUM																					
To:																					
From:																					
Attachments:																					
REC'D	17 JUN 2022																				
<table border="1"> <tr><td>CL</td><td>1</td><td>A</td><td>PER</td><td>IT</td></tr> <tr><td>IN</td><td></td><td></td><td></td><td></td></tr> <tr><td>CH</td><td></td><td></td><td></td><td></td></tr> <tr><td>NO</td><td></td><td></td><td></td><td></td></tr> </table>		CL	1	A	PER	IT	IN					CH					NO				
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14/6/2022

To The General manager

I am writing in relation to a proposed kennel licence application for 12 dogs to be housed at 310 Perth Mill Road Perth.

I am objecting to council granting this licence due to reasons listed below

1. Noise that would come with housing 12 dogs in a confined area, (we live in close proximity)
2. As I own horses, geese I am concerned if one of the dogs escapes and therefore putting my stock at risk of attack
3. How the dogs would be housed e.g. kennel runs or kept in crates? e.g. clean healthy conditions
4. The high chance of the premises becoming a "puppy farm"

As a dog lover and owner of our own dogs, I feel that a 12 dog licence to be an excessive amount to house, especially being a semi rural area with a lot of livestock housed within the vicinity, that coupled with the excess noise that would undoubtedly occur should be reason not to grant said licence

Yours sincerely

Julie Maple *gmm*

21/06/2022

Your ref: TA 05/005

The General Manager
Northern Midlands Council
LONGFORD TAS 7301

Robert Pratt



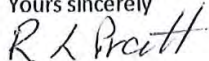
NORTH MIDLANDS COUNCIL	
File No.	
Priority	
Attachments	
REC'D 21 JUN 2022	
GM	PLN
ED	PLD
CA	HAVER
WM	
EB	
FL	

I strongly object to the application for a kennel licence at 310 Mill Road Perth.

The reasons are listed below

- We moved to Devon hills in 2012 for the peace and serenity of the area. The noise level from the neighboring dogs is already at extreme levels with 7 dogs one side and 2 the other and the constantly barking dogs below. The local dogs are already a nuisance.
- We have on a number of occasions had stray dogs on our property from adjoining properties. These dogs have attacked our animals, caused damage to our property and caused a great deal of stress for us.
- We have contacted animal control officer several times over the years to complain about, and for the collection of stray dogs, as have our neighbors.
- As you are well aware, in 2016 two neighboring dogs attacked and mauled our pet sheep and our pets had to be put down. The animal control officer and your council office were reluctant to pursue the owner on the matter. Only after taking the matter into our own hands and seeking legal advice did the council finally take action.
- We should not be afraid to free range our chickens or constantly be worried that another one of our pets will be killed by stray dogs.
- There is a dog that constantly yaps/squeals/barks repeatedly during the day and evening in the vicinity of 310 or 320 mill rd. The owners allow this to continue often ignoring it while they are home. We cannot have our meals in our kitchen without listening to this dog barking and we can still hear this dog over our TV in the lounge room.
- Having 12 dogs on this same property will just increase the nuisance from barking.
- There are enough unwanted dogs and irresponsible owners already.
- The sound of another 12 dogs barking and whining will be amplified as the noise carries through the gully.
- We all have livestock, sheep, goats, chickens that we need to watch out for.
- Council has neglected to do its job in the past and recently with regards to neighboring dogs leaving us to take matters into our own hands.
- My wife is unwell. I am her carer. She does not need the stress.

Yours sincerely



Rob & Jen Pratt

19 August, 2021

Northern Midlands Council

Maria Ortiz Rodríguez
Animal Control & Compliance Officer
PO Box 156
LONGFORD TAS 7301

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

Dear Maria,

RE: 310 Perth Mill Road, Perth – Licence to Keep Several Dogs

Thank you for communicating to me regarding the queries contained within the representations relating to my application for a Licence to Keep Several Dogs at the property known formally as 310 Perth Mill Road, Perth.

In regards to the concerns below please see the specific responses to each of the points raised:

1. Noise pollution

As an experienced dog owner and a person who currently possesses a licence to keep several dogs in a densely populated 'General Residential' area of the Perth community, I currently have 8 dogs permitted to reside with me and I have a positive relationship with my neighbours and have never had a formal complaint made against me for noise emitted by my dogs from the property.

My property is an internal lot and my neighbours surround me on all sides. My closest neighbour's residence is less than 5m from my dogs' enclosure and other neighbours are within a 20m radius of the spaces my dogs occupy. I pride myself on having trained responsibly and courteously my animals so that they are a pleasure to be around and do not negatively impact residents or their guests.

I did choose the property with consideration of the environmental noises so that residents of the area are already accustomed to background sounds such as the routine passing of trains. Nevertheless, my dogs have not in the past create any noise pollution and I will endeavour to see that this continues through their rigorous training and through collaboration with the council and my neighbours.

2. **Animal Safety**

I keep Labradoodle dogs who are renowned for their placid temperament and as outlined above, all undergo intensive training to ensure that not only are the pleasant neighbourhood pets, but also that they are conditioned to be close to and around other animals. My dogs are non-aggressive companion dogs, bred for their domestic qualities such as the lack of shedding and placid nature.

The Labrador temperament is well-known for its submissive and easily directed behaviour, thus their use as guide dogs. My pets are similarly gentle having been bred from this breed of dog originally and do not and have not ever shown any signs of aggression or suggestions to violence.

Further, I am having constructed prior to relocating to the property a dog enclosure by licence and registered tradespeople for the purpose of protecting and containing my dogs on the property. These enclosures will hold and protect my dogs in equal measure to protecting any other animals who reside in the vicinity of the property.

3. **Enclosures**

My dogs will be housed in a fully fenced and enclosed open-air yard during the day that provides them access to a contained external part of the property that is far removed from the boundaries of the property. This will place greater distance between my dogs and any neighbours. This yard will allow have direct access to an internal space which will provide shade and shelter for the animals on hot or wet weather days.

Of an evening all of my dogs are housed inside the property within their own crate. There is no possibility of any animal exiting either the crate or the interior of the property and they are trained to spend the night-times at rest and do not create any disturbances. These enclosures are specifically sized for the animal and are maintained to a high standard to ensure their comfort and health.

The condition of the dog specific spaces are similar to those occupied by my family and I. I am fastidious about cleanliness and I ensure that all of my property is kept to the utmost highest standard. The Northern Midlands Council has routinely inspected my property to ensure that these standards are upheld and can attest to the fact that I maintain these conditions at all times.

4. Puppy Farming

Whilst in the past I have occasionally had single litters of puppies, I have no intention nor do I support the farming of puppies for broadscale commercial purposes. I have selected to relocate my animals and home to Perth Mill Road because it provides my family, my pets and I with more space and freedom to enjoy the beautiful environment, to give consideration to my neighbours and from a desire to add a few additional dogs to my family.

I am hopeful that in the future I will be able to share the experience of owning a Labradoodle with the community, if my dogs were to breed, however this would be directly dependent upon further permission from the council which under the current zoning of the property and the Northern Midlands Planning Scheme, this is prohibited from being conducted.

Therefore on the basis of its prohibition but also on the basis that it conflicts ethically with my ethos on animal health and dog breeding, I can attest that there is no concern regarding the potentiality of the property becoming a puppy farm.

I intend to be a great and positive contributor to the Perth Mill Road community, as I have been to my other neighbours in the past and welcome discussion regarding any queries or concerns of those who live close by.

If you have any further concerns, please do not hesitate to reach out to me.

Kind regards,

Lisa Bartlett





Photo1: Proposed fencing surrounding the house.



Photo3: Backyard where the proposed outside kennels would be built.



Photo 4 and 5: Proposed whelping area

Proposed whelping area inside with heater.

Department of State Growth
INFRASTRUCTURE TASMANIA DIVISION

Salamanca Building Parliament Square
4 Salamanca Place, Hobart TAS
GPO Box 536, Hobart TAS 7001 Australia
Web www.stategrowth.tas.gov.au



Mr Des Jennings
General Manager
Northern Midlands Council

Dear Des

Midland Highway and Barton Road intersection – Traffic concerns

Thank you for your letter of 25 March 2022 outlining Northern Midlands Council's concerns about traffic safety at the intersection of the Midland Highway and Barton Road intersection at Epping Forest following the opening of the adjacent coffee shop on Barton Road. Apologies for the delay in responding while the Department reviewed the situation and previous documentation regarding the coffee shop development.

It is understood the coffee shop has become quite popular and the extra traffic is necessarily resulting in some additional risk for road users in the vicinity of the intersection. While appreciating the safety concerns raised, from a State road perspective there has not been any reported crashes at the site by vehicles accessing either Barton Road or the Roadhouse since the coffee shop commenced operation. It is noted that sight distances are all satisfactory for the posted speed limit and there are no known impacts to the safe and efficient operation of the Midland Highway.

You will likely be aware that the planning application for the coffee shop was referred to the Department for comment (Council's reference PLN-20-0286). Advice was provided to Council on 8 February 2021 which highlighted a number of aspects around limited access to the Midland Highway, associated parking issues that might arise, advertising restrictions in the State road corridor and potential issues with the Barton Road intersection.

With respect to the latter, it was specifically flagged that the supplied Traffic Impact Assessment did not adequately address turning requirements at the intersection. Our recommendations included requesting that the intersection should be widened by the proponent to ensure there would be no conflict between turning vehicles to and from the proposed development. On reviewing the approved planning permit, we note that there was no condition included to this effect.

The abovementioned permit did provide other conditions that were recommended by the Department, namely under Condition 3 of the permit which stated:

- a) No vehicle or pedestrian access is permitted from the Midland Highway boundary. The site shall be permanently fenced to restrict access.
- b) The Midland Highway road reservation must not be utilised for business related parking.

A site inspection revealed there is an opening in the fence on the Midland Highway frontage that allows pedestrian access to the coffee shop. It is thought this is contributing to the issue of parking on the highway

Salamanca Building Parliament Square - 4 Salamanca Place, Hobart - GPO Box 536 HOBART TAS 7001

- 2 -

instead of users turning into Barton Road to access the site. The Department will appreciate assistance from Council as the planning authority in ensuring this is rectified in compliance with the permit condition.

Noting that there are No Stopping signs already installed in the area where vehicles are parking, once the matter of the fence access has been resolved, if the activity continues it is recommended that contact be made with Tasmania Police to enforce the parking control.

As you are aware, the 10 Year Midland Highway Safety Upgrade plan has targeted the high speed sections of the highway to minimise the risk of head-on and run-off road crashes. The lower speed sections through Campbell Town and the Cleveland and Epping Forest hamlets were not part of the work scope. Apart from routine maintenance, the Department has no immediate plans for road improvements in these locations.

While the subject site is not a location that is a priority for road safety improvement funding from a State road network point of view, Council's suggested treatments are noted and we would have no objection to Council exploring and implementing improvements such as widening of Barton Road intersection or the addition of left turn deceleration space into Barton Road as road manager of the local road.

I trust this advice assists in clarifying the situation. Please contact Garry Hills on the above details if you would like to discuss further.

Yours sincerely



Denise McIntyre
GENERAL MANAGER STATE ROADS

18 July 2022

PLANNING APPLICATION

Proposal

Description of proposal:

2 LOT Subdivision.

(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: 1 COLLINS ST, EVANDALE. 2

8 NILE Ad, EVANDALE.

226648/1 44407/1

CT no: 2

Estimated cost of project \$20,000 -

(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

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

NO.

(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



APPROVED 14 JUN 1990 <i>Michael...</i> RECORDER OF TITLES	CONVERSION PLAN CONVERTED FROM 65/2264 (35/100) ^{DO}	REGISTERED NUMBER D.44407
FILE NUMBER Y.11941	GRANTEE PART OF 200-0-0 GTD TO GEORGE COLLINS	DRAWN <i>Morley</i> 5/6/90

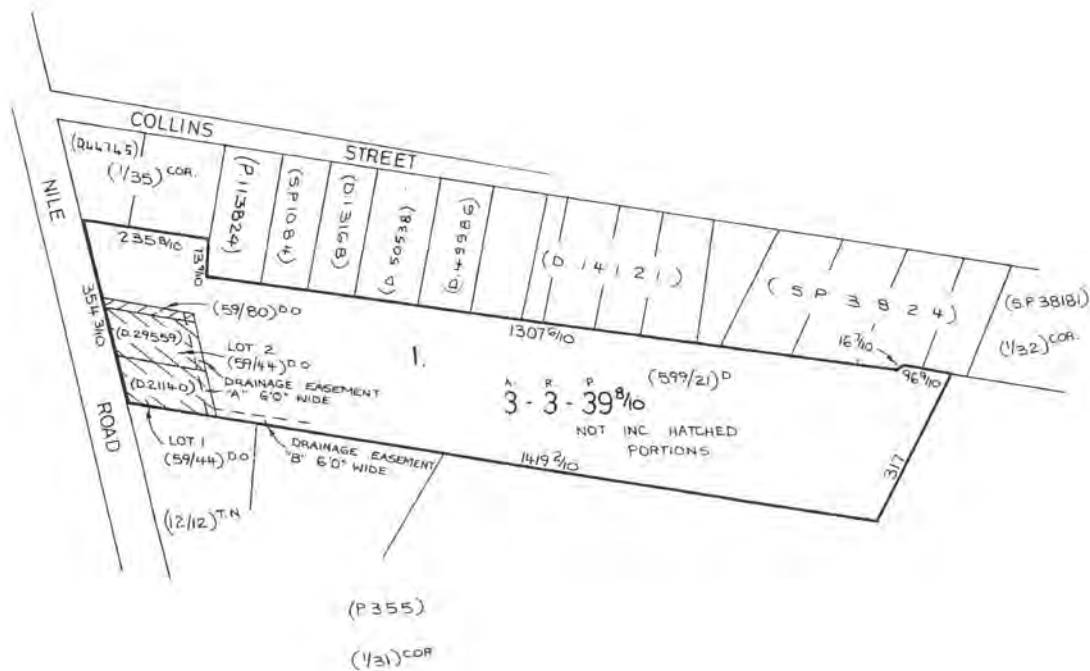
SKETCH BY WAY OF ILLUSTRATION ONLY

~~CITY/TOWN OF EVANDALE~~
~~LAND DISTRICT OF~~
~~PARTISH OF~~

LENGTHS ARE IN METRES, NOT TO SCALE.
LENGTHS IN BRACKETS IN LINKS/FEET & INCHES.

EXCEPTED LANDS

CONV 42/2255 LOT 1 (59/44)^{DO} 22%^{PO}



the List...

FOLIO PLAN

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980



ORIGINAL - NOT TO BE REMOVED FROM TITLES OFFICE

N.P. 1469
TASMANIA
REAL PROPERTY ACT, 1862, as amended
NOTE--REGISTERED FOR OFFICE
CONVENIENCE TO REPLACE



CERTIFICATE OF TITLE

Register Book
Vol. Fol.

2933 38

Cert. of Title Vol. 909 Fol. 75

I certify that the person described in the First Schedule is the registered proprietor of an estate in fee simple in the land within described together with such interests and subject to such encumbrances and interests as are shown in the Second Schedule. In witness whereof I have hereunto signed my name and affixed my seal.

Recorder of Titles.



DESCRIPTION OF LAND

TOWN OF EVANDALE
ONE ROOD EIGHT PERCHES on the Plan hereon

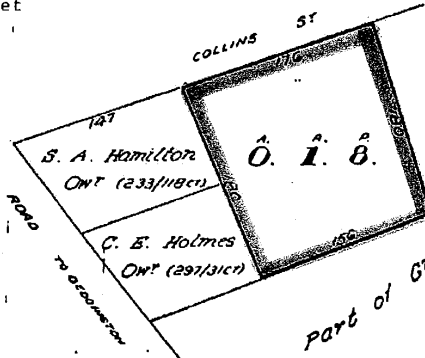
FIRST SCHEDULE (continued overleaf)

RAYMOND ALEXANDER WILSON of Evandale, Overseer.

SECOND SCHEDULE (continued overleaf)
NIL.

PROPERTY ADDRESS

1 Collins Street
EVANDALE



Lot 1 of this plan consists of all the land comprised in the above-mentioned cancelled folio of the Register

REGISTERED NUMBER

226648

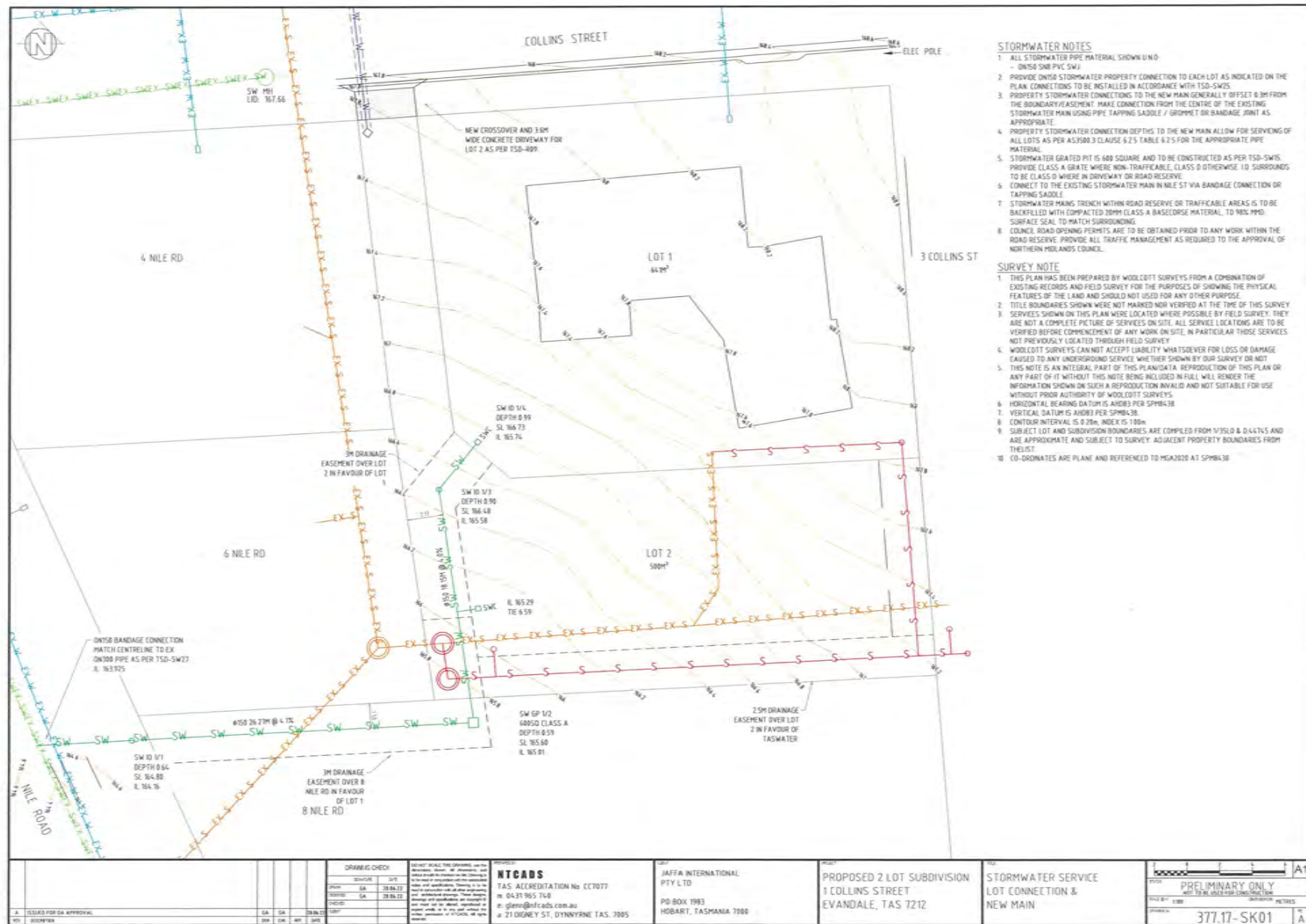
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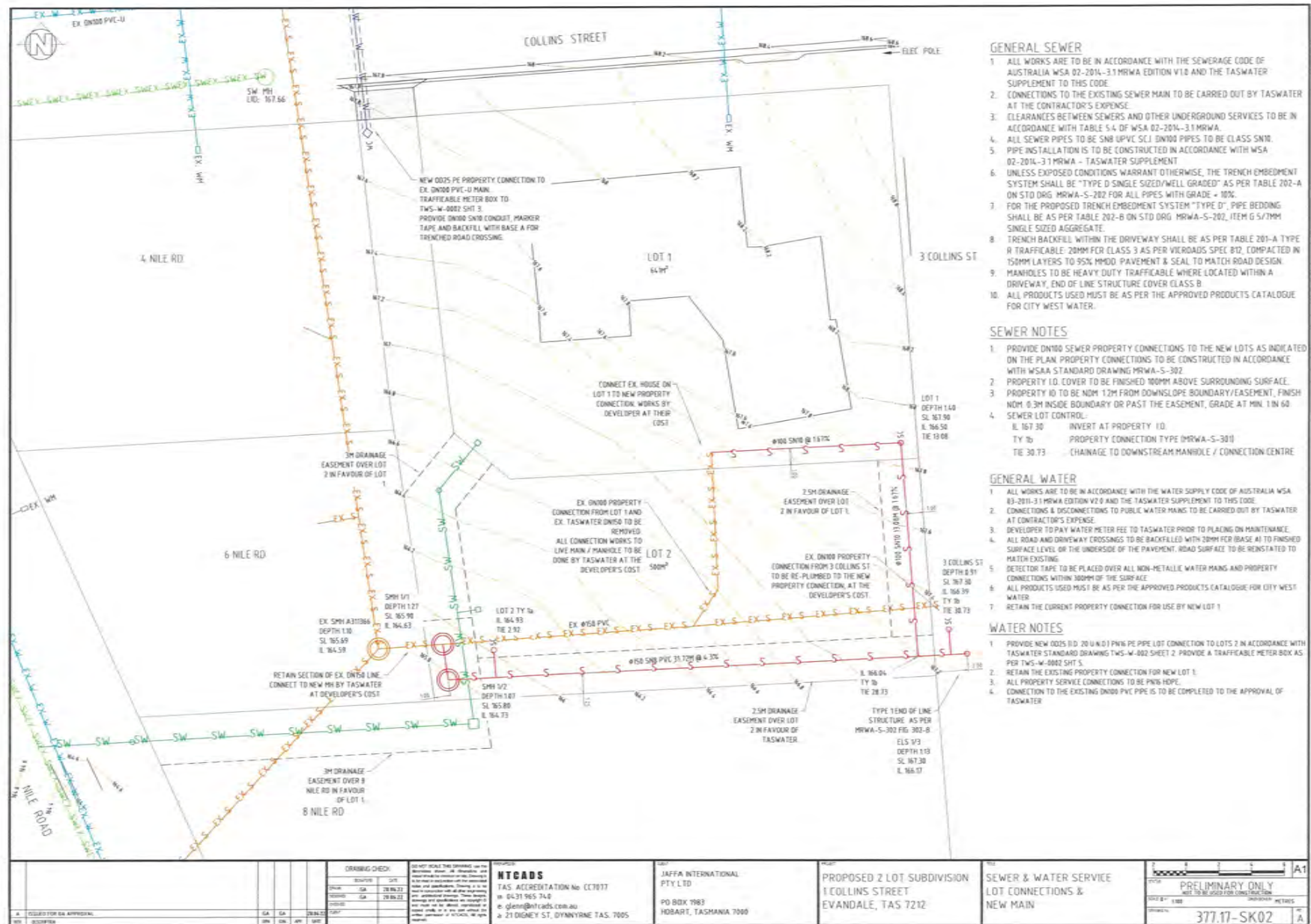
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Derived from C.T. Vol. 909 Fol. 75 - Transfer A105134 E.M. Fenner

KJB

M









Our ref: 6395883; PLN-22-0147;
Enquiries: Ryan Robinson

11/07/2022

PO Box 1983
HOBART 7001
via email: cdixon@bnil.com.au

Dear Carlton Dixon

Additional Information Required for Planning Application PLN-22-0147 - 2 Lot Subdivision (Heritage Precinct) at 1 Collins Street, Evandale

I refer to the abovementioned application, which has been further reviewed by Council's Planners. The following information is required to allow consideration of your application under the *Northern Midlands Interim Planning Scheme 2013*:

- Response to Clause E10.6.1 A1/P1 Provision of Public Open Space

Therefore, in accordance with Section 54 of the *Land Use Planning and Approvals Act 1993*, the statutory period for processing the application will not recommence until the requested information has been supplied to the satisfaction of the Planning Authority. It is a requirement of the Planning Authority that all correspondence, if emailed, is sent to planning@nmc.tas.gov.au and referenced with the planning application number PLN-22-0147. If you have any queries, please contact Council's Planning Section on 6397 7301, or e-mail planning@nmc.tas.gov.au

Sincerely,

Ryan Robinson
Planner

COMMERCIAL PROJECT DELIVERY

Project + Development + Construction Management



PO Box 210

Newstead TAS 7250

July 11, 2022

Northern Midlands Council
P.O Box 156
Longford, TAS, 7301

Attn: Des Jennings

Dear Des

Consent for Cash in Lieu of Public Open Space – 1 Collins St, Evandale

I wish to formally request General Manager's Consent for payment of cash in lieu of public open space in accordance with Clause E10.6.1 A1 (a) in relation to a 2 lot subdivision at 1 Collins Street, Evandale.

Yours faithfully

Chloe Lyne
Planning and Development Consultant
Commercial Project Delivery
Mobile: +61 (0)408 397 393
www.cpdelivery.com.au

PO Box 167,
Evandale TAS 7212

26th July 2022

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

Dear Sir,

Planning Application Reference no. PLN-22-0147
Site: 1 Collins Street, Evandale
Proposed Development: 2 Lot Subdivision (Heritage Precinct)

This representation is made in relation to the above planning application. I have a number of concerns which I ask to be addressed in the event this proposed development is permitted, and in the event that subsequent building on the subdivided lot is approved.

Specifically, I wish to have assurance of strict compliance with the provisions of the Tasmanian Planning Scheme (TPS) in full, but particularly in relation to:

- Shadowing
- Privacy
- Water run-off
- Height and bulk of buildings
- Building architectural design with regard to consistency with other buildings on adjacent properties.
- Driveway and parking
- Noise during any works

My particular concern is that the provisions of the TPS appear to be as flexible as statutory authorities wish them to be in order to accommodate “development no matter what”, whether it be infill or a new development site, notwithstanding that the provisions have already been relaxed.

The practice of single-mindedly accommodating the interests of developers who have no interest in the communities in which their activities are undertaken, is a flawed approach to addressing the housing shortage that it is acknowledged exists. In the case of infill development, the rights of existing residents are easily and often compromised, and their only resort to the moving target of the State Planning Scheme, inadequate as it is, is not in the interests of the wider community.

I seek your assurance that this will not be the case in this instance, and that the provisions of the State Planning Scheme, again, inadequate as they are, will be strictly adhered to.

Yours Sincerely



David Williams



Submission to Planning Authority Notice

Council Planning Permit No.	PLN-22-0147	Council notice date	12/07/2022
TasWater details			
TasWater Reference No.	TWDA 2022/01100-NMC	Date of response	13/07/2022
TasWater Contact	Jake Walley	Phone No.	0467 625 805
Response issued to			
Council name	NORTHERN MIDLANDS COUNCIL		
Contact details	Planning@nmc.tas.gov.au		
Development details			
Address	1 COLLINS ST, EVANDALE	Property ID (PID)	6395883
Description of development	2 Lot Subdivision		
Schedule of drawings/documents			
Prepared by	Drawing/document No.	Revision No.	Date of Issue
NTCADS	Proposed 2 Lot Subdivision SK02	A	28/06/2022
Conditions			
<p>Pursuant to the <i>Water and Sewerage Industry Act 2008 (TAS)</i> Section 56P(1) TasWater imposes the following conditions on the permit for this application:</p> <p>CONNECTIONS, METERING & BACKFLOW</p> <ol style="list-style-type: none"> 1. A suitably sized water supply with metered connection and sewerage system and connection to each lot of the development must be designed and constructed to TasWater's satisfaction and be in accordance with any other conditions in this permit. 2. Any removal/supply and installation of water meters and/or the removal of redundant and/or installation of new and modified property service connections must be carried out by TasWater at the developer's cost. 3. Prior to commencing construction of the subdivision/use of the development, any water connection utilised for construction/the development must have a backflow prevention device and water meter installed, to the satisfaction of TasWater. <p>ASSET CREATION & INFRASTRUCTURE WORKS</p> <ol style="list-style-type: none"> 4. Plans submitted with the application for Certificate(s) for Certifiable Work (Building and/or Plumbing) / Engineering Design Approval must, to the satisfaction of TasWater show, all existing, redundant and/or proposed property services and mains. 5. Prior to applying for a Permit to Construct new infrastructure the developer must obtain from TasWater Engineering Design Approval for new TasWater infrastructure. The application for Engineering Design Approval must include engineering design plans prepared by a suitably qualified person showing the hydraulic servicing requirements for sewerage to TasWater's satisfaction. 6. Prior to works commencing, a Permit to Construct must be applied for and issued by TasWater. All infrastructure works must be inspected by TasWater and be to TasWater's satisfaction. 7. In addition to any other conditions in this permit, all works must be constructed under the supervision of a suitably qualified person in accordance with TasWater's requirements. 8. Prior to the issue of a Certificate of Water and sewerage Compliance (Building and/or Plumbing) all 			



additions, extensions, alterations or upgrades to TasWater's water and sewerage infrastructure required to service the development, are to be completed generally as shown on, and in accordance with, the concept servicing plan "NTCADS, Proposed 2 Lot Sundivision, A, 28/06/2022", and are to be constructed at the expense of the developer to the satisfaction of TasWater, with live connections performed by TasWater.

9. After testing/disinfection, to TasWater's requirements, of newly created works, the developer must apply to TasWater for connection of these works to existing TasWater infrastructure, at the developer's cost.
10. At practical completion of the water and sewerage works and prior to applying to TasWater for a Certificate of Water and Sewerage Compliance (Building and/or Plumbing), the developer must obtain a Certificate of Practical Completion from TasWater for the works that will be transferred to TasWater. To obtain a Certificate of Practical Completion:
 - a. Written confirmation from the supervising suitably qualified person certifying that the works have been constructed in accordance with the TasWater approved plans and specifications and that the appropriate level of workmanship has been achieved.
 - b. A request for a joint on-site inspection with TasWater's authorised representative must be made.
 - c. Security for the twelve (12) month defects liability period to the value of 10% of the works must be lodged with TasWater. This security must be in the form of a bank guarantee.
 - d. Work As Constructed drawings and documentation must be prepared by a suitably qualified person to TasWater's satisfaction and forwarded to TasWater.

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

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

FINAL PLANS, EASEMENTS & ENDORSEMENTS

15. Prior to the Sealing of the Final Plan of Survey, a Consent to Register a Legal Document must be obtained from TasWater as evidence of compliance with these conditions when application for sealing is made.



Advice: Council will refer the Final Plan of Survey to TasWater requesting Consent to Register a Legal Document be issued directly to them on behalf of the applicant.

16. Pipeline easements, to TasWater's satisfaction, must be created over any existing or proposed TasWater infrastructure and be in accordance with TasWater's standard pipeline easement conditions.
17. Prior to the issue of a TasWater Consent to Register a Legal Document, the applicant must submit a .dwg file, prepared by a suitably qualified person to TasWater's satisfaction, showing:
 - a. the exact location of the existing sewerage infrastructure,
 - b. the easement protecting that infrastructure.

The developer must locate the existing TasWater infrastructure and clearly show it on the .dwg file. Existing TasWater infrastructure may be located by a surveyor and/or a private contractor engaged at the developers cost.

DEVELOPMENT ASSESSMENT FEES

18. The applicant or landowner as the case may be, must pay a development assessment fee of \$226.71 and a Consent to Register a Legal Document fee of \$239.90 to TasWater, as approved by the Economic Regulator and the fees will be indexed, until the date paid to TasWater.
The payment is required within 30 days of the issue of an invoice by TasWater.
19. In the event Council approves a staging plan, a Consent to Register a Legal Document fee for each stage, must be paid commensurate with the number of Equivalent Tenements in each stage, as approved by Council.



Advice			
<p>As of July 1 2022, TasWater's Sub-Metering Policy no longer permits TasWater sub-meters to be installed for new developments. Please ensure plans submitted with the application for Certificate(s) for Certifiable Work (Building and/or Plumbing) reflect this. For clarity, TasWater does not object to private sub-metering arrangements. Further information is available on our website (www.taswater.com.au) within our Sub-Metering Policy and Water Metering Guidelines.</p>			
<p>General</p> <p>For information on TasWater development standards, please visit https://www.taswater.com.au/building-and-development/technical-standards</p> <p>For application forms please visit https://www.taswater.com.au/building-and-development/development-application-form</p>			
<p>Service Locations</p> <p>Please note that the developer is responsible for arranging to locate the existing TasWater infrastructure and clearly showing it on the drawings. Existing TasWater infrastructure may be located by a surveyor and/or a private contractor engaged at the developers cost to locate the infrastructure.</p> <p>(a) A permit is required to work within TasWater's easements or in the vicinity of its infrastructure. Further information can be obtained from TasWater</p> <p>(b) TasWater has listed a number of service providers who can provide asset detection and location services should you require it. Visit www.taswater.com.au/Development/Service-location for a list of companies</p> <p>(c) TasWater will locate residential water stop taps free of charge</p> <p>(d) Sewer drainage plans or Inspection Openings (IO) for residential properties are available from your local council.</p>			
Declaration			
<p>The drawings/documents and conditions stated above constitute TasWater's Submission to Planning Authority Notice.</p>			
TasWater Contact Details			
Phone	13 6992	Email	development@taswater.com.au
Mail	GPO Box 1393 Hobart TAS 7001	Web	www.taswater.com.au

Amended
04.05.2022

PLANNING APPLICATION

Proposal

Description of proposal:

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

(attach additional sheets if necessary)

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

1. NA 2. 3.

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

CT no: NA

Estimated cost of project **\$...8.8 Million** *(include cost of landscaping, car parks etc for commercial/industrial uses)*

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

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

.....

.....

.....

.....

.....

(attach additional sheets if necessary)

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

Amended
04.05.2022

PLANNING APPLICATION

Applicant / owner details

Applicant: Northern Midlands Council

Signature of Applicant: Trent Atkinson

Date: 04/03/2022

Applicant's Details:

Postal address: 13 Smith Street, Longford 7301

Phone: 6397 73033 Mobile:

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

☒ I agree to receive communication regarding this application via email (please tick)Name of Owner/s of subject site: Northern Midlands Council
(as per certificate of title)

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

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

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

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

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

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

OR

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

Signed: Date:

Right of Way:

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

Name of Owner/s of ROW: NA

ROW Owner's Postal Address:

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

Signed: Date:
(attach extra page if required)

Office use only:

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

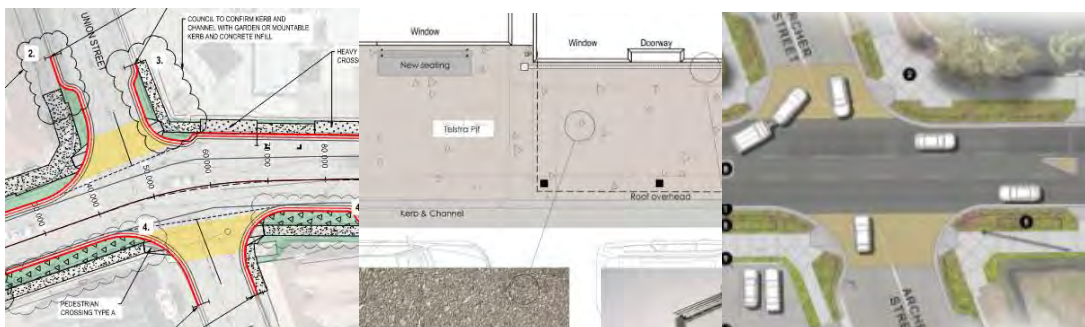
Ref: P1...../ Discretionary / Permitted / No Permit Required



Planning Submission Statement

Longford Streetscape Improvements – Wellington Street

Date – 24th February 2022



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I Executive Summary

1.1 PROPOSAL SUMMARY

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

2 Subject Land & Locality

2.1 SUBJECT LAND DESCRIPTION

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

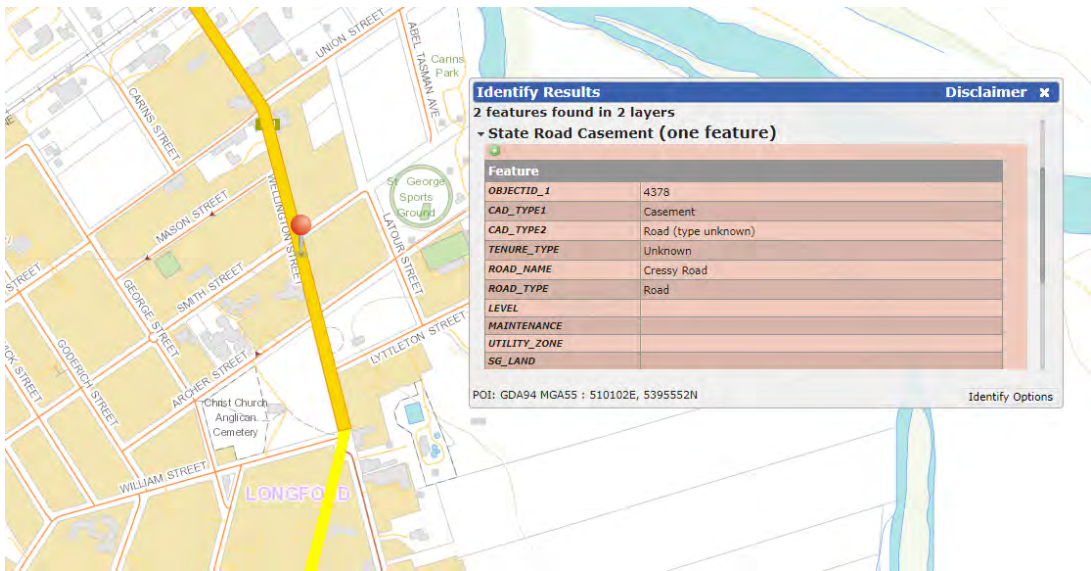


Figure 1 Subject site

2.2 LOCALITY DESCRIPTION

The subject site is located within Heritage Precinct identified within the Northern Midlands Interim Planning Scheme 2013 and zoned Utilities. Neighboring properties are zoned Light industrial, General Business, General Residential, Community Purpose and Open Space, with a number of heritage listed properties adjoining the subject site.

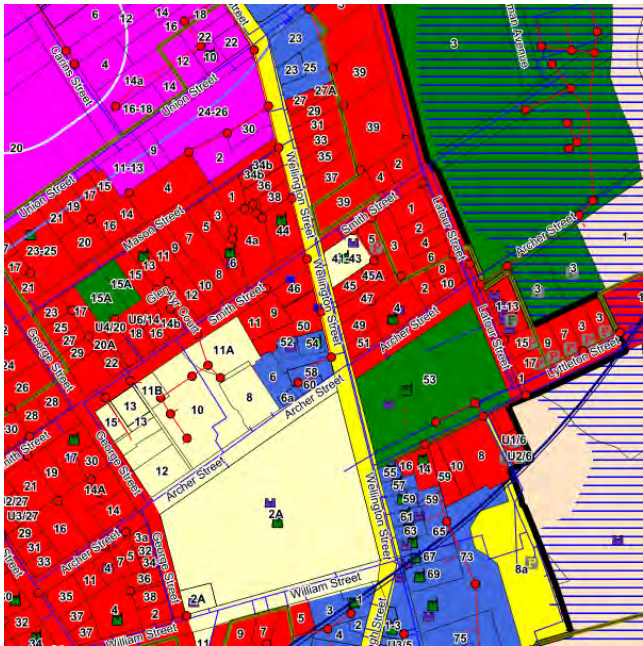


Figure 2 Planning Zones

2.3 HERITAGE

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

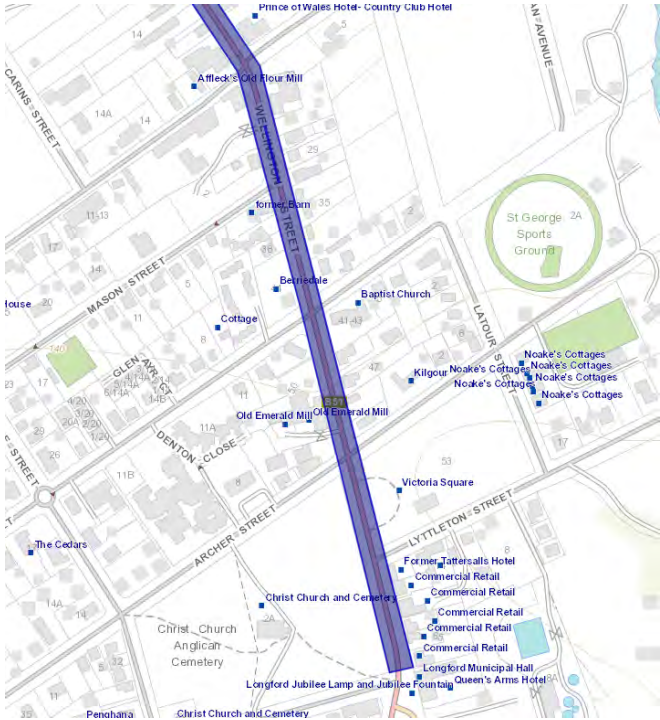


Figure 1 Heritage Listings

3 Proposal

3.1 DEVELOPMENT PROPOSAL

The proposed development consists of the following:

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

Refer to plans attached with this planning submission for further details

4 Planning Assessment / Design Statement

4.1 DEVELOPMENT PROPOSAL

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

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

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

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

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

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

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

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

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

4.2 DEVELOPMENT STANDARDS

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

PART D ZONES

28 Utilities Zone

28.3 Use Standards

28.3.1 Capacity of existing utilities

Objective To ensure that uses do not compromise the capacity of utility services.		Response
Acceptable Solutions	Performance Criteria	
AI If for permitted or no permit required uses.	PI The proposal must not unreasonably compromise or reduce the operational efficiency of the utility having regard to: a) existing land use practices; and b) the location of the use in relation to the utility; and c) any required buffers or setbacks; and d) the management of access.	No Change

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

PART E CODES

E4 Road and Railway Assets Code

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

E13 Local Historic Heritage Code

E13.2 Application of the Code

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

- a) within a [Heritage Precinct;](#)
- b) a local heritage place;
- c) a place of identified archaeological significance.

Table E13.1: Local Heritage Precincts

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

Heritage Precincts –

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

PART F SPECIFIC AREA PLANS

F2 Heritage Precincts Specific Area Plan

F2.5 Standards for Development

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

F2.5.4 Roof Forms – [Not Applicable](#)

F2.5.5 Plan Form – [Not Applicable](#)

F2.5.6 External Walls – [Not Applicable](#)

F2.5.7 Entrances and Doors – [Not Applicable](#)

F2.5.8 Windows – [Not Applicable](#)

F2.5.9 Roof Covering – [Not Applicable](#)

F2.5.10 Roof Plumbing – [Not Applicable](#)

F2.5.11 Verandahs – [Not Applicable](#)

F2.5.12 Architectural Details – [Not Applicable](#)

F2.5.13 Outbuildings – [Not Applicable](#)

F2.5.14 Conservatories – [Not Applicable](#)

F2.5.15 Fences and Gates

Objective To ensure that original fences ¹³ are retained and restored where possible and that the design and materials of any replacement complement the setting and the architectural style of the main building on the site.		Response
Acceptable Solutions	Performance Criteria	
A1.1 Replacement of front fence must be in the same design, materials and scale; or A1.2 a) Front fence must be a timber vertical picket, masonry to match the house, heritage style woven wire, galvanized tubular fencing, other than looped, or iron palisade fence with a maximum height of 1500mm. b) Side and rear fences must be vertical timber palings to a maximum height of 1800mm.	PI Fences must be compatible with the historic cultural heritage significance of a local heritage place or precinct, having regard to: a) the cultural heritage values of the local heritage place, its setting and the precinct; b) the architectural style of the dominant building on the site; c) the dominant fencing style in the setting; and d) the original or previous fences on the site.	No new boundary fences proposed. Pedestrian barriers are the only proposed fences for the proposal, with the design based upon the simple cross-brace theme.

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

F2.5.16 Paint Colours

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

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

F2.6.I Alternative Use of buildings – [Not Applicable](#)

5 Conclusion

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

Prepared by:

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

NORTHERN MIDLANDS COUNCIL
WELLINGTON STREET
LONGFORD
STREETSCAPE IMPROVEMENTS

DRAWING LIST		
DRAWING No.	DRAWING TITLE	REVISION
S-P.21.0231-00-CIV-DRG-1000	COVER PAGE	B
S-P.21.0231-00-CIV-DRG-1010	GENERAL ARRANGEMENT AND STORMWATER PLAN - SHEET 1 OF 4	C
S-P.21.0231-00-CIV-DRG-1011	GENERAL ARRANGEMENT AND STORMWATER PLAN - SHEET 2 OF 4	C
S-P.21.0231-00-CIV-DRG-1012	GENERAL ARRANGEMENT AND STORMWATER PLAN - SHEET 3 OF 4	C
S-P.21.0231-00-CIV-DRG-1013	GENERAL ARRANGEMENT AND STORMWATER PLAN - SHEET 4 OF 4	C
S-P.21.0231-00-CIV-DRG-1014	DRAINAGE LONG SECTION - SHEET 1 OF 2	B
S-P.21.0231-00-CIV-DRG-1015	DRAINAGE LONG SECTION - SHEET 2 OF 2	B
S-P.21.0231-00-CIV-DRG-1020	SECTIONS	C

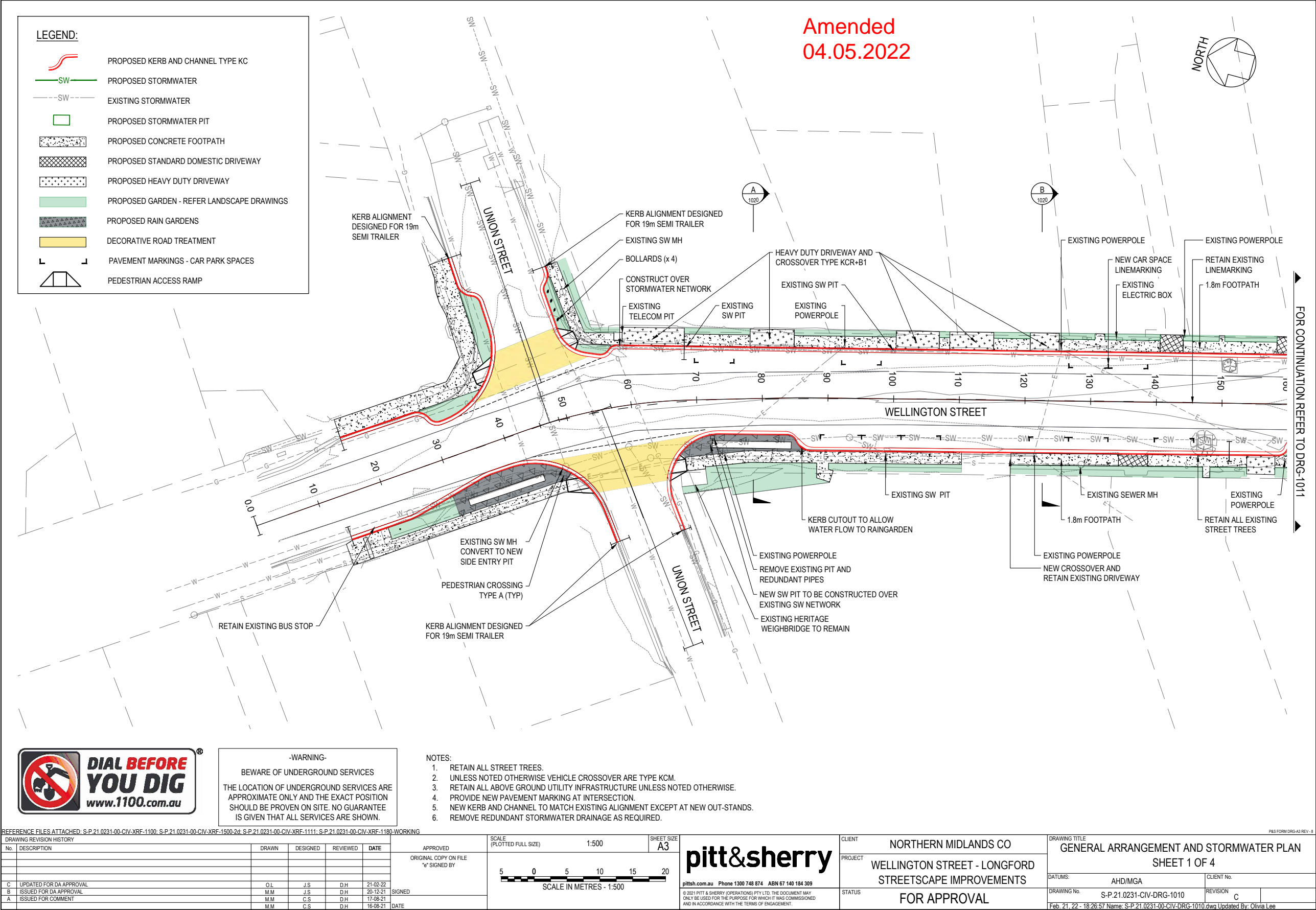
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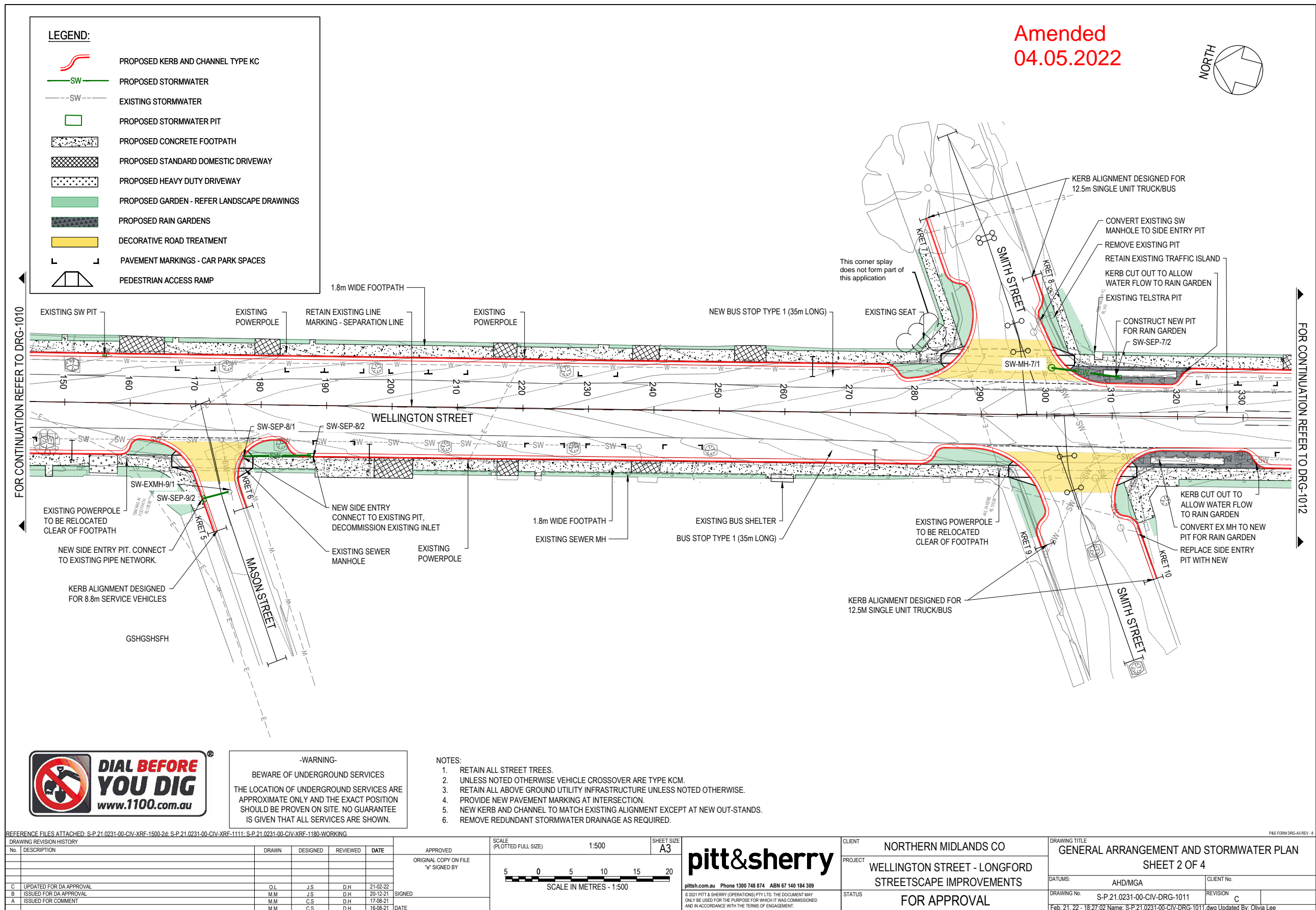
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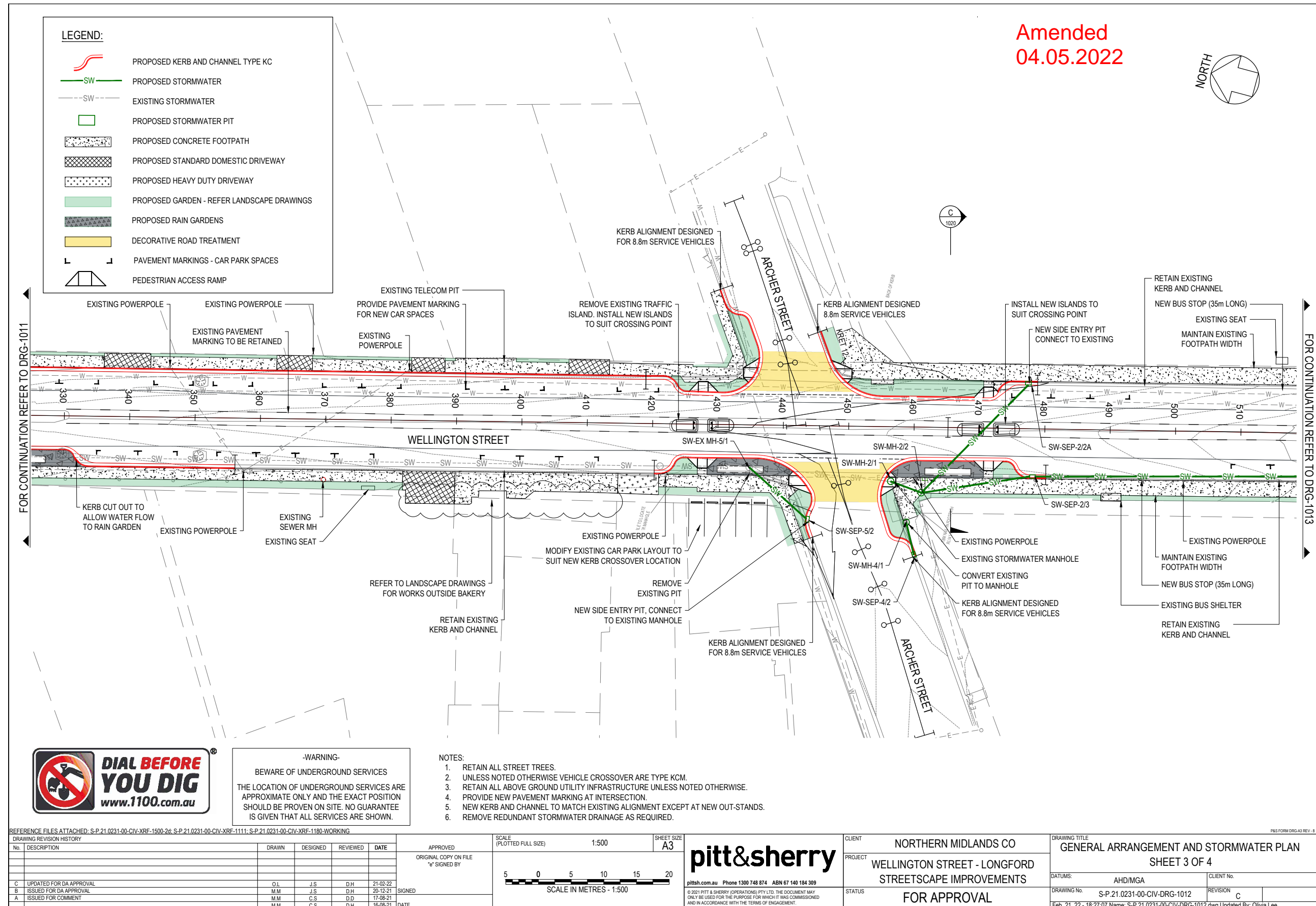
THE LOCATION OF UNDERGROUND SERVICES ARE APPROXIMATE ONLY AND THE EXACT POSITION SHOULD BE PROVEN ON SITE. NO GUARANTEE IS GIVEN THAT ALL SERVICES ARE SHOWN.

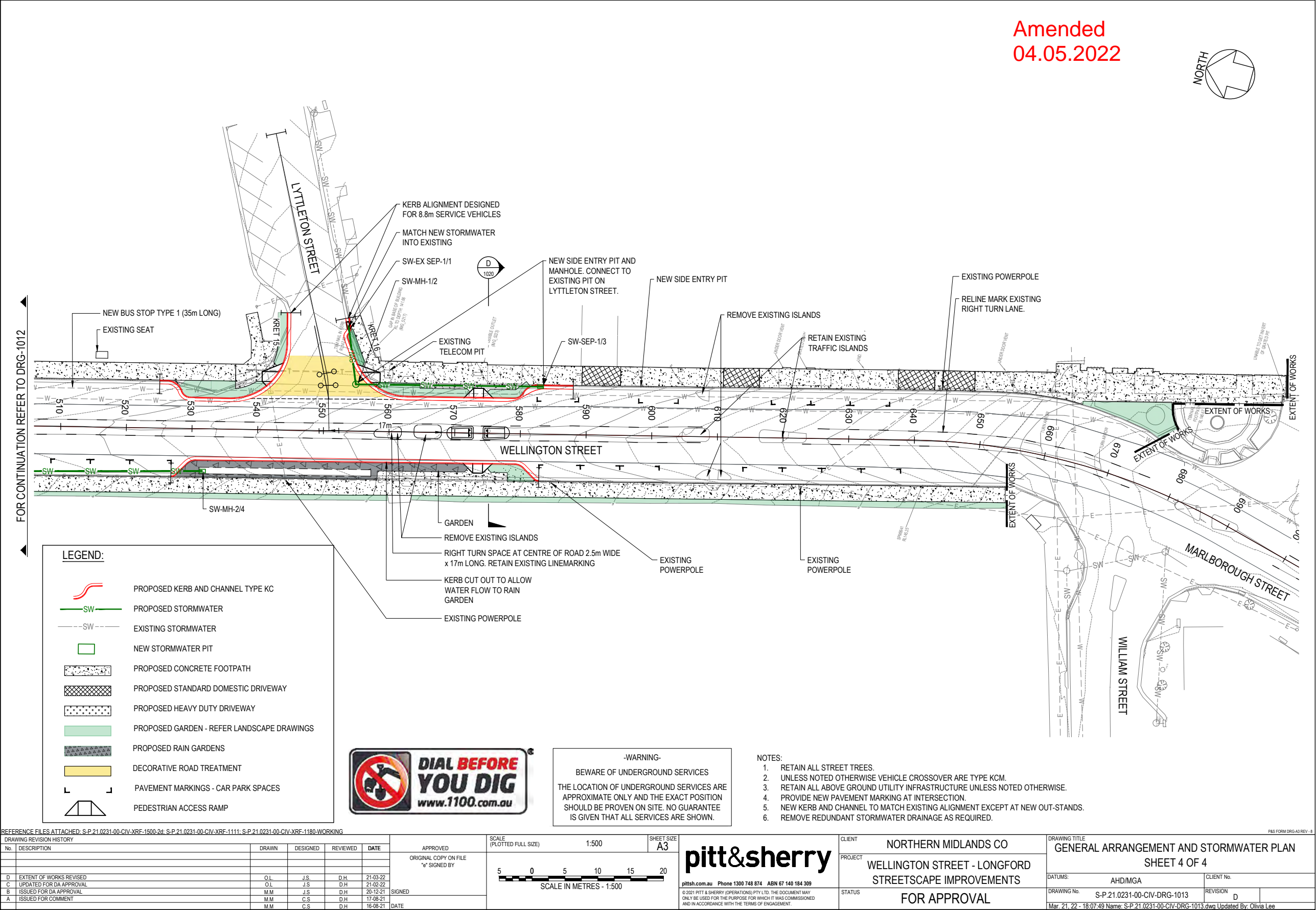


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No.	DESCRIPTION																				DRAWN		DESIGNED
					ORIGINAL COPY ON FILE If SIGNED BY										DATUMS: AHD/MGA CLIENT No.								
B	UPDATED FOR DA APPROVAL				O.L		J.S		D.H		21-02-22		SIGNED										
A	ISSUED FOR DA APPROVAL				N.M		J.S		D.H		20-12-21												
					N.M		C.S		D.H		02-12-21		DATE										
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Feb. 21. 22 - 18:26:52 Name: S-P.21.0231-00-CIV-DRG-1000												Revision: B											

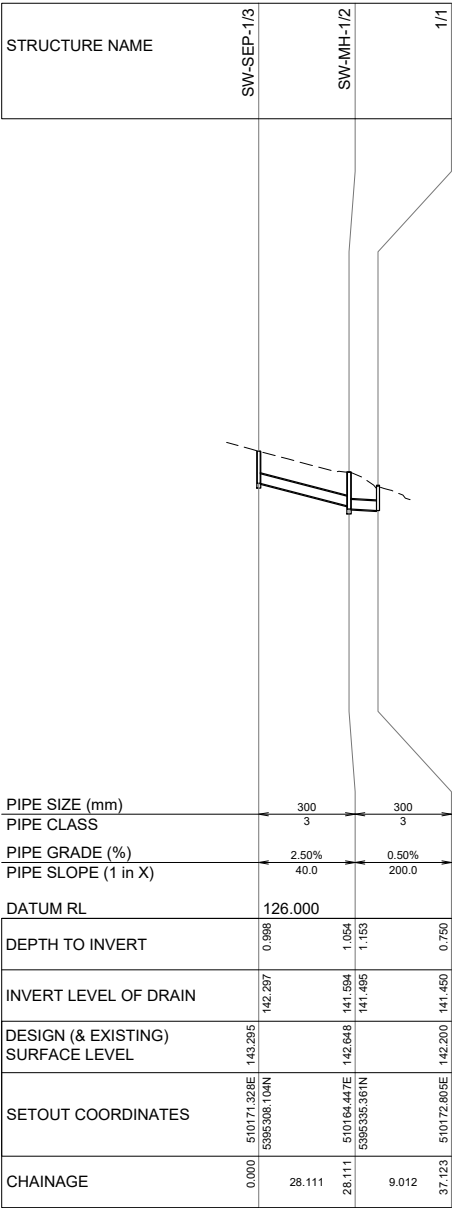




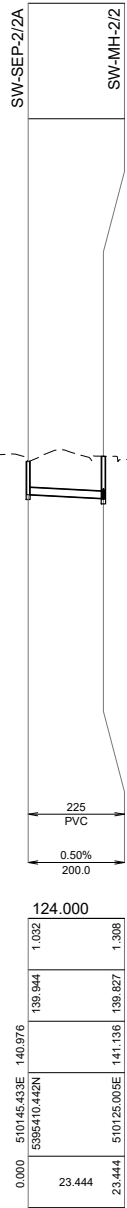




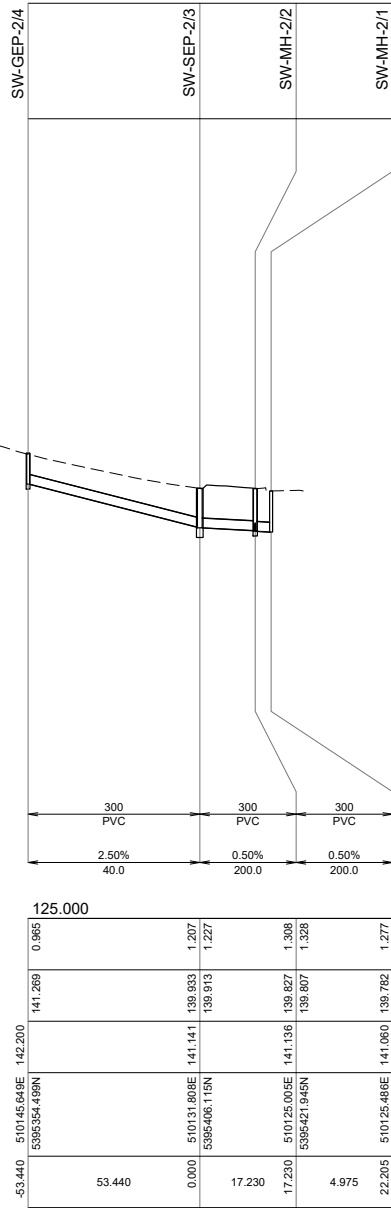
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04.05.2022



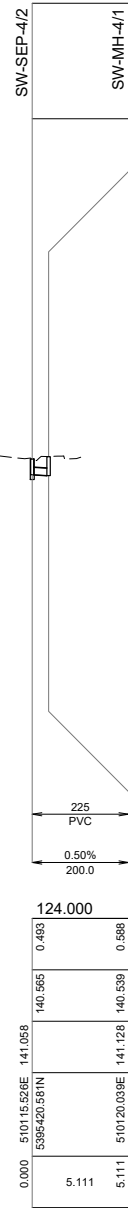
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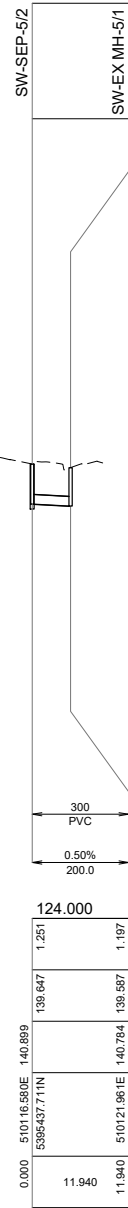
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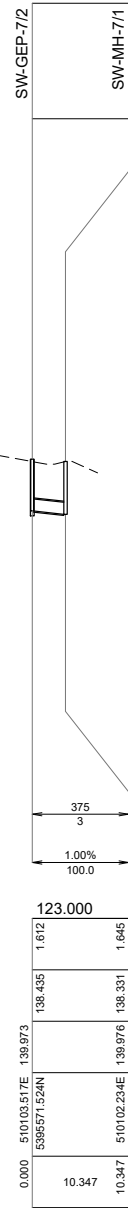
LINE 3



LINE 4



LINE 5



LINE 7

REFERENCE FILES ATTACHED: S-P.21.0231-00-CIV-XRF-1181-SW-Profiles, S-P.21.0231-CIV-XRF-1181-001, S-P.21.0231-CIV-XRF-1181-002

DRAWING REVISION HISTORY				
No.	DESCRIPTION	DRAWN	DESIGNED	REVIEWED
B	UPDATED FOR DA APPROVAL	O.L	J.S	D.H
A	ISSUED FOR DA APPROVAL	M.M	J.S	D.H

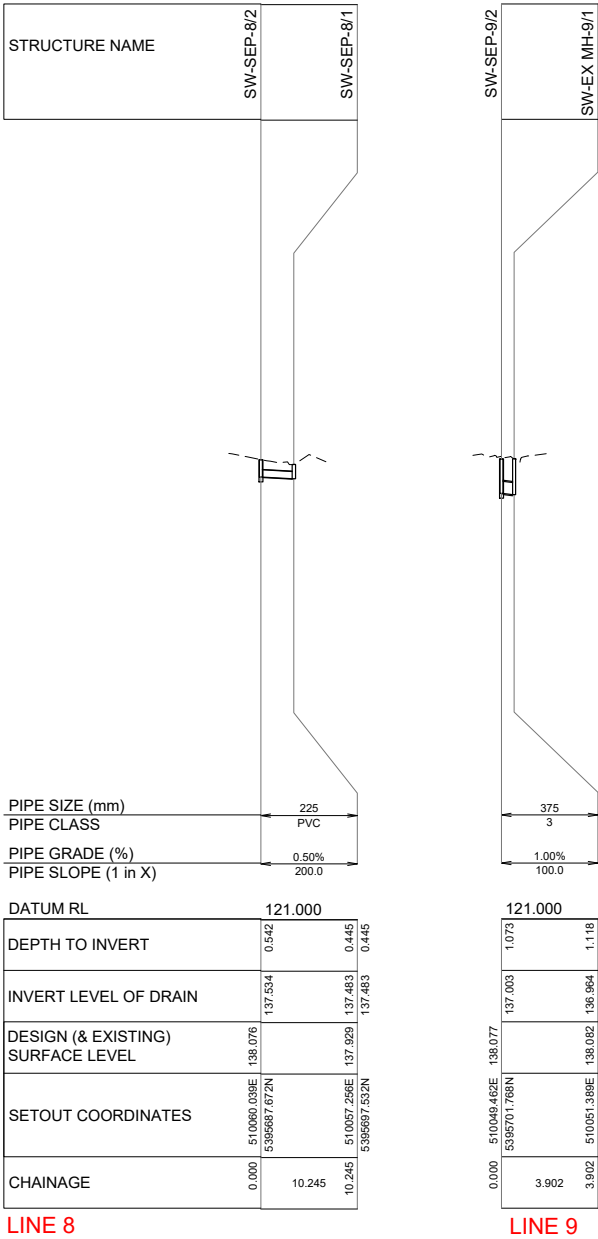
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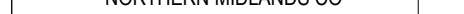

CLIENT	NORTHERN MIDLANDS CO
PROJECT	WELLINGTON STREET - LONGFORD STREETSCAPE IMPROVEMENTS
STATUS	FOR APPROVAL

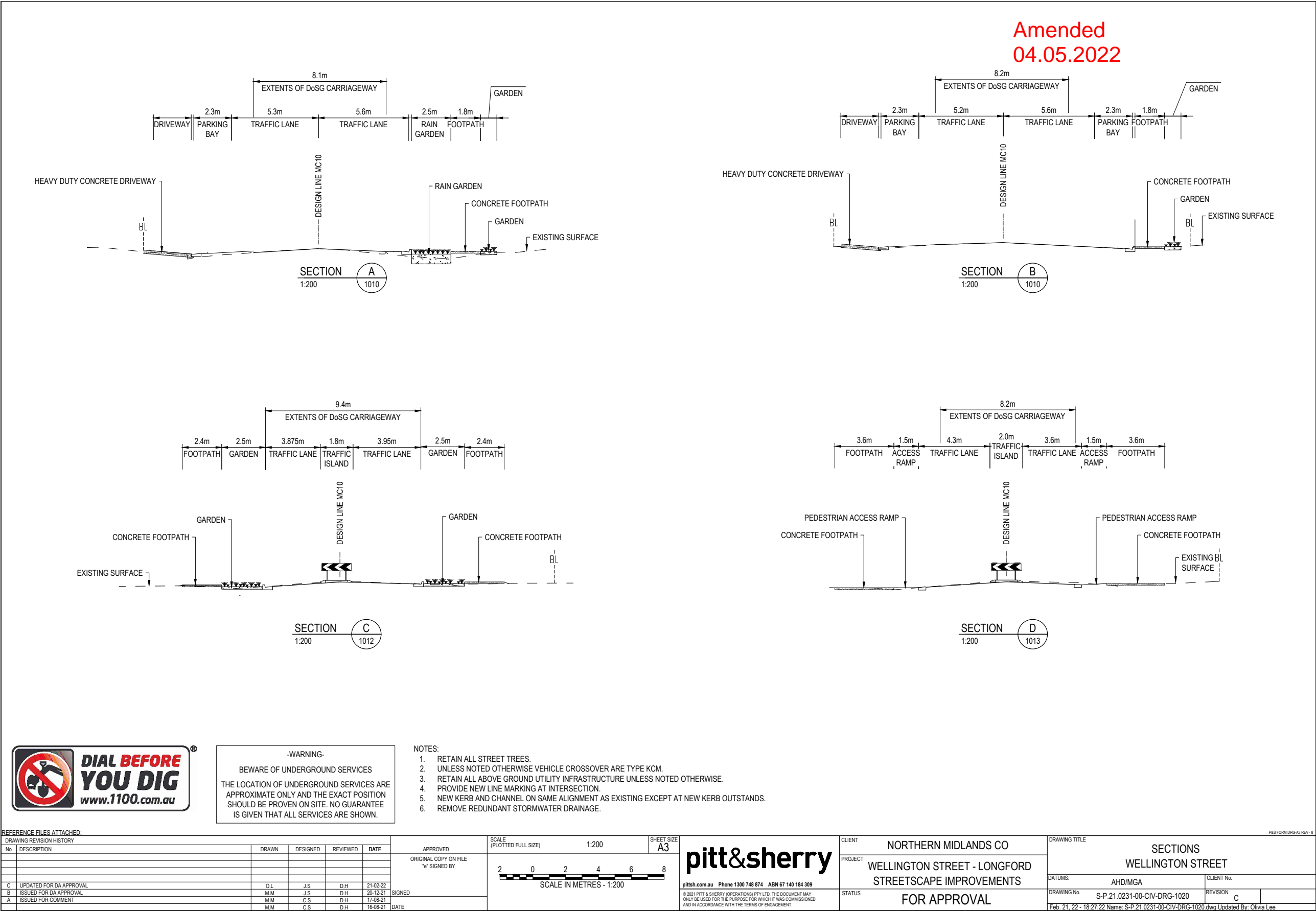
DRAWING TITLE	
STORMWATER LONGITUDINAL SECTIONS	
SHEET 1 OF 2	
DATUMS:	AHD/MGA
CLIENT No.	
DRAWING No.	S-P.21.0231-00-CIV-DRG-1014
REVISION	B
Feb. 21. 22 - 18:27:16 Name: S-P.21.0231-00-CIV-DRG-1014.dwg Updated By: Olivia Lee	

Amended
04.05.2022



REFERENCE FILES ATTACHED: S-P.21.0231-00-CIV-XRF-1181-SW-Profiles, S-P.21.0231-CIV-XRF-1181-001, S-P.21.0231-CIV-XRF-1181-002

DRAWING REVISION HISTORY						APPROVED	SCALE (PLOTTED FULL SIZE)	SHEET SIZE A3	CLIENT NORTHERN MIDLANDS CO	DRAWING TITLE STORMWATER LONGITUDINAL SECTIONS SHEET 2 OF 2		
No.	DESCRIPTION	DRAWN	DESIGNED	REVIEWED	DATE							
						ORIGINAL COPY ON FILE "e" SIGNED BY		 <small>© 2021 PITT & SHERRY (OPERATIONS) PTY LTD. THE DOCUMENT MAY ONLY BE USED FOR THE PURPOSE FOR WHICH IT WAS COMMISSIONED AND IN ACCORDANCE WITH THE TERMS OF ENGAGEMENT.</small>	PROJECT WELLINGTON STREET - LONGFORD STREETSCAPE IMPROVEMENTS	STATUS FOR APPROVAL		
B	UPDATED FOR DA APPROVAL	O.L	J.S	D.H	21-02-22	SIGNED						
A	ISSUED FOR DA APPROVAL	M.M	J.S	D.H	20-12-21							
		M.M	J.S	D.H	20-12-21	DATE						
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											DRAWING No. S-P.21.0231-00-CIV-DRG-1015	REVISION B
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PLAN LEGEND

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

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

PLANT SCHEDULE

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

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



PAVEMENT

- Plain concrete.
- Exposed concrete.

STREET FURNITURE

- Drink Fountain.
- Interpretation sign.
- Seating.
- Pedestrian barrier.
- 120L Bin enclosure.

LONGFORD STREETScape REDEVELOPMENT

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

Concept Plan

0 2 5 10m

12 December 2021

Issue C Sheet 1/2

LANGE

design

landscape architecture

Amended
04.05.2022

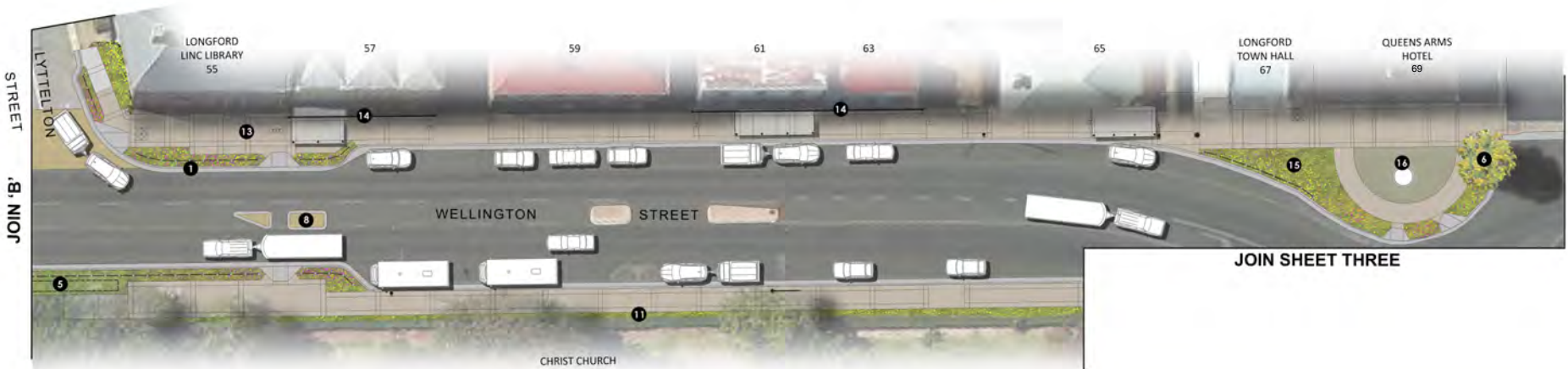
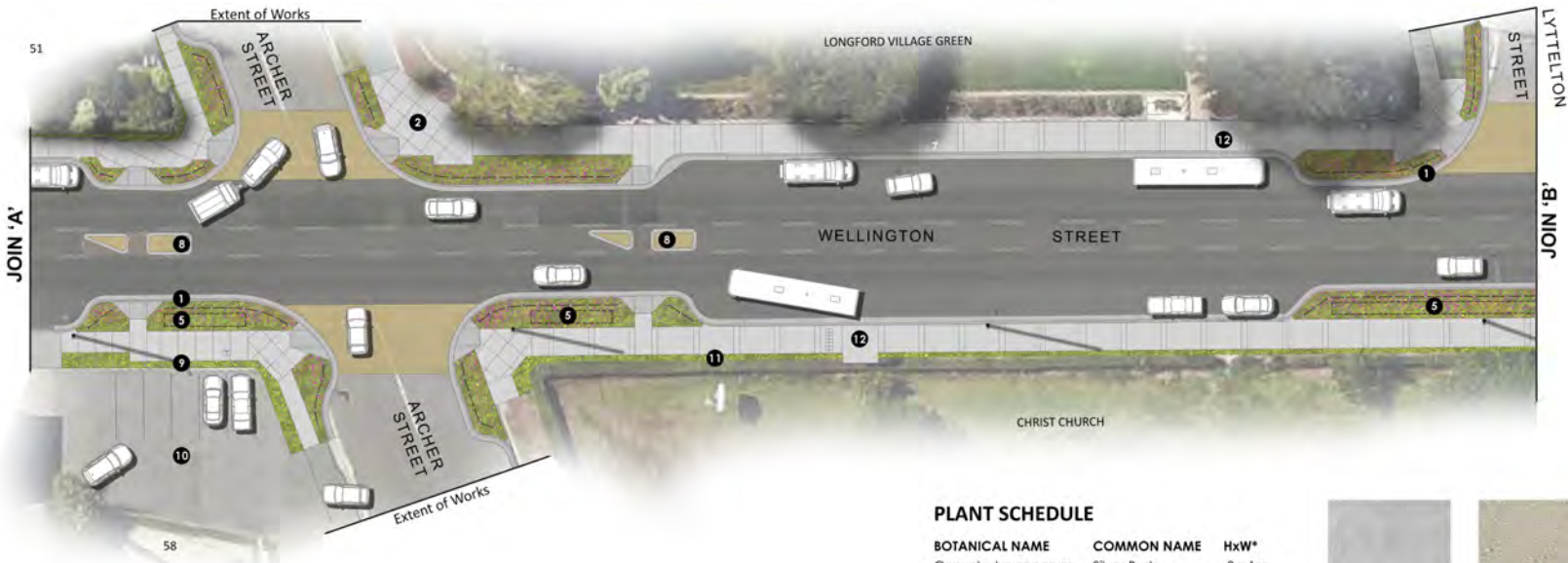


PLAN LEGEND

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

NUMBER LEGEND

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



PLANT SCHEDULE

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

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



LONGFORD STREETScape REDEVELOPMENT

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

Concept Plan

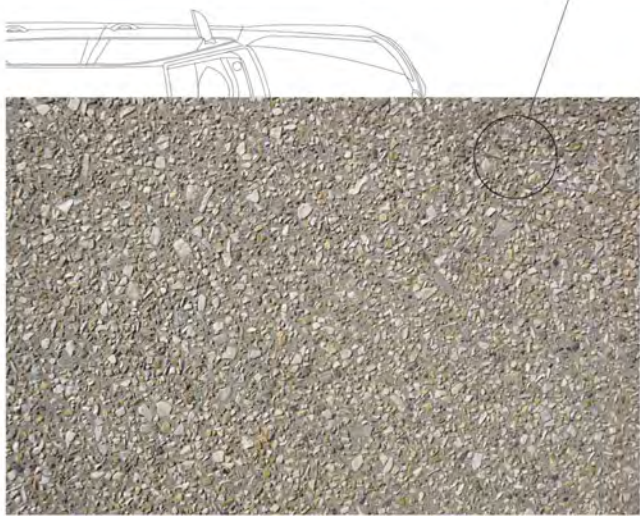
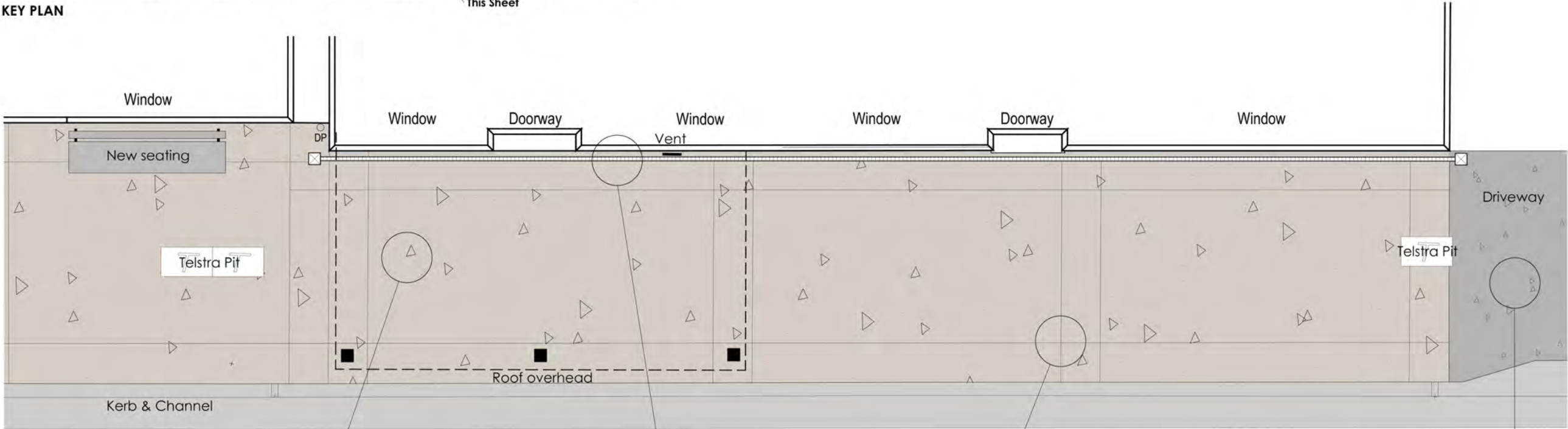
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12 December 2020
Issue C Sheet 2/2

NORTHERN MIDLANDS COUNCIL

LANGE design
landscape architecture

For review and comment



Tan coloured concrete with a light exposed finish.



Slot drain system to address existing drainage issues.



Troweled joint patterning.



Charcoal coloured concrete with a light exposed finish.

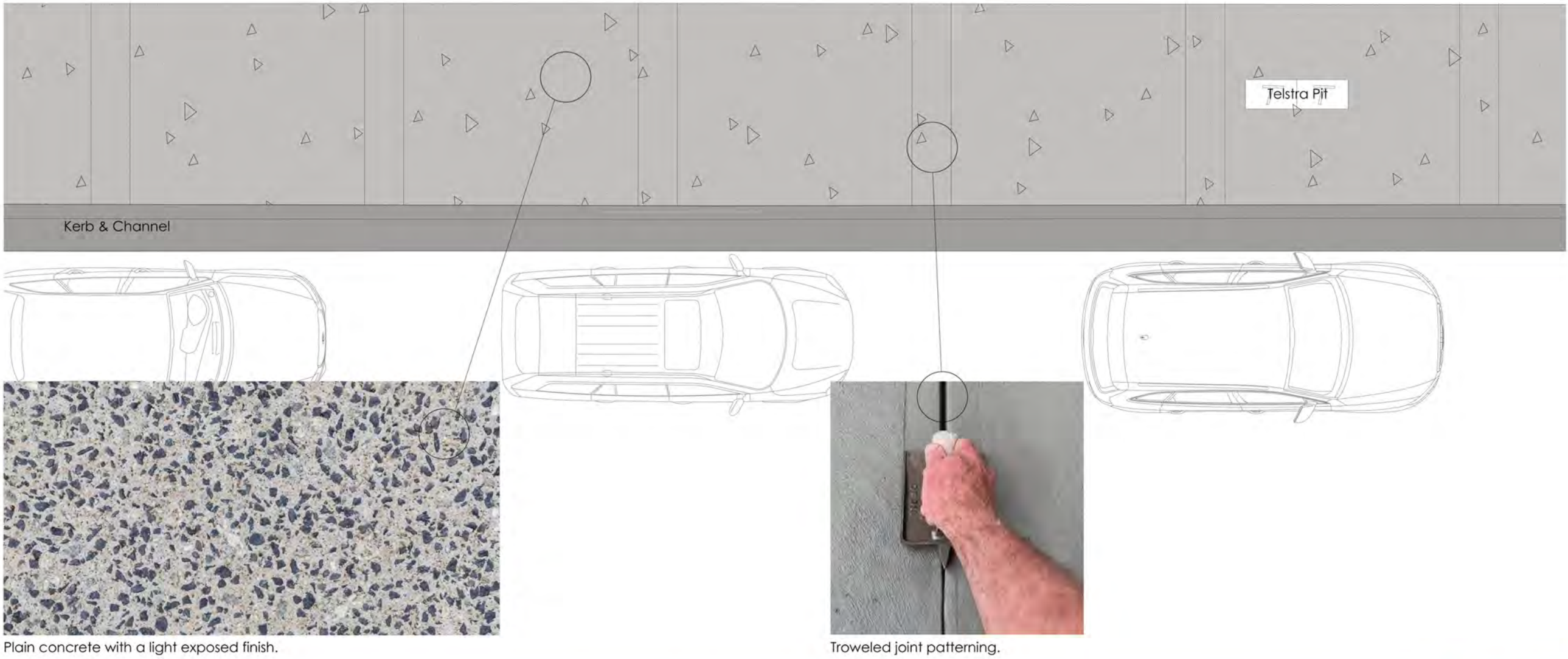
WELLINGTON STREET STREETSCAPE
Wellington Street Longford Tasmania

Footpath Pavement Plan - Heritage Precinct

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16 August 2021
Sheet 1 of 3 Issue A

LANGE
design
landscape architecture

For review and comment



WELLINGTON STREET STREETSCAPE

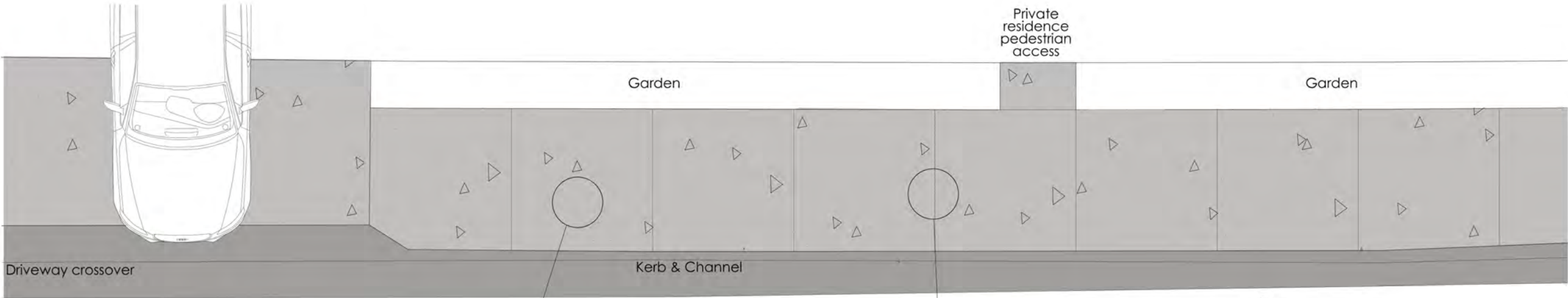
Wellington Street Longford Tasmania

Footpath Pavement Plan - Village Green Precinct

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16 August 2021
Sheet 2 of 3 Issue A

LANGE
design
landscape architecture

For review and comment



pitt&sherry

Wellington Street, Longford

Traffic Impact Assessment

Prepared for
Northern Midlands Council

Client representative
Trent Atkinson

Date
21 February 2022

Rev00



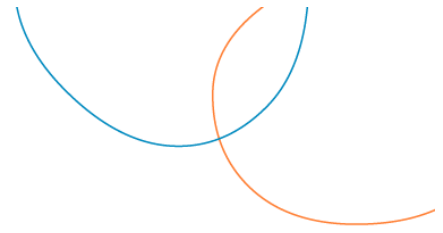


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ref: T-P.21.0231-TRA-REP-001-Rev00/NA/mj

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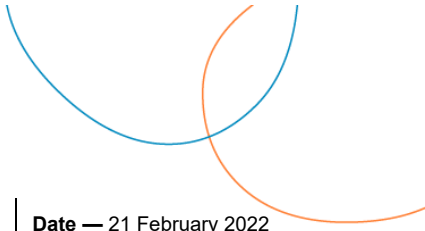
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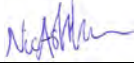
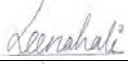

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Appendices

Appendix A — Preliminary Design Drawings

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



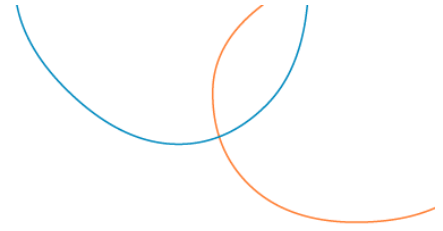
Prepared by — Nicholas Ashlin		Date — 21 February 2022
Reviewed by — Leenah Ali-Lavroff		Date — 21 February 2022
Authorised by — Leenah Ali-Lavroff		Date — 21 February 2022

Revision History

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

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1. Introduction

1.1 Background

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

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

1.2 Traffic Impact Assessment scope

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

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

2. Existing conditions

2.1 Traffic Impact Assessment study length

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

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

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

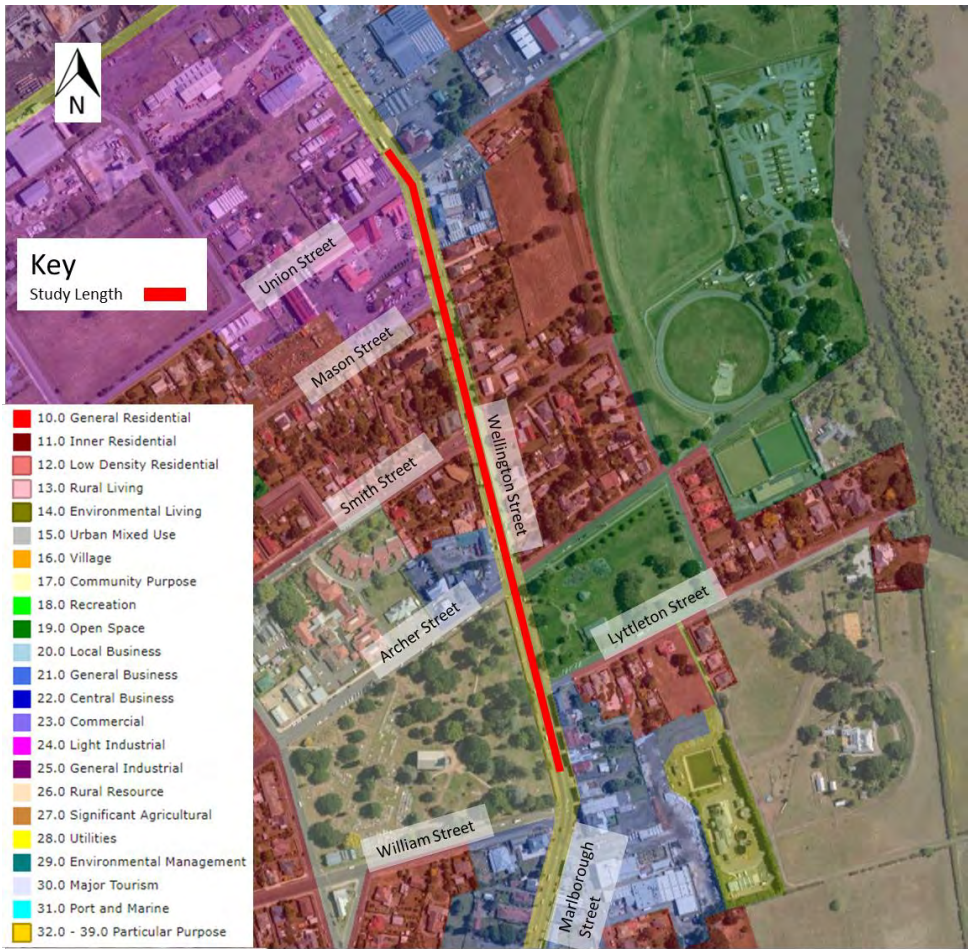


Figure 1: Study length including land zoning (Aerial Source: theLIST)

2.2 Wellington Street

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

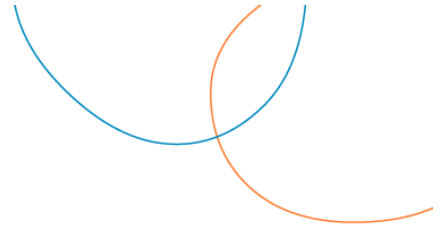
Wellington Street is configured with a single lane in each direction within the study length. Wellington Street predominantly operates in a north-south direction and spans approximately 3.2km from Tannery Road South to Woolmers Lane where the road continues under those names.

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

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

¹ Based on theLIST Road Centrelines Transport Class.

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



2.3 Surrounding road network

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

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

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

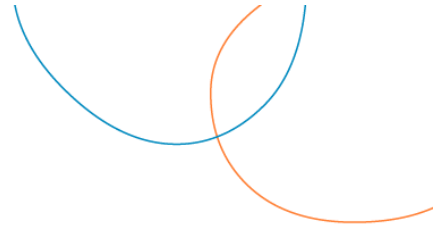
2.4 Surrounding intersections

The following intersections are located along the study length:

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

These intersections are discussed in more detail below.

³ Based on theLIST Road Centrelines Transport Class.



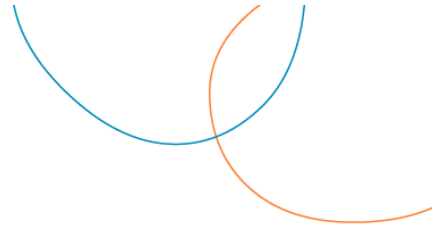
2.4.1 Wellington Street / Union Street intersection

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

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



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



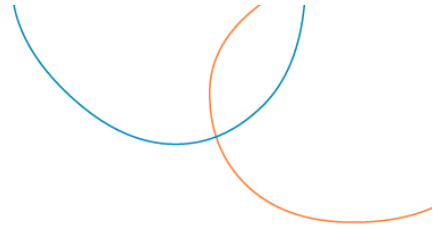
2.4.2 Wellington Street / Mason Street intersection

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

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



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



2.4.3 Wellington Street / Smith Street intersection

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

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

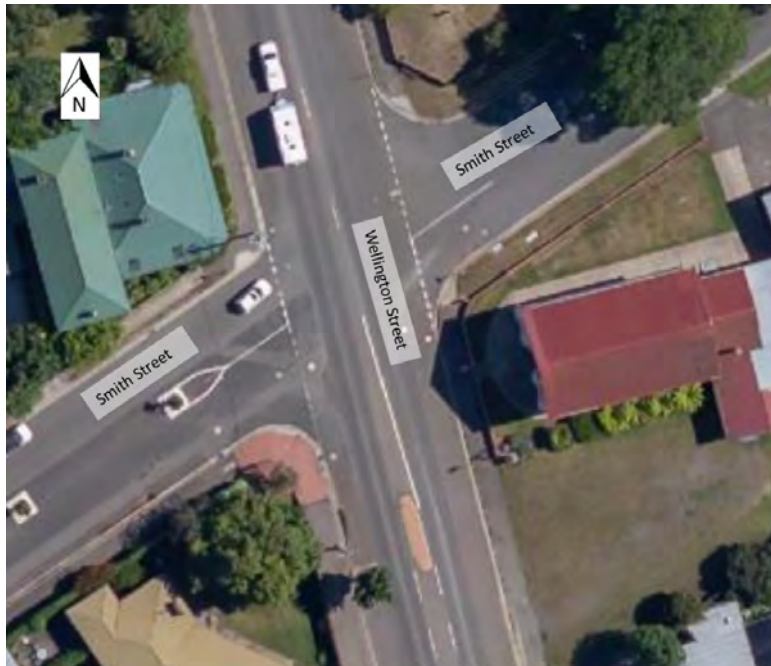
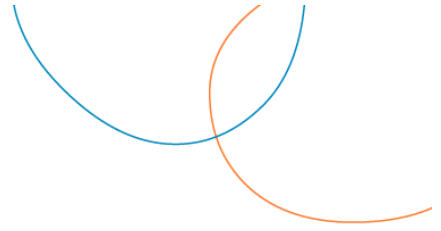


Figure 4: Wellington Street / Smith Street intersection (Aerial Source: theLIST)



2.4.4 Wellington Street / Archer Street intersection

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

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

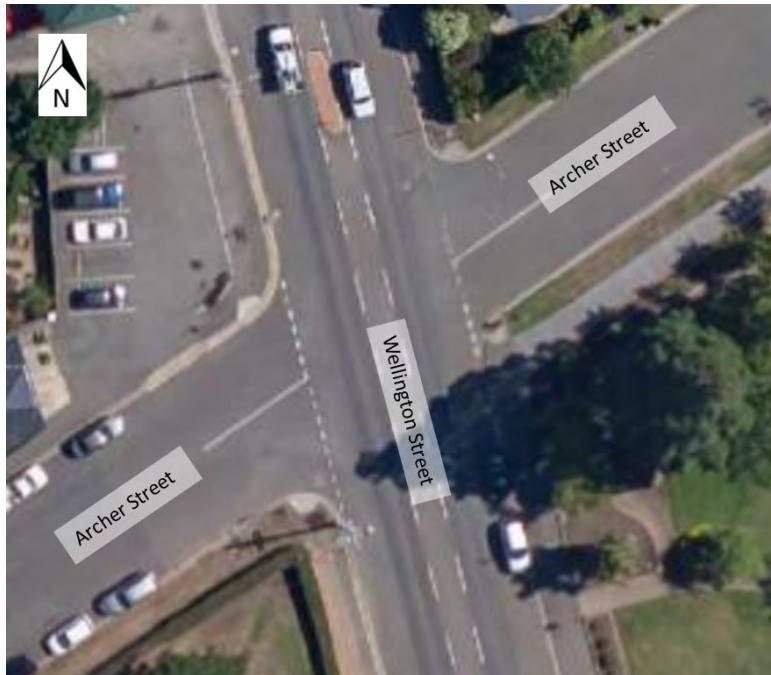
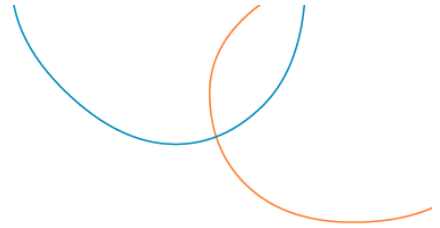


Figure 5: Wellington Street / Archer Street intersection (Aerial Source: theLIST)



2.4.5 Wellington Street / Lyttleton Street intersection

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

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



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

2.5 Existing traffic volumes

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

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

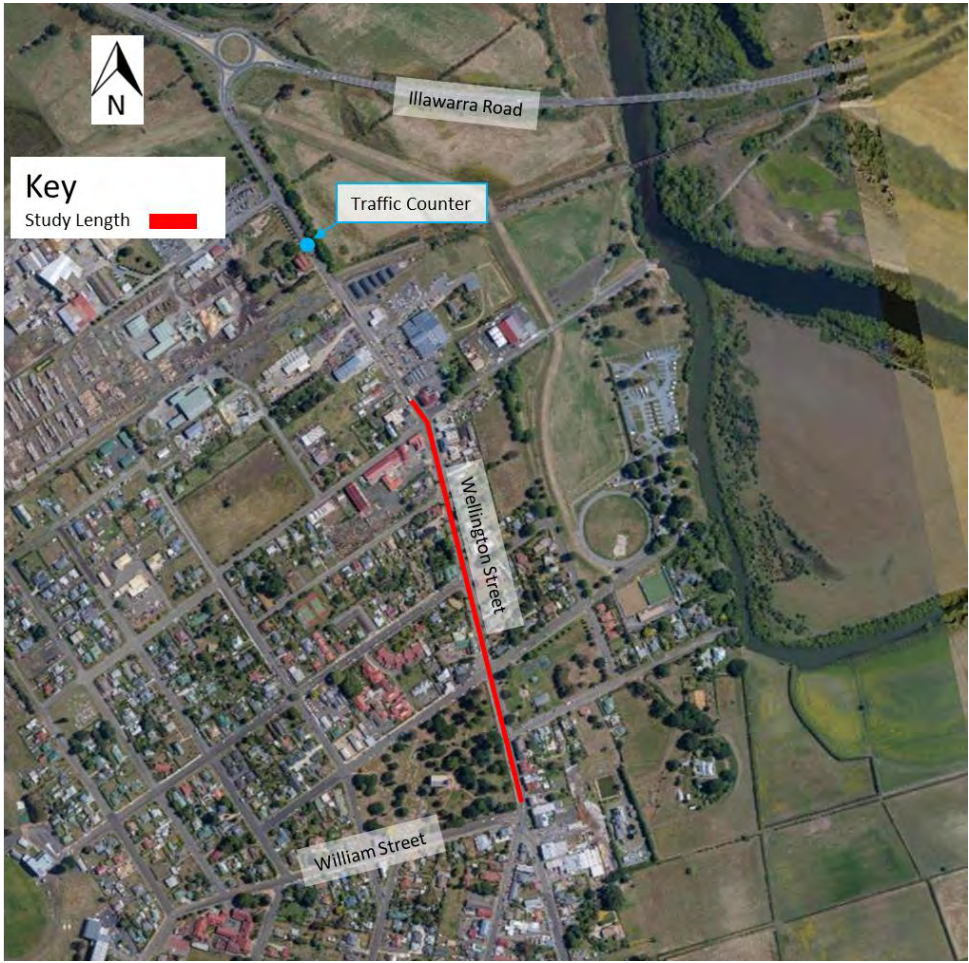


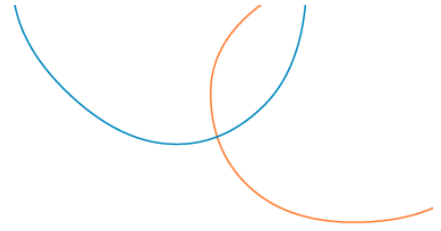
Figure 7: Location of Geocounts Station A1604100 with respect to study length (Aerial Source: theLIST)

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

Table 1: Existing traffic data from Station A1604100

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

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



2.6 Traffic generation

No vehicle turning counts were performed within the study length.

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

2.7 Pedestrian facilities

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

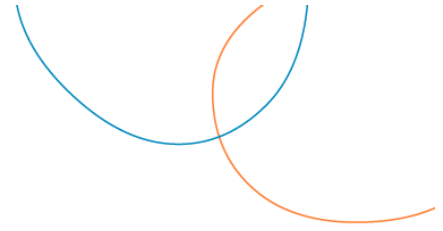
2.8 Public transport

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

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



Figure 8: Location of bus stops on Wellington Street



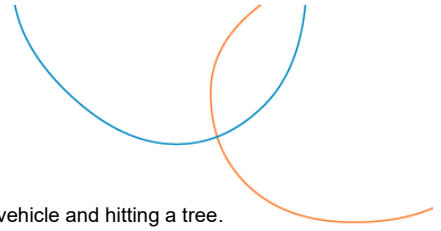
2.9 Road safety

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

Table 2: Crash history summary

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

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



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

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

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

3. Development proposal

3.1 Overview

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

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

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

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

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

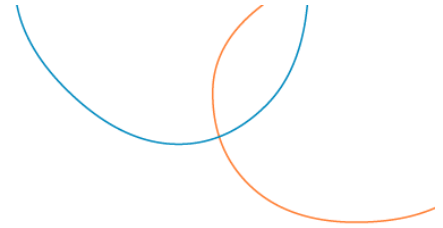
3.2 Design speed

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

3.3 Typical cross sections

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

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



3.3.1 Kerb outstand – rain garden

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

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

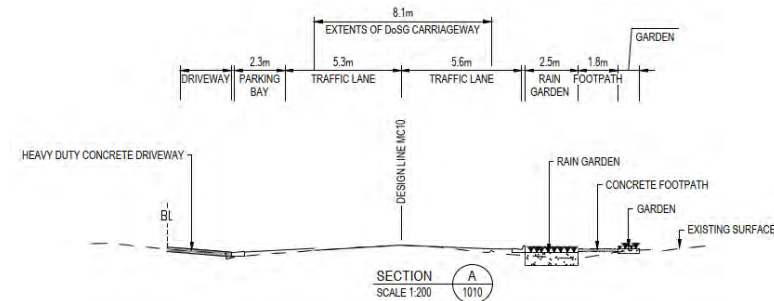


Figure 9: Typical section – kerb outstand – rain garden

3.3.2 Parking bays

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

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

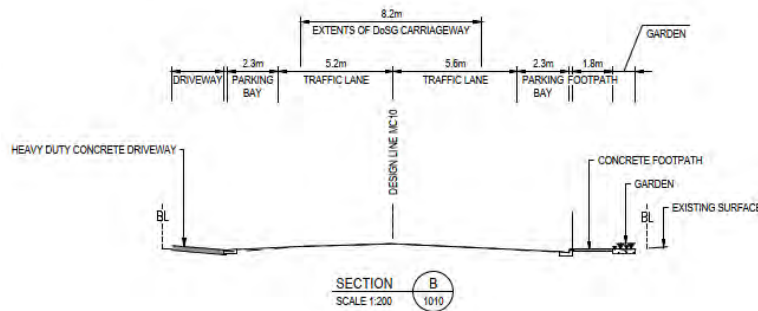


Figure 10: Typical section – parking bays

3.3.3 Kerb outstands – gardens

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

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

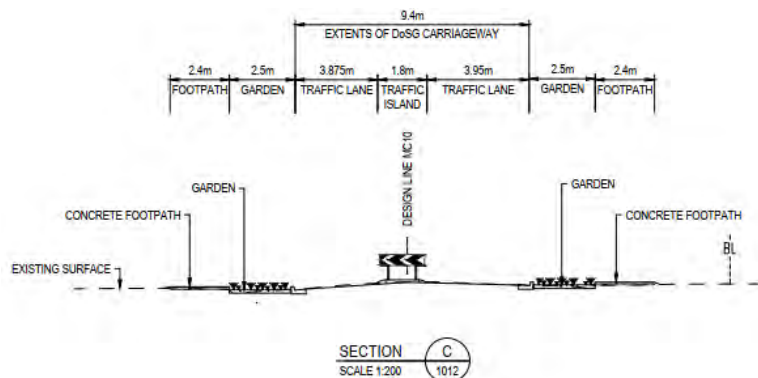


Figure 11: Typical section – kerb outstand – gardens

3.3.4 Kerb outstands – access ramps

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

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

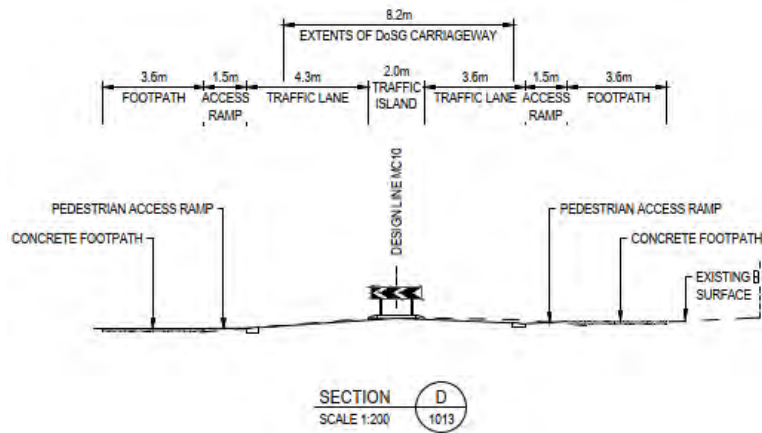


Figure 12: Typical section – kerb outstands – access ramps

3.4 Intersection alignment

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

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

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

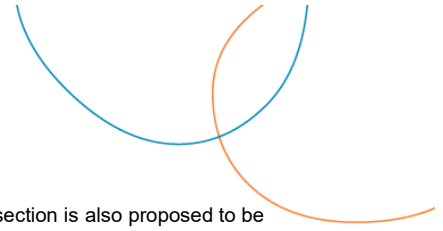
3.5 Footpaths

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

3.6 Pedestrian Crossings

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

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



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

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

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

Table 3: Pedestrian crossing length

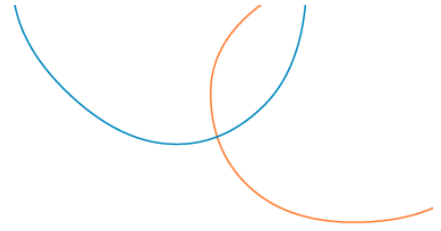
Location	Existing Pedestrian Crossing Length	Proposed Pedestrian Crossing Length	Change
Union Street East	~ 16m	~ 12m	-4m
Union Street West	~ 12m	~ 16m	+4m
Mason Street	~ 8m	~ 8m	No change
Smith Street East	~ 19m	~ 15m	-4m
Smith Street West	~ 17m	~ 13m	-4m
Wellington Street North of Archer Street (features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

3.7 Parking

3.7.1 On-street parking

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

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



3.7.2 Off-street parking

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

3.8 Bus stops

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

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

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

4. Transport assessment

4.1 Traffic Impact Assessment

4.1.1 Vehicle routes

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

4.1.2 Property accesses

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

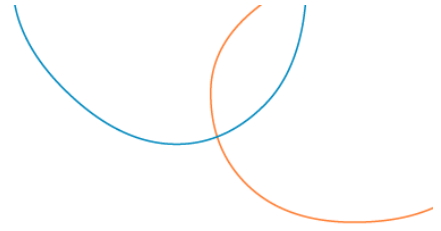
4.1.3 Intersection operation

Changes to intersection operation along the study length include:

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

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

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



4.1.4 Traffic impacts

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

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

4.1.5 Bus stops

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

4.2 Pedestrian connectivity

4.2.1 Pedestrian paths

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

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

4.2.2 Pedestrian crossings

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

Crossing length

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

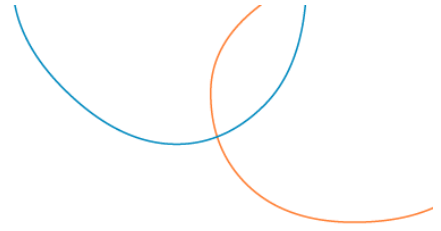
As evidenced in Table 3, pedestrian crossings were narrowed where possible to limit crossing distance and thus typically align with guidance provided by the Austrroads Guide Part 4.

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

Crossing orientation

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

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



Pedestrian refuges

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

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

4.3 Road safety implications

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

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

4.4 Sight distance assessment

Safe Intersection Sight Distance

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

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

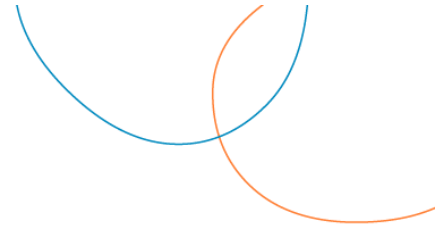


Table 4: SISD assessment

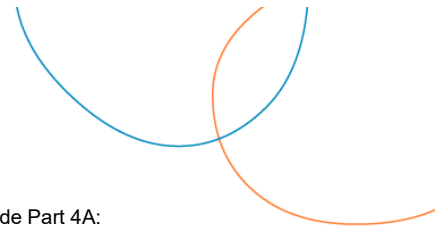
Intersection of Wellington Street/	Location of Vehicle on Wellington Street	Speed Limit	Sight Distance Requirement	Available Sight Distance	Meets Requirements
Union Street (east)	North	50km/h	97m	>100m	Yes
	South			>100m	Yes
Union Street (west)	North			>100m	Yes
	South			>100m	Yes
Mason Street	North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

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

Pedestrian sight distance

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

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



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

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

Where

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

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

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

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

Table 5: CSD assessment – proposed pedestrian crossings

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

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

4.5 Traffic management / impacts during construction

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

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

4.6 Parking assessment

4.6.1 On-street parking

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

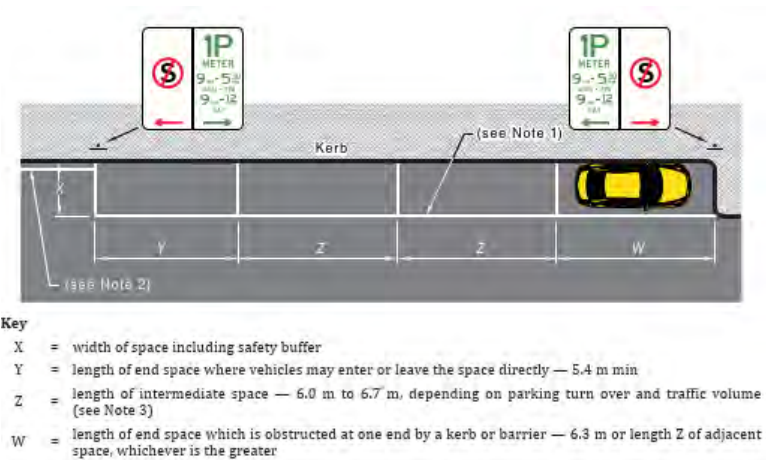


Figure 13: AS 2890.5:2020 Figure 3.1 – typical parallel parking layout for cars

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

4.6.2 Off-street parking

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

TABLE 1.1
CLASSIFICATION OF OFF-STREET CAR PARKING FACILITIES

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

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

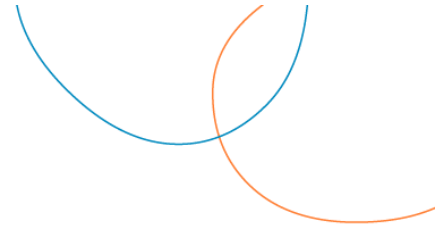
The modified off-street car parking spaces have been reviewed against the AS/NZS 2890.1:2004 User Class 1A requirements.

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

Table 6: Off-street car parking requirements

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

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



5. Planning scheme assessment

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

Table 7: E4.0 Road and Railway Assets Code

Use Standards	
<u>E4.6.1 Use and road or rail infrastructure</u>	
Objective:	
To ensure that the safety and efficiency of road and rail infrastructure is not reduced by the creation of new accesses and junctions or increased use of existing accesses and junctions.	
Acceptable Solution	Comment
Acceptable Solution A2 For roads with a speed limit of 60km/h or less the use must not generate more than a total of 40 vehicle entry and exit movements per day.	Complies with Acceptable Solution A2 The proposed streetscape improvements will not generate any additional traffic but will instead improve the safety and functionality of the current road network.
Development Standards	
<u>E4.7.4 Sight distance at Accesses, Junctions and Level Crossings</u>	
Objective:	
To ensure that use and development involving or adjacent to accesses, junctions and level crossings allows sufficient sight distance between vehicles and between vehicles and trains to enable safe movement of traffic.	
Acceptable Solution	Comment
Acceptable Solution A1 Sight distances at: <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 <i>AS1742.7 Manual of uniform traffic control devices - Railway crossings</i>, Standards Association of Australia; or (c) If the access is a temporary access, the written consent of the relevant authority has been obtained. 	Complies with Acceptable Solution As the sight distances from each of Wellington Street's adjoining roads within the study length meet the requirements of the Austroads Guide Part 4A per the preliminary design drawings, and thus meet the requirements of the Planning Scheme, they comply with Acceptable Solution A1.

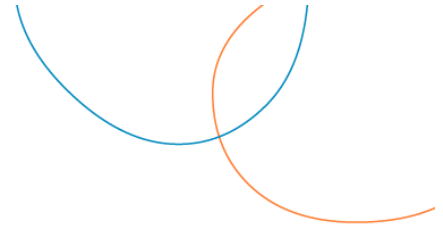
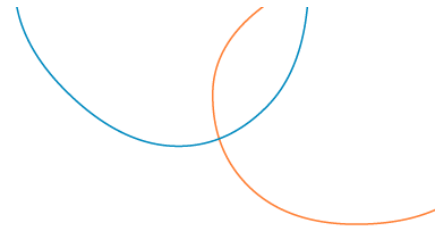


Table 8: E6.0 Car Parking and Sustainable Transport Code

Development Standards	
<u>E6.7.1 Construction of Car Parking Spaces and Access Strips</u>	
Objective:	
To ensure that parking areas and access strips are constructed to an appropriate standard.	
Acceptable Solution	Comment
Acceptable Solution 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. 	Complies with Acceptable Solution A1 All on-street car parking is proposed to be appropriately sealed, levelled and drained and feature line marking to delineate car spaces.
<u>E6.7.2 Design and Layout of Car Parking</u>	
Objective:	
To ensure that car parking and manoeuvring space are designed and laid out to an appropriate standard.	
Acceptable Solution	Comment
Acceptable Solution 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 Acceptable Solution A1.2 Within the general residential zone, provision for turning must not be located within the front setback for residential buildings or multiple dwellings. Performance Criteria 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 	Satisfies Performance Criteria P1 As the proposed relocated car parking spaces located at 58 Wellington Street are still to be located in front of the building line, they are unable to comply with Acceptable Solution A1.1. The car parking does however satisfy performance criteria P1 as follows: <ul style="list-style-type: none"> (a) The car parking spaces do not impede on the site layout. (b) The relocation of car parking spaces is not expected to have a negative effect on the views into the site given it is currently used as a car park. (c) The relocation of car parking spaces is anticipated to simplify access to and from the site. Access to the rear of the buildings is to remain unchanged. (d) As car parking is simply being relocated, it has no negative impact on the layout of car parking in the vicinity. (e) The streetscape improvements in the vicinity of the off-street car parking proposes gardens surrounding the relocated car parking.



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

Acceptable Solution A2.1

Car parking and manoeuvring space must:

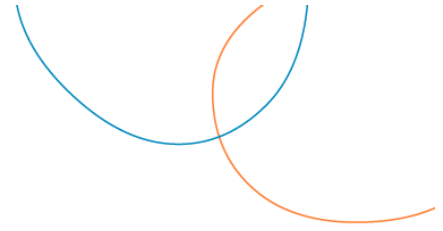
- (a) have a gradient of 10% or less; and
- (b) where providing for more than 4 cars, provide for vehicles to enter and exit the site in a forward direction; and
- (c) have a width of vehicular access no less than prescribed in Table E6.2, and Table E6.3; and

Acceptable Solution A2.2

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

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

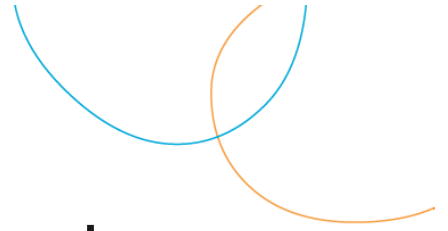
The car park has a gradient of less than 10%, enables vehicles to enter and exit the car park in a forward direction and has an access width of 6.2m. It also features an aisle width which exceeds 6.4m. However, as the car parking spaces are 2.4m wide and 6.0m long, they meet with the parking requirements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



6. Conclusion

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

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



Preliminary Design Drawings

Appendix A

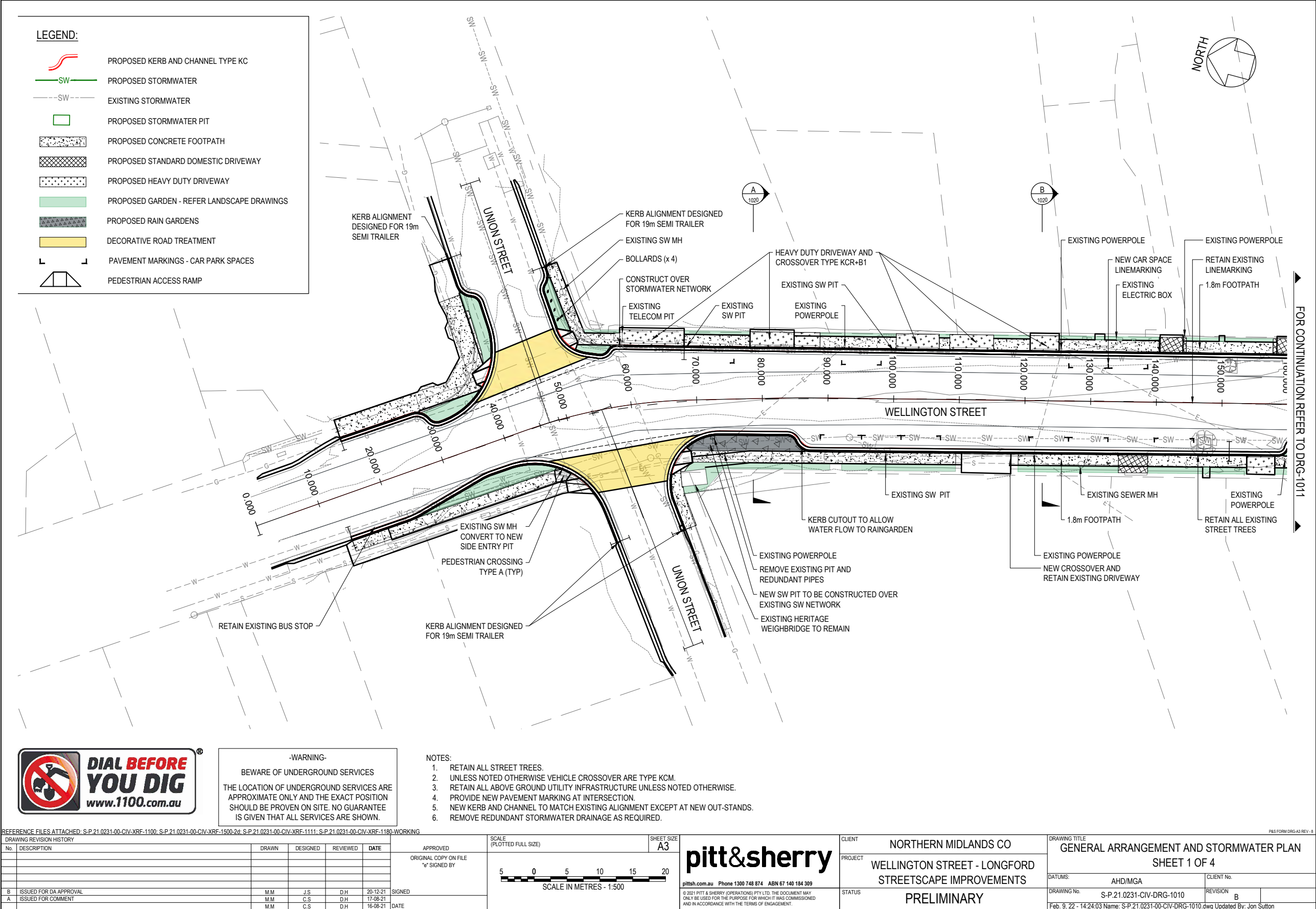
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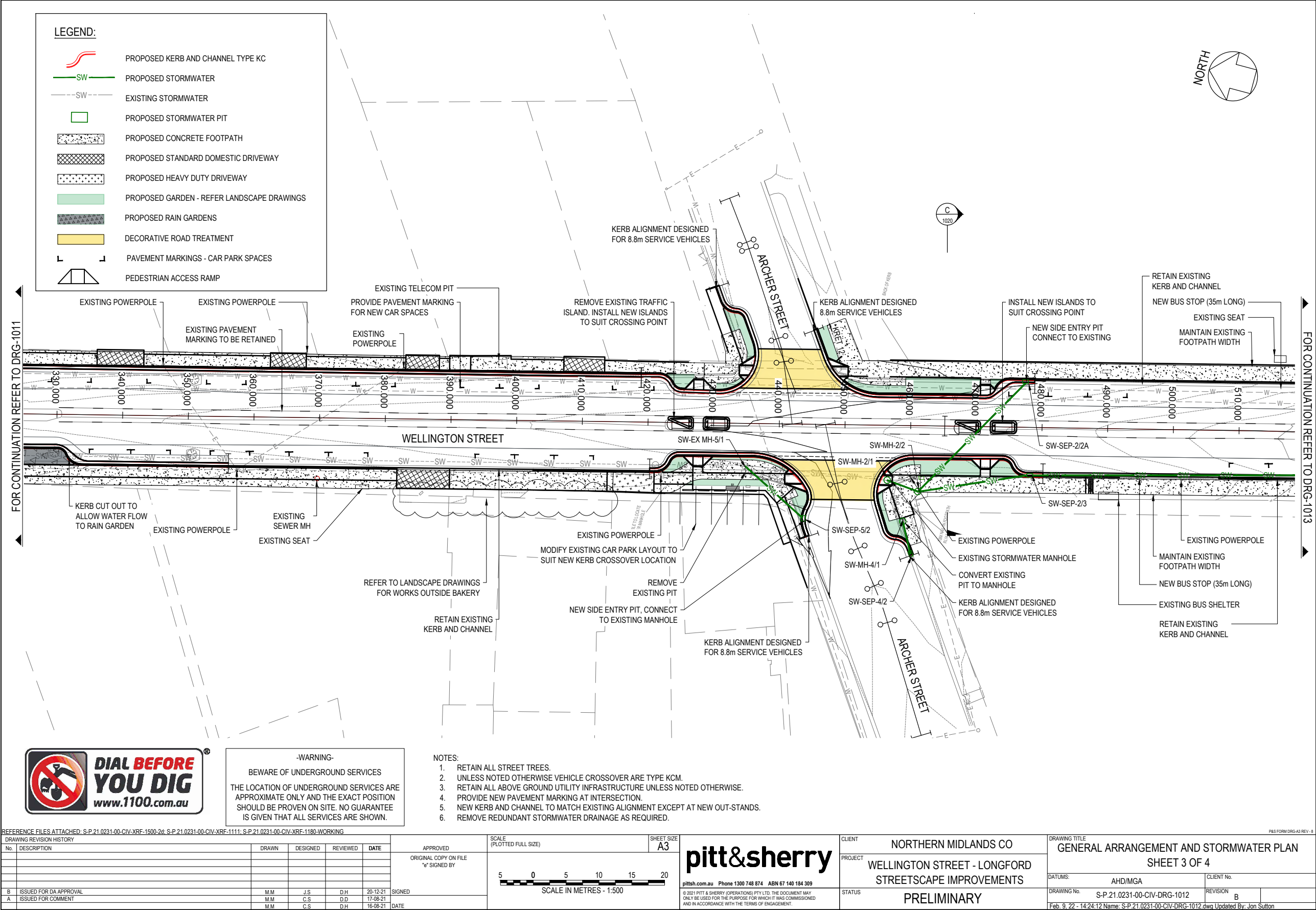
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DRAWING No.	DRAWING TITLE	REVISION
S-P.21.0231-00-CIV-DRG-1000	COVER PAGE	A
S-P.21.0231-00-CIV-DRG-1010	GENERAL ARRANGEMENT AND STORMWATER PLAN - SHEET 1 OF 4	B
S-P.21.0231-00-CIV-DRG-1011	GENERAL ARRANGEMENT AND STORMWATER PLAN - SHEET 2 OF 4	B
S-P.21.0231-00-CIV-DRG-1012	GENERAL ARRANGEMENT AND STORMWATER PLAN - SHEET 3 OF 4	B
S-P.21.0231-00-CIV-DRG-1013	GENERAL ARRANGEMENT AND STORMWATER PLAN - SHEET 4 OF 4	B
S-P.21.0231-00-CIV-DRG-1014	DRAINAGE LONG SECTION - SHEET 1 OF 2	A
S-P.21.0231-00-CIV-DRG-1015	DRAINAGE LONG SECTION - SHEET 2 OF 2	A
S-P.21.0231-00-CIV-DRG-1020	SECTIONS	B

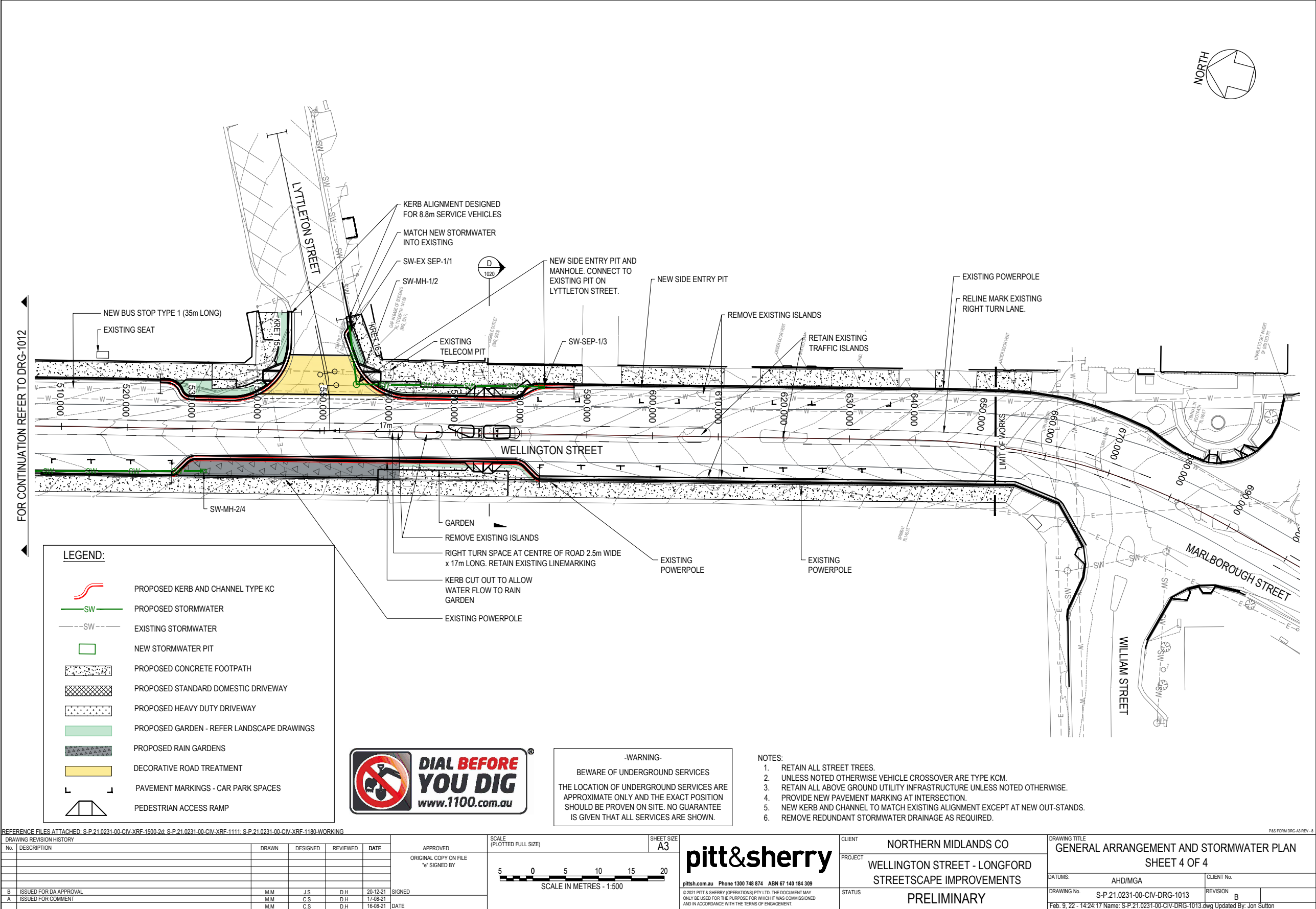


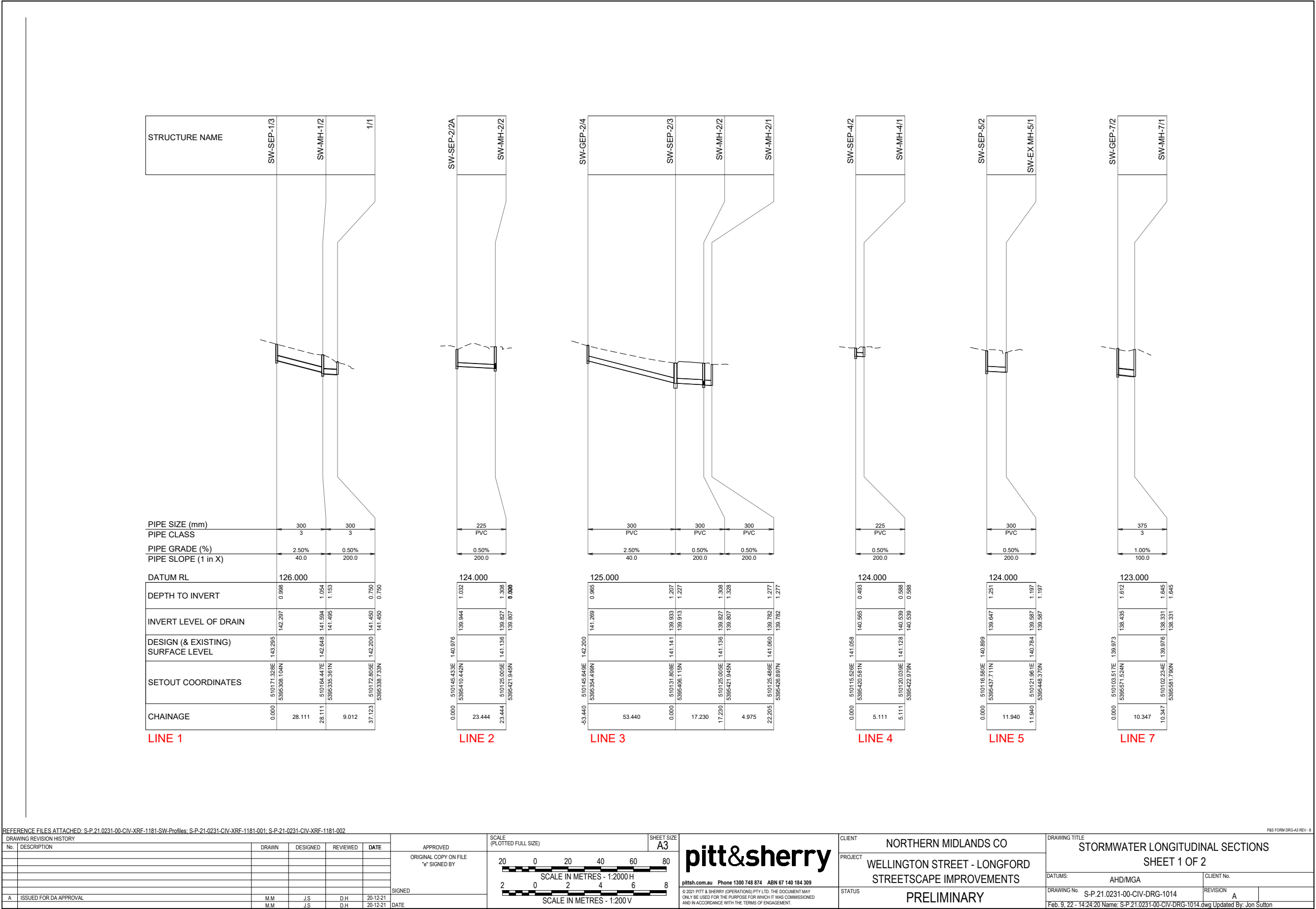
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Page 286









SW-SEP-5/2

SW-EX MH-5/1

PIPE SIZE (mm)

300

PIPE CLASS

PVC

PIPE GRADE (%)

0.50%

PIPE SLOPE (1 in X)

200.0

DATUM RL

124.000

DEPTH TO INVERT

1.251

1.197

INVERT LEVEL OF DRAIN

139.647

139.687

DESIGN (& EXISTING)
SURFACE LEVEL

140.899

140.784

SETOUT COORDINATES

510115.580E 140.899
5395437.711N

510121.961E 140.784
5395448.370N

CHAINAGE

0.000

11.940

LINE 5

SW-SEP-7/2

SW-MH-7/1

PIPE SIZE (mm)

375

PIPE CLASS

3

PIPE GRADE (%)

1.00%

PIPE SLOPE (1 in X)

100.0

DATUM RL

123.000

DEPTH TO INVERT

1.612

1.645

INVERT LEVEL OF DRAIN

138.435

138.331

DESIGN (& EXISTING)
SURFACE LEVEL

139.873

139.976

SETOUT COORDINATES

510103.517E 139.873
5395571.524N

510102.234E 139.976
5395581.758N

CHAINAGE

0.000

10.347

LINE 7

REFERENCE FILES ATTACHED: S-P.21.0231-00-CIV-XRF-1181-SW-Profiles, S-P.21.0231-CIV-XRF-1181-001, S-P.21.0231-CIV-XRF-1181-002

DRAWING REVISION HISTORY

No.	DESCRIPTION	DRAWN	DESIGNED	REVIEWED	DATE
A	ISSUED FOR DA APPROVAL	M.M	J.S	D.H	20-12-21
		M.M	J.S	D.H	20-12-21

APPROVED

ORIGINAL COPY ON FILE
"e" SIGNED BY

SIGNED

DATE

SCALE (PLOTTED FULL SIZE)

SCALE IN METRES - 1:2000 H

SCALE IN METRES - 1:200 V

SHEET SIZE

A3

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CLIENT

NORTHERN MIDLANDS CO

PROJECT

WELLINGTON STREET - LONGFORD
STREETSCAPE IMPROVEMENTS

STATUS

PRELIMINARY

DRAWING TITLE

STORMWATER LONGITUDINAL SECTIONS
SHEET 1 OF 2

DATUMS:

AHD/MGA

CLIENT No.

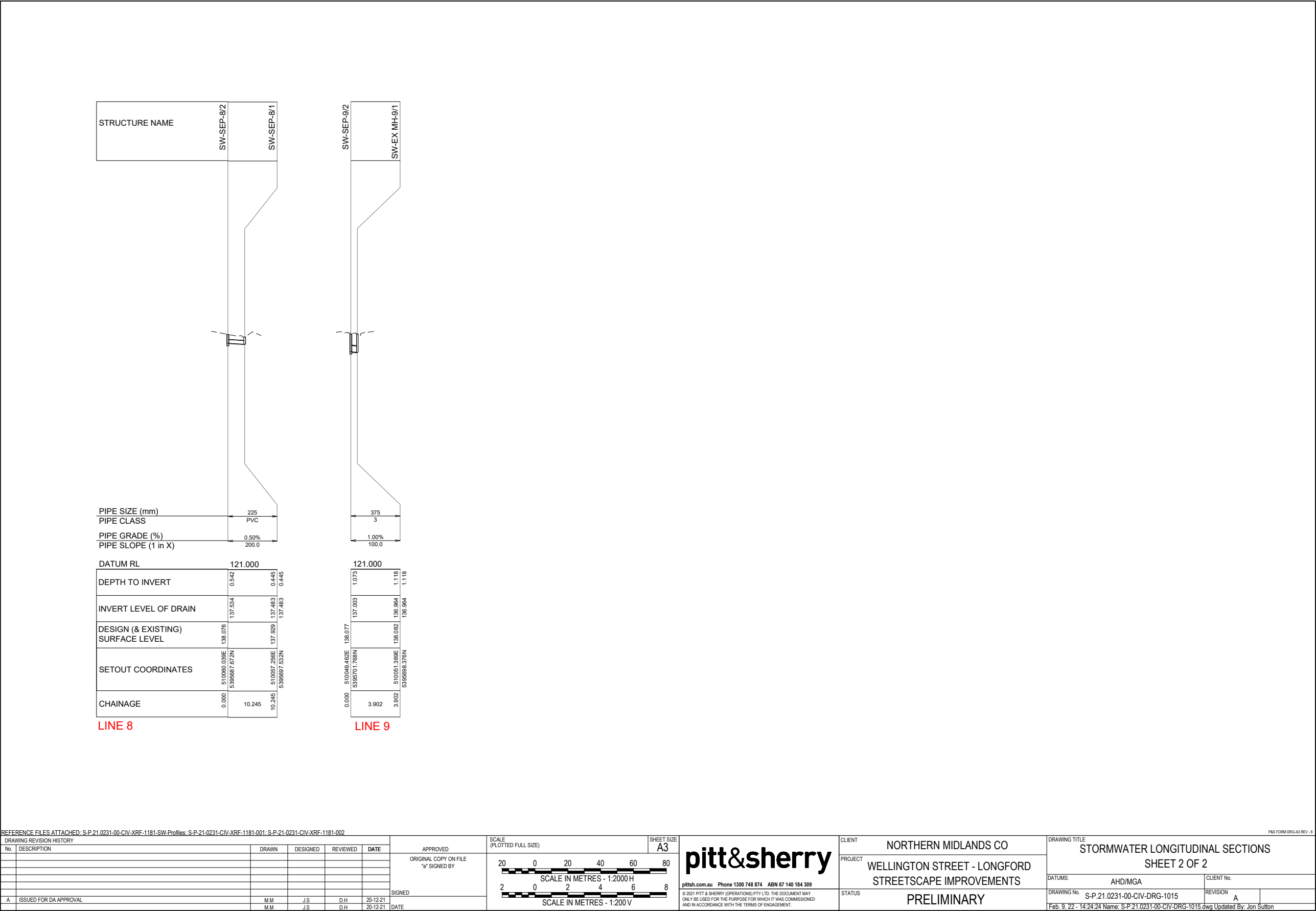
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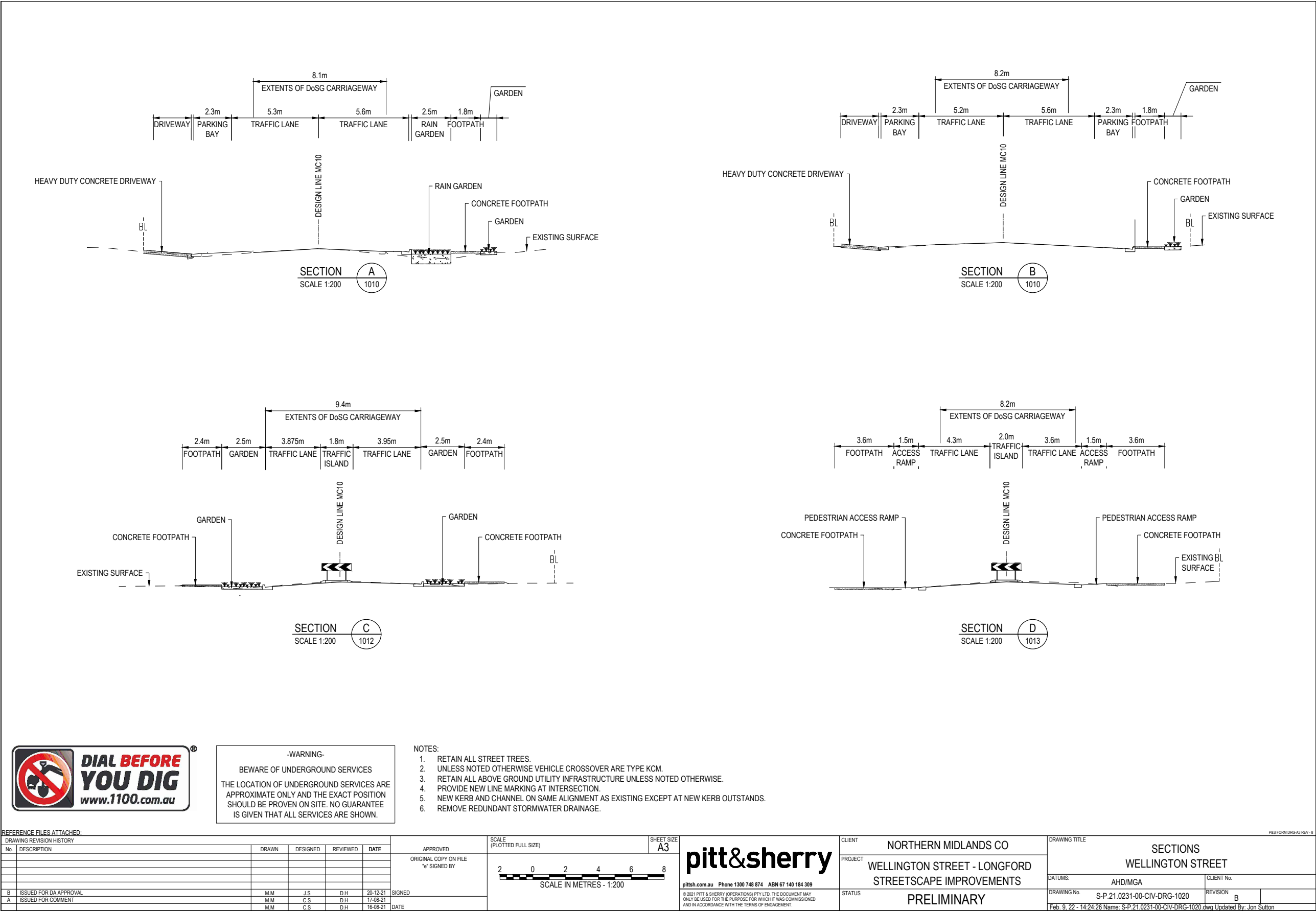
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REVISION

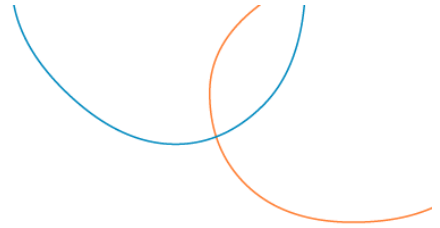
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Feb. 9, 22 - 14:24:20 Name: S-P.21.0231-00-CIV-DRG-1014.dwg Updated By: Jon Sutton





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Wellington Street, Longford Traffic Impact Assessment

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

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

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

NORTHERN MIDLANDS COUNCIL									
File No.									
Property									
Attachments									
REC'D 26 MAY 2022									
GM				PLN					
PRDM				BLD					
GM				MYR					
WFL				EA					
HPL									
HPL									

65 Wellington St
Longford Tas 7301
26 May 2022

General Manager NMC

Wellington Streetscape Proposal PLN-22-0040

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

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

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

Roderick Cuthbert

Roderick Cuthbert

COUNCILLOR KNOWLES MAYOR OF NMC

65 Wellington Street
Longford TAS 7301
15 December 2021

Dear Councillor Knowles

Proposed Streetscape Improvements Wellington Street

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

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

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

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

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

Roderick Cuthbert & Mary Dufour

Copy: NMC General manager

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

Att Gen Mgr Mr D Jennings

Wellington Streetscape Proposal

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

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

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

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

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

P

M:

Copy to Councillor Dick Adams

Mr Des Jennings

General Manager

Northern Midlands Council

29th May 2022

Eric Aalbrecht

7 Country Field Court

Longford. Tas. 7301

Dear Mr Jennings,

Ref PLN-22-0040

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

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

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

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

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

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

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

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

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

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

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

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

Yours sincerely

Eric Aalbrecht

Mr Des Jennings
General Manager
Northern Midlands Council

Michael Morris
97 Brickendon St
Longford
31.5.22

Re: PLN-22-0040

Dear Des,

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

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

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

There are some lovely brick boundary fences, most notably at 36, 46 and 50 Wellington St that add considerable character to the town. Some have already required significant repairs due to subsidence. Both the establishment of the beds as well as future plant rooting issues pose a significant risk to these fence lines. At this point Council has already shown itself incapable of maintaining the gravel area between the brick fence at 36 Wellington St and the bitumen footpath. This responsibility having to be taken up by the landholder. Consequently there can be no confidence the future garden beds will not similarly be neglected, and jeopardise these lovely walls.
4. I understand part of the rationale for the street narrowing is to slow traffic. Narrowing is no guarantee and has the above downsides. Simply set speed limits and have them policed. Shouldn't be difficult with the number of police now stationed here.

Yours Sincerely
Michael Morris

6 June 2022

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

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

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

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

DESIGN ISSUES

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