

Rosemary Jones

From: Siale, Vili <Vili.Siale@stategrowth.tas.gov.au>
Sent: Monday, 2 September 2024 9:05 AM
To: NMC Planning
Subject: RE: Application SRA-24-557 for Crown Landowner Consent - APPROVED

Follow Up Flag: Follow up
Flag Status: Completed

Hi Rosemary,
Thank you for your email.

Please note that the Crown Consent describes the extra conditions required for the proponent, namely the proponent will require a permit to undertake access works within the State Road Reservation, as per the link below.

https://www.transport.tas.gov.au/road_permits/permits_and_bookings/new_or_altered_access_onto_a_road_driveways

Regards,
Vili.

Vili Siale | Traffic Engineering Liaison Officer
Ph. (03) 6777 1951 | Mb. 0439 101 614

From: NMC Planning <planning@nmc.tas.gov.au>
Sent: Monday, September 2, 2024 8:56 AM
To: Siale, Vili <Vili.Siale@stategrowth.tas.gov.au>
Subject: FW: Application SRA-24-557 for Crown Landowner Consent - APPROVED

Morning Vili,
Crown consent has now been issued on this one. Did DSG have any other comment to make regarding the access?
Kind regards,

Rosemary Jones



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



From: Northern Midlands Council <council@nmc.tas.gov.au>
Sent: Friday, 30 August 2024 4:35 PM
To: NMC Planning <planning@nmc.tas.gov.au>
Subject: FW: Application SRA-24-557 for Crown Landowner Consent - APPROVED

Kellee Gordon



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

Tasmania's Historic Heart

**employer
of choice**

From: K2 Production Service Account <k2.service@stategrowth.tas.gov.au> **On Behalf Of** Permits

Sent: Friday, August 30, 2024 3:18 PM

To: planning@mcplanners.com.au

Cc: Northern Midlands Council <council@nmc.tas.gov.au>

Subject: Application SRA-24-557 for Crown Landowner Consent - APPROVED



Dear Applicant,

This email is to inform you that your application has been approved and Crown Landowner Consent has been granted.

Please find attached the consent letter.

If you have any further questions, please send an email to permits@stategrowth.tas.gov.au and quote your application reference number.

State Roads Permits Support Team

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Submission to Planning Authority Notice

Application details

Council Planning Permit No.	PLN24-0136
Council notice date	20/08/2024
TasWater Reference No.	TWDA 2024/00997-NMC
Date of response	30/08/2024
TasWater Contact	Huong Pham
Phone No.	

Response issued to

Council name	NORTHERN MIDLANDS COUNCIL
Contact details	Planning@nmc.tas.gov.au

Development details

Address	75 LEIGHLANDS RD, EVANDALE
Property ID (PID)	6392543
Description of development	Multiple Dwellings x 41 (34 new + 7 ex)

Schedule of drawings/documents

Prepared by	Drawing/document No.	Revision No.	Issue date
Prime Design	PD24021 sheet 01	04	17/07/2024
Gandy and Roberts	23.0291 sheets C100 & C600	A	17/07/2024

Conditions

Pursuant to the *Water and Sewerage Industry Act 2008 (TAS)* Section 56P(1) TasWater imposes the following conditions on the permit for this application:

DEVELOPER CHARGES

1. Prior to TasWater issuing a Certificate(s) for Certifiable Work (Building) and/or (Plumbing), the applicant or landowner as the case may be, must pay a developer charge totalling \$35,842.80 to TasWater for water infrastructure for 20.40 additional Equivalent Tenements, indexed by the Consumer Price Index All groups (Hobart) from the date of this Submission to Planning Authority Notice until the date it is paid to TasWater.

Tasmanian Water & Sewerage Corporation Pty Ltd
GPO Box 1393 Hobart, TAS 7001
development@taswater.com.au
ABN: 47 162 220 653

Page 1 of 2



DEVELOPMENT ASSESSMENT FEES

2. The applicant or landowner as the case may be, must pay a development assessment fee of \$775.39 to TasWater, as approved by the Economic Regulator and the fee will be indexed, until the date paid to TasWater.

The payment is required within 30 days of the issue of an invoice by TasWater.

Advice

General

For information on TasWater development standards, please visit

<https://www.taswater.com.au/building-and-development/technical-standards>

For application forms please visit

<https://www.taswater.com.au/building-and-development/development-application-form>

Developer Charges

For information on Developer Charges please visit the following webpage –

<https://www.taswater.com.au/building-and-development/developer-charges>

Service Locations

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.

- (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.
- (b) TasWater has listed a number of service providers who can provide asset detection and location services should you require it. Visit <https://www.taswater.com.au/building-and-development/service-locations> for a list of companies.
- (c) Sewer drainage plans or Inspection Openings (IO) for residential properties are available from your local council.

NOTE: In accordance with the WATER AND SEWERAGE INDUSTRY ACT 2008 – SECT 56ZB A regulated entity may charge a person for the reasonable cost of –

- (a) a meter; and
- (b) installing a meter.

Declaration

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

LAUNCESTON

AIRPORT

28 August 2024

Development Services Department
Northern Midlands Council
13 Smith Street
LONGFORD TAS 7301

Dear Sir / Madam

RE: Planning Application PLN-24-0136 - 34 Assisted Housing Units, extension of driveway, landscaping and provision of services - 75 Leighlands Road, Evandale (works at 15906 Midland Highway, Perth and alterations to an access within the State road) TAS 7212

I refer to the above Draft Planning Scheme Amendment and after review of the proposal, having regard to the National Airports Safeguarding Framework (NASF) guidelines, provide the following comments relating to the proposal:

- The land falls under the airport's Obstacle Limitation Surfaces (OLS) with a lowest surface of 211m AHD. The proposed development does not infringe the Launceston Airport Prescribed Airspace surfaces if the buildings to be constructed are less than 20m above ground level. Anything above 211m AHD will intrude into the prescribed airspace (OLS) and will require approval under the Airports Act.
- The subject site is located outside the ANEF and N contours as mapped and laid out in the Launceston Airport Master Plan 2020. However, it is noted that the site is located under or near the departure tracks for runway 14R and the arrival tracks for runway 32L. Hence this development may be subject to noise from the aircraft using these flight paths in the future.
- The site is located outside the Maximum Lighting Intensity Zones, as mapped and laid out in the Master Plan, but is located with a 6km radius of the airport.
- The application appears to include landscaping that may increase the risk of attracting wildlife.

Therefore, Launceston Airport does not object to the **Planning application - 34 Assisted Housing Units, extension of driveway, landscaping and provision of services - 75 Leighlands Road, Evandale (works at 15906 Midland Highway, Perth and alterations to an access within the State road) TAS 7212**, however requests the following be included as conditions of any permit granted:

1. Due to the proximity to the prescribed airspace surfaces (OLS) for Launceston Airport, any plant or equipment that extends to a height greater than 211m AHD, including during construction (such as cranes), may infringe the OLS and must be referred to Launceston Airport for written approval prior to use. Approval from CASA and Airservices Australia may be required, and this process may take 12 weeks or longer to obtain.
2. Lights within a 6km radius of an airport may cause confusion, distraction or glare to pilots in the air. Should any external lighting compromise aviation safety, under Regulation 94 of the Civil Aviation Regulations 1988 (CAR1988), CASA may seek that the lighting be modified, shielded or extinguished to ensure aviation safety.
3. Landscaping, certain planting, standing water and waste have the potential to attract wildlife which can increase the risk of wildlife transiting across aircraft flight paths. In relation to the proposed landscaping, Launceston Airport encourages the proponent to contact the Launceston Airport Operations Department and discuss options for reducing the risk associated with aircraft bird strikes.
4. Prospective purchasers of lots within the proposed development must be notified as follows:

The subject site is located outside the Australian Noise Exposure Forecast (ANEF) and N contours as mapped and laid out in the Launceston Airport Master Plan 2020. However, the site is located under or near the departure tracks for runway 14R and the arrival tracks for runway 32L as shown in the Master Plan. Hence this development may be subject to low-level noise from the aircraft using these flight paths in the future. As a result, Launceston Airport does not accept any responsibility or liability in respect of any matter arising from aircraft noise and will not enter into any correspondence with the owner/occupier of the future dwellings relating to noise complaints due to the dwellings being located close to the airport and it's flight paths.

If you or the applicant has any questions relating to the above comments, please don't hesitate in contacting me.

Yours sincerely



Ilya Brucksch
Head of Planning, Development and Customer
Australia Pacific Airports (Launceston) Pty. Ltd.

LAUNCESTON
AIRPORT



Tasmanian Heritage Council

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

PLANNING REF: PLN-24-0136
THC WORKS REF: #8489
REGISTERED PLACE NO: #5001
FILE NO: 09-98-82 THC
APPLICANT: MC Planners obo Centacare Evolve Housing
DATE THC RECEIVED: 20 August 2024
DATE OF THIS NOTICE: 22 August 2024

NOTICE OF NO INTEREST

(Historic Cultural Heritage Act 1995)

The Place (not THR): 75 Leighlands Road, Evandale (works at 15906 Midland Highway, Perth and alterations to an access within the State road).

Proposed Works: 34 Assisted Housing Units, extension of a driveway, landscaping and provision of services.

The Registered Place: 'Native Point', 15906 Midland Highway, Perth.

The Heritage Works: Alterations to existing access road into 75 Leighlands Road, with associated services, for sealed 4m-wide pavement with trafficable gravel shoulders. Relocate timber entry fence. Protect and remove selected trees where identified.

The new units are located within the unregistered land parcel CT100534/1 at 75 Leighlands Road. The heritage works are located ~1.9km from the Native Point homestead.

Under s36(3)(a) of the *Historic Cultural Heritage Act 1995* the Tasmanian Heritage Council provides notice that it has no interest in the discretionary permit application because the proposed heritage works are consistent with what is eligible for a Certificate of Exemption under Sections 13.5 & 13.7 of the *Works Guidelines*.

Any further information provided in relation to the application for the relevant heritage works must be forwarded to the Tasmanian Heritage Council as soon as practicable (and in any event within 5 days). A new notification will be provided.

In the event that a permit (discretionary or otherwise) is not required, then the planning authority is to notify the applicant and Heritage Council that the permit application is taken to have been withdrawn. The applicant must then apply for a Certificate of Exemption in order to obtain heritage approval.

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

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

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

Sylvia Goldspink

From: Council Referrals <Council.Referrals@tasnetworks.com.au>
Sent: Tuesday, 3 September 2024 9:02 AM
To: NMC Planning
Subject: RE: Referral TasNetworks PLN24-0136 75 leighlands Rd Evandale CN24-219951

Hi Sylvia,

Thank you for your email on 20/08/2024 referring to the above development.

Based on the information provided, the development is likely to adversely affect TasNetworks' operations. We have had discussions with the developer regarding the proposed development.

It is recommended that the customer or their electrician submit an application via our website portal found here <https://www.tasnetworks.com.au/Connections/Connections-Hub> to upgrade the electricity supply connection to support this development.

Kind Regards,
Shehan.

Shehan Mendis
Customer Relationship Specialist

1-7 Maria St, Lenah Valley 7008
PO Box 606, Moonah TAS 7009

www.tasnetworks.com.au

 [@TasNetworks](https://twitter.com/TasNetworks)

 [/TasNetworks](https://www.facebook.com/TasNetworks)



From: NMC Planning <planning@nmc.tas.gov.au>
Sent: Tuesday, August 20, 2024 4:16 PM
To: Council Referrals <Council.Referrals@tasnetworks.com.au>
Subject: Referral TasNetworks PLN24-0136 75 leighlands Rd Evandale CN24-219951

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[Report Suspicious](#)

Good Afternoon

Please see referral for your action. As the documents are very large, we have attached a link below to explore them.

[https://nmc.t1cloud.com/T1Default/CiAnywhere/Web/NMC/ECMCore/BulkAction/Get/18088dbe-06b6-44cb-b4c0-43af144f943a \[nmc.t1cloud.com\]](https://nmc.t1cloud.com/T1Default/CiAnywhere/Web/NMC/ECMCore/BulkAction/Get/18088dbe-06b6-44cb-b4c0-43af144f943a [nmc.t1cloud.com])

Kind regards

Sylvia Goldspink



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



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Exhibited

PLANNING APPLICATION

SUBDIVISION, BOUNDARY ADJUSTMENT & CONSOLIDATION

The Proposal

Description of proposal: Subdivision of 2 lots into 2 – Boundary Adjustment

Public Open Space land contribution <i>(please tick)</i>	<input type="checkbox"/> Land (area m ²)	<input type="checkbox"/> Cash in Lieu	<input checked="" type="checkbox"/> Not Applicable
Proposed road names: (if proposing a new road within subdivision)	1.		
	2.		
	3.		

The Land

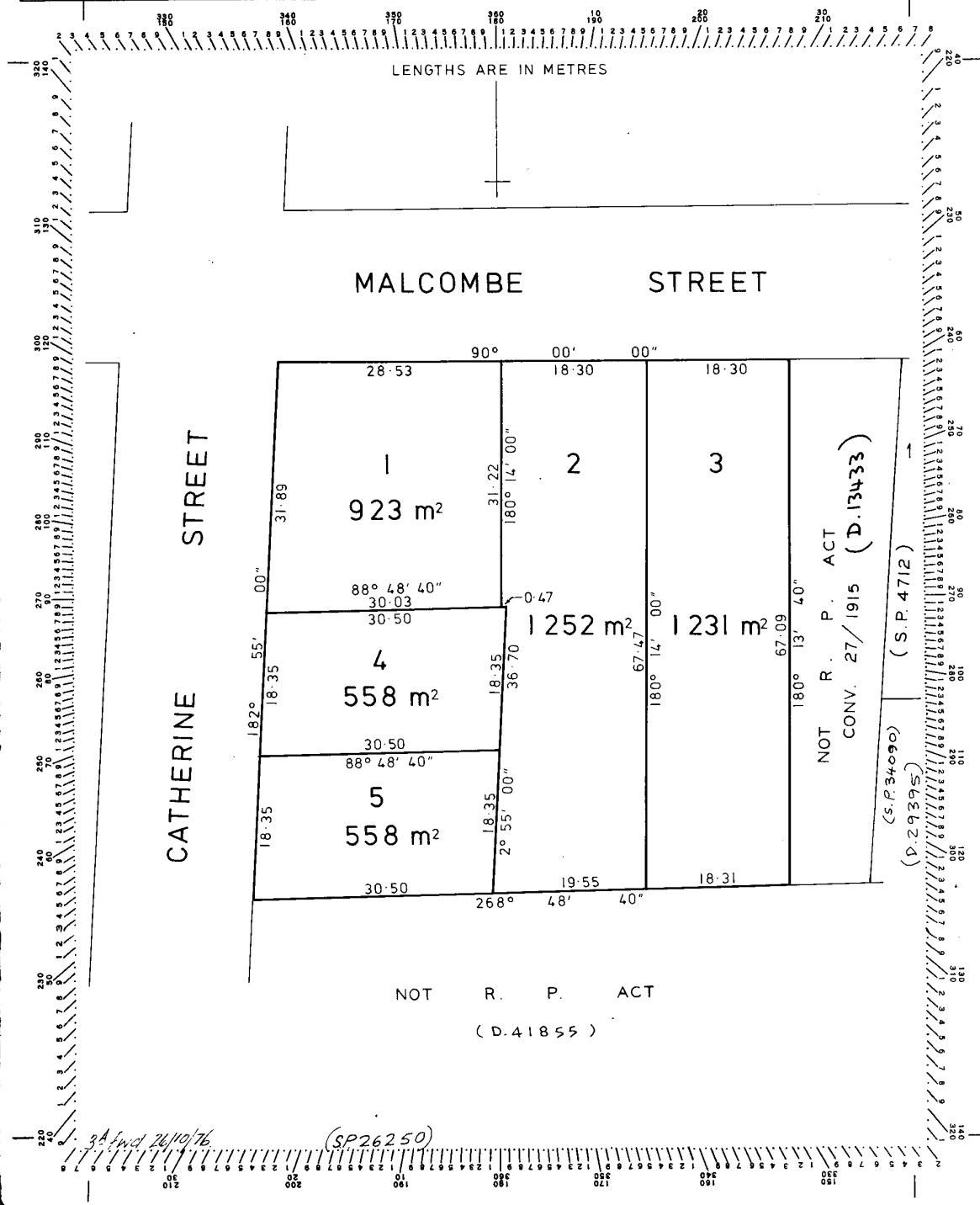
Site address:	41 Catherine Street
	Longford TAS 7301
Title reference:	C/T: 8695/4 & 8695/5
Existing buildings on site:	Dwelling
Existing use of site:	Residential

Applicant justification of any variation/discretion to the *Tasmanian Planning Scheme – Northern Midlands*

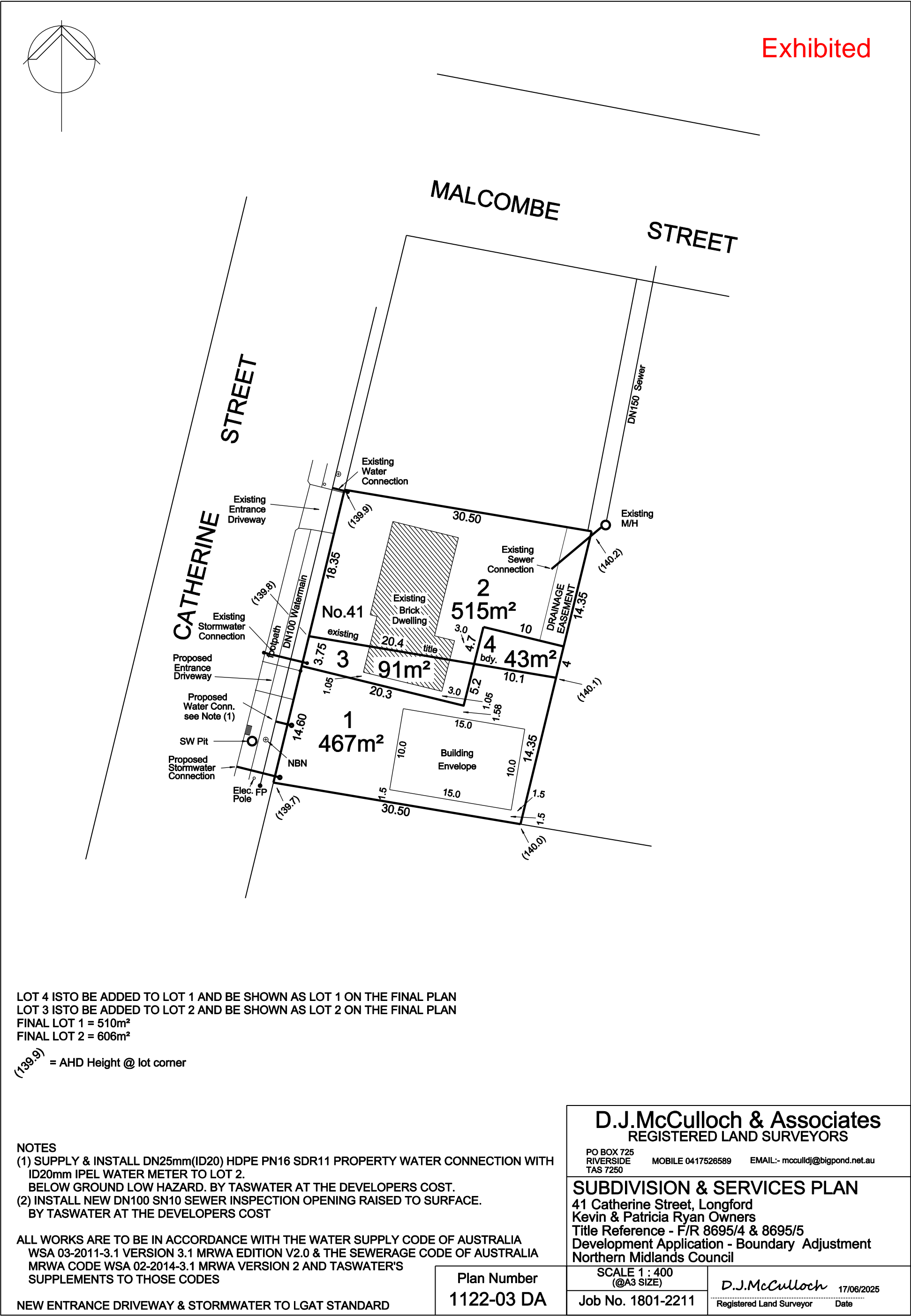
Refer to attached letter.

16 S.P.8695 61/51

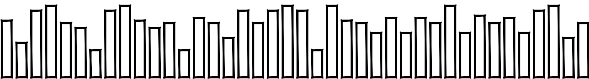
Owner: Jessie Mohr (Deceased)	PLAN OF SURVEY by Surveyor J.W. Cohen of land situated in the	Registered Number: S.P.8695
Title Reference: Assent No. 27/83	TOWN OF LONGFORD SECTION B5	Effective from: - 9 JUN 1977
Grantee: Part of Lot 1, la. Ir. 8p. T. Reirdon Purchaser	Scale 1:500 P/I	Recorder of titles <i>M. Hutchinson</i>




Exhibited



CSE TASMANIA PTY LTD
civil • structural • environmental engineering



KEVIN AND PATRICIA RYAN
41 CATHERINE STREET,
LONGFORD
CSE TASMANIA REF: 7906-01
JUNE / 2025



01020304050m
SCALE 1:1000 (A3)

LOCALITY PLAN
SCALE: 1:1000

DRAWING SCHEDULE

DRAWING No.	DRAWING NAME	REVISIONS
7906-01_G01	COVER SHEET AND LOCALITY PLAN	Rev 0
7906-01_G02	GENERAL NOTES PLAN	Rev 0
7906-01_G03	GENERAL ARRANGEMENT LAYOUT PLAN	Rev 0
7906-01_C01	SEWER CONNECTION LONG SECTION PLAN	Rev 0

Exhibited

DOCUMENTS AS LISTED IN TASWATER SUPPLEMENTS TO

- WATER SUPPLY CODE OF AUSTRALIA (WSA 03-2011-3.1 MRWA V2.0 ISSUE NUMBER PUBLIC 05)
- SEWERAGE SUPPLY CODE OF AUSTRALIA (WSA 02-2014-3.1 MRWA GRAVITY CODE OF AUSTRALIA (MRWA EDITION) VERSION 2.0)

DOCUMENTS AS LISTED FOR ROAD AND STORMWATER DRAWINGS (TSD)

- TASMANIAN STANDARD DRAWINGS (TSD)-v3
- TASMANIAN SUBDIVISION GUIDELINES (2020)
- TASMANIAN MUNICIPAL STANDARD SPECIFICATIONS (MARCH 2020)

DO NOT SCALE

Original Size
A3

FOR CONSTRUCTION

Scale
1:1000

Designed
CHRIS MARTIN

Drawn
CJG

Accred. No.
CC4109V

Approved
CHRIS MARTIN

Date
JUNE 2025

0

DRAWING ISSUED FOR CONSTRUCTION

CJG

20/06/25

No

Revision

Drawn

Date

Client
KEVIN AND PATRICIA RYAN

Project
41 CATHERINE STREET, LONGFORD

Title
COVER SHEET AND LOCALITY PLAN

Drawing No:
7906-01_G01

Revision:
0

Attachment 11.2.1 1. Application, title and plans

Page 409

Exhibited

NOTES (GENERAL, EARTHWORKS & LANDSCAPING)

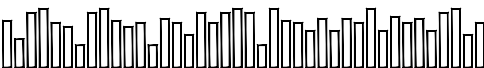
- GENERAL
1. T.W. – TAS WATER
 2. ALL SETOUT BY A LICENSED SURVEYOR.
 3. LEVEL DATUM – AHD
 4. PRIOR TO ANY EXCAVATION, CONTRACTOR IS TO LOCATE ALL EXISTING UNDERGROUND SERVICES
 5. ALL EXISTING MANHOLES AND SERVICE PITS / LIDS AFFECTED BY THE WORKS TO BE RAISED TO SUIT DESIGN LEVELS. WORK TO BE CARRIED OUT BY THE RELEVANT AUTHORITY AT DEVELOPERS EXPENSE.
 6. CONTRACTOR TO ARRANGE PROVISION OF ‘AS CONSTRUCTED’ INFORMATION. SURVEY CO-ORDINATES TO BE RECORDED IN GDA94 & AHD AND PROVIDED IN ELECTRONIC AND HARD COPY FORMAT IN ACCORDANCE WITH THE REQUIREMENTS OF COUNCIL & T.W.
 7. SERVICE OFFSETS AS PER TAS STANDARD DRAWINGS.
 8. ALL ROAD AND STORMWATER WORKS IN ACCORDANCE WITH TAS STANDARD DRAWINGS.
- EARTHWORKS
9. STRIP TOPSOIL FROM ENTIRE AREA OF ROADWAYS AND EXTERNAL AREAS THAT ARE TO BE CUT OR FILLED. TOPSOIL SHALL BE STOCKPILED ON SITE WHERE DIRECTED.
 10. REDUNDANT OPEN DRAINS TO BE FILLED TO SUIT SURROUNDING NATURAL SURFACE. CONTRACTOR TO PROVIDE REPORT OF SITE CLASSIFICATION AND CERTIFICATION OF LEVEL 2 COMPACTION TO AS 3798.
 11. AREAS OF FILL GREATER THAN 300MM IN DEPTH SHALL BE FILLED AND COMPACTED IN ACCORDANCE WITH AS3798.
 12. NO FILLING OVER SERVICE MAINS IS PERMITTED. ALL FILLING TO BE DONE PRIOR TO PIPE TRENCHING AND INSTALLATION.
- LANDSCAPING
13. ALL DISTURBED SURFACES SHALL BE REVEGETATED AND STABILISED WITH STABILISATION GRASS MIX.
 14. GOOD QUALITY TOPSOIL TO BE USED ON NATURE STRIP AREAS. GRASS SEED TYPES TO BE ADVISED BY COUNCIL
 15. ADVISORY NOTE – LANDSCAPING DESIGN, INCLUDING STREET FURNITURE AND BOLLARDS TO BE CONFIRMED.

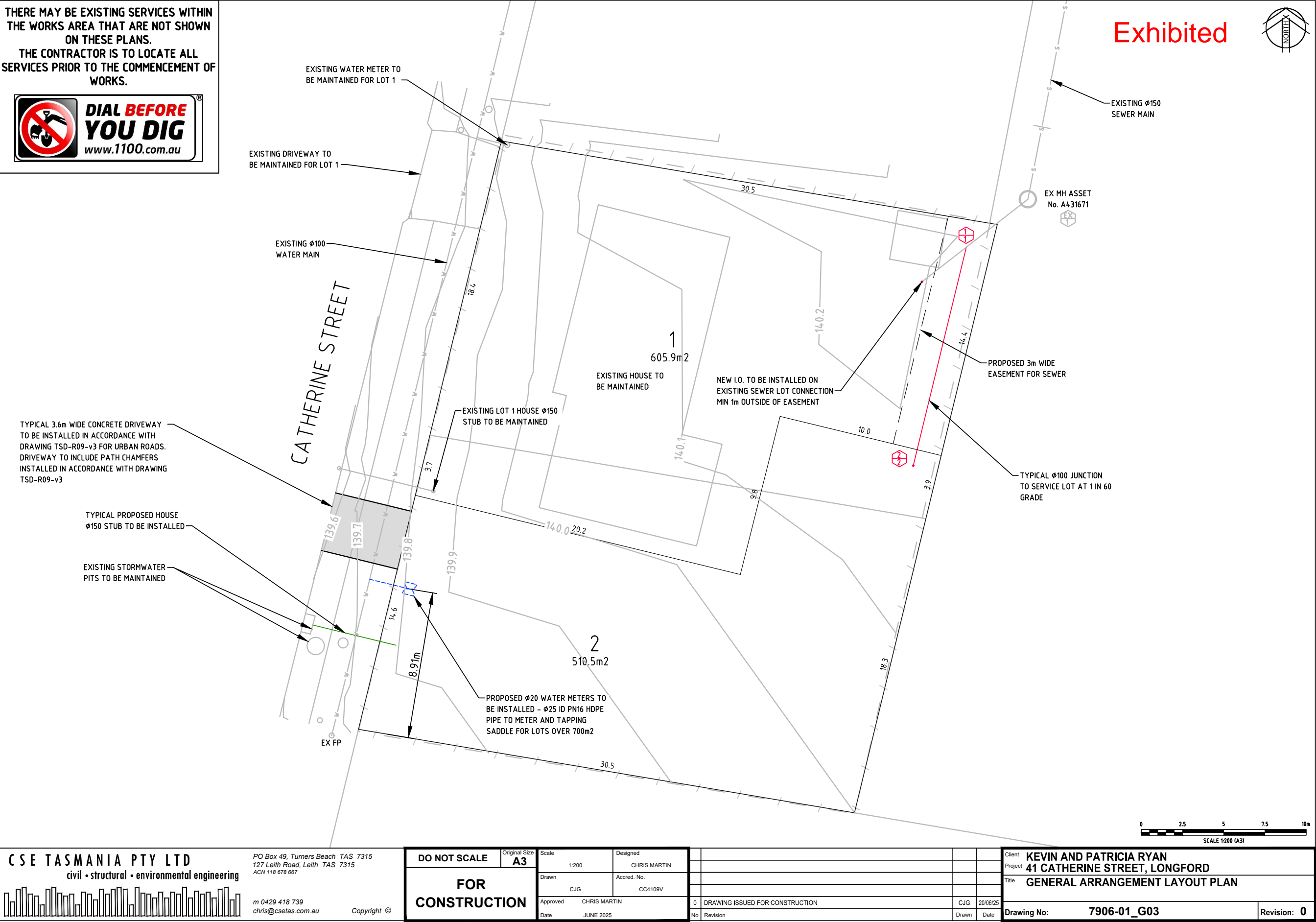
NOTES (ROADWORKS & DRAINAGE)

- ROADWORKS
1. SERVICE TRENCHES UNDER TRAFFICKED AREAS SHALL BE BACKFILLED WITH COMPACTED PAVEMENT SUB BASE MATERIAL.
 2. ALL DRIVEWAYS TO BE TYPE KCS AS PER TASMANIAN STANDARD DRAWING TSD-R14.
 3. KCM MODIFIED KERB TO BE USED FROM PRAM RAMPS AROUND CUL-DE-SAC HEADS, FOOTPATH TO BE DRIVEWAY STANDARD IN THESE AREAS.
- STORMWATER
1. FULL HEIGHT BENCHING TO BE USED IN ACCORDANCE WITH TSD SW03.
 2. PROVIDE ELECTROMAGNETIC, METAL IMPREGNATED TAPE IN ALL NON METALLIC PIPE TRENCHES. ENSURE TAPE TERMINATIONS ARE ACCESSIBLE.
 3. TOPS OF MANHOLES SHALL BE FINISHED TO MATCH ADJACENT FINISHED SURFACE LEVELS AND GRADES.
 4. PIPE BEDDING AND HAUNCHING – AS PER TSD-G01.
 5. 20mm CRUSHED ROCK BEDDING TO BE USED IN STORMWATER TRENCHES WITH SUB-SOIL DRAINS.
 6. NEW PIPEWORK SHALL BE:
 - AS SPECIFIED ON STORMWATER LONG SECTIONS
 - PROPERTY CONNECTIONS: 150mmØ P.V.C. (SN8)AS PER TSD-SW25.
 7. ALL PIPES GREATER THAN 100mmØ ARE TO BE RUBBER RING JOINTED AND LAID ON A MINIMUM OF 75mm SAND BEDDING EXTENDING TO 150mm ABOVE THE TOP OF PIPE.
 8. ALL STORMWATER LOT CONNECTIONS SHALL BE BROUGHT NOMINALLY 100mm ABOVE SURROUNDING SURFACE AND SEALED WITH A GLUED END CAP. CAPS SHALL BE PAINTED GREEN. LOCATIONS OF CONNECTION POINTS TO BE MARKED WITH STAR PICKETS.
 9. PROVIDE ELECTROMAGNETIC, METAL IMPREGNATED TAPE IN ALL NON CONDUCTIVE PIPE TRENCHES. ENSURE TAPE TERMINATIONS ARE ACCESSIBLE.
 10. STORM WATER MANHOLE BENCHING IN ACCORDANCE WITH TSD-SW03.
 11. SIDE ENTRY PITS TO TSD-SW10 – TYPE 4 UNLESS UNO.
 12. MANHOLE, LIDS AND SURROUNDS:
 - IN THE ROAD RESERVATION AND TRAFFICKED AREAS – CLASS D – ‘GATIC’ HEAVY DUTY OR APPROVED EQUIVALENT.
 - NON TRAFFICKED AREAS – ‘GATIC’ LIGHT DUTY OR APPROVED EQUIVALENT.

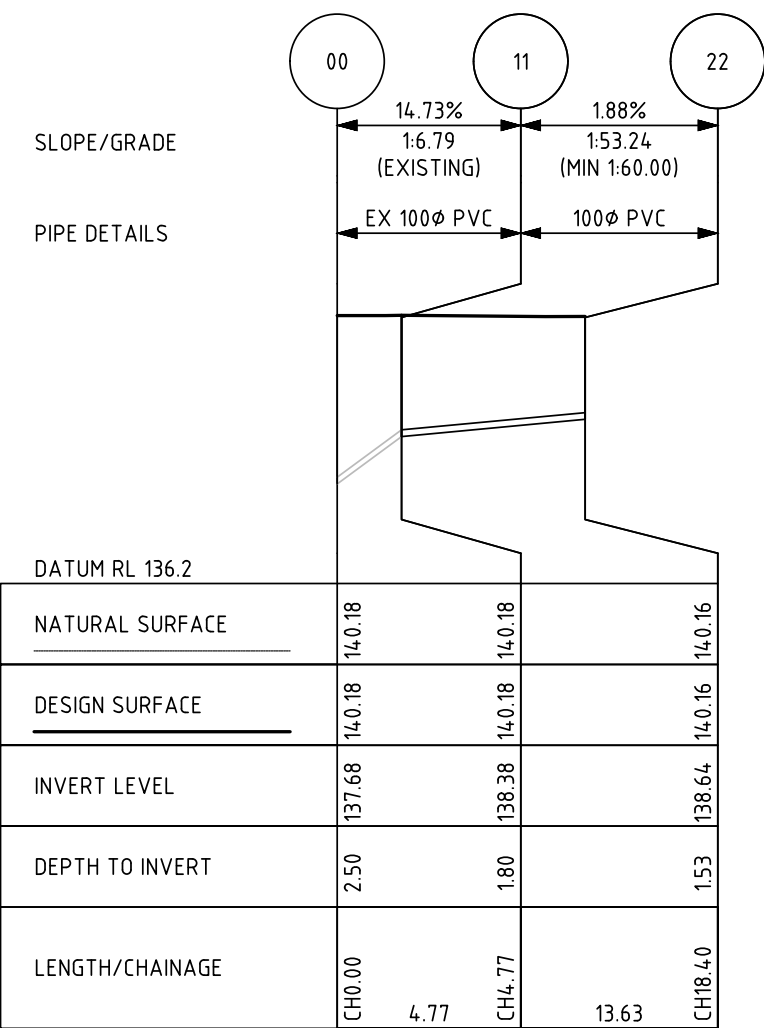
NOTES (SEWER & WATER)

- SEWER
1. ALL SEWER SUPPLY CONSTRUCTION TO:
 - SEWERAGE SUPPLY CODE OF AUSTRALIA (WSA 02 2014 3.1 MRWA) – PART 3: CONSTRUCTION AS AMENDED BY THE TASWATER SUPPLEMENT
 2. NEW PIPEWORK SHALL BE:
 - AS SPECIFIED ON SEWER LONG SECTIONS
 3. PROPERTY CONNECTIONS: 100 DIA. P.V.C. (SN10) SCJ AND IN ACCORDANCE WITH TYPE 4 ... MRWA-S-304 INCLUDING A SURFACE AS SHOWN.
 - NOTE – INSPECTION OPENINGS SHALL BE 0.5m INSIDE THE PROPERTY BOUNDARY NOT OUTSIDE THE BOUNDARY.
 - TASWATER APPROVED PRODUCTS ARE CONTAINED ON THE CITY WEST WATER WEBSITE [HTTP://WWW.MRWA.COM.AU/PAGES/PRODUCTS.ASPX](http://www.mrwa.com.au/pages/products.aspx)
 - INSPECTED PRIOR TO BACKFILL
 4. PROVIDE ELECTROMAGNETIC, METAL IMPREGNATED TAPE IN ALL NON METALLIC PIPE TRENCHES. ENSURE TAPE TERMINATIONS ARE ACCESSIBLE.
 5. ALL LIVE CONNECTIONS BY TW AT DEVELOPERS COST.
 6. VISUAL INSPECTION OF SEWER MANHOLES AND SEWER LINES PRIOR TO BACKFILLING.
 7. ACCEPTANCE TESTING GENERALLY IN ACCORDANCE WITH SECTION 21 OF THE SEWERAGE CODE OF AUSTRALIA WSA03-2014-3.1, MELBOURNE RETAIL WATER AGENCIES EDITION – VERSION 2, PART 2 CONSTRUCTION – SECTION 21.4.2.2.
 8. AIR PRESSURE TESTING IN ACCORDANCE WITH SECTION 21.4.1 OF THE SEWERAGE CODE OF AUSTRALIA WSA03-2014-3.1 MELBOURNE RETAIL WATER AGENCIES EDITION – VERSION 2. TABLE 21.10 PROVIDES A SUMMARY OF THE REQUIRED TESTING PRESSURES.
- WATER
1. ALL WATER SUPPLY CONSTRUCTION TO:
 - WATER SUPPLY CODE OF AUSTRALIA (WSA 03-2011-3.1 VERSION MRWA EDITION V2.0) – PART 2: CONSTRUCTION AS AMENDED BY THE THE TASWATER SUPPLEMENT.
 - TASWATER’S STANDARD DRAWINGS TWS-W-0002 SERIES
 - WATER METERING POLICY/METERING GUIDELINES
 - BOUNDARY BACKFLOW CONTAINMENT REQUIREMENTS AND AS3500.1:2018.
 2. NEW PIPEWORK SHALL BE:
 - SERIES 2 OPVC PN16 – SIZE AS INDICATED ON THE DRAWINGS
 - 63mm O.D. PE100 PN16 (SDR11)
 - ALL FITTINGS SHALL BE PN16 RATED
 - TASWATER APPROVED PRODUCTS ARE CONTAINED ON THE CITY WEST WATER WEBSITE [HTTP://WWW.MRWA.COM.AU/PAGES/PRODUCTS.ASPX](http://www.mrwa.com.au/pages/products.aspx)
 - INSPECTED PRIOR TO BACKFILL
 - BACKFILLED UNDER ROADWAYS IN COMPACTED SUBBASE 1 GRAVEL AT OMC COMPACTED IN 150mm LAYERS.
 3. PROVIDE THRUST BLOCKS AT ALL BENDS AND TEES.
 4. ALL LIVE CONNECTIONS BY TW AT DEVELOPERS COST.
 5. ALL STOP VALVES TO BE CLOCKWISE CLOSING, EXCEPT FOR DEVONPORT CITY COUNCIL WHICH REQUIRE COUNTER CLOCKWISE CLOSING.
 6. PROVIDE C.I. VALVE BOX COVERS TO ALL VALVES AND FIRE PLUG.
 7. STOP VALVES AND FIRE PLUGS SHALL BE MARKED IN ACCORDANCE WITH THE IPWEA FIRE HYDRANT GUIDELINES: TASMANIA DIVISION.
 8. FIRE PLUGS AND VALVE POSITIONS TO BE MARKED IN ACCORDANCE WITH THE WSA CODE AND TASWATER SUPPLEMENT.
 9. PROVIDE ELECTROMAGNETIC, METAL IMPREGNATED TAPE IN ALL NON METALLIC PIPE TRENCHES. ENSURE TAPE TERMINATIONS ARE ACCESSIBLE.
 10. MINIMUM COVER:- UNDER ROADWAYS (EXCLUDING MAJOR ROADS) FOR PIPES UP TO AND INCLUDING 225 DIA 600mm. COVER IN RESIDENTIAL PIPELINE EASEMENTS CAN REDUCE TO 450mm.
 11. ALL PROPERTY CONNECTIONS SHALL BE CONSTRUCTED IN ACCORDANCE WITH TASWATER STANDARD DRAWING TWS-W-0002 SERIES – INCLUDING THE REQUIREMENT FOR A DN100 SLEEVE UNDER ALL TRAFFICABLE ROADS. THEY SHALL BE DN25(I.D.20) HDPE (PE100) SDR 11 PN16 PIPE.
 12. ALL FITTINGS TO BE F.B.E.
 13. FIRE PLUGS TO HAVE 100mm RISERS WITH SPRING TYPE PLUGS.
 14. VISUAL INSPECTION OF WATER LINE BEDDING AND HAUNCHING PRIOR TO BACKFILLING.
 15. ACCEPTANCE TESTING GENERALLY IN ACCORDANCE WITH PART 2 CONSTRUCTION, SECTION 19 OF THE WATER SUPPLY CODE OF AUSTRALIA WSA03-2011-3.1 MELBOURNE RETAIL WATER AGENCIES EDITIONS – VERSION 2.
 16. HYDROSTATIC PRESSURE TESTING GENERALLY IN ACCORDANCE WITH PART 2 CONSTRUCTION, SECTION 19.4 OF THE WATER SUPPLY CODE OF AUSTRALIA WSA03-2011-3.1 MELBOURNE RETAIL WATER AGENCIES EDITIONS – VERSION 2.
 17. MAIN TO BE DISINFECTED PRIOR TO CONNECTION TO THE RETICULATION NETWORK. REFER TO WSA CODE FOR DETAILS.
 18. PLACEMENT OF WATER MAINS IN FILL REQUIRES THE CONTRACTOR TO PROVIDE DOCUMENTARY EVIDENCE INCLUDING:-
 - 18.1. THE COMPOSITION OF FILL MATERIAL, VERIFYING THAT IT CONTAINS NO ORGANIC OR OTHER MATERIALS THAT DECOMPOSE OR OTHERWISE LEAD TO LONG TERM SETTLEMENT
 - 18.2. THE PLACED LAYER THICKNESS
 - 18.3. THE COMPACTION METHOD USED
 - 18.4. THE DEPTH BELOW THE SURFACE OF EACH COMPACTED LAYER AT WHICH EACH FIELD DENSITY WAS MEASURED.
 - 18.5. THE FIELD DENSITY CALCULATION SHEETS AND RESULTS FOR ALL OF THE FILL BELOW THE INVERT OF THE PROPOSED WATER MAIN, VERIFYING THAT IT HAS AN IN-SITU DENSITY OF NOT LESS THAN 95% OF ITS STANDARD MAXIMUM DRY DENSITY (AS1289.5.1.1).
- NOTES FOR SURVEYOR
- WHERE MARKED ON THE SEWERAGE DRAWINGS THAT SEWER SERVICES DON’T CONTROL THE WHOLE LOT THE PLAN OF SUBDIVISION COUNCIL ENDORSEMENT PAGE IS TO NOTE, PURSUANT TO SECTION 83 OF THE LOCAL GOVERNMENT (BUILDING AND MISCELLANEOUS PROVISIONS) ACT 1993, THAT TASWATER CANNOT GUARANTEE CUSTOMERS SANITARY DRAINS WILL BE ABLE TO DISCHARGE VIA GRAVITY INTO TASWATER’S SEWERAGE SYSTEM,
 - TASWATER EASEMENTS SHALL BE CREATED IN ACCORDANCE WITH TASWATER’S PIPELINE AND SERVICES EASEMENT DEFINITION – SEE TASWATER WEBSITE [HTTP://WWW.TASWATER.COM.AU/ARTICLEDOCUMENTS/489/PIPELINE%20AND%20SERVICES%20EASEMENT%20PRECEDENT%20FOR%20USE%20WITH%20SCHEDULE%20OF%20EASEMENTS.PDF.ASPX](http://www.taswater.com.au/article/documents/489/PIPELINE%20AND%20SERVICES%20EASEMENT%20PRECEDENT%20FOR%20USE%20WITH%20SCHEDULE%20OF%20EASEMENTS.PDF.ASPX)
 - COUNCIL STORMWATER EASEMENT TO BE PROVIDED AS PER SURVEY PLAN

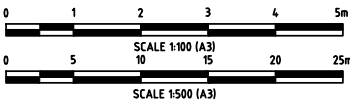
<div>CSE TASMANIA PTY LTD</div> <div>civil • structural • environmental engineering</div> <div></div>	<div>PO Box 49, Turners Beach TAS 7315</div> <div>127 Leith Road, Leith TAS 7315</div> <div>ACN 118 678 667</div> <div>m 0429 418 739</div> <div>chris@csetas.com.au</div> <div>Copyright ©</div>	DO NOT SCALE	Original Size A3	Scale	Designed					<div>Client Project Title</div> <div>KEVIN AND PATRICIA RYAN 41 CATHERINE STREET, LONGFORD GENERAL NOTES PLAN</div> <div>Drawing No: 7906-01_G02</div> <div>Revision: 0</div>
		FOR CONSTRUCTION		N.T.S.	CHRIS MARTIN					
				Drawn	Accred. No.					
				CJG	CC4109V					
		Approved	CHRIS MARTIN	0	DRAWING ISSUED FOR CONSTRUCTION	CJG	20/06/25			
		Date	JUNE 2025	No	Revision	Drawn	Date			



Exhibited



SEWER LONGITUDINAL SECTION HOUSE CONNECTION FOR LOT 2
SCALES: HORIZONTAL 1:500 VERTICAL 1:100



CSE TASMANIA PTY LTD
civil • structural • environmental engineering

PO Box 49, Turners Beach TAS 7315
127 Leith Road, Leith TAS 7315
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chris@csetas.com.au

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DO NOT SCALE

Original Size
A3

**FOR
CONSTRUCTION**

Scale	1:500H 1:100V	Designed	CHRIS MARTIN
Drawn	CJG	Accred. No.	CC4109V
Approved	CHRIS MARTIN		
Date	JUNE 2025		

Client	KEVIN AND PATRICIA RYAN		
Project	41 CATHERINE STREET, LONGFORD		
Title	SEWER CONNECTION LONG SECTION PLAN		
Drawing No:	7906-01_C01	Revision:	0

D.J. McCulloch & Associates

LAND SURVEYORS

Exhibited

A.B.N. 36 400 870 790

Dallas McCulloch
Registered Land Surveyor (Tas.)

Your ref :

Our ref :

P.O. BOX 725

148 West Tamar Road
RIVERSIDE, TAS, 7250

Mobile 0417 526589

mcculldj@bigpond.net.au

Planning Notes 1122B

Boundary Adjustment Subdivision – 41 Catherine Street, Longford

Re: Northern Midlands LPS

Clause NOR-S6.8.2 – Performance criteria P1

- (a) construction of new buildings on vacant Lot 1 can satisfy all relevant building development requirements..
- (b) intended buildings on vacant Lot 1 can be located within a 10m x 15m building envelope.
- (c) the site gradients are flatter than 1 in 90 and the topography is suitable for building development.
- (d) there are no natural hazards present.
- (e) there are sufficient areas for the provision of adequate private open space within the new lots.
- (f) The existing lots form part of the existing pattern of development within the area and new lots are created.
- (g) final Lot 1 & final Lot 2 are not more than 15% smaller than the minimum applicable lot size required by clause NOR-S6.8.2 A1 (a)



Dallas McCulloch
Registered Land Surveyor
18/06/2025



Submission to Planning Authority Notice

Application details

Council Planning Permit No.	PLN-25-0131
Council notice date	30/06/2025
TasWater Reference No.	TWDA 2025/00737-NMC
Date of response	04/07/2025
TasWater Contact	Shaun Verdouw
Phone No.	0467 901 425

Response issued to

Council name	NORTHERN MIDLANDS COUNCIL
Contact details	Planning@nmc.tas.gov.au
Development details	
Address	41 CATHERINE ST, LONGFORD
Property ID (PID)	6730012
Description of development	2 Lot Subdivision (2 Lots to 2 Lots)

Schedule of drawings/documents

Prepared by	Drawing/document No.	Revision No.	Issue date
CSE Tasmania	7906-01	0	20/06/2025
D.J. McCulloch & Associates	1122-03 DA	-	17/06/2025

Conditions

Pursuant to the *Water and Sewerage Industry Act 2008 (TAS)* Section 56P(1) TasWater imposes the following conditions on the permit for this application:

CONNECTIONS, METERING & BACKFLOW

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, any water connection utilised for the development must have a backflow prevention device and water meter installed, to the satisfaction of TasWater.
4. Prior to applying for a Certificate for Certifiable Works/Engineering Design Approval, the developer must physically locate all existing infrastructure to provide sufficient information for accurate design and physical works to be undertaken.

Tasmanian Water & Sewerage Corporation Pty Ltd
GPO Box 1393 Hobart, TAS 7001
development@taswater.com.au
ABN: 47 162 220 653

Page 1 of 3



5. 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.

FINAL PLANS, EASEMENTS & ENDORSEMENTS

6. 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.
7. 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.
8. Prior to the issue of a Consent to Register a Legal Document from TasWater, the applicant must submit a copy of the completed Transfer for the provision of a Pipeline and Services Easement(s) to cover existing/proposed TasWater infrastructure as required by condition 7. All costs and expenses related to the transfer of easement(s)/lots to TasWater are to be paid by the developer.
9. 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

10. The applicant or landowner as the case may be, must pay a development assessment fee of \$251.35 and a Consent to Register a Legal Document fee of \$265.98 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.

Advice

General

For information on TasWater development standards, please visit

<https://www.taswater.com.au/building-and-development/technical-standards>

For application forms please visit

<https://www.taswater.com.au/building-and-development/development-application-form>

Important Notice Regarding Plumbing Plans and Associated Costs

The SPAN includes references to documents submitted as part of the application. These plans are acceptable for planning purposes only and are subject to further detailed assessment and review during the next stage of the development proposal.

TasWater's assessment staff will ensure that the design contains sufficient detail to assess compliance with relevant codes and regulations. Additionally, the plans must be clear enough for a TasWater contractor to carry out any water or sewerage-related work.



Depending on the nature of the project, your application may require Building and/or Plumbing permits or could be exempt from these requirements. Regardless, TasWater's assessment process and associated time are recoverable through an assessment fee. Please be aware that your consultant may need to make revisions to their documentation to ensure the details are fit for construction. Any costs associated with updating these plans should be discussed directly with your consultant.

Developer Charges

For information on Developer Charges please visit the following webpage – <https://www.taswater.com.au/building-and-development/developer-charges>

Service Locations

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.

- 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.
- b. TasWater has listed a number of service providers who can provide asset detection and location services should you require it. Visit <https://www.taswater.com.au/building-and-development/service-locations> for a list of companies.
- c. Sewer drainage plans or Inspection Openings (IO) for residential properties are available from your local council.

Declaration

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

[2025] TASPComm 11

TASMANIAN PLANNING COMMISSION

DECISION

Planning scheme	Tasmanian Planning Scheme - Northern Midlands
Amendment	13-2024
Planning authority	Northern Midlands Council
Date of decision	23 June 2025

Decision

The draft amendment is rejected under section 40N(1)(c) of the *Land Use Planning and Approvals Act 1993* and that the planning authority is to prepare a substantially modified draft amendment under section 40N(1)(c)(ii).



Dianne Cowen
Delegate (Chair)



Alex Brownlie
Delegate

REASONS FOR DECISION

Background

Amendment

The draft amendment proposes to apply the Flood-Prone Areas Hazard Code to land in Campbell Town, Perth and Ross.

Site information

The draft amendment is applicable for several properties in Campbell Town, Ross and Perth.

Flood mapping for Campbell Town and Ross was developed for the town areas based on potential impacts from the Elizabeth River at Campbell Town and the Macquarie River and Downs Creek at Ross.

Flood mapping was developed in West Perth for the catchment area of Sheepwash Creek to Drummond Street.

The extent of the proposed flood mapping has been designated to an area determined by Council to be within the urban boundary of each town.

Issues raised in representations

Ten representations were received from members of the community. The following issues were raised:

- Changes to the extent of flood prone area from the current area
- Increase in insurance premiums
- Impact on future saleability of land
- Climate change is not real and should not be a consideration
- Impact upon future possible development
- Land has not flooded in the past
- Impact on property value
- Drainage infrastructure issues should be resolved
- Additional culverts are required
- Lack of historical data for Ross to enable accurate flood prediction
- Issues with the modelling used and where data came from to inform the model

TasWater made a representation stating no objection to the draft amendment and that TasWater did not wish to attend any hearing.

Planning authority's response to the representations

The planning authority considered the representations and recommended no changes to the draft amendment.

Referrals to State Agencies

The Commission noted that a referral to the State Emergency Service (SES) was not evident in the information provided with the certified draft amendment and that the SES had been undertaking a statewide flood mapping project.

The Commission issued a direction letter to the SES and TasWater dated 2 December 2024, inviting any relevant submissions and attendance at the hearing if required.

TasWater provided a submission dated 17 December 2024 stating no objection to the draft amendment and no requirement to attend a hearing. The SES provided an extensive submission on 14 February 2025 and confirmed attendance at a hearing.

Date and place of hearing

The hearing was held at 13 Smith Street, Longford on 18 February 2025.

Appearances at the hearing

Planning authority: Paul Godier, Senior Planner

Cameron Oakley, Engineering Supervisor

Clare Hester ERA Planning and Environment (ERA) on behalf of Council

Representors: Jeffrey Watson, Garry Dean

Other: Ann Stewart, State Emergency Service (SES)

Kate Kiresleva, State Emergency Service (SES)

Consideration of the draft amendment

1. Under section 40M of the Land Use Planning and Approvals Act 1993 (the Act), the Commission is required to consider the draft amendment to the Local Provisions Schedule (LPS) and the representations, statements and recommendations contained in the planning authority's section 40K report and any information obtained at a hearing.
2. A hearing was convened to assist the Commission consider the issues in the representations.
3. The Commission must also consider whether the draft amendment meets the LPS criteria as set out under section 34(2) of the Act:
 - (a) contains all the provisions that the SPPs specify must be contained in an LPS; and
 - (b) is in accordance with section 32; and
 - (c) furthers the objectives set out in Schedule 1; and
 - (d) is consistent with each State policy; and
 - (da) satisfies the relevant criteria in relation to the TPPs; and
 - (e) as far as practicable, is consistent with the regional land use strategy, if any, for the regional area in which is situated the land to which the relevant planning instrument relates; and

Tasmanian Planning Scheme - Northern Midlands
Draft amendment 13-2024

- (f) has regard to the strategic plan, prepared under section 66 of the *Local Government Act 1993*, that applies in relation to the land to which the relevant planning instrument relates; and
- (g) as far as practicable, is consistent with and co-ordinated with any LPSs that apply to municipal areas that are adjacent to the municipal area to which the relevant planning instrument relates; and
- (h) has regard to the safety requirements set out in the standards prescribed under the *Gas Safety Act 2019*.

Application of the Flood-Prone Hazard Areas Code overlay

4. The amendment proposes to apply the Flood-Prone Hazard Areas Code overlay to parts of Campbell Town, Perth and Ross.
5. The Section 8A Code Application Guidelines for the Flood-Prone Hazard Areas Code overlay Guideline No.1 - Local Provisions Schedule (LPS) Zone and Code Application (Guidelines) as follows:

FPHAZ 1 The flood-prone hazard area overlay should be applied to areas known to be prone to flooding, particularly areas known to be within the 1 per cent annual exceedance probability (AEP) level.

FPHAZ 2 In determining the extent of the flood-prone hazard area overlay, planning authorities may utilise their own data, including any equivalent overlay contained in an interim planning scheme or section 29 planning scheme for that municipal area, or data from other sources.

6. In the supporting report dated 6 March 2024, ERA on behalf of Council submitted:

The proposed approach is to use the 1% AEP plus climate change scenario which will exceed the requirement in FPHAZ 1 but is in accordance with FPHAZ 2. This is consistent with the approach other Councils have taken when updating the flooding overlays including Glenorchy City Council and Clarence City Council. This is also consistent with section 1.0.2 of the draft Tasmanian Planning Policies which include discussion on the benefits of using land use planning as a mechanism to support measures that help address the causes and impacts of climate change, including localised flooding.
7. The SES in its submission dated 14 February 2025 provided advice on the proposed flood mapping in the draft amendment for Campbell Town, Perth, and Ross. In the submission, the SES also provided details of the progress on the Tasmanian Strategic Flood Mapping (TSFM) currently being carried out by the SES and confirmed that the mapping would be publicly released in March 2025.
8. At the hearing, it was noted that there are differences between the planning authority and SES mapping, and particularly more relevant to Ross and Perth.
9. The planning authority noted that Entura and Hydrodynamica had been engaged by Council to prepare a flood study which provided information on the footprint of potential flooding.
10. At the hearing, the SES noted that the TSFM went further to identify depth and velocity flood hazard and was prepared in accordance with Australian Rainfall and Runoff 2019 guideline for best practice mapping. The flood mapping also identified areas of hazard between H1-H6.

Campbell Town

11. In its submission, the SES supported the certified overlay for Campbell Town, noting there was strong alignment with TSFM.
12. At the hearing, Mr Dean raised concern that the overlay was not present when he purchased the property in 2021. Mr Dean raised concern regarding the impact on development potential because of the overlay and questioned whether local and state government infrastructure should be upgraded.
13. At the hearing in response to Mr Dean's concerns, Ms Hester on behalf of the planning authority, submitted that the application of the flood overlay did not prohibit development, and Council could provide details of flood depth upon request. Ms Hester noted that council had opted to now implement the overlay out of a sense of responsibility for public safety.
14. At the hearing the SES confirmed it supported the overlay as certified for Campbell Town.
15. Mr Dean provided a further written submission dated 15 April 2025, reiterating opposition to the application of the overlay to their land.

Perth

16. In its submission, the SES was not supportive of the overlay as certified for Perth. The SES raised concern in relation to the planning authority overlay as future culvert upgrades informed the level of potential flood levels and stated:

SES suggest options for the Overlay update in the Perth area could include the use of the local detailed flood modelling without the inclusion of planned future capital works or the use of the of the [sic] TSFM in the Perth locality using the 1% AEP with climate change.
17. At the hearing, the SES reiterated it was not supportive of flood mapping which relied on the future upgrade of culverts and submitted it posed an unsatisfactory risk as the works had not been completed.
18. The planning authority noted at the hearing that no date for completion of culvert upgrades could be provided with certainty.
19. The Commission issued a post hearing direction letter on 20 February 2025, requesting the planning authority provide comment on, or support of, the SES mapping. In response to the direction, the planning authority provided a submission dated 7 April 2025 which submitted that Council would need to undertake further flood studies to clarify the extent of the differences between the SES (excluding future culverts) and Council mapping (including future culverts) and at this stage Council had not planned for the expense in its budget.
20. In the submission, the planning authority supported use of the SES flood mapping for all areas except as specified in Longford.
21. The planning authority further stated it accepted the SES mapping for Sheepwash Creek but submitted that further modelling and mapping would be required once culverts were completed.
22. In response to the planning authority's submission, no further submissions were received regarding application of the overlay in Perth from other parties.

Tasmanian Planning Scheme - Northern Midlands
Draft amendment 13-2024

23. In response to the Commission's subsequent direction letter dated 22 May 2025, the planning authority submitted it agreed with the extent of the overlay provided by the SES for Perth. In addition, the planning authority stated it considered the application of the overlay H1-H6 inclusive, was consistent with consideration of the Flood-Prone Hazard Areas Code.

Ross

24. The SES noted in its submission that there was a difference between the certified overlay and TSFM for Ross. The SES noted several differences between mapping methodology as to why the certified overlay did not correspond with the SES mapping. The SES suggested the following as options to address the differences:
 - Adopt the TSFM flood extents, given their more conservative approach; or
 - Conduct further hydrologic review to resolve discrepancies between models, particularly regarding flow estimates at key gauges.
25. The Commission provided a post hearing direction letter on 20 February 2025. In response to the letter the planning authority provided a submission dated 7 April 2025 which submitted that Council would need to undertake further flood studies to clarify extent of a flood overlay for Ross and at this stage Council had not planned for the expense in its budget.
26. In the submission, the planning authority proposed to use the SES flood mapping for all areas, except as specified in Longford.
27. In response to the submission provided by the planning authority, no further submissions were received about the application of the overlay in Ross.
28. In response to the Commission's letter dated 22 May 2025, the planning authority submitted it agreed with the extent of the overlay provided by the SES for Ross. In addition, the planning authority stated it considered the application of the overlay H1-H6 inclusive, was consistent with consideration of the Flood-Prone Hazard Areas Code.

Commission consideration

29. The Commission notes that there is similarity between the planning authority and the SES on the application of the overlay in Campbell Town.
30. The Commission notes the concerns raised by Mr Dean, however further notes that whether the overlay was applied or not, the Code may still apply, as the planning authority has information by way of the flood study indicating the potential risk of flooding to the property.
31. The Commission also notes the SES mapping was released to the public in May 2025 And that the Flood-Prone Areas Hazard Code may also be considered by planning authorities under clause C12.2.3 and C12.2.4 without an overlay being present.
32. The Commission is persuaded by the planning authority that further work is required to consider the extent of the overlay in Perth and Ross. The Commission further notes that the mapping provided by the SES is based on the most recent studies and provides a more contemporary view on potential flood risk.

Tasmanian Planning Scheme - Northern Midlands
Draft amendment 13-2024

33. The Commission considers the SES mapping most appropriate for the application of the overlay for Campbell Town, Perth and Ross.
34. The Commission agrees with application of the overlay where appropriately identified however, contemporary data is an essential basis for a supporting flood report.
35. The extent of the application of the Flood-Prone Areas Hazard Code underpinning the planning authority mapping, is not supported by the expert evidence provided by the SES for Perth and Ross.
36. The Commission notes that the SES publicly released the TSFM in March 2025 and provided mapping, based on more recent data and analysis, than is currently in the possession of Council.
37. The Commission acknowledges that the planning authority and TSFM mapping is mostly consistent for Campbell Town. However, the Perth and Ross mapping component of the draft amendment by the planning authority is not consistent with the SES data. In Perth, the extent of the overlay is reliant on culvert upgrades which have not occurred and are to be completed on an unspecified schedule.
38. The Commission finds that relying on works which have not occurred introduces an unnecessary element of risk to landowners and the broader community.
39. The Commission notes the extent of the overlay for Ross differs between Council and mapping provided by the TSFM. As the planning authority has not provided any evidence to support differences between the TSFM and the overlay as shown in the certified amendment, the Commission is persuaded the SES mapping is more accurate.
40. The Commission finds that the SES mapping should be applied to Campbell Town, Perth and Ross as the planning authority has not provided an appropriate alternative expert study of the areas to support the differences between the certified amendment and the more recent and contemporary SES mapping.
41. To apply the most relevant and up to date information in a flood prone area overlay for Campbell Town, Perth and Ross, the Commission is of the view that the draft amendment requires significant expansion of the overlay that warrants a new and separate process to be undertaken.

Regional land use strategy

42. The relevant regional land use strategy is the Northern Tasmania Regional Strategy (regional strategy).
43. The applicant's report dated 6 March 2024 submitted that the amendment was relevant to Goal 3. Specifically, G3.1 Promote and protect the Region's unique environmental assets and values and G3.2 Establish planning policies to support sustainable development, address the impacts of climate change, improve energy efficiency and reduce environmental emissions and pollutants.
44. Additionally, the applicant submitted that the amendment was relevant to E7, specifically E7.3 Key Environmental Strategies, Policy Natural Hazards.

Commission consideration

45. The Commission finds that the draft amendment is, as far as is practicable, consistent with the regional strategy.

State Policies

State Policy on the Protection of Agricultural Land 2009

46. The ERA supporting report dated 6 March 2024 submitted that the application of the overlay would not have any effect on agricultural use and would be beneficial in consideration of land management by raising awareness of future flood risk.

State Policy on Water Quality Management 1997

47. The ERA supporting report dated 6 March 2024 submitted that improved transparency of flood risk was consistent with and supportive of the State Policy on Water Quality Management (Water Quality Policy).

National Environmental Protection Measures (NEPMs)

48. The ERA supporting report dated 6 March 2024 submitted that there were no current NEPMs considered to be relevant to the amendment.

Commission consideration

49. The Commission finds that the State Policy on the Protection of Agricultural Land, the Water Quality Policy and the NEPMs are relevant to the draft amendment.
50. The Commission finds that the Protection of Agricultural Land Policy would be met as agricultural land use will not be affected by the draft amendment.
51. The Commission also finds that the Water Quality Policy would be adequately addressed through future development applications.
52. The Commission finds the draft amendment is not inconsistent with any of the NEPMs and that no other State Policies are relevant to the draft amendment.

Schedule 1 Objectives

53. The ERA supporting report dated 6 March 2024 submitted that the amendment furthers the objectives of schedule 1 and provided assessment against Part 1 (a) - (e) and Part 2 (a) - (i) of the Schedule 1 Objectives.

Commission consideration

54. The Commission finds that, on balance, the amendment does not further the objectives set out in Schedule 1 of the Act.
55. The extent of the application of the Flood-Prone Areas Hazard Code underpinning the planning authority mapping is not supported by the expert evidence provided by the SES for Perth and Ross as evidenced in the Commission's assessment

Tasmanian Planning Scheme - Northern Midlands
Draft amendment 13-2024

Decision on draft amendment

Decision under 40N(1)(c) to reject the draft amendment

56. The Commission rejects the draft amendment under section 40N(1)(c) for the reasons discussed above.
57. The Commission, in accordance with section 40N(1)(c)(ii), directs the planning authority to provide a substantially modified draft amendment that applies the Flood-Prone Areas Hazard Code overlay consistent with the SES mapping to Campbell Town, Perth and Ross as shown in figures 1-3 in Attachment A.

Tasmanian Planning Scheme - Northern Midlands
Draft amendment 13-2024

Attachment A

Apply the Flood-Prone Areas Hazard Code overlay to properties in Campbell Town as shown in Figure 1 below:

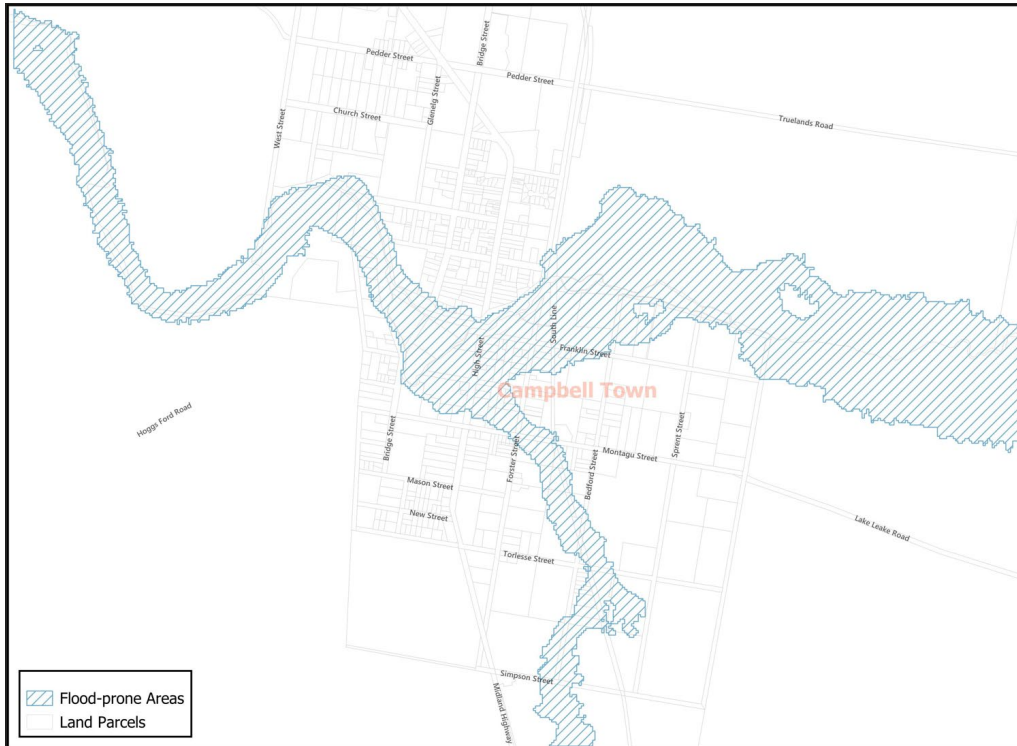


Figure 1: extent of the Flood-Prone Areas Hazard Code overlay Campbell Town.

Tasmanian Planning Scheme - Northern Midlands
Draft amendment 13-2024

Apply the Flood-Prone Areas Hazard Code overlay to properties in Perth as shown in Figure 2 below:



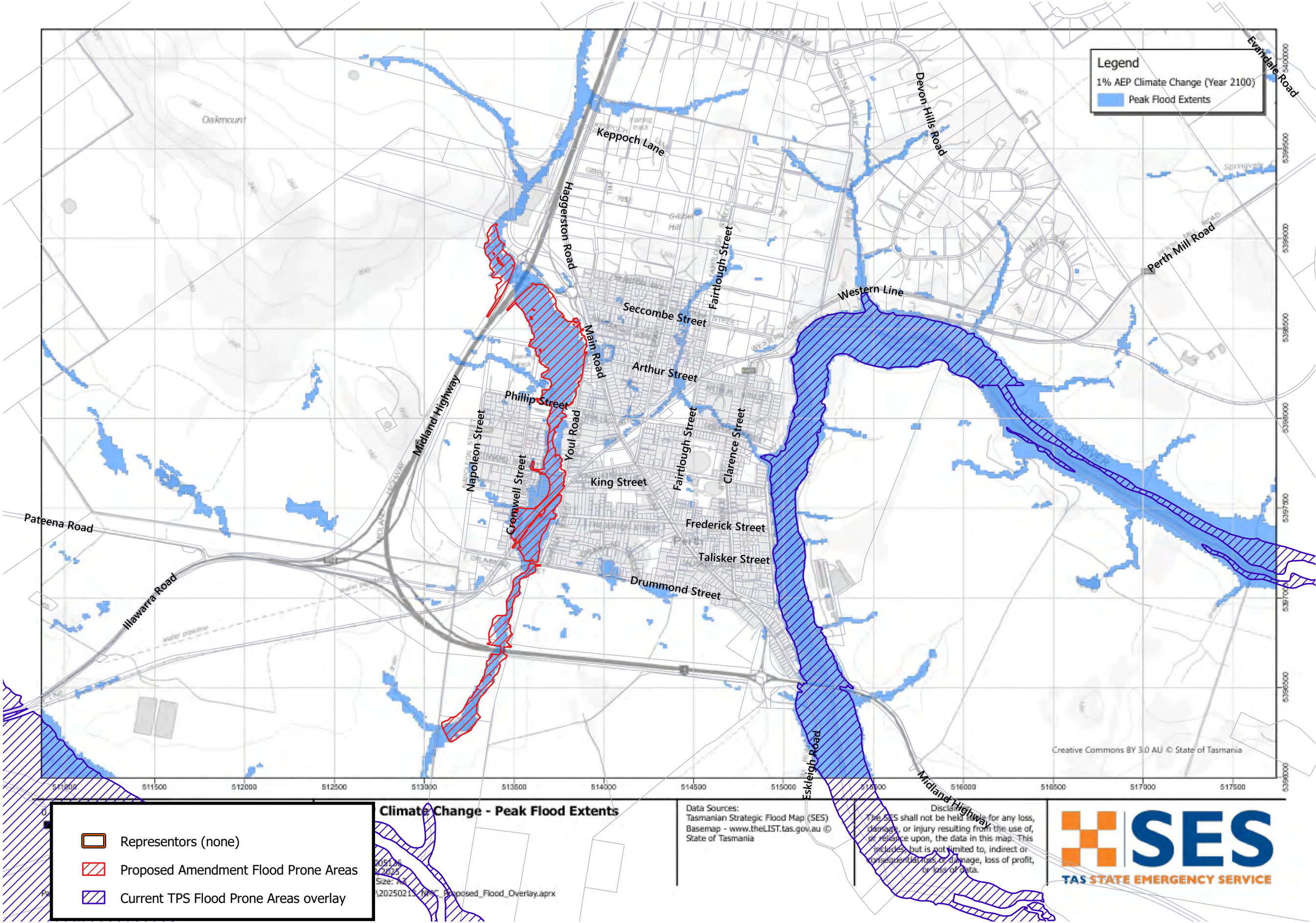
Figure 2: extent of the Flood-Prone Areas Hazard Code overlay Perth.

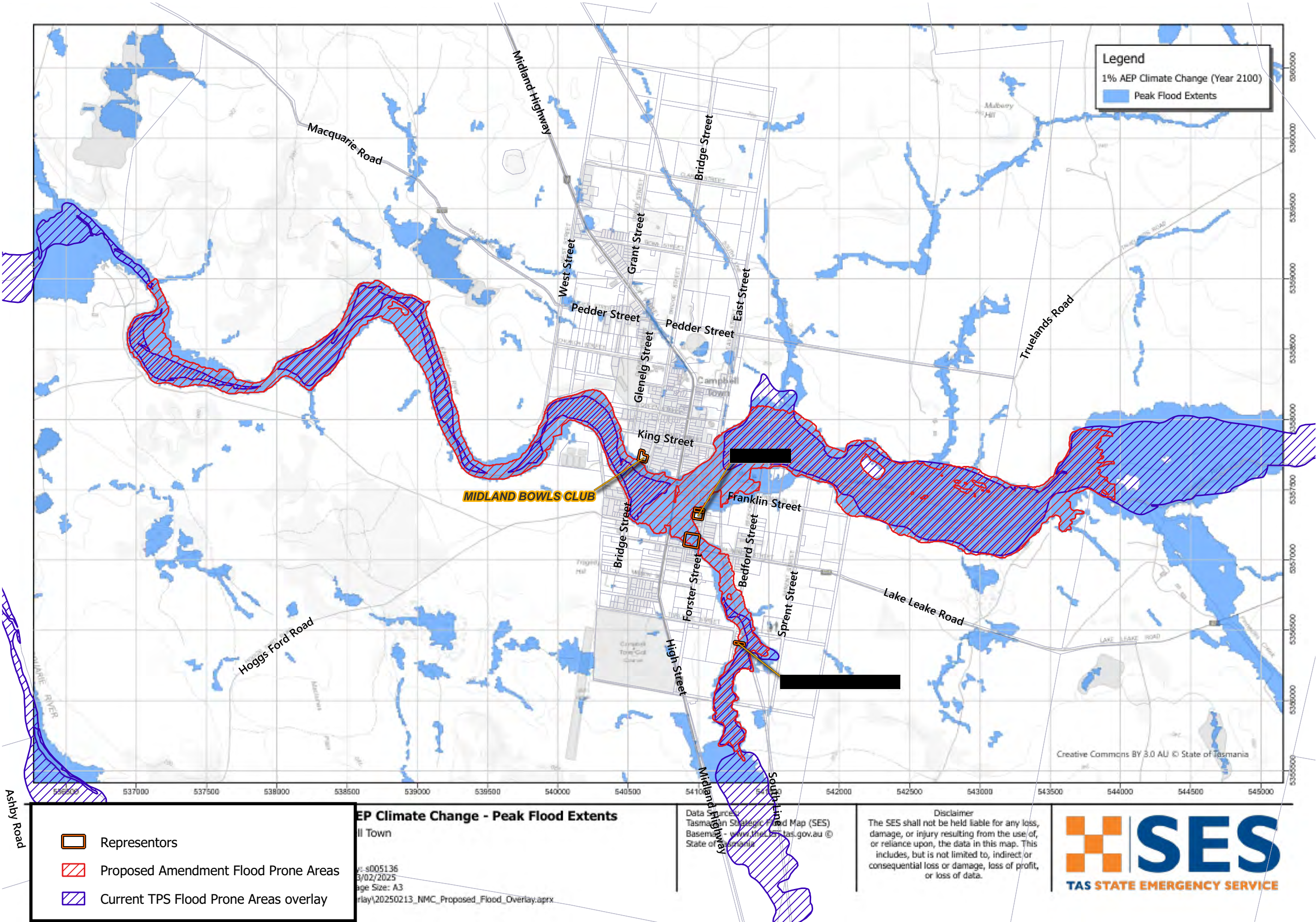
Tasmanian Planning Scheme - Northern Midlands
Draft amendment 13-2024

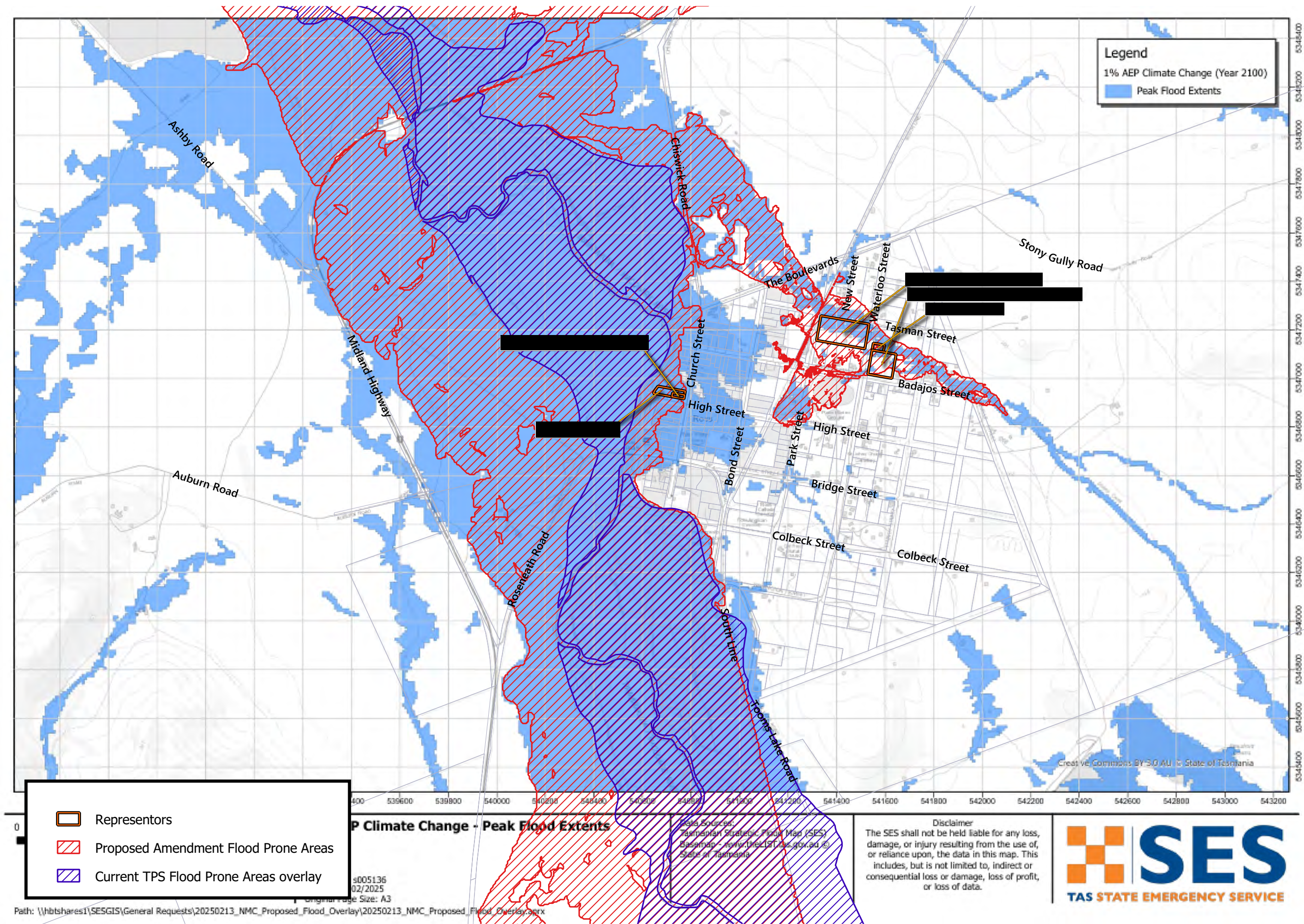
Apply the Flood-Prone Areas Hazard Code overlay to properties in Ross as shown in Figure 3 below:

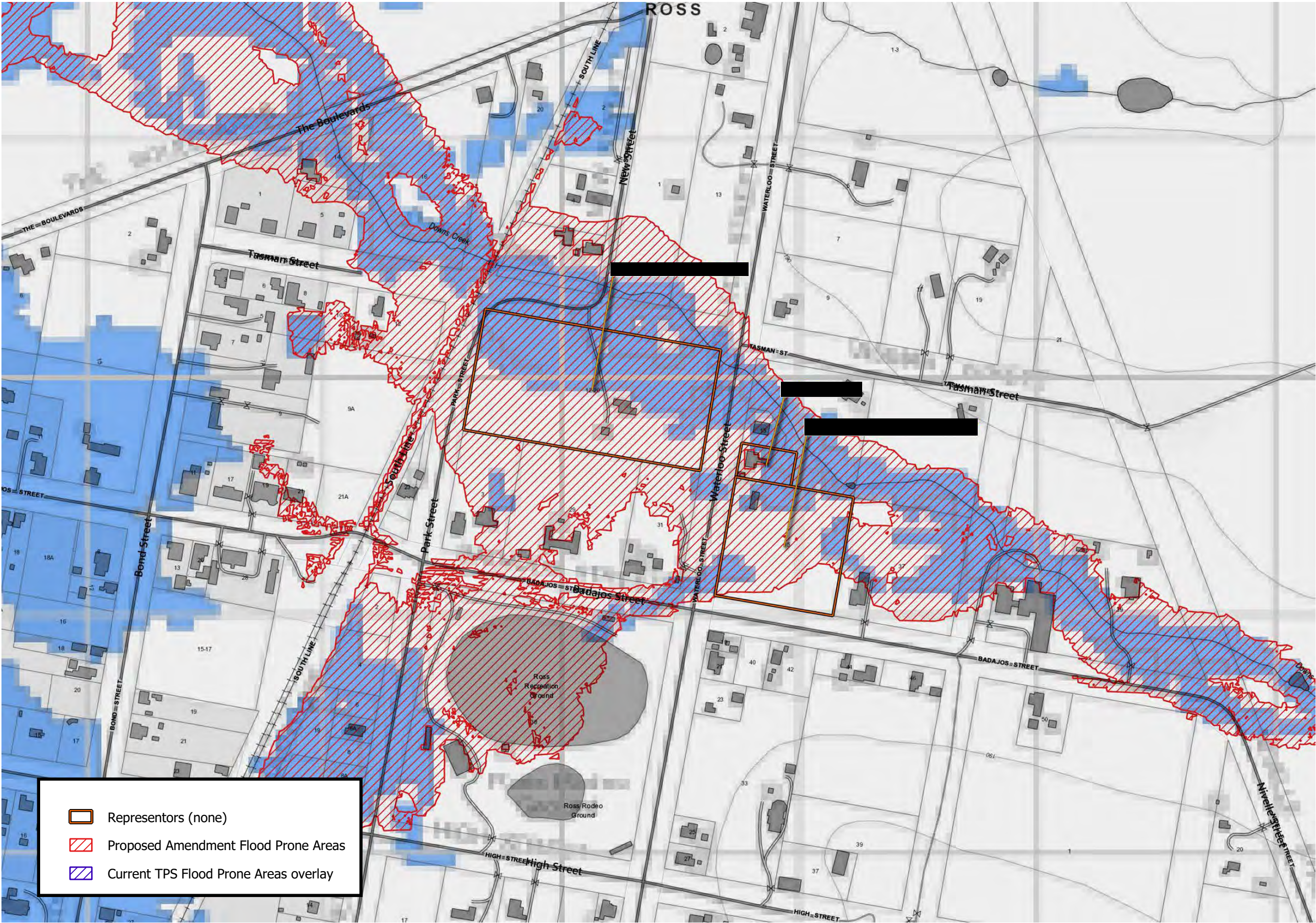


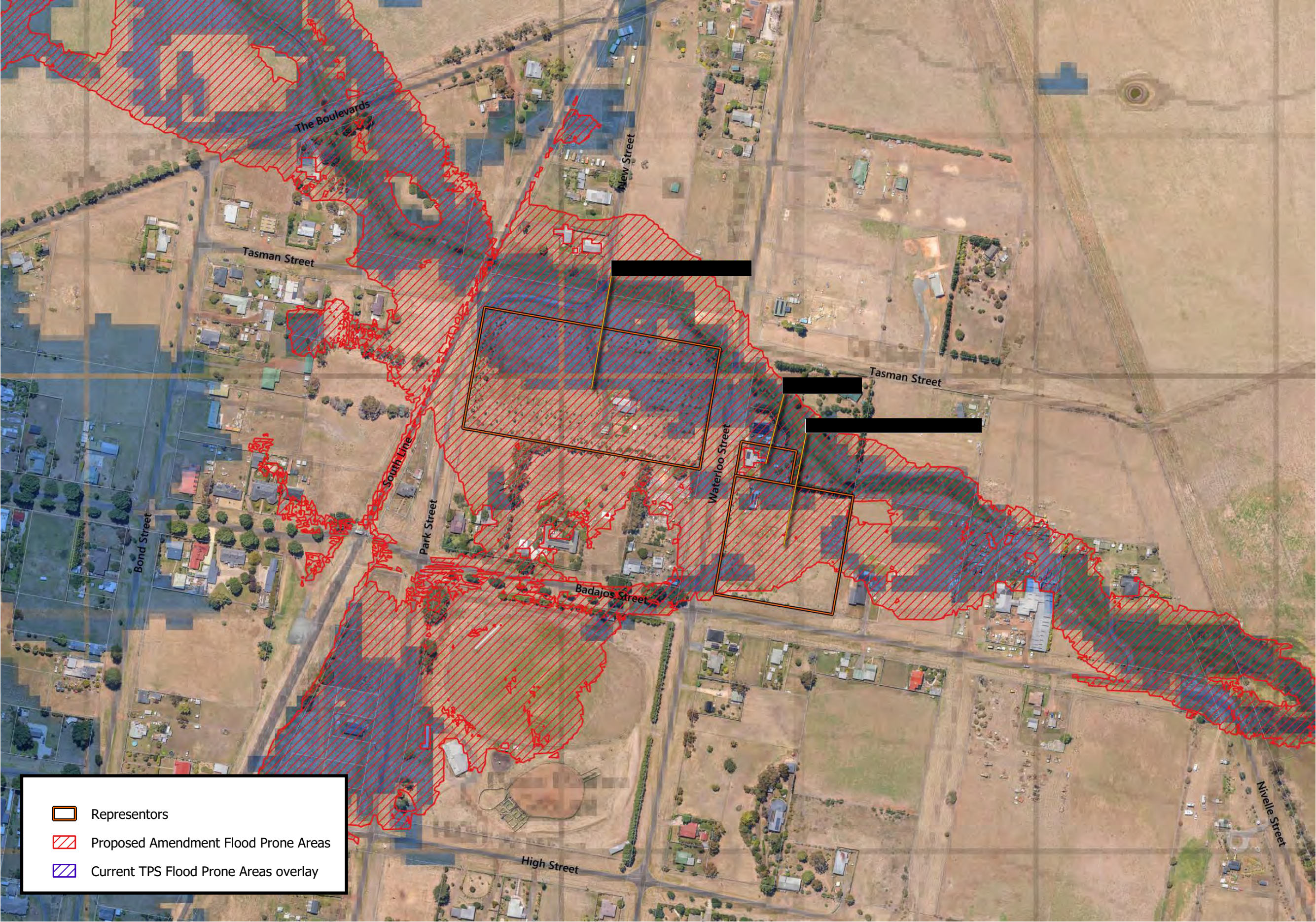
Figure 3: extent of the Flood-Prone Areas Hazard Code overlay Ross.



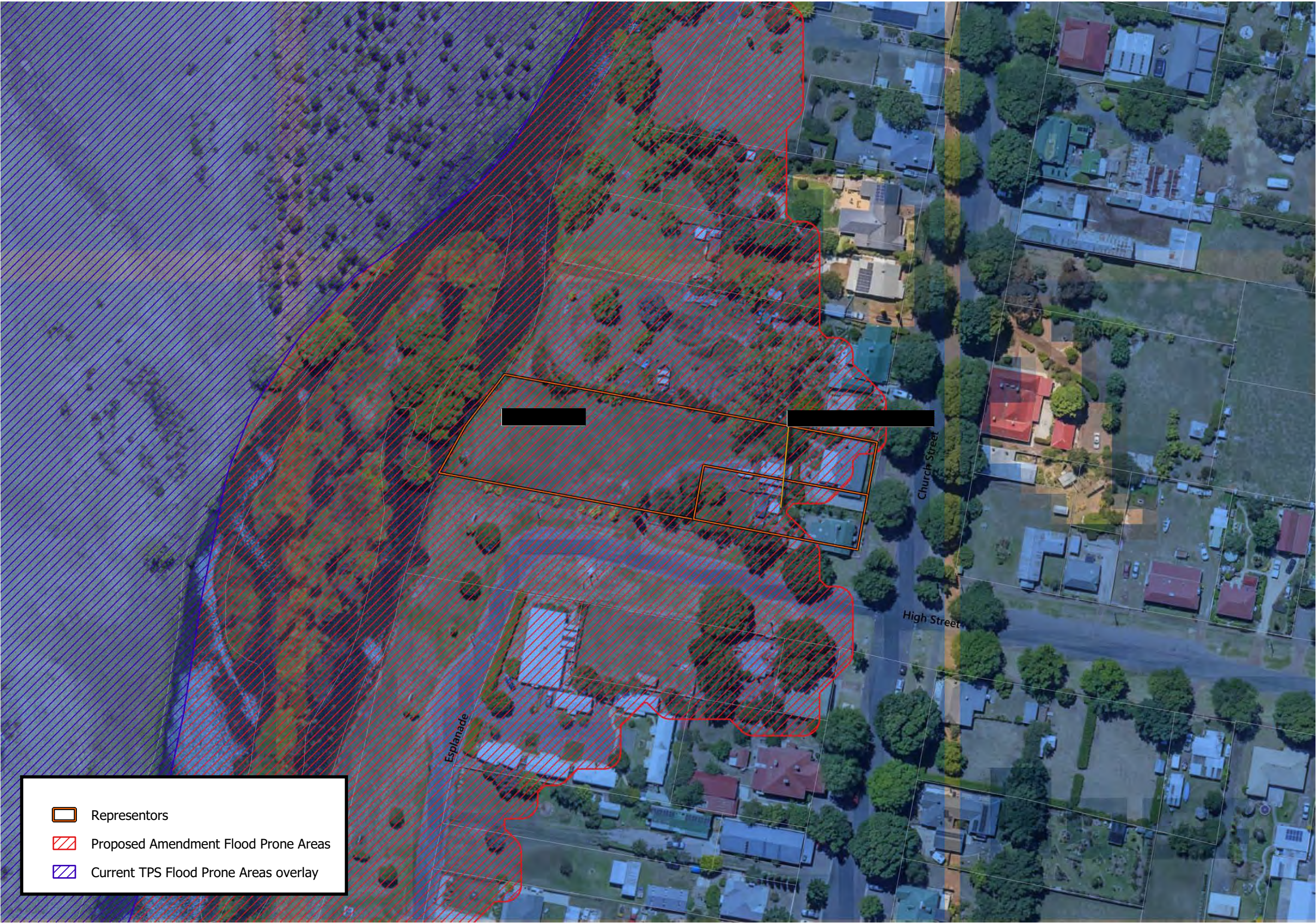


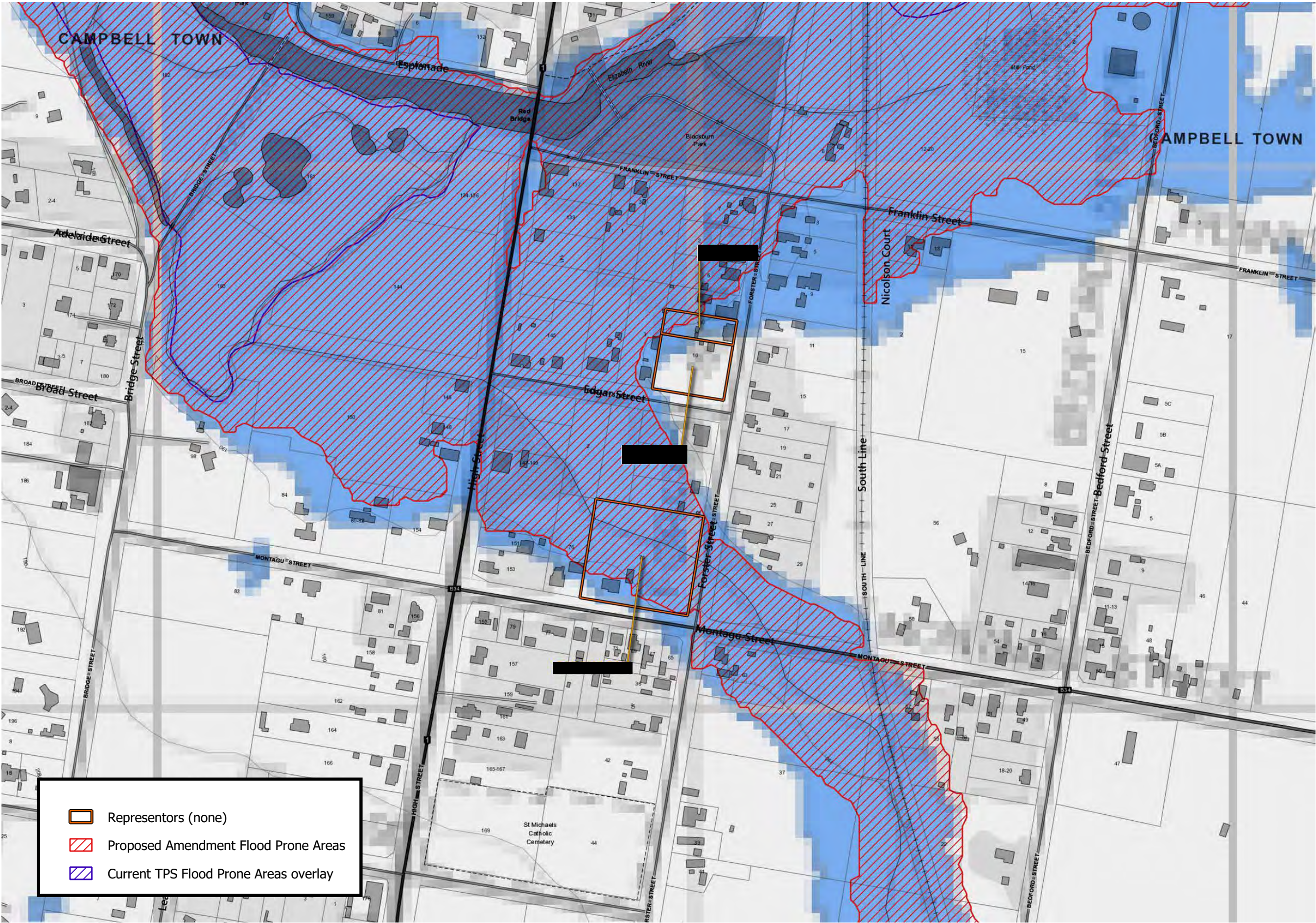


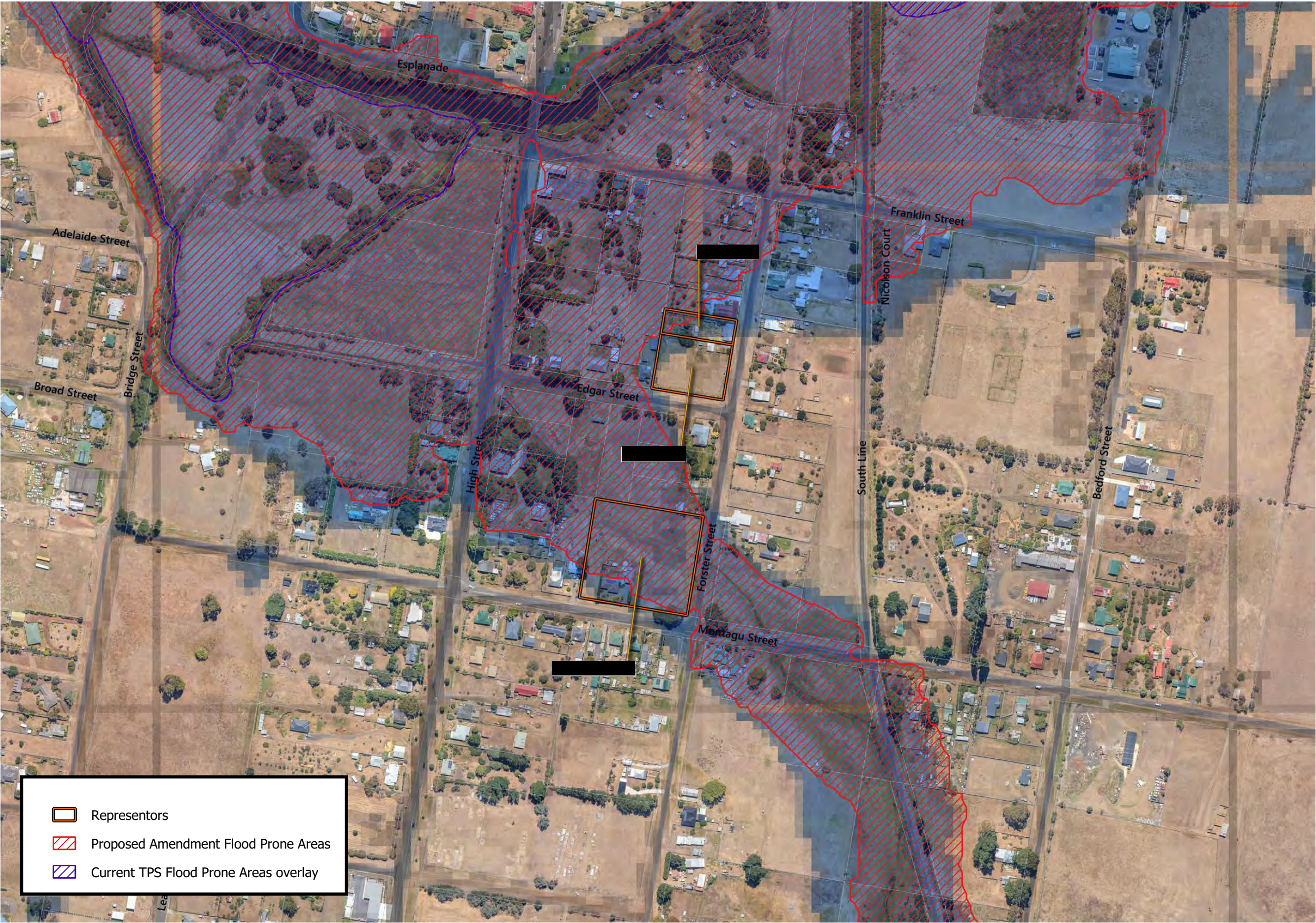


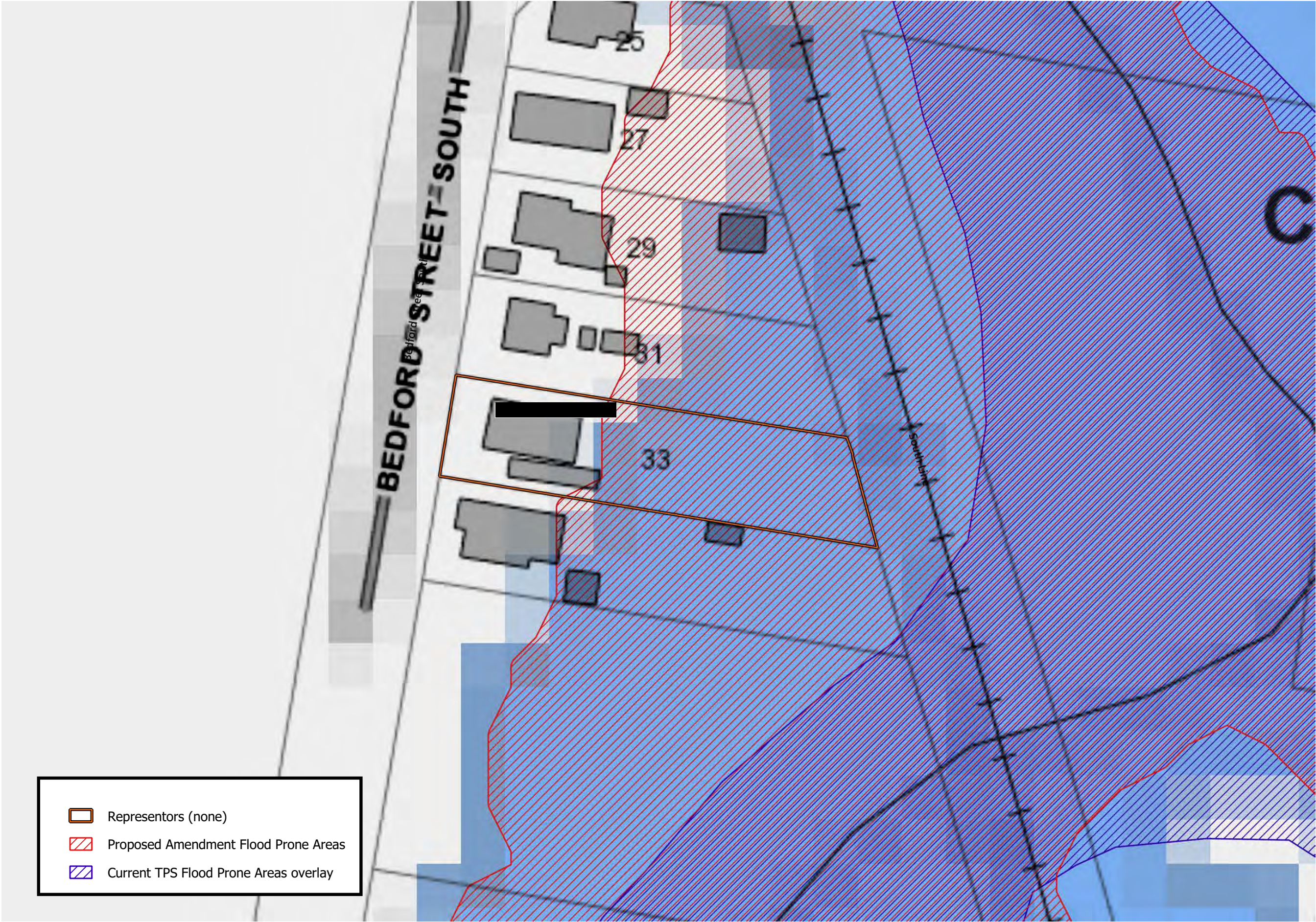


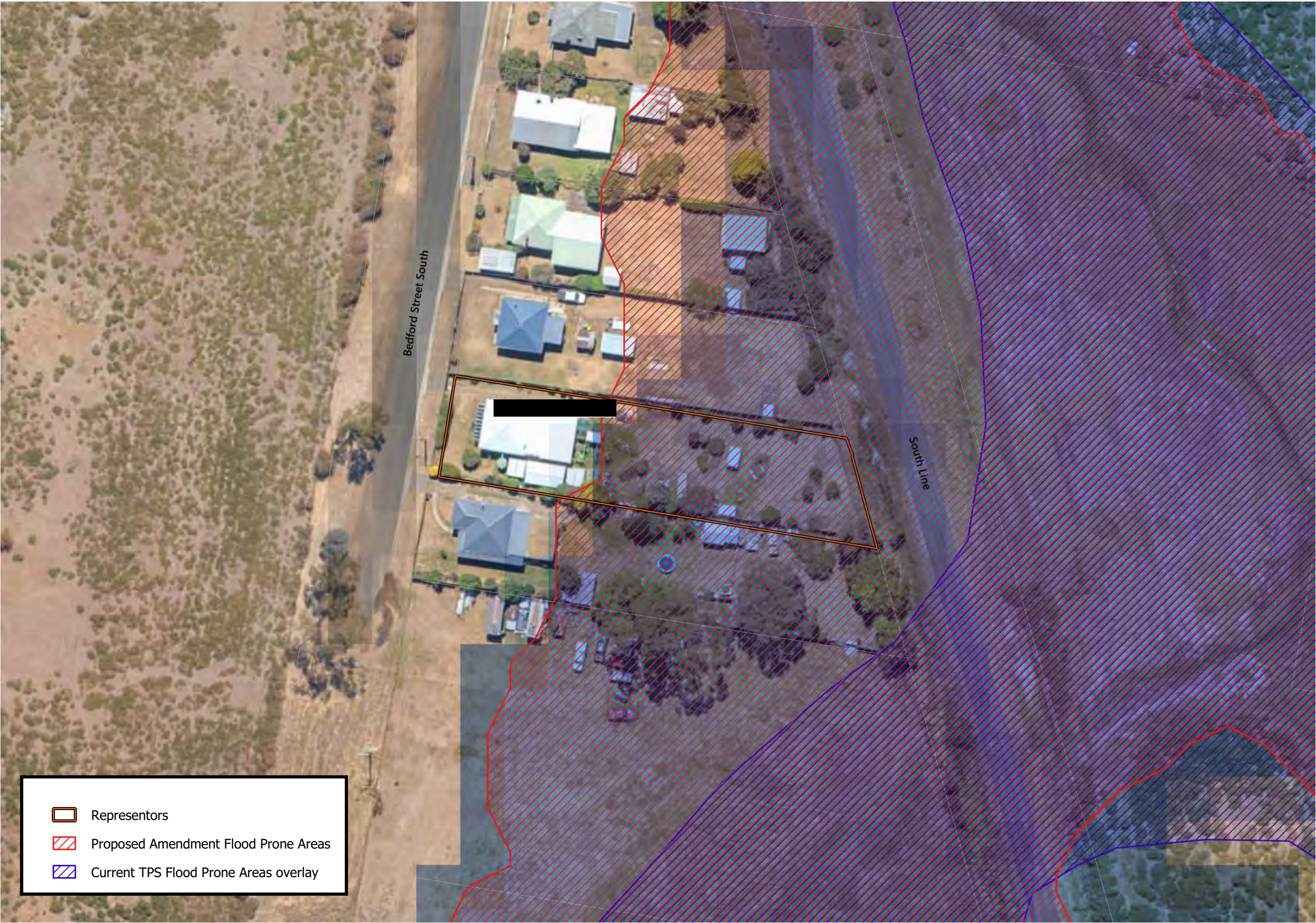


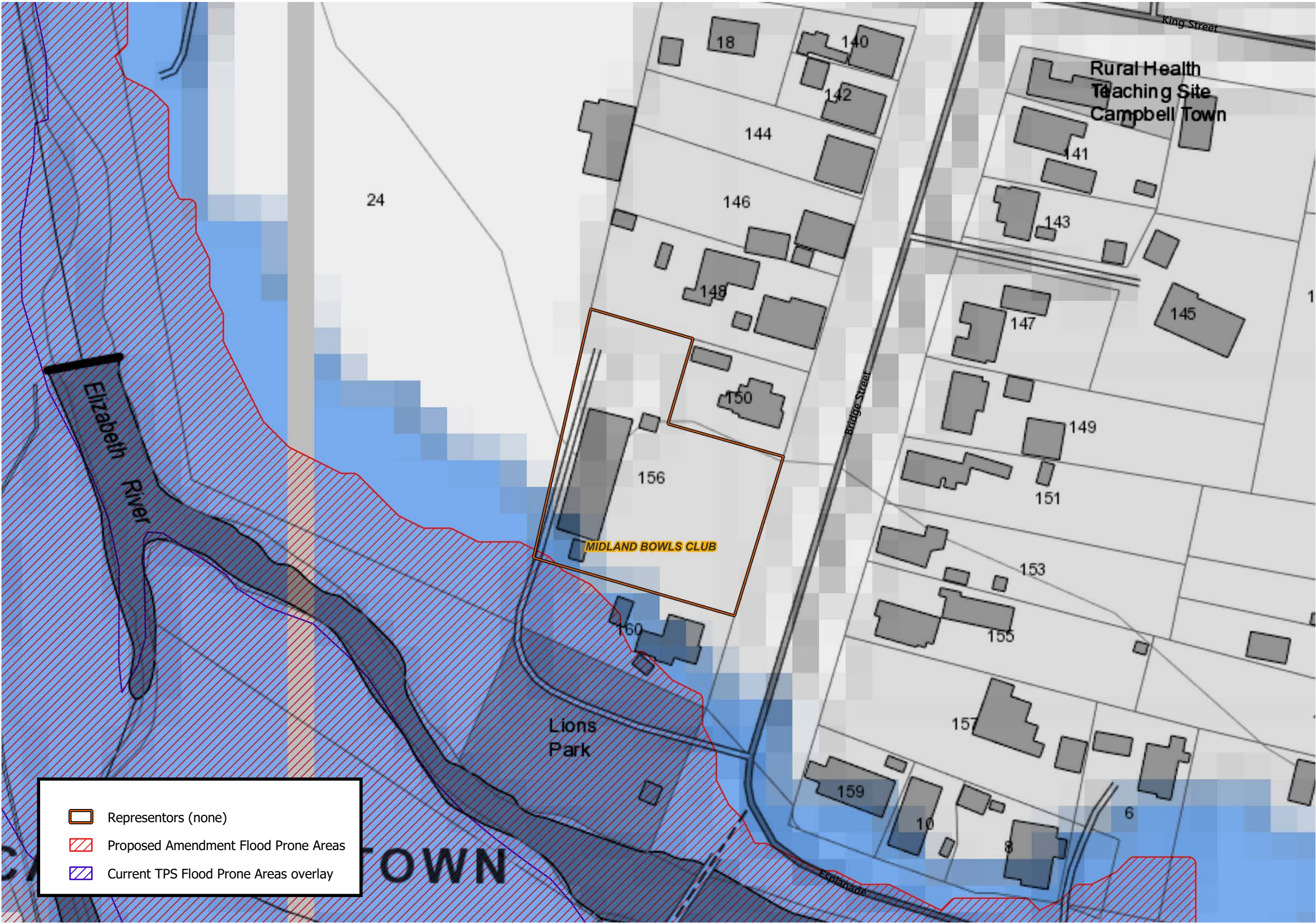


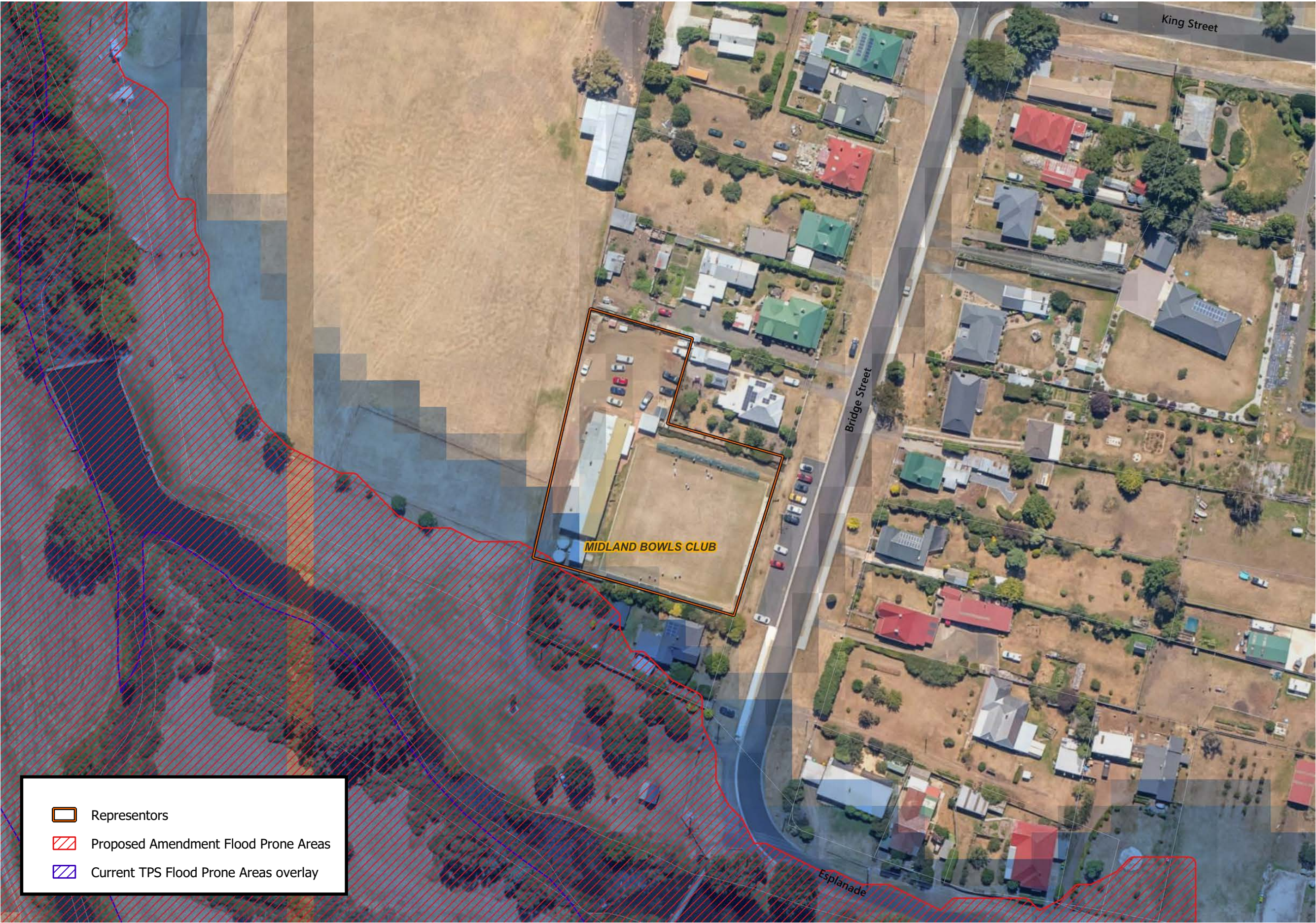












Motions tabled at LGAT General Meetings by Northern Midlands Council*Updated April 2024*

03/2024	<p>That LGAT lobby the State Government to:</p> <ul style="list-style-type: none"> a) provide an accessible online user interface for purchasers, residents and developers to all available flood mapping in populated areas in Tasmania; b) assist Tasmanian councils to flood map low lying land, inclusive of climate change impact, so the effect flooding could have on property, including future developments, renovations and subdivisions is known statewide; and c) require all councils to include flood mapping in the issuance of any Form 337 and any other such forms as appropriate. 	Carried
03/2024	<p>That LGAT lobby the State Government:</p> <ul style="list-style-type: none"> • To amend legislation to include electricity generation and storage plant and equipment in capital valuation (as occurs in Victoria) and to allow energy sector developments to make appropriate payments in lieu of rates under a regulated formula subject to indexation consisting of a fixed payment per site and a variable payment based on installed capacity. • That applicable developments subject to the rating policy amendments will include all current electricity generation and storage developments under existing technologies, as well as future generation and storage developments under existing and new technologies. • Consider the means by which Councils located within reasonable proximity of energy sector developments in unincorporated areas that impact infrastructure and service provision are appropriately compensated via similar payment arrangement to ensure ratepayers are not financially impacted by these developments. <p>Motion considered:</p> <p>That LGAT lobby the State Government:</p> <ol style="list-style-type: none"> 1. To amend legislation to include electricity generation and storage plant and equipment in capital valuation (as occurs in Victoria) and to allow energy sector developments to make appropriate payments in lieu of rates under a regulated formula subject to indexation consisting of a fixed payment per site and a variable payment based on installed capacity. 2. That applicable developments subject to the rating policy amendments will include all current electricity generation and storage developments under existing technologies, as well as future generation and storage developments under existing and new technologies. 3. Where a Council's infrastructure and service provision is impacted by energy sector developments, consider the means for appropriate compensation via similar payment arrangements to ensure ratepayers are not financially impacted. 	Carried
03/2024	<p>That LGAT lobby the State Government to establish a Statewide Tyre Recycling facility to process end-of-use tyres.</p>	Withdrawn



Call for Submission of Motions

Councils are invited to submit motions for debate

to be Included at General Meetings

Name of Council : Northern Midlands Council

Contact person (name, title) Des Jennings – General Manager

Phone: (03) 63 977 303 Email: des.jennings@nmc.tas.gov.au

Date of General Meeting for Motion to be Included

Motion Requirements:

In order for a Motion to be considered please indicate if the proposed Motion:

- ☐ Addresses the objectives of the Association¹.
- ✓ Concerns a local government matter.
- ✓ Is a matter of common concern to councils and not a specific local issue.
- ☐ Is linked to LGAT's current Annual Plan, available [here](#)
- ✓ It not an existing resolution of the sector (please refer to the Follow up of Resolutions Report in the preceding General Meeting for a list of current resolutions).
- ✓ Has not been considered at a General Meeting in the 12 months prior.
- ☐ Relates to existing, or sought activities/policy of the Tasmanian Government and would benefit from members understanding the Tasmanian Government position prior to considering².

LGAT staff are happy to assist you in developing your motion. Please phone 03 6146 3740 in the first instance.

Please attach –

The proposed Motion, which should clearly articulate the action required of LGAT or the policy position being sought from the sector.

The attachment should also include additional background comments to ensure members have a complete understanding of what is being sought and how the Motion addresses the requirements listed above.

Email to admin@lgat.tas.gov.au

¹ The objectives of LGAT are

- (a) Protect and represent the interests and rights of Councils in Tasmania;
- (b) Promote an efficient and effective system of local government in Tasmania; and
- (c) Provide services to Members, councillors and employees of Councils.

Please contact the LGAT office on 6146 3740 for closing dates for Submission of Motions

Motion to Enhancing Flood Risk Management through Policy Alignment and Local Data Recognition

Motion:

That the Local Government Association of Tasmania (LGAT) advocate to the Tasmanian Government for the following actions to strengthen flood risk management and planning integrity across the state:

1. Policy Alignment and Clarification

To expedite alignment between State and Local Government on flood mapping and planning controls, we recommend accelerating the formal review process. This will help ensure consistency in the interpretation of flood risk, tolerable risk thresholds, and development controls.

We acknowledge the ongoing initiative titled *Land Use Planning and Building Control Policy for Flood Risk Management Project*, which is being led by an SES project manager and involves a broad range of stakeholders. While the project is currently scheduled for an 18-month timeframe, it is anticipated that completion may extend beyond this period. In the interim, uncertainty persists in this space, underscoring the need for interim measures or guidance to support consistent decision-making.

2. Recognition of Council-Led Flood Studies

Advocate for statutory recognition of Council-led flood studies and modelling in planning decisions, particularly where such studies provide more detailed, site-specific data than State-level mapping (e.g., SES outputs).

3. Statewide Framework for Tolerable Risk and Mitigation

Support the development of a consistent, statewide framework for assessing “tolerable risk” in flood-prone areas, including:

- Minimum standards for site elevation and habitable floor levels;
- Requirements for on-site evacuation areas and emergency planning;
- Consideration of cumulative impacts and climate change projections.

4. Review of Tribunal Decisions and Planning Appeals

Request a review of recent planning appeal decisions, such as *Hookway v Northern Midlands Council [2025] TASCAT 106*, where a subdivision was approved in a high-risk flood zone despite significant hazard levels. This raises concerns regarding long-term safety and precedent-setting.

5. Clarification of the SES Role in Planning Referrals

To support consistent and informed planning decisions, clearer guidance is sought on the role of the State Emergency Service (SES) in the planning referral process, specifically regarding:

- Statutory Obligations: Clarification on whether there are legislative or regulatory requirements mandating referral to the SES during planning assessments, and under what circumstances these apply.
- Use of SES Mapping: Guidance on when SES-provided hazard mapping should take precedence over other data sources, particularly in cases of conflicting information.
- Balancing SES Advice with Local Data: Direction on how to appropriately weigh SES advice against localised data, studies, or expert assessments provided by councils or developers.
- Transparency of Methodologies: Greater transparency around the methodologies, assumptions, and data sources used by the SES in forming their advice, to ensure consistency, accountability, and the ability for stakeholders to assess the robustness of SES input.

6. Engagement with the Tasmanian Planning Commission (TPC)

Request that the TPC formally consider Council-led flood data in planning scheme amendments and development assessments, particularly where such data is robust and peer-reviewed.

7. Support for Council Autonomy in Planning Decisions

Reinforce the importance of Council autonomy in planning decisions, especially where local flood risk assessments have been conducted in accordance with best practice (e.g., Australian Rainfall and Runoff guidelines, climate-adjusted AEP scenarios).

8. Insurance Accessibility and Affordability

Advocate for greater attention to the rising cost and declining availability of flood insurance across Tasmania. As flood risk mapping becomes more refined and hazard zones are more clearly delineated, many property owners, particularly in high-risk areas, are facing significant increases in insurance premiums or are unable to obtain coverage altogether. This trend has serious implications for financial resilience, property values, and community wellbeing. LGAT should urge the Tasmanian Government to engage with insurers, councils, and affected communities to explore policy solutions, including risk mitigation incentives, public-private insurance models, and improved communication around flood risk to support informed decision-making.

Background Comment:

There is an increasing disconnect between State-level flood mapping and local planning controls. While the Tasmanian Strategic Flood Mapping Project provides a valuable foundation, it often lacks the resolution and contextual detail of Council-led studies. The SES has acknowledged that local governments may possess more granular data; however, recent directions from the Tasmanian Planning Commission and tribunal decisions have tended to prioritise SES mapping.

The case of Hookway v Northern Midlands Council highlights the tension between engineered mitigation and planning integrity. Despite flood depths exceeding 2 metres and hazard ratings of H4–H5, the subdivision was approved based on mitigation measures and evacuation planning. This raises significant concerns about long-term safety, emergency access, and the precedent it sets for future developments in high-risk areas.

To manage flood risk responsibly, Councils require clear, consistent, and evidence-based frameworks. This includes recognition of local expertise, transparent planning processes, and a shared understanding of tolerable risk across all levels of government.



Call for Submission of Motions

Councils are invited to submit motions for debate

to be Included at General Meetings

Name of Council : Northern Midlands Council

Contact person (name, title) Des Jennings – General Manager

Phone: (03) 63 977 303 Email: des.jennings@nmc.tas.gov.au

Date of General Meeting for Motion to be Included

Motion Requirements:

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- ✓ Is a matter of common concern to councils and not a specific local issue.
- ☐ Is linked to LGAT's current Annual Plan, available [here](#)
- ✓ It not an existing resolution of the sector (please refer to the Follow up of Resolutions Report in the preceding General Meeting for a list of current resolutions).
- ✓ Has not been considered at a General Meeting in the 12 months prior.
- ☐ Relates to existing, or sought activities/policy of the Tasmanian Government and would benefit from members understanding the Tasmanian Government position prior to considering².

LGAT staff are happy to assist you in developing your motion. Please phone 03 6146 3740 in the first instance.

Please attach –

The proposed Motion, which should clearly articulate the action required of LGAT or the policy position being sought from the sector.

The attachment should also include additional background comments to ensure members have a complete understanding of what is being sought and how the Motion addresses the requirements listed above.

Email to admin@lgat.tas.gov.au

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- (a) Protect and represent the interests and rights of Councils in Tasmania;
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- (c) Provide services to Members, councillors and employees of Councils.

Please contact the LGAT office on 6146 3740 for closing dates for Submission of Motions

Motion to Amend Regulation 47 of the *Local Government (Meeting Procedures) Regulations 2025*

Motion:

That the Local Government Association of Tasmania (LGAT) advocates an amendment to Regulation 47 of the *Local Government (Meeting Procedures) Regulations 2025* to allow councils the discretion to approve a councillor's leave of absence retrospectively in cases of unforeseen circumstances such as illness or work commitments, provided that appropriate documentation is submitted.

Background Comment:

- The current regulation does not accommodate the realities of modern life, where unforeseen events may prevent councillors from submitting leave requests in advance.
- This limitation may unfairly penalise councillors who are otherwise committed to their duties but are impacted by genuine emergencies.
- Allowing retrospective approval, subject to council discretion and supporting documentation, would promote fairness, flexibility, and a more compassionate governance framework.

A Councillor within Northern Midlands Council recently found themselves needing unexpected leave, which under the current legislation can not be granted. The Councillor in put forward the following: -

"Surely this is not an uncommon situation across councils. There would be instances in any council, from time to time, where councillors are unable to submit a formal leave request ahead of a meeting due to unforeseen events. The ability to consider these on a case-by-case basis would seem both reasonable and practical.

My understanding was that some councils do in fact apply a level of discretion in such cases, and I had hoped we could explore that possibility rather than hitting a hard no straight away.

This shouldn't be about bending the rules—it's about acknowledging the reality that life doesn't always follow perfect timelines."

Even after seeking guidance from the Office of Local Government, the Council could not retrospectively grant the leave.

This change aligns with LGAT's objectives to:

- Protect and represent the interests and rights of Councils in Tasmania;
- Promote an efficient and effective system of local government;
- Provide services to Members, councillors, and employees of Councils.

Attachment – Email Correspondence in relation to Retrospective Leave.

Application for Council Assistance - Major Festivals, Events & Promotions Round 2, 2025/2026

NORTHERN MIDLANDS COUNCIL	
File No.	
Property	NORTHERN MIDLANDS COUNCIL
Attachments	
REC'D	31 JUL 2025
GM	PLN
P&DM	BLD
CSM	MYR
WM	EA
HR	
HLT	

Community groups, organisations and clubs considering applying for assistance, are advised to read the guidelines attached prior to completing this form.

SECTION A: APPLICATION SUMMARY

- Name of the event: Scots Day CoT
- Date of the event: 15/02/2026
(Note: Date must be between 31st August 2025 to 30 June 2026 to be eligible)
- Estimate number of Attendees? Approx 800
- Brief description of the event:
(venue, program outline, target audience, attach further information if not enough space provided)
Highland Dancing Competition and Pipe Band
Contest. Dertie Parade, Broadwood Demo. &
Food Vans. This will be held on Longford Village Green
This will be the 3rd year and is intended to be an ongoing event.
- Name of the organisation applying for the assistance: Tasmanian National
- Organisation postal address: 36 Anstey St, Longford, Tasmania
- Contact person: Telephone number: 0407 801 182
- Do you want the above information displayed on the Council's event page on our Website/face book? ☒ Yes ☐ No
- Name and position of the person in the organisation applying for the assistance:
Name: Gaye Anderson
Position: Secretary
Signature: [Signature]

SECTION B: FINANCIAL INFORMATION

- Please tick the box below that describes the financial outcome sought for your event/festival/promotion:
☒ The event aims to be break even (that is, income = expenditure)
☐ The event aims to generate a profit
If your event aims to make a profit please indicate the extent of the profit anticipated and provide information on the purpose to which the profit will be applied:
.....

SECTION C: BENEFIT OF THE EVENT TO THE NORTHERN MIDLANDS

For each of the following questions, please provide a 1-2 line response:

1. What will Northern Midlands residents gain from this event?

A day's entertainment - free of charge.

2. What will Northern Midlands businesses gain from this event?

Income from the many visitors who will be attending the event.

3. How will you acknowledge the assistance provided by Council for this event?

In the program.

SECTION D: ASSISTANCE SOUGHT FROM COUNCIL

Please outline the nature and extent of **in-kind support** requested from Council:

e.g. 10 wheelie bins delivered to the Village Green the morning of the event and collected/ disposed of after the event, plus photocopying - 400 posters on A4 coloured paper

cost of the marooning hall if it is rowing for the dancing competition. Delivery and collection of bins.

Please outline the amount of **funds**, if any, you are requesting from Council, and the purpose to which the funds will be applied:

Dancing Stage \$1800, Trophies/medals \$1000, Judges flights, Accommodation & Fees \$800. = \$3600.

Applications for assistance will be reviewed at the next Council Meeting scheduled after the closing date, you will be notified of the outcome of your application shortly after that.

Natalie Horne
Administration Officer

Application for Council Assistance - Major Festivals, Events & Promotions Round 1, 2025/2026



Community groups, organisations and clubs considering applying for assistance, are advised to read the guidelines attached prior to completing this form.

SECTION A: APPLICATION SUMMARY

1. Name of the event: **Festival of Rail**
2. Date of the event: **28 September 2025**
(Note: Date must be between 1 July 2025 to 30 June 2026 to be eligible)
3. Estimate number of Attendees? **1000**
4. Brief description of the event:
(venue, program outline, target audience, attach further information if not enough space provided)
The event will comprise of mini train rides, engineering model displays and model railways. A large steam boat will also be on display. Pearn's Steam World mini traction engine will be providing rides. We will utilise the football clubrooms and Primary School Hall. There may be a static car display but yet finalised. Day out for all ages. Event at Morven Park 10am to 4pm. Food and drink vendors on site. Face painting
5. Name of the organisation applying for the assistance: **Evandal Light Rail & Steam Society Inc.**
6. Organisation postal address: **c/- Unit 3, 4 Talis Place, Prospect Vale 7250**
7. Contact person: Telephone number: **0428177546**
8. Do you want the above information displayed on the Council's event page on our Website/face book? ☒ Yes ☐ No
9. Name and position of the person in the organisation applying for the assistance:
Name: **David Swann**
Position: **Vice President**
Signature: *Swann*

SECTION B: FINANCIAL INFORMATION

1. Please tick the box below that describes the financial outcome sought for your event/festival/ promotion:

☐ The event aims to be break even (that is, income = expenditure)
☒ The event aims to generate a profit

If your event aims to make a profit please indicate the extent of the profit anticipated and provide information on the purpose to which the profit will be applied:
Upgrades to site including repainting and track realignment

SECTION C: BENEFIT OF THE EVENT TO THE NORTHERN MIDLANDS

For each of the following questions, please provide a 1-2 line response:

1. What will Northern Midlands residents gain from this event?
Recognition of Evandale and services provided in the District.
2. What will Northern Midlands businesses gain from this event?
With a large number of people attending the event local businesses will get greater numbers visiting the area. Evandale Primary School and Evandale football club will gain additional funds from food and drink sales.
3. How will you acknowledge the assistance provided by Council for this event?
We will acknowledge NMC support in speeches, ELR & SS Facebook page, print on promotional flyers.

SECTION D: ASSISTANCE SOUGHT FROM COUNCIL

Please outline the nature and extent of in-kind support requested from Council:

*e.g. 10 wheelie bins delivered to the Village Green the morning of the event and collected/
disposed of after the event, plus photocopying – 400 posters on A4 coloured paper*

15 wheelie bins and 20 large witches hats to be delivered to site Friday 26 September,
collected Monday 29 September.

Provision of 50 posters on A4 coloured paper 4 weeks prior to event.

Please outline the amount of funds, if any, you are requesting from Council, and the purpose to which the funds will be applied:

Funds provided will be utilised for additional promotional advertising including radio and newspaper. Additional signage boards to indicate location of site and activities.
Produce site map and program. We would request \$1,000 in funding.

Applications for assistance will be reviewed at the next Council Meeting scheduled after the closing date, you will be notified of the outcome of your application shortly after that.

Natalie Horne
Administration Officer

Application for Council Assistance - Major Festivals, Events & Promotions Assistance Guidelines



ELIGIBLE EVENTS:

The Council will consider requests for assistance by community, sporting and non-profit organisations holding major festivals, events or promotions in the Northern Midlands between date 1st June 2025 to 30 June 2026.

Major festivals, events and promotions are defined as significant events that are the only one of their kind in the Northern Midlands in any one year and attract significant numbers of people to the event (generally in excess of 2,000) and/or attract significant media coverage for the Northern Midlands.

ELIGIBLE ORGANISATIONS:

Any community group, organisation or club that is legally incorporated or operating under the auspices of an incorporated body. The organisation must hold and produce evidence of public liability cover for the event.

ELIGIBLE ASSISTANCE:

In-kind support includes provision of such items as wheelie-bins, barricades, photocopying paper and provision of services such as preparation of fliers, delivery and collection of bins, erection of barricades and advertising of street closures. The cost to Council of any in-kind assistance approved will be calculated and costed against the application.

Requests for **direct financial assistance** may be considered eg. by an organisation in the south of the municipal area where it is impractical for photocopying to be done at the Council Chambers in Longford and therefore application is made for funds to cover photocopying expenses incurred locally.

The maximum allocation to an event is \$1,650, except in the case of a major new event which can be eligible for a one-off seeding grant of up to \$3,300. Major events that are held annually are eligible for up to \$1,650 in-kind support each year.

Assistance will not be provided for money already spent on events previously held.

PRIORITIES:

The funding available is limited. Priority will be given to events that:

- Have a significant benefit for a wide range of Northern Midlands residents and businesses
- Are unique within the Northern Midlands
- If profit making, put the funds back into the community, preferably through community projects that will benefit a wide cross-section of the community.

APPLICATIONS:

Applicants are requested to complete the application form in its entirety, and return the completed form by Friday 4th April 2025 to:

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

Or emailed to:

council@nmc.tas.gov.au

Organisations seeking clarification when completing the form are welcome to contact Council's Customer Services Team on 63977303.

ASSESSMENT OF APPLICATIONS:

All applications received will be referred to a Council meeting where Councilors will determine which event, festival or promotion will be assisted, and to what extent.

Applicants will be notified in writing after the Council meeting of the outcome of Council's deliberations.

Application for Council Assistance - Major Festivals, Events & Promotions Round 2, 2025/2026

NORTHERN MIDLANDS COUNCIL			
Property			
Attachment			
REC'D 12 JUN 2025			
GM	PLN		
P&DM	BLD		
CSM	MYR		
WM	IPA		
HB			



Community groups, organisations and clubs considering applying for assistance, are advised to read the guidelines attached prior to completing this form.

SECTION A: APPLICATION SUMMARY

- Name of the event: LONGFORD SQUASH CLUB 40 YEAR REUNION
- Date of the event: SAT 18th OCTOBER 2025
(Note: Date must be between 31st August 2025 to 30 June 2026 to be eligible)
- Estimate number of Attendees? 200
- Brief description of the event:
(venue, program outline, target audience, attach further information if not enough space provided)
A 40 YEAR REUNION CELEBRATING THE LONGFORD SQUASH CLUB. GATHERING AT THE LONGFORD FC, LOOKING AT CATERING FOR 150-200 ~~PEOPLE~~ PAST & PRESENT PLAYERS
- Name of the organisation applying for the assistance: LONGFORD SQUASH CLUB
- Organisation postal address: PO Box 112 HADSPEN 7290
- Contact person: Telephone number: 0427 073 462
- Do you want the above information displayed on the Council's event page on our Website/face book? ☒ Yes ☐ No
- Name and position of the person in the organisation applying for the assistance:
Name: KURT LEWIS
Position: PRESIDENT
Signature: *Kurt Lewis*

SECTION B: FINANCIAL INFORMATION

- Please tick the box below that describes the financial outcome sought for your event/festival/ promotion:
☒ The event aims to be break even (that is, income = expenditure)
☐ The event aims to generate a profit
If your event aims to make a profit please indicate the extent of the profit anticipated and provide information on the purpose to which the profit will be applied:
.....

SECTION C: BENEFIT OF THE EVENT TO THE NORTHERN MIDLANDS

For each of the following questions, please provide a 1-2 line response:

1. What will Northern Midlands residents gain from this event?
 ITS A GREAT SOCIAL ASPECT OF THE COMMUNITY
 THAT WILL HOPEFULLY GROW FUTURE RELATIONSHIPS.
2. What will Northern Midlands businesses gain from this event?
 THE CLUB WILL BE USING AS MANY LOCAL BUSINESSES
 AS POSSIBLE TO HELP WITH ALL ASPECT OF THE EVENT
 + THE CLUB WILL ADVERTISE THESE BUSINESSES ON OUR SHIRTS
3. How will you acknowledge the assistance provided by Council for this event? AND AT THE CENTRE THE
 WE WOULD LIKE TO ADVERTISE (SUPPORTED BY NORTHERN MIDLANDS COUNCIL)
 ON OUR SHIRTS, AT THE CENTRE AND ON
 NEW SHIELDS + TROPHIES ~~ON THE NIGHT~~ CONTINUING INTO THE FUTURE

SECTION D: ASSISTANCE SOUGHT FROM COUNCIL

Please outline the nature and extent of in-kind support requested from Council:

e.g. 10 wheelie bins delivered to the Village Green the morning of the event and collected/
 disposed of after the event, plus photocopying – 400 posters on A4 coloured paper

NONE REQUIRED.

Please outline the amount of funds, if any, you are requesting from Council, and the purpose to which the funds will be applied:

\$3500 AS A ONE OFF EVENT WOULD GREATLY
 HELP COVER 80% OF THE COSTS. ~~WE ARE~~

~~WE~~ ALTHOUGH IF WE AREN'T ELIGIBLE FOR THE FULL
 AMOUNT, ANY ASSISTANCE WOULD BE
 GREATLY APPRECIATED.

Applications for assistance will be reviewed at the next Council Meeting scheduled after the closing date, you will be notified of the outcome of your application shortly after that.

Natalie Horne
 Administration Officer

Application for Council Assistance - Major Festivals, Events & Promotions Assistance Guidelines



ELIGIBLE EVENTS:

The Council will consider requests for assistance by community, sporting and non-profit organisations holding major festivals, events or promotions in the Northern Midlands between date 1st August 2025 to 30th June 2026.

Major festivals, events and promotions are defined as significant events that are the only one of their kind in the Northern Midlands in any one year and attract significant numbers of people to the event (generally in excess of 2,000) and/or attract significant media coverage for the Northern Midlands.

ELIGIBLE ORGANISATIONS:

Any community group, organisation or club that is legally incorporated or operating under the auspices of an incorporated body. The organisation must hold and produce evidence of public liability cover for the event.

ELIGIBLE ASSISTANCE:

In-kind support includes provision of such items as wheelie-bins, barricades, photocopying paper and provision of services such as preparation of fliers, delivery and collection of bins, erection of barricades and advertising of street closures. The cost to Council of any in-kind assistance approved will be calculated and costed against the application

Requests for **direct financial assistance** may be considered eg. by an organisation in the south of the municipal area where it is impractical for photocopying to be done at the Council Chambers in Longford and therefore application is made for funds to cover photocopying expenses incurred locally.

The maximum allocation to an event is \$2,000, except in the case of a major new event which can be eligible for a one-off seeding grant of up to \$3,500. Major events that are held annually are eligible for up to \$1,650 in-kind support each year.

Assistance will not be provided for money already spent on events previously held.

PRIORITIES:

The funding available is limited. Priority will be given to events that:

- Have a significant benefit for a wide range of Northern Midlands residents and businesses
- Are unique within the Northern Midlands
- If profit making, put the funds back into the community, preferably through community projects that will benefit a wide cross-section of the community.

APPLICATIONS:

Applicants are requested to complete the application form in its entirety, and return the completed form by Friday 14th September 2025 to:

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

Organisations seeking clarification when completing the form are welcome to contact Council's Customer Services Team on 63977303.

ASSESSMENT OF APPLICATIONS:

All applications received will be referred to a Council meeting where Councilors will determine which event, festival or promotion will be assisted, and to what extent.

Applicants will be notified in writing after the Council meeting of the outcome of Council's deliberations.

POST EVALUATION

An evaluation of the project must be submitted to Council by the Organising Committee within 30 days of the event being held.

Kurt Lewis - President

Longford Squash Club

Email: kurtlewis83@hotmail.com

Phone: 0427 073 462

10.6.2025

Subject: Application for council assistance – Longford Squash Club 40-year reunion

To the Northern Midlands Council

I am writing on behalf of the Longford Squash Club to formally request funding support for our 40-year reunion on the 18th October this year.

The Longford Squash Club

Our club has been based at the Longford Community Centre since it began, and throughout the time we have had over 380 men, women and youth members. We are an inclusive club with members welcome of all ages, abilities, and backgrounds, and we have had generations of families play throughout the years. We consistently recruit new members who would like to try a new sport, or members who have joined from other clubs. We also have returning members who have decided to pick up their racquets again, which speaks volumes of what this club is about.

Our club regularly supports local community businesses by having mid-year functions, end of year Christmas dinners and raffles. We will also be working with several local businesses for the reunion. Over the years we have been linked with:

- The Country Club Longford
- Sticky Beaks Café
- The Sausage Shop - Perth
- Motivity (Longford Community Centre)
- Longford Football Club

This club has been run by volunteers who organise the rosters, fundraising events, raised money charity events, and organised club celebrations through-out the year. This year is a big one for our club, as it is our 40-year reunion, and we want to bring past and present players together to celebrate.

40-year reunion

As this reunion will be a large undertaking for a volunteer run club, we are seeking financial support to help with the catering, trophies and shields, signage and new memorabilia to be presented at the reunion to be displayed at the squash courts. We are hopeful from the 380 past and present members, at minimum 150 – 200 members will be attending.

We would acknowledge the contribution from the Northern Midlands Council, during our reunion and in our signage at the reunion and at the squash courts on playing nights. We think this type of recognition of the supporters of the club would look great on a permanent basis at the centre itself. We would also give back to the Council and local businesses by adding new logos to our playing shirts.

Current costs for the reunion are:

- catering \$30 per head for catering (150-200 people) total \$4500
- trophies and shields \$400
- signage, invites, prizes \$200 – 300

We are a proud local sports club with 40 years of continuous service which we feel is a great achievement. The club has seen many changes, but one thing that is consistent, is the dedication of our playing group to the success of the club (90% Longford and Perth residents), and our commitment to continue to support the Northern Midlands municipality. We would really appreciate the support of the Northern Midlands Council to allow our event to be a great success and be one that will be remembered. Please see our attached grant proposal, and I look forward to your response.

Cheers

Kurt Lewis

(President of the Longford Squash Club)

Application for Council Assistance - Major Festivals, Events & Promotions Round 2, 2025/2026



**NORTHERN
MIDLANDS
COUNCIL**

Community groups, organisations and clubs considering applying for assistance, are advised to read the guidelines attached prior to completing this form.

SECTION A: APPLICATION SUMMARY

1. Name of the event: The HydroTasmania / Cressy Trout Expo
2. Date of the event 19th October 2025
(Note: Date must be between 31st August 2025 to 30 June 2026 to be eligible)
3. Estimate number of Attendees? 870
4. Brief description of the event:
(venue, program outline, target audience, attach further information if not enough space provided)
..... Free fishing competition and BBQ with a family friendly focus
.....
.....
.....
5. Name of the organisation applying for the assistance: ... Richard Goss
6. Organisation postal address: Co 7 Cygnet Court Longford 7301
7. Contact person: Telephone number: 0427514804
8. Do you want the above information displayed on the Council's event page on our Website/face book? ☐ Yes ☐ No
9. Name and position of the person in the organisation applying for the assistance:
Name: Richard Goss
Position: President
Signature: R E Goss

NORTHERN MIDLANDS COUNCIL			
File No.			
Priority			
Attachments			
RECD 11 AUG 2025			
CM	DM	FM	GM
CSM	DSM	FMS	GMS
WM	DSM	MYR	EA
HB			
MEY			

SECTION B: FINANCIAL INFORMATION

1. Please tick the box below that describes the financial outcome sought for your event/festival/ promotion:
☒ The event aims to be break even (that is, income = expenditure)
☐ The event aims to generate a profit
 If your event aims to make a profit please indicate the extent of the profit anticipated and provide information on the purpose to which the profit will be applied:

.....

SECTION C: BENEFIT OF THE EVENT TO THE NORTHERN MIDLANDS

For each of the following questions, please provide a 1-2 line response:

1. What will Northern Midlands residents gain from this event?
Visitors to Cressy Area, Promotion of trout fishing, Promotion of Brumby's Creek
.....
2. What will Northern Midlands businesses gain from this event?
Visitors to the Northern Midlands,
.....
3. How will you acknowledge the assistance provided by Council for this event?
Social media
.....

SECTION D: ASSISTANCE SOUGHT FROM COUNCIL

Please outline the nature and extent of **in-kind support** requested from Council:

*e.g. 10 wheelie bins delivered to the Village Green the morning of the event and collected/
disposed of after the event, plus photocopying – 400 posters on A4 coloured paper*

.....As per attached list.....
.....

Please outline the amount of **funds**, if any, you are requesting from Council, and the purpose to which the funds will be applied:

\$1650 in kind and cash contribution
.....
.....

Applications for assistance will be reviewed at the next Council Meeting scheduled after the closing date, you will be notified of the outcome of your application shortly after that.

Natalie Horne
Administration Officer

Application for Council Assistance - Major Festivals, Events & Promotions Assistance Guidelines



ELIGIBLE EVENTS:

The Council will consider requests for assistance by community, sporting and non-profit organisations holding major festivals, events or promotions in the Northern Midlands between date 1st August 2025 to 30th June 2026.

Major festivals, events and promotions are defined as significant events that are the only one of their kind in the Northern Midlands in any one year and attract significant numbers of people to the event (generally in excess of 2,000) and/or attract significant media coverage for the Northern Midlands.

ELIGIBLE ORGANISATIONS:

Any community group, organisation or club that is legally incorporated or operating under the auspices of an incorporated body. The organisation must hold and produce evidence of public liability cover for the event.

ELIGIBLE ASSISTANCE:

In-kind support includes provision of such items as wheelie-bins, barricades, photocopying paper and provision of services such as preparation of fliers, delivery and collection of bins, erection of barricades and advertising of street closures. The cost to Council of any in-kind assistance approved will be calculated and costed against the application

Requests for **direct financial assistance** may be considered eg. by an organisation in the south of the municipal area where it is impractical for photocopying to be done at the Council Chambers in Longford and therefore application is made for funds to cover photocopying expenses incurred locally.

The maximum allocation to an event is \$2,000, except in the case of a major new event which can be eligible for a one-off seeding grant of up to \$3,500. Major events that are held annually are eligible for up to \$1,650 in-kind support each year.

Assistance will not be provided for money already spent on events previously held.

PRIORITIES:

The funding available is limited. Priority will be given to events that:

- Have a significant benefit for a wide range of Northern Midlands residents and businesses
- Are unique within the Northern Midlands
- If profit making, put the funds back into the community, preferably through community projects that will benefit a wide cross-section of the community.

APPLICATIONS:

Applicants are requested to complete the application form in its entirety, and return the completed form by Friday 8th August 2025 to:

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

Organisations seeking clarification when completing the form are welcome to contact Council's Customer Services Team on 63977303.

ASSESSMENT OF APPLICATIONS:

All applications received will be referred to a Council meeting where Councilors will determine which event, festival or promotion will be assisted, and to what extent.

Applicants will be notified in writing after the Council meeting of the outcome of Council's deliberations.

POST EVALUATION

An evaluation of the project must be submitted to Council by the Organising Committee within 30 days of the event being held.

**Items supplied by Northern Midlands Council for the
Hydro Tasmanian/ Cressy Community Trout Expo Sunday 19th Oct 2025**

Expo Contacts: Richard Goss 0427514804

Committee will pick up Friday 18th October 2025

Equipment will be returned Sunday 19th October 2025

Roy Burton or Richard Goss to return all equipment

80km signs	4 - To be erected approximately 150metres from approaches to Lees Bridge. Council to arrange approval through DIER and erection on Friday 17 th October
5KPH Signs	8
Go slow/drive slowly signs	5
Wheelie Bins	6
Portable Barrier Poles	4
Witches hats	10
Wheelie Bin Liners /Bags	10

Application for Council Assistance - Major Festivals, Events & Promotions Round 2, 2025/2026



NORTHERN
MIDLANDS
COUNCIL

Community groups, organisations and clubs considering applying for assistance, are advised to read the guidelines attached prior to completing this form.

SECTION A: APPLICATION SUMMARY

- Name of the event: FESTIVAL of ROSE'S
- Date of the event: SUNDAY 23rd NOVEMBER 2025
(Note: Date must be between 31st August 2025 to 30 June 2026 to be eligible)
- Estimate number of Attendees? 1500 - 2000
- Brief description of the event:
(venue, program outline, target audience, attach further information if not enough space provided)
ONE DAY GARDEN EVENT AT WOOLMERS' ESTATE
653 WOOLMERS LN, LONGFORD. TARGET AUDIENCE-
families, Seniors, horticulture and garden lovers.
Program include, childrens activities, food and
local businesses. Workshops and entertainment most
- Name of the organisation applying for the assistance: WOOLMERS ESTATE
- Organisation postal address: P.O. Box 15 LONGFORD TAS 7301
- Contact person: Telephone number: WENDY MITCHELL, 03 6391 2230
- Do you want the above information displayed on the Council's event page on our Website/face book? ☒ Yes ☐ No
- Name and position of the person in the organisation applying for the assistance:
Name: MARGARET KILLEN
Position: BOARD MEMBER
Signature: Mkillen

SECTION B: FINANCIAL INFORMATION

- Please tick the box below that describes the financial outcome sought for your event/ festival/ promotion:
☐ The event aims to be break even (that is, income = expenditure)
☒ The event aims to generate a profit

If your event aims to make a profit please indicate the extent of the profit anticipated and provide information on the purpose to which the profit will be applied:

Improving the rose garden and outdoor picnic

NORTHERN MIDLANDS COUNCIL			
File No			
Property			
Attachments			
REC'D	8 AUG 2025		
GM		BLD	
P&DM		MYR	
CSM		FA	
WM			
HM			

facilities and amenities

SECTION C: BENEFIT OF THE EVENT TO THE NORTHERN MIDLANDS

For each of the following questions, please provide a 1-2 line response:

1. What will Northern Midlands residents gain from this event?

A day out in a beautiful garden setting to relax and enjoy entertainment, great local food, music for family and friends.

2. What will Northern Midlands businesses gain from this event?

Access and engagement with local and Tase interstate visitors to promote their product & services

3. How will you acknowledge the assistance provided by Council for this event?

On ~~at~~ marketing material, Woolmers website and social media + signage at the event

SECTION D: ASSISTANCE SOUGHT FROM COUNCIL

Please outline the nature and extent of in-kind support requested from Council:

e.g. 10 wheelie bins delivered to the Village Green the morning of the event and collected/
disposed of after the event, plus photocopying – 400 posters on A4 coloured paper

15 Witches hats for traffic control – can be collected

10 Wheelie bins delivered to 658 Woolmers Lane
on Sat 22nd Nov.

Please outline the amount of funds, if any, you are requesting from Council, and the purpose to which the funds will be applied:

Printing of A3 coloured posters (~200) = \$1500 off council

Applications for assistance will be reviewed at the next Council Meeting scheduled after the closing date, you will be notified of the outcome of your application shortly after that.

Natalie Horne
Administration Officer

Application for Council Assistance - Major Festivals, Events & Promotions Assistance Guidelines



ELIGIBLE EVENTS:

The Council will consider requests for assistance by community, sporting and non-profit organisations holding major festivals, events or promotions in the Northern Midlands between date 1st August 2025 to 30th June 2026.

Major festivals, events and promotions are defined as significant events that are the only one of their kind in the Northern Midlands in any one year and attract significant numbers of people to the event (generally in excess of 2,000) and/or attract significant media coverage for the Northern Midlands.

ELIGIBLE ORGANISATIONS:

Any community group, organisation or club that is legally incorporated or operating under the auspices of an incorporated body. The organisation must hold and produce evidence of public liability cover for the event.

ELIGIBLE ASSISTANCE:

In-kind support includes provision of such items as wheelie-bins, barricades, photocopying paper and provision of services such as preparation of fliers, delivery and collection of bins, erection of barricades and advertising of street closures. The cost to Council of any in-kind assistance approved will be calculated and costed against the application.

Requests for **direct financial** assistance may be considered eg. by an organisation in the south of the municipal area where it is impractical for photocopying to be done at the Council Chambers in Longford and therefore application is made for funds to cover photocopying expenses incurred locally.

The maximum allocation to an event is \$2,000, except in the case of a major new event which can be eligible for a one-off seeding grant of up to \$3,500. Major events that are held annually are eligible for up to \$1,650 in-kind support each year.

Assistance will not be provided for money already spent on events previously held.

PRIORITIES:

The funding available is limited. Priority will be given to events that:

- Have a significant benefit for a wide range of Northern Midlands residents and businesses
- Are unique within the Northern Midlands
- If profit making, put the funds back into the community, preferably through community projects that will benefit a wide cross-section of the community.

APPLICATIONS:

Applicants are requested to complete the application form in its entirety, and return the completed form by Friday 8th August 2025 to:

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

Organisations seeking clarification when completing the form are welcome to contact Council's Customer Services Team on 63977303.

ASSESSMENT OF APPLICATIONS:

All applications received will be referred to a Council meeting where Councilors will determine which event, festival or promotion will be assisted, and to what extent.

Applicants will be notified in writing after the Council meeting of the outcome of Council's deliberations.

POST EVALUATION

An evaluation of the project must be submitted to Council by the Organising Committee within 30 days of the event being held.

From: CEO - Turf Club Tas <ceo@turfclubtas.com>
Sent: Wednesday, 18 June 2025 4:39 PM
To: Northern Midlands Council
Cc: Admin; Brent; 'Brent Crawford'
Subject: Grant funding for the Longford Cup 1/1/2026

Dear Council

I am the Interim Manager for the Tasmanian Turf Club after our CEO Mark Ridgway resigned at the end of May.

We will shortly begin the planning for next year's Longford Cup. We have been running the Cup since 1845. It is a premier event on the Tasmanian Racing Calendar. It therefore has a long history of bringing people together and bringing a sense of community and amenity not only for Longford but for the entire Region. While it brings sense of wellbeing and amenity, it also provides an economic benefit to the Region from interstate tourism and the local stay at home tourist as well.

Approximately 5,000 people attended this year's Cup and we hope to and plan to increase this number next year to 6,000 people making it an even better event for everyone.

The Council very generously provides a grant every year to help stage the event. This funding enables the Club not only to defray the cost of running the event but helps the Club put on a better event than we could otherwise stage. The funding is used for sales and marketing and making the event as enjoyable and entertaining as possible.

We request that the Council provide the same grant of \$5,000 for next years Cup on 1/1/2026.

Thank you in anticipation

Ossie Camenzuli
Interim Manager



PH: 03 6326 1070
MOB : 0419 438 498
CEO@turfclubtas.com

Application for Council Assistance - Major Festivals, Events & Promotions Round 2, 2025/2026



NORTHERN
MIDLANDS
COUNCIL

Community groups, organisations and clubs considering applying for assistance, are advised to read the guidelines attached prior to completing this form.

SECTION A: APPLICATION SUMMARY

1. Name of the event: Christmas Family Day
2. Date of the event: 6 December 2025
(Note: Date must be between 31st August 2025 to 30 June 2026 to be eligible)
3. Estimate number of Attendees? 400-500 people

4. Brief description of the event:
(venue, program outline, target audience, attach further information if not enough space provided)

See attached

5. Name of the organisation applying for the assistance: Eskleigh Foundation Inc.
6. Organisation postal address: 1607 Midlands Highway Perth
7. Contact person: Telephone number: 0456 600979
8. Do you want the above information displayed on the Council's event page on our Website/face book? ☒ Yes ☐ No
9. Name and position of the person in the organisation applying for the assistance:
Name: Miranda England
Position: Marketing Manager
Signature: [Signature]

SECTION B: FINANCIAL INFORMATION

1. Please tick the box below that describes the financial outcome sought for your event/festival/promotion:
☒ The event aims to be break even (that is, income = expenditure)
☐ The event aims to generate a profit
If your event aims to make a profit please indicate the extent of the profit anticipated and provide information on the purpose to which the profit will be applied:
.....

Application for Council Assistance - Major Festivals, Events & Promotions Assistance Guidelines



ELIGIBLE EVENTS:

The Council will consider requests for assistance by community, sporting and non-profit organisations holding major festivals, events or promotions in the Northern Midlands between date 1st August 2025 to 30th June 2026.

Major festivals, events and promotions are defined as significant events that are the only one of their kind in the Northern Midlands in any one year and attract significant numbers of people to the event (generally in excess of 2,000) and/or attract significant media coverage for the Northern Midlands.

ELIGIBLE ORGANISATIONS:

Any community group, organisation or club that is legally incorporated or operating under the auspices of an incorporated body. The organisation must hold and produce evidence of public liability cover for the event.

ELIGIBLE ASSISTANCE:

In-kind support includes provision of such items as wheelie-bins, barricades, photocopying paper and provision of services such as preparation of fliers, delivery and collection of bins, erection of barricades and advertising of street closures. The cost to Council of any in-kind assistance approved will be calculated and costed against the application

Requests for **direct financial assistance** may be considered eg. by an organisation in the south of the municipal area where it is impractical for photocopying to be done at the Council Chambers in Longford and therefore application is made for funds to cover photocopying expenses incurred locally.

The maximum allocation to an event is \$2,000, except in the case of a major new event which can be eligible for a one-off seeding grant of up to \$3,500. Major events that are held annually are eligible for up to \$1,650 in-kind support each year.

Assistance will not be provided for money already spent on events previously held.

PRIORITIES:

The funding available is limited. Priority will be given to events that:

- Have a significant benefit for a wide range of Northern Midlands residents and businesses
- Are unique within the Northern Midlands
- If profit making, put the funds back into the community, preferably through community projects that will benefit a wide cross-section of the community.

APPLICATIONS:

Applicants are requested to complete the application form in its entirety, and return the completed form by Friday 8th August 2025 to:

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

Organisations seeking clarification when completing the form are welcome to contact Council's Customer Services Team on 63977303.

ASSESSMENT OF APPLICATIONS:

All applications received will be referred to a Council meeting where Councilors will determine which event, festival or promotion will be assisted, and to what extent.

Applicants will be notified in writing after the Council meeting of the outcome of Council's deliberations.

POST EVALUATION

An evaluation of the project must be submitted to Council by the Organising Committee within 30 days of the event being held.

Application for Christmas event

Name of the Event

Christmas Family Day

Description of the event

Eskleigh Foundation, The Perth Baptist Church and the Perth Community Progress Association are holding a Christmas Party at Eskleigh on the 6 December. The event will offer a range of activities for all ages, including face painting, a free BBQ hosted by the Lions Club, laser tag for children, performances by local choirs, food vans, biscuit making and a Christmas market and of course a visit from Santa (plus so much more).

What will Northern Midlands businesses gain from the event

The Christmas family day at Eskleigh will benefit Northern Midlands businesses by creating a vibrant atmosphere that encourages community engagement and local patronage. With an expected attendance of 400-500 people, local businesses such as food and craft vendors will have the opportunity to showcase their offerings. The event will promote collaboration among businesses plus, it will provide the local community an opportunity to get together to celebrate Christmas in a joyful atmosphere, fostering connections amongst neighbours and friends. It also serves as a platform to create lasting memories promote traditions and strengthen community bonds. By coming together to celebrate, Eskleigh residents will also have the chance to share the joy of the season with the local community.

What will the Northern Midlands residents gain from the event?

Northern Midlands residents will gain a sense of community and togetherness through this inclusive Christmas celebration. The event will offer a range of activities suitable for all ages, including face painting, a free BBQ hosted by the Lions Club, laser tag for children, and performances by local choirs. This will not only provide entertainment but also create opportunities for residents to connect with one another, fostering a stronger sense of belonging. Furthermore, the event's accessibility ensures that individuals with disabilities can participate, promoting inclusivity within the community.

How will you acknowledge the assistance provided by Midlands Council?

We will acknowledge the assistance provided by the Northern Midlands Council in several ways:

1. Prominent Branding: The council's logo will be displayed on all promotional materials, including flyers, newsletters, and social media posts.

Application for Christmas event

2. Public Recognition: During the event, when we are announcing choirs, we will make announcements thanking the Northern Midlands Council for their support, highlighting their commitment to fostering community events.

3. Post-Event Reporting: We will provide a report detailing the event's success and the impact of the council's contribution, ensuring that their support is recognised within the community.

In kind support

None required.

Outline the funds requested and the purpose to which they will be applied

We are requesting \$2,000 from the Northern Midlands Council to cover essential costs associated with the event, specifically for portable toilets and entertainment.

- Portable Toilets: \$1,500 – To ensure adequate sanitation facilities for the expected large crowd. Earlier this year we held a film night at Eskleigh, and we had approximately 350 people and our portable toilet bill was \$600 for 4 toilets (paid for by sponsorship). We will need more toilets to cater for 400 – 500 people so we expect the bill to be around \$1,500.
- Entertainment: \$500 – To hire local musicians and a small donation to choirs (singing Christmas songs), will enhance the festive atmosphere and provide quality entertainment celebrating local talent.





This funding will be crucial in making the event successful and enjoyable for all attendees while ensuring that it remains accessible for people with a disability.

Thank you for considering our application, and we look forward to the opportunity to create a memorable experience for the Northern Midlands community.



The findings and recommendations table must be read in conjunction with the road safety audit report



Audit findings and recommendations

Audit Findings	Risk Assessment			Recommendations		Responsible Authority	
	Likelihood	Severity	Level of Risk	P – Primary	S – Supporting	Accept Yes/No	Comments
<div>1. There is a risk of a vehicle losing control striking the concrete planter boxes causing injury to vehicle occupants as illustrated below.</div> <div></div> <div>(Note that this finding is for the Department of State Growth)</div>	Rare	Moderate	<div>Low</div> <div>Safe System energy within tolerable levels</div>	<div>To further reduce the injury risk, consider the following:</div> <div><ul style="list-style-type: none">Reduce the speed limit to 40 km/h through the Longford Township or site-specific areas where high pedestrian volumes and/or street dining may occur. Electronic speed limit signs may be considered to reinforce the speed limit change to motorists or allow for time based 40 km/h speed limits. (S), ORInstall a curve warning sign with a recommended speed limit of 35 km/h approaching the Sticky Beaks Café from the north as illustrated below (S). For guidelines regarding the use of the signs, see Australian Standard AS 1742.2 Traffic Control Devices for General Use.</div> <div></div> <div></div>	<div>No</div> <div>Yes</div>	<div>State Growth have reviewed the location. The existing 50 km/h speed limit is appropriate under the Tasmanian Speed Zoning Guidelines and there is no justification to make an application to the Commissioner for Transport to approve a lower limit.</div> <div>The suggested warning sign will be installed.</div>	




The findings and recommendations table must be read in conjunction with the road safety audit report

Road safety audit
Findings and recommendations table
Appendix B | 2

Audit Findings	Risk Assessment			Recommendations		Responsible Authority	
	Likelihood	Severity	Level of Risk	P – Primary	S – Supporting	Accept Yes/No	Comments
<p>2. The three planter boxes located on the southwestern side of the intersection are located at the back of the kerb, approximately 0.5 m from the edge of the traffic lane on Marlborough Street. Vehicles, especially large vehicles, travelling southbound on Wellington Street or turning left from Wellington Street south onto Marlborough Street may side swipe the planter boxes due to their close proximity to the traffic lane as illustrated below.</p>  <p>(Note that this finding is for the Northern Midlands Council)</p>	Rare	Moderate	Low Safe System energy within tolerable levels	Consider relocating and moving the three planter boxes further away from the kerb line of at least 1 m as illustrated below. (S) Moving the planter boxes from the kerb and traffic lane will also provide better sight lines for traffic exiting Wellington Street south (See finding no. 3).		No	<i>The planter boxes were placed in this position on the advice of the designing engineer. They are filled with concrete, so relocation would require destruction of the existing boxes and construction of new ones.</i>

The findings and recommendations table must be read in conjunction with the road safety audit report





Road safety audit
Findings and recommendations table
Appendix B | 3

Audit Findings	Risk Assessment			Recommendations	Responsible Authority	
	Likelihood	Severity	Level of Risk		Accept Yes/No	Comments
<p>3. The planter boxes contain shrubs. At the time of the site inspection the shrubs were adequately maintained.</p> <p>If the shrubs are not maintained, there is a risk the vegetation may obstruct sight lines for motorists exiting Wellington Road (southeast approach to the intersection). Additionally, the shrubs may reduce sight distance for northbound pedestrians crossing Wellington Road.</p> <p>Restricted sight distance may result in motorists or pedestrians failing to pick an appropriate gap resulting in a collision with an oncoming vehicle.</p> 	Rare	Moderate	<p>Low</p> <p>Safe System energy within tolerable levels</p>	<p>Consider relocating and moving the three planter boxes further away from the kerb line of at least 1 m as described in recommendation number 2. (S)</p> <p>And</p> <p>Consider lowering the planter boxes by around 300 mm. (S)</p> <p>And</p> <p>Maintain the vegetation within the planter boxes on a regular basis, OR, remove the vegetation and replace them with non-live/artificial vegetation. (S)</p>	<p>No</p> <p>No</p> <p>Yes</p>	<p><i>As noted above the planter boxes are in accordance with the engineer’s design and it is not possible to move them. They would need to be destroyed and replaced.</i></p> <p><i>The planter boxes are partially filled with concrete. If they are lowered 300mm there may be insufficient soil for the plants to grow. In an exposed/sunny north-facing position a shallow soil increases the risk of heat stress.</i></p> <p><i>Council will continue to maintain the vegetation. Note that they are planted with ground covers that will not grow any higher than they are currently</i></p>



The findings and recommendations table must be read in conjunction with the road safety audit report


Road safety audit
Findings and recommendations table
Appendix B | 4

Audit Findings	Risk Assessment			Recommendations		Responsible Authority	
	Likelihood	Severity	Level of Risk	P – Primary	S – Supporting	Accept Yes/No	Comments
<p>4. Northbound traffic on Wellington Street south approaching the intersection may not be aware and see the Give Way control, or not expecting pedestrians crossing the road. This may create an intersection type crash or vehicle/pedestrian crashes.</p>  <p>(Note that this finding is for the Northern Midlands Council)</p>	Rare	Serious	Medium (FSI) Safe System energy exceeds tolerable levels	<p>Consider installing a GIVE WAY Ahead sign on Wellington Street south as illustrated below. (S)</p>  <p>And, consider removing a car park space on Wellington Street south closest to the intersection to increase the visibility of pedestrians crossing the road. (S)</p>  <p>And, consider relocating and moving the two planter boxes further away from the kerb line of at least 1 m as illustrated below. (S)</p> 		Yes	<i>Sign has been installed.</i>
						No	<i>Local businesses have previously indicated that they do not want to lose any parking spaces in this area.</i>
						No	<i>As noted above it is not practical to move these planters. They have been positioned in accordance with the advice of the design engineer.</i>



The findings and recommendations table must be read in conjunction with the road safety audit report

Road safety audit
Findings and recommendations table
Appendix B | 5

Audit Findings	Risk Assessment			Recommendations		Responsible Authority	
	Likelihood	Severity	Level of Risk	P – Primary	S – Supporting	Accept Yes/No	Comments
<p>5. William Street is located 20 m north of Wellington Street / Marlborough Street intersection. On the approach to Wellington Street, a GIVE WAY sign is located at the start of the splitter island, together with the KEEP LEFT sign as shown below.</p> <p>The GIVE WAY sign should be located at the intersection and closer to the hold line. There is a higher likelihood that a vehicle may strike the Give Way sign and Keep Left sign located in the splitter island.</p> 	NA	NA	To Note	Relocate the GIVE WAY sign or duplicate and install the sign on the left-hand side of the carriageway on its own post as illustrated on the left.		Yes	Arrangements have been made to adjust the signs.
(Note that this finding is for the Department of State Growth)							

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Wellington Street and Marlborough Street, Longford

Road Safety Audit

Audit Stage: Existing Conditions

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S20240407-REP-001 | i

Information Page

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Table of Contents

1. Introduction	1
2. Guidance for RSA	2
2.1 RSA within the Safe System	2
2.2 The RSA process	3
3. Conducting the RSA.....	4
3.1 Supplied information	4
3.2 Selection of the RSA team.....	4
3.3 Existing conditions	4
3.4 Undertaking the RSA	6
3.4.1 Meetings and site inspection.....	6
3.4.2 Risk assessment	6
3.4.3 Making recommendations.....	8
4. RSA findings and recommendations	9
5. Conclusion	9

Appendices

Appendix A: Site photos

Appendix B: RSA findings and recommendations



List of Tables

Table 1: Supplied information	4
Table 2: RSA team.....	4
Table 3: Site inspections	6
Table 4: Safe System treatment categories (source: Austroads, 2018)	8

List of Figures

Figure 1: Locality plan (source: OpenStreetMap).....	1
Figure 2: Simplified RSA process (source: Austroads, 2022)	3
Figure 3: Risk assessment matrix (source: Austroads, 2022)	6
Figure 4: Severity guidance sheet (source: Austroads, 2022)	7

List of Abbreviations

AADT – Annual Average Daily Traffic

HV – Heavy Vehicles

NB – North bound

RSA – Road Safety Audit

VRU – Vulnerable Road User (pedestrians and cyclists)

AGRD6 – Austroads Guide to Road Design Part 6: Roadside Design, Safety and Barriers

1. Introduction

Safe System Solutions Pty Ltd has been engaged by the Department of State Growth, Tasmania (State Growth) to undertake an Existing Conditions Road Safety Audit (herein referred to as either RSA or audit) at the intersection of Wellington Street and Marlborough Street in Longford, Tasmania.

The RSA will consider the road safety issues at the intersection with particular attention to the planter boxes outside the Sticky Beaks Café and Pizzeria. The location of the RSA is shown in Figure 1.

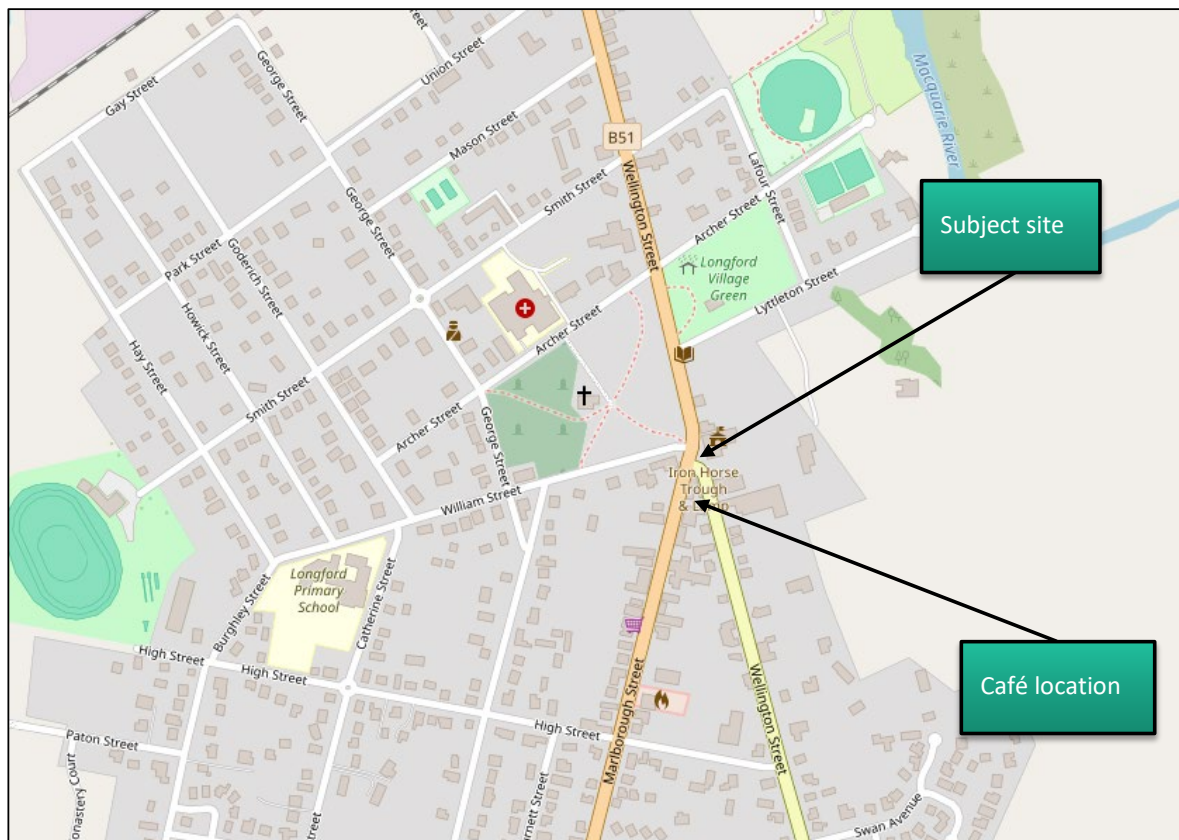


Figure 1: Locality plan (source: OpenStreetMap)

This report has been prepared by Safe System Solutions Pty Ltd for the Department of State Growth, Tasmania and may only be used and relied on by the Department of State Growth, Tasmania for the purposes of documenting the findings and recommendations of the completed RSA.



2. Guidance for RSA

RSA is a term used internationally to describe a recognised process which identifies road safety related risks and hazards. The primary objective of the RSA is to reduce road trauma at the RSA location. The Guide to Road Safety Part 6: Road Safety Audit (Austroads, 2022) is the primary guidance for undertaking RSAs in Australia and New Zealand.

An RSA is not a review or check of compliance with standards and/or guidelines for design projects or existing roads and it is possible that not every risk or hazard that affects road user safety has been identified.

Although the adoption of the audit recommendations will improve the level of safety of the audit location it will not, however, eliminate all the road user safety risks.

RSA is a formal process and responses to audit findings and recommendations should be documented by the client in writing. If recommendations are not accepted by the client then reasons should be included within the written response. A client is under no obligation to accept all the audit findings and recommendations and should consider these in conjunction with all other project considerations. It is not the role of the auditor to approve the client's response to an audit.

2.1 RSA within the Safe System

The RSA pre-dates the emergence of the Safe System approach. Within the Safe System, an RSA is relevant as it is recognised that full compliance with road standards alone may not result in a road system that eliminates fatal and serious injury road crashes.

The Guide to Road Safety Part 6: Road Safety Audit states:

Safe System principles must be given due consideration in all activities within the road safety management of a road network, including RSA.

In basic terms this is to be achieved during the RSA process by:

- *Identifying and considering key crash types that result in fatal and serious injury*
- *Relating possible crash forces to tolerable levels, regardless of the likelihood, when identifying and assessing risks/hazards*
- *Consideration of audit findings and mitigation measures by their alignment with the Safe System e.g. in terms of operating speed, impact angles etc.*

While RSAs are intended to identify risks and hazards associated with all crash types, increased focus is required to identify risks and hazards that may result in fatal and serious injury crashes. For this reason, sound knowledge in the Safe System is essential for all participants in the RSA process.

VicRoads Safe System Assessment Guidelines (2019) states that a Safe System assessment *must* be undertaken for any Victorian Government project greater than \$5M in value, is *desirable* for where the project value is greater than \$2M and *optional* for projects under \$2M. Where A Safe System Assessment is not undertaken, the project team should document how the project has considered Safe System alignment. Safe System assessments are most valuable when conducted during the early stages of a project.

2.2 The RSA process

The simplified process to undertake an RSA is shown by Figure 8.1 (Austroads, 2022), reproduced as Figure 2.



Figure 2: Simplified RSA process (source: Austroads, 2022)



3. Conducting the RSA

3.1 Supplied information

Table 1 lists the supplied information for the RSA.

Table 1: Supplied information

Name	Author / Assessor / Designer	Document Number
Traffic counts	Matrix	AUTAS6580 Longford Tubes Surveys

3.2 Selection of the RSA team

The audit was carried out and completed by an RSA team of two persons as provided in Table 2. Both auditors are accredited and registered as Senior Road Safety Auditor on the Victoria Department of Transport and Planning Register of Road Safety Auditors (www.vic.gov.au/road-safety-auditors).

Table 2: RSA team

Name	Accreditation	Employer
Daniel Gaschk	Senior Road Safety Auditor	Safe System Solutions Pty Ltd
Thuan Nguyen	Senior Road Safety Auditor	Safe System Solutions Pty Ltd

3.3 Existing conditions

The subject of this audit is the intersection of Wellington Street and Marlborough Street in Longford. The audit will consider the road safety issues at the intersection with particular attention to the planter boxes outside the Sticky Beaks Café and Pizzeria.

A traffic survey within the subject site was undertaken in April 2023. Two-way traffic volumes on Wellington Street to the north and Marlborough Street to the south are 9,000 vehicles per day. The 85th percentile speed approaching the intersection was 48 km/h in both the northbound and southbound direction.

B51 Wellington Street

The B51 Wellington Street, north of Marlborough Street, is a state road. Its traffic lanes and central median spaces are therefore managed by State Growth. The Northern Midlands Council is responsible for the management and maintenance and reconstruction of the roadside areas such as parking lanes, footpaths and nature strips. Wellington Street, south of Marlborough Street, is a local road and is fully managed and maintained by the Northern Midlands Council.

The B51 Wellington Street, north of Marlborough Street, provides a connection between the A1 Midland Highway (via C521 Woolmers Road) to the southeast and B52 Illawarra Road to the north.



The B51 Wellington Street, north of Marlborough Street, is a two-lane, two-way road with 3.5 m wide traffic lanes near the subject site with a 1.8 m pedestrian refuge central island at the intersection. There are central islands line marked with small areas of concrete islands on the southern approach to the intersection. A channelised turn lane is provided for southbound motorists turning right into William Street. Parallel parking is permitted, and footpaths are located on each side of the carriageway.

Wellington Street, south of Marlborough Street, is a two-lane, two-way road with no central island. Parallel parking on both sides of the road is allowed.

The speed limit on Wellington Street for both north and south of Marlborough Street is 50 km/h.

B51 Marlborough Street

Marlborough Street is a state road that provides connection between Cressy to the south (via B51 Cressy Road) and Longford. Directly north of the intersection, Marlborough Street becomes Wellington Street, providing a through route to B52 Illawarra Road to the north.

Marlborough Street traffic lanes and central median spaces are managed by State Growth. The Northern Midlands Council is responsible for the management, maintenance and reconstruction of the roadside areas such as parking lanes, footpaths and nature strips.

Marlborough Street is a two-lane, two-way road with 3.5 m wide traffic lanes near the subject site with a 1.8 m central island. Similar to B51 Wellington Street, there are central islands line marked with small areas of concrete islands on the southern approach to the intersection. A channelised turn lane is provided for northbound motorists turning right into Wellington Street south. Parallel parking and footpaths are located on each side of the carriageway.

The speed limit on Marlborough Street is 50 km/h at the intersection.

William Street

William Street is a local road that provides a connection between Marlborough Street / Wellington Street to the east and Burghley Street and Longford Primary School to the west.

William Street is approximately 13.5 m wide. It is a two-way carriageway with parallel parking permitted on both sides of the road. Footpaths are provided in each direction.

The speed limit on William Street is 50 km/h.



3.4 Undertaking the RSA

3.4.1 Meetings and site inspection

A commencement meeting is an opportunity for the client to confirm the RSA objectives, scope, any focus, and timeframe. A commencement meeting was held on the 29th August 2024 at State Growth office in Launceston.

Table 3 lists site inspections completed for the audit.

Table 3: Site inspections

Activity	Location	Date	Time
Day site inspection	Wellington Street and Marlborough Street, Longford	29/8/2024	12:30 pm
Night site inspection	Wellington Street and Marlborough Street, Longford	29/8/2024	7:20 pm

Photos taken during the site inspection are included as Appendix A.

3.4.2 Risk assessment

Risk and hazards identified by the audit have been assigned a risk rating based on the **likelihood** and **severity** of the crash type associated with the risk or hazard.

The Austroads risk assessment matrix (Figure 10.2, Austroads, 2022) is reproduced as Figure 3.

			Severity*				
			Insignificant	Minor	Moderate	Serious	Fatal
			Property damage	Minor first aid	Major first aid and/or presents to hospital (not admitted)	Admitted to hospital	Death within 30 days of the crash
Likelihood (includes exposure)	Almost Certain	One per quarter	Medium	High	High	Extreme (FSI)	Extreme (FSI)
	Likely	Quarter to 1-year	Medium	Medium	High	Extreme (FSI)	Extreme (FSI)
	Possible	1 to 3 Years	Low	Medium	High	High (FSI)	Extreme (FSI)
	Unlikely	3 to 7 Years	Negligible	Low	Medium	High (FSI)	Extreme (FSI)
	Rare	7 years+	Negligible	Negligible	Low	Medium (FSI)	High (FSI)

*see Severity Guidance Sheet

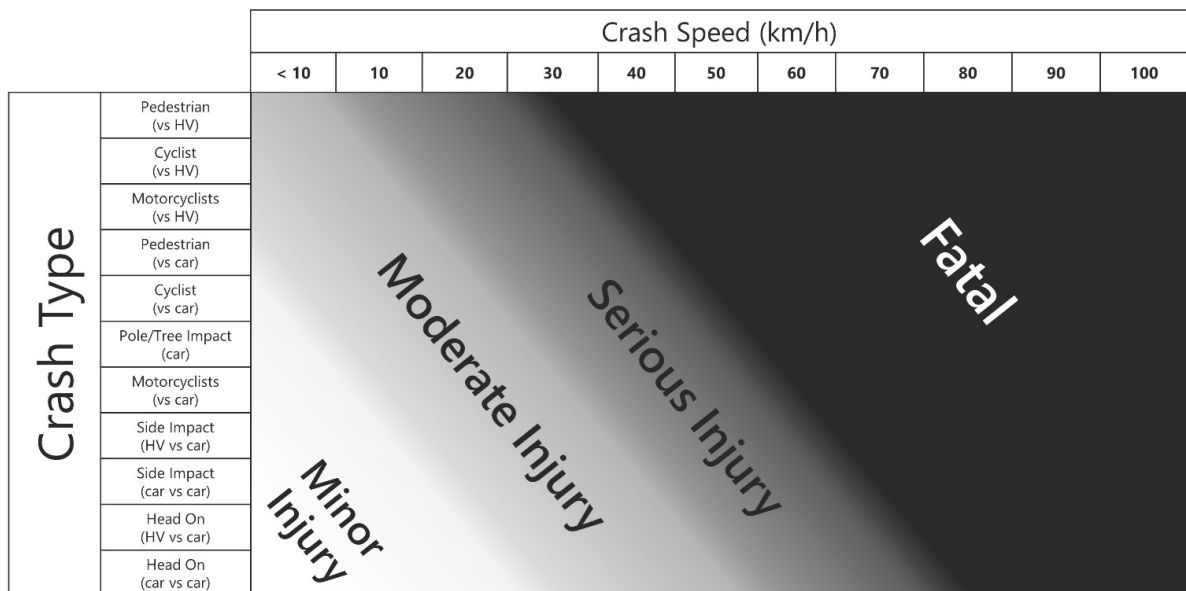
Safe System crash outcome threshold

Figure 3: Risk assessment matrix (source: Austroads, 2022)

Corresponding to the assessed level of risk, Austroads provides the priorities for mitigation:

- Negligible – no action required
- Low – should be corrected or the risk reduced if the treatment cost is low
- Medium – should be corrected or the risk significantly reduced, if the treatment cost is moderate, but not high
- High – should be corrected or the risk significantly reduced, even if the treatment cost is high
- Extreme – must be corrected regardless of cost

The risk matrix is intended to be used in conjunction with the severity guidance sheet (Figure 10.3, Austroads 2022), reproduced as Figure 4. The severity guidance sheet provides an indication of crash severity outcomes for a range of crash types and crash speeds. Professional engineering judgement is required to confirm the severity outcomes indicated by the guidance sheet, as research into Safe System tolerance speeds continues to evolve.



General indication only – professional judgement required

Figure 4: Severity guidance sheet (source: Austroads, 2022)



3.4.3 Making recommendations

Recommendations are provided for all identified risks and hazards. Recommendations are categorised into one of the Safe System treatment categories described in Table 4.

Table 4: Safe System treatment categories (source: Austroads, 2018)

Treatment category	Description
Primary	Road planning, design and management considerations that practically eliminate the potential of fatal and serious injuries occurring in association with the foreseeable crash types.
Supporting (step towards)	Road planning, design and management considerations that improve the overall level of safety associated with foreseeable crash types, but not expected to virtually eliminate the potential of fatal and serious injury occurring. Improves the ability for a Primary Treatment to be implemented in the future.
Supporting	Road planning, design and management considerations that improve the overall level of safety associated with foreseeable crash types, but not expected to virtually eliminate the potential of fatal and serious injury occurring. Does not change the ability for a Primary Treatment to be implemented in the future.
Non-Safe System Other Elements	Road planning, design and management considerations that are not expected to achieve an overall improvement in the level of safety associated with foreseeable crash types occurring. Reduces the ability for a primary treatment to be implemented in the future.



4. RSA findings and recommendations

A table containing audit findings and recommendations table is included as Appendix B.

5. Conclusion

This RSA has been conducted in accordance with the Guide to Road Safety Part 6: Road Safety Audit (Austroads, 2022).

The findings and recommendations of the RSA are provided for consideration and response by the client.

Auditors:

A handwritten signature in black ink, appearing to read "DG", with a long horizontal stroke extending to the right.

Daniel Gaschk
Senior Road Safety Auditor

24 September 2024

A handwritten signature in blue ink, appearing to read "Thuan", with a long horizontal stroke extending to the right.

Thuan Nguyen
Senior Road Safety Auditor

24 September 2022



S20240407-REP-001

Appendix A: Site photos



Photo 1: View of Wellington Street north approach



Photo 2: View of Wellington Street north approach before the Sticky Beaks Cafe



Photo 3: View of Wellington Street north approach at the Sticky Beaks Cafe



Photo 4: View of Wellington Street north approach just after the Sticky Beaks Cafe



Photo 5: View of Marlborough Street south approach just before the Sticky Beaks Cafe



Photo 6: View of Marlborough Street south approach at the Sticky Beaks Cafe



Photo 7: View of Wellington Street south, south approach just before the Sticky Beaks Cafe



Photo 8: View of Wellington Street south, south approach at the Sticky Beaks Cafe



Photo 9: View of William Street east approach at Wellington Street



Photo 10: View of William Street west approach at Wellington Street



Photo 11: Night view of Wellington Street north approach just before the Sticky Beaks Cafe



Photo 12: Night view of Wellington Street north approach at the Sticky Beaks Café



Photo 13: Night view of Marlborough Street south approach at the Sticky Beaks Café



Photo 14: Night view of Wellington Street south, south approach at the Sticky Beaks Café



Appendix B: RSA findings and recommendations



The findings and recommendations table must be read in conjunction with the road safety audit report

Road safety audit
Findings and recommendations table
Appendix B | 1

Audit findings and recommendations

Discussion regarding the risk of a vehicle striking the planter boxes

It is understood that following a crash at the intersection of Wellington Street and Marlborough Street, where a car mounted the footpath and impacted the Sticky Beaks Café, a project was developed to reduce the risk of the café patrons being hit by an errant vehicle.

The improvement project included expanding the footpath area outside the café and installing crash rated energy absorbing bollards along the back of kerb. Due to underground services within the expanded footpath area, installing the energy absorbing bollards was not feasible. Five concrete bolt-down planter boxes therefore have been installed outside the Sticky Beaks Café instead as shown below.



There are two bollards installed at the pedestrian crossing on the southern approach to Wellington Street. It is understood that these are not energy absorbing bollards, they were simply bolted down onto the pavement.

The planter boxes were installed approximately between 0.5 m and 1.0 m from the kerb line of Marlborough Street.

Southbound motorists approaching the intersection must navigate a slight right curve. There is a risk that a southbound vehicle may lose control navigating the bend and strike the planter boxes as illustrated below.



When a vehicle lost control and runs off the road, it is desirable that they don't strike a rigid object as this would potentially cause injury to the vehicle occupants. The concrete planter boxes are considered rigid objects and therefore are not desirable.

The posted speed limit on Wellington Street approaching the café is 50 km/h. A traffic survey taken in April 2023 indicated that the 85th percentile vehicle speed (the speed at or below which 85% of all vehicles are observed to travel under free-flowing conditions) was 48 km/h. The traffic survey indicated that motorists obeyed the posted speed limit and travelled at appropriate speed approaching the bend/café. This was also confirmed during the site inspection.

Since the concrete planter boxes have not been crash tested, it is unknown how they would perform if struck by a vehicle. However, given the low traffic speed which would lead to a relatively low impact speed, should there be a crash into the planter boxes, it is considered that the injury level to the vehicle occupants will be low. The injury level would further be reduced if the vehicle is equipped with safety features such as front and side curtain airbags, which are standard safety features in most modern cars.

Alternatively, if the planter boxes were not installed, there is a risk that a run-off-road vehicle would strike patrons sitting outside the café. Patrons and pedestrians, particularly children, without any protection when stuck by a vehicle, even at low speed, can sustain high injury levels.

On balance, it is therefore considered that providing the concrete planter boxes outside the Sticky Beaks Café is better than providing nothing at all.

It is noted that in built-up urban areas, rigid roadside objects such as utility poles, trees and furniture are very common. These objects are expected by drivers, and they are not considered roadside hazards given the low-speed environment and site context. The planter boxes in this case are considered roadside furniture and are therefore acceptable in the site environment context.

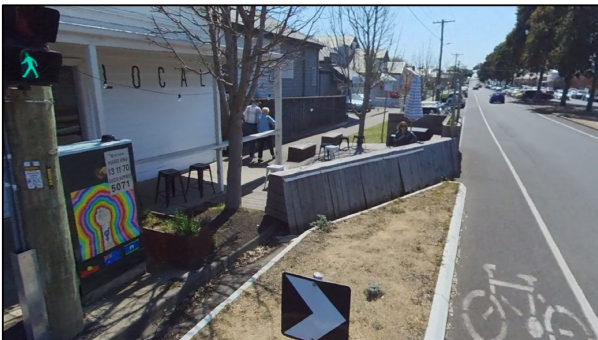
Similar situations where rigid barriers were used to protect patrons, outdoor dining areas:

During and after the Covid-19 pandemic, an increased number of cafés, restaurants have set up outdoor dining areas on the footpath. To reduce the risk of patrons and pedestrians being struck by a run-off-road vehicle, the outdoor seating areas are often protected by various methods. As discussed above, the use of impact absorbing bollards is most suitable and recommended. However, due to site constraints, other methods such as concrete barriers, concrete blocks, etc. have also been used as illustrated below.

The audit team is not aware of any crashes into these rigid protections causing injury to the vehicle occupants or the patrons, pedestrians.



Olinda St, Bendigo, outside Queens Arms Hotel (60 km/h)






Garden St, Geelong, outside Local Geelong café (50 km/h)



The findings and recommendations table must be read in conjunction with the road safety audit report



Audit findings and recommendations

Audit Findings	Risk Assessment			Recommendations		Responsible Authority		
	Likelihood	Severity	Level of Risk	P – Primary	S – Supporting	Accept Yes/No	Comments	
<div>1. There is a risk of a vehicle losing control striking the concrete planter boxes causing injury to vehicle occupants as illustrated below.</div> <div></div> <div>(Note that this finding is for the Department of State Growth)</div>	Rare	Moderate	<div>Low</div> <div>Safe System energy within tolerable levels</div>	<div>To further reduce the injury risk, consider the following:</div> <ul style="list-style-type: none">Reduce the speed limit to 40 km/h through the Longford Township or site-specific areas where high pedestrian volumes and/or street dining may occur. Electronic speed limit signs may be considered to reinforce the speed limit change to motorists or allow for time based 40 km/h speed limits. (S), ORInstall a curve warning sign with a recommended speed limit of 35 km/h approaching the Sticky Beaks Café from the north as illustrated below (S). For guidelines regarding the use of the signs, see Australian Standard AS 1742.2 Traffic Control Devices for General Use. <div></div> <div></div>				



The findings and recommendations table must be read in conjunction with the road safety audit report


Road safety audit
Findings and recommendations table
Appendix B | 3

Audit Findings	Risk Assessment			Recommendations		Responsible Authority	
	Likelihood	Severity	Level of Risk	P – Primary	S – Supporting	Accept Yes/No	Comments
<p>2. The three planter boxes located on the southwestern side of the intersection are located at the back of the kerb, approximately 0.5 m from the edge of the traffic lane on Marlborough Street. Vehicles, especially large vehicles, travelling southbound on Wellington Street or turning left from Wellington Street south onto Marlborough Street may side swipe the planter boxes due to their close proximity to the traffic lane as illustrated below.</p>  <p>(Note that this finding is for the Northern Midlands Council)</p>	Rare	Moderate	Low Safe System energy within tolerable levels	Consider relocating and moving the three planter boxes further away from the kerb line of at least 1 m as illustrated below. (S) Moving the planter boxes from the kerb and traffic lane will also provide better sight lines for traffic exiting Wellington Street south (See finding no. 3).			



The findings and recommendations table must be read in conjunction with the road safety audit report

Road safety audit
Findings and recommendations table
Appendix B | 4





Audit Findings	Risk Assessment			Recommendations		Responsible Authority	
	Likelihood	Severity	Level of Risk	P – Primary	S – Supporting	Accept Yes/No	Comments
<p>3. The planter boxes contain shrubs. At the time of the site inspection the shrubs were adequately maintained.</p> <p>If the shrubs are not maintained, there is a risk the vegetation may obstruct sight lines for motorists exiting Wellington Road (southeast approach to the intersection). Additionally, the shrubs may reduce sight distance for northbound pedestrians crossing Wellington Road.</p> <p>Restricted sight distance may result in motorists or pedestrians failing to pick an appropriate gap resulting in a collision with an oncoming vehicle.</p> 	Rare	Moderate	Low Safe System energy within tolerable levels	Consider relocating and moving the three planter boxes further away from the kerb line of at least 1 m as described in recommendation number 2. (S) And Consider lowering the planter boxes by around 300 mm. (S) And Maintain the vegetation within the planter boxes on a regular basis, OR, remove the vegetation and replace them with non-live/artificial vegetation. (S)			

(Note that this finding is for the Northern Midlands Council)



The findings and recommendations table must be read in conjunction with the road safety audit report


Road safety audit
Findings and recommendations table
Appendix B | 5

Audit Findings	Risk Assessment			Recommendations		Responsible Authority	
	Likelihood	Severity	Level of Risk	P – Primary	S – Supporting	Accept Yes/No	Comments
<div>4. Northbound traffic on Wellington Street south approaching the intersection may not be aware and see the Give Way control, or not expecting pedestrians crossing the road. This may create an intersection type crash or vehicle/pedestrian crashes.</div> <div></div> <div>(Note that this finding is for the Northern Midlands Council)</div>	Rare	Serious	<div>Medium (FSI)</div> <div>Safe System energy exceeds tolerable levels</div>	<div>Consider installing a GIVE WAY Ahead sign on Wellington Street south as illustrated below. (S)</div> <div></div> <div>And, consider removing a car park space on Wellington Street south closest to the intersection to increase the visibility of pedestrians crossing the road. (S)</div> <div></div> <div>And, consider relocating and moving the two planter boxes further away from the kerb line of at least 1 m as illustrated below. (S)</div> <div></div>			



The findings and recommendations table must be read in conjunction with the road safety audit report

Road safety audit
Findings and recommendations table
Appendix B | 6

Audit Findings	Risk Assessment			Recommendations		Responsible Authority	
	Likelihood	Severity	Level of Risk	P – Primary	S – Supporting	Accept Yes/No	Comments
<p>5. William Street is located 20 m north of Wellington Street / Marlborough Street intersection. On the approach to Wellington Street, a GIVE WAY sign is located at the start of the splitter island, together with the KEEP LEFT sign as shown below.</p> <p>The GIVE WAY sign should be located at the intersection and closer to the hold line. There is a higher likelihood that a vehicle may strike the Give Way sign and Keep Left sign located in the splitter island.</p> 	NA	NA	To Note	Relocate the GIVE WAY sign or duplicate and install the sign on the left-hand side of the carriageway on its own post as illustrated on the left.			

(Note that this finding is for the Department of State Growth)



WELLINGTON - MARLBOROUGH ST LONGFORD INTERSECTION OPTIONS

Northern Midlands Council

29 November 2021

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TABLE OF CONTENTS

1. Introduction	4
2. Options Considered	4
3. What is the Problem to be Overcome	5
4. Option Analysis	5
5. Conclusion	8
APPENDIX A Roundabout J212107	10
APPENDIX B Outstands and Barriers J212107	11



1. Introduction

JMG Engineers and Planners have been engaged to summarise a number of options for traffic safety improvements at the intersection of Wellington/Marlborough in Longford.

We have previously assessed Council's nominated traffic improvements in a report in October 2020. These options included:

- No right turn Wellington to Marlborough
- Wellington one way North from High to Marlborough
- Barrier protection for buildings and pedestrians at Sticky Beaks Café (Wellington & Marlborough Streets)

We understand that, of the three proposals, the Barrier protection option was preferred, however it was not necessarily resolved that it should proceed, and other options were to be considered.

In May 2021 JMG prepared a report on a concept plan for a roundabout for the intersection of Wellington, Marlborough and William streets. This proposal required the acquisition of some 450m² of private land from the local church. We understand that the Church is uncomfortable with this proposal and at this stage it is not necessarily preferred by Council and has not been advanced.

Council officers have also had some discussion with Department of State Growth staff about the possibility of a raised plateau being used to slow traffic and provide the improvement required. Council wishes to consider whether a raised plateau might be useful in solving the traffic problems that arise at this intersection from time to time.

This report will seek to critique the raised plateau alternative, but to also contrast that outcome against two of the previous alternatives put forward. This is intended to allow Council to consider the benefits/deficiencies of the plateaus compared to other alternatives, and to help identify a clear path forward.

2. Options Considered

This is a challenging intersection with conflicting needs. It must serve the need for access and connectivity for the local community, (zoned "General Business"), but it must also continue to serve the function of a State Government Class 4 Feeder Road, being part of the Tasmanian 26m B-Double Network.

Three alternatives will be summarised, two of which have already been presented to Council. No new plans have been prepared, but plans of the preferred options previously considered are included in the Appendix.

The alternatives will be :

- A Roundabout as per JMG drawings 212107
- B Outstands and Barriers as per J202357 C12
- C Raised plateau to slow traffic.



3. What is the Problem to be Overcome

There have been a number of problems.

- Vehicles exiting from Wellington St South - onto Marlborough Street collide with vehicles travelling South along Wellington Street. Impact has occurred with Sticky Beaks Café on the corner. Fortunately, no pedestrians have been injured.
- Vehicles travelling south along Wellington Street have not seen the diversion landscaping near the Hotel and fountain and travelled through it
- There have been other minor impacts.

Notwithstanding these incidents there is ample sight distance from Wellington Street, looking north. The problem therefore is not necessarily solved by traditional environment or speed improvements but doing nothing is not responding to a community concern.

4. Option Analysis

A Roundabout Appendix A

A Roundabout will be the most expensive solution, but it will address most problems concerning speed and sight distance. Access can be problematic if the intersecting roads do not have balanced traffic flow, wherein one access leg may dominate, and other legs may have difficulty finding gaps to enter the roundabout. These roads are not particularly balanced but the volumes are not excessive at up to 4,000 vehicles per day.

Roundabouts are also good if there is a staggered or offset intersection arrangement where right of way is unclear or confusing. The existing Intersection with William Street is offset but the arrangements with the Bi-Centennial fountain and landscaping have already resolved the confusion about the offset that would have once existed here.

This project requires land acquisition from the Church. Construction will also see one tree removed and landscaping adjustments in the church land and around the Bi-Centennial fountain. Pedestrian movements will be different but will not be impeded. Sticky Beaks Café - the most exposed building will be provided with good offsets from traffic movement.

Overall the roundabout is considered the best traffic management outcome for this site. A driver does not have to look in two directions, but only to the left and in general they lower the number of conflict points, as well as lowering the speed environment.

Feasibility estimates without landscaping or acquisition indicate a price of \$1.5M

Most of this work is on a DSG road, and despite any view they may previously have had that the work cannot be justified - there continue to be traffic accidents, not resolved by other investments.

DSG would be expected to bear a major share of this cost.

B. Outstands and Barriers Appendix B



This is a protection strategy rather than an avoidance strategy. The project aims to protect pedestrians and building damage. It will do this reasonably well, but not all truck movements out of Wellington Street can be accommodated. Large Vehicle turning paths will likely cross over the right turn lane on Marlborough Street, as shown.

Pedestrians ought to feel much safer than at present, but sight distance and the propensity for accidents is unchanged.

This is a reasonable “band-aid” measure with a feasibility cost of \$100,000. As these works mostly occur on Wellington Street, a local road, the State Government may not consider any cost sharing.

C Raised plateau

A raised safety platform can be installed on the approach to an intersection, and these are allowed by Vic Roads, although the Codes discuss avoiding routes with high volumes of heavy vehicles, for obvious reasons.

An example is:

Raised Safety Platforms (RSPs)

RDN 03-07
December 2019

1. Purpose

This Road Design Note (RDN) provides guidance for the design of Raised Safety Platform (RSP) treatments, including:

- site selection considerations
- ramp profile and location
- signing and linemarking
- design and construction considerations
- post implementation monitoring and evaluation.

The guidance provided in this RDN is based on information currently available and best practice. As RSPs are considered an innovative treatment and are a relatively new treatment on arterial roads, this document is expected to continually evolve over time. The principles behind their use are the same as that



Image 1: Artist's impression of RSPs at Surf Coast Hwy / Kidman Ave, Belmont

The implementation of RSPs can involve the following

These can be problematic in that they can take on the false appearance of a pedestrian crossing and there are instances where the platform has had to be marked that they are not pedestrian crossings. These can be relatively cheap, compared to a roundabout, but they can offer many unsatisfactory consequential outcomes.

An alternative to a raised safety platform may include a safety threshold plateau. This will only provide benefit if it functions to change the perceived environment of the through traffic along Wellington Street North and Marlborough Street and encourage a speed reduction - to no more than 30Km/hr. This would mean that the plateau must be placed across most of all of the intersection somewhat like the following plan, or perhaps larger.



A plateau must have a sloped approach that is gentle but uncomfortable at speed and on a residential street this would generally follow what is called a “Watts Profile”, or a 100mm hump over 1.5 to 2.0 m, (minimum 1:15).

On a residential street they can be noisy, particularly for empty trailers that have been known to bounce over them. Plateaus are generally rarely used on major roads, because of the road function and the possible noise, especially in Cities and Towns.

The noise and driver impact can be reduced by making the sloped approach flatter, but at some point, the speed reduction incentive will diminish severely if it is too comfortable.

The above area is a substantial area for a raised plateau and all the traffic islands will likely have to be reformed to achieve this outcome.

An indicative cost would be some \$500,000, a major reduction on the cost of the roundabout, but the local disadvantages may be significant, particularly noise on a B-Double route.

If Council was of a mind to try a cheaper but similar approach to the raised plateau it may wish to consider a stamped or street printed threshold. This would require no level adjustments and can certainly create the awareness of a changed environment and produce a speed reduction without the disbenefit of the associated noise.



Paint will deteriorate over time and it will have to be maintained more often than resealing with asphalt, and even though drivers will learn that it is a passive control and is only advisory and requires no real change in behaviour all but the most recalcitrant of drivers ought to comply with a much slower vehicle speed.

A feasibility estimate has not been sought but an indicative cost might be in the order of \$200,000.

DSG should be expected to have to contribute to this cost. They will need to be asked if they will approve this alternative.

5. Conclusion

A roundabout is the best, but most expensive solution at \$1.5M. DSG would be expected to front most of this cost if they can identify the available funds. They may however have higher priorities for such sums and may expect Council to carry a greater share.

The most attractive alternative is to investigate in detail a Street Printing alternative that will change the environment expectation of drivers and encourage them to drop their speed to around 30Km/hr. This may cost up to \$200,000, but has not been costed in detail at this stage. Final costs will depend upon how much “landscaping” value council may want to enhance the project with. There may be views that it is

artificial and may detract from Longford's Heritage image - but this would need to be tested.

If DSG is unwilling to commit to this value, the total cost may not be beyond Council's capacity to fully fund.

JMG would not recommend a raised safety platform, (speed hump) for this road, and the expense of a raised threshold plateau appears excessive.

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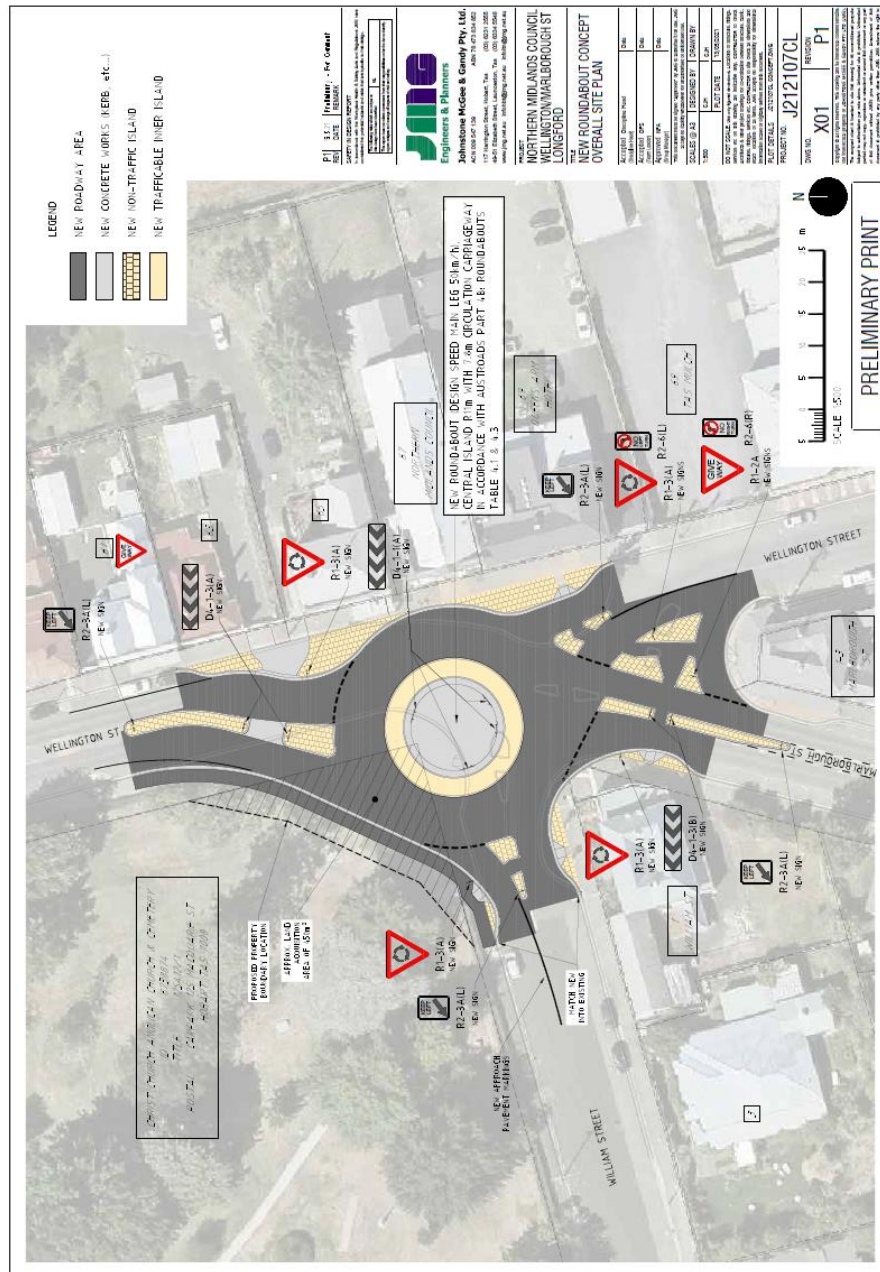
Geoff Brayford

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SENIOR CIVIL ENGINEER

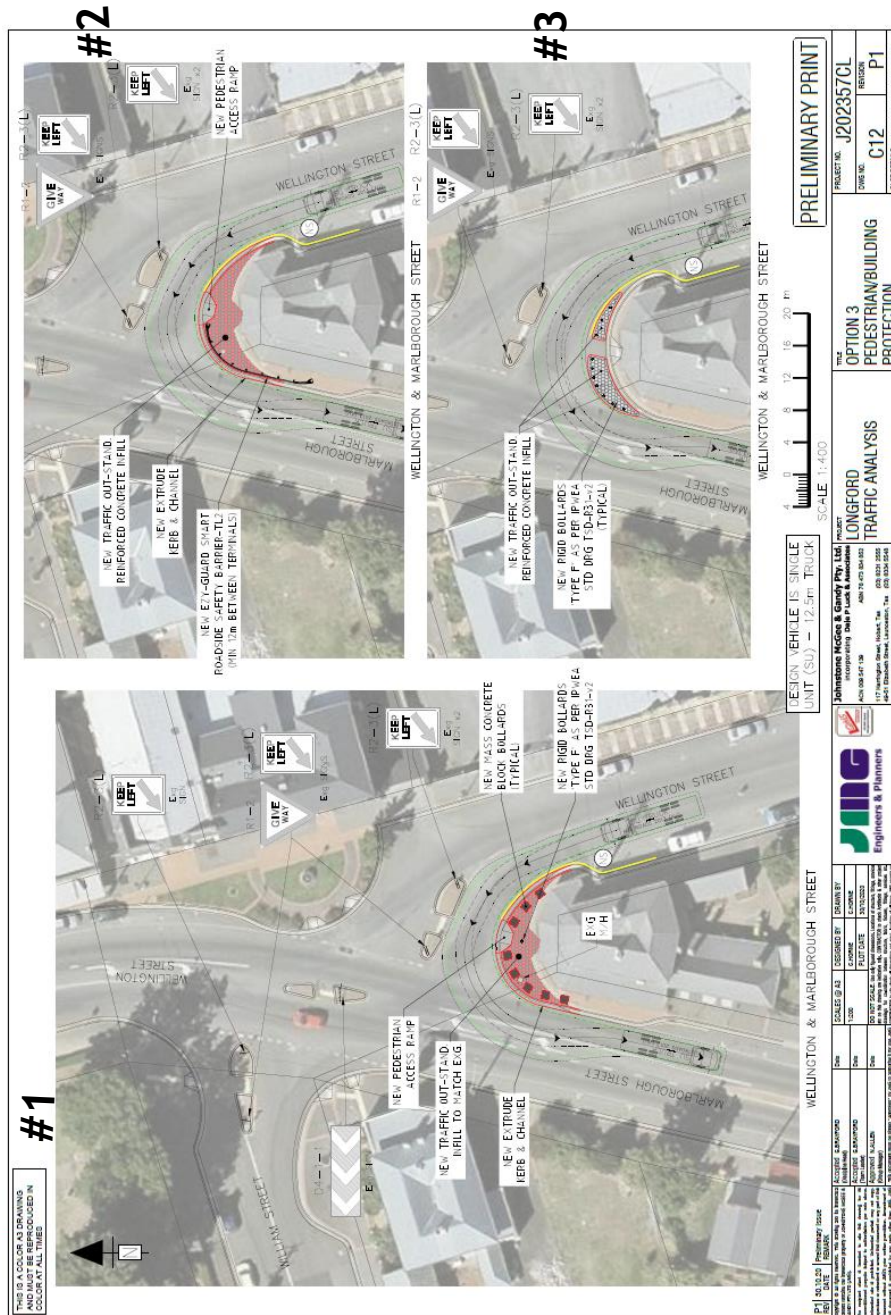


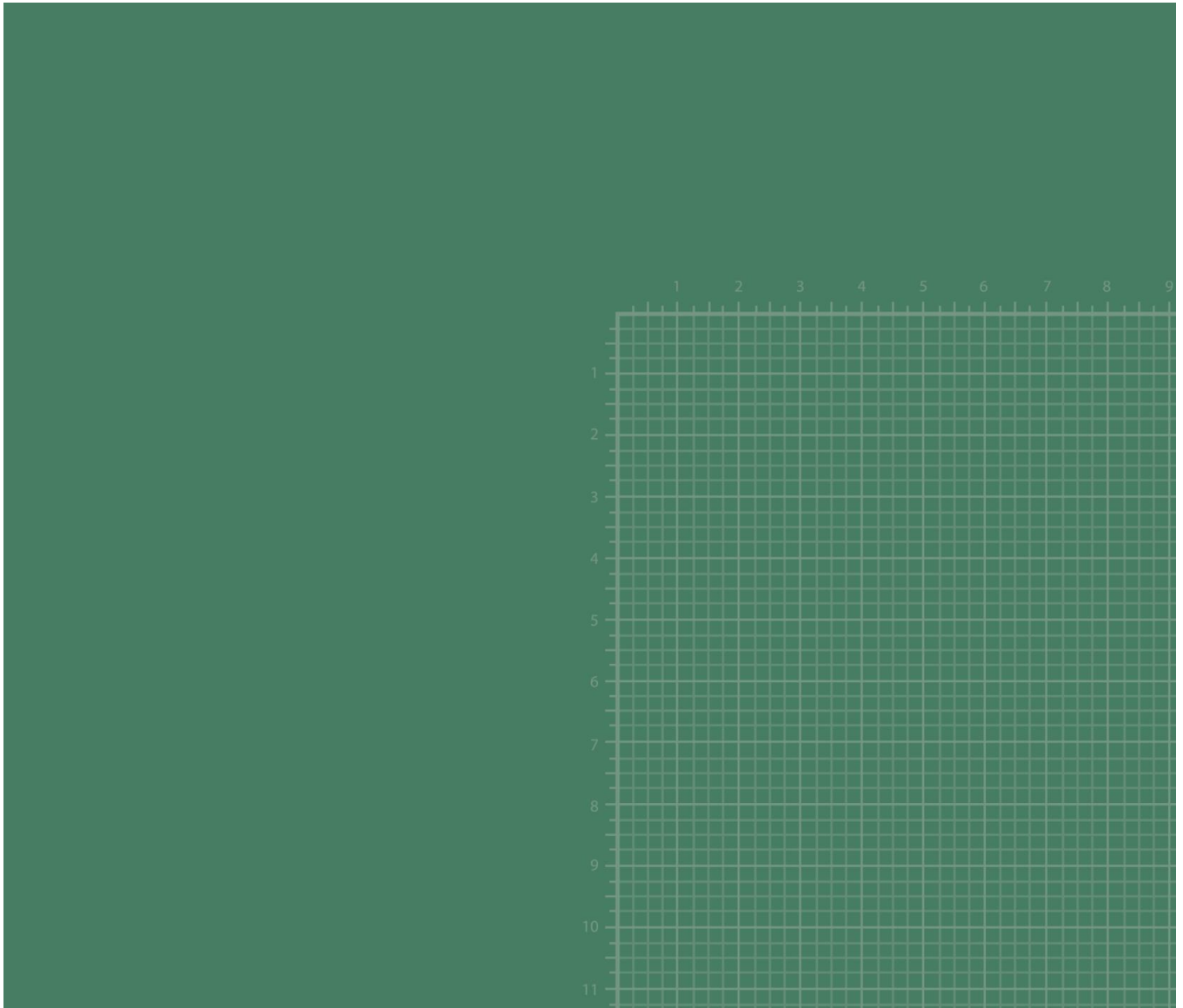
APPENDIX A Roundabout J212107



APPENDIX B

Outstands and Barriers J212107





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REPORT

For NORTHERN MIDLANDS COUNCIL

Traffic Roundabout Concept

Wellington Street,
William Street,
Marlborough Street
Intersection, Longford

May 2021



Engineers & Planners

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- Estimates are not based on measured quantities or a defined scope of works.
- Estimates are exclusive of GST, engineering fees, market escalation, associated builder's works, builder's margins, design contingency, project contingency.
- As project scope becomes better defined it is strongly recommended that estimates are updated.

TABLE OF CONTENTS

1.	Introduction	4
2.	Previous Report.....	5
3.	Concept	6
4.	Concept Features.....	7
4.1	Roundabout Geometry.....	7
4.2	Impact on Existing Public Utility Services	7
4.3	Traffic Movements	8
4.4	Pedestrian Movements	8
5.	Conclusion	9

Appendix A - New Roundabout Concept - Overall Site Plan

Appendix B - New Roundabout Concept - Potential Affected Public Utility Services

Appendix C - New Roundabout Concept - Vehicle Turning Movements

Appendix D - New Roundabout Concept - Pedestrian Movements

1. Introduction

The Northern Midlands Council commissioned Johnstone McGee and Gandy Pty Ltd (JMG) to provide a Concept Report for a possible roundabout at the intersection of Wellington Street, William Street and Marlborough Street in Longford.

JMG provided a Proposal to the Northern Midlands Council dated 28 April 2021 agreeing to deliver a Concept for a possible roundabout solution at the intersection of Wellington Street, William Street and Marlborough Street. The following is the agreed scope of work for the roundabout concept development:

- Desktop public services
- Develop base plan
- Apply existing features to base plan
- Determine variables for design
- Construct roundabout geometry according to AustRoads Part 4B
- Turning paths
- Review geometric concept
- Concept drawing
- Brief Concept Report
- Review roundabout Concept/Report.

Northern midlands Council agreed the scope of work for the concept development of the Wellington Street, William Street and Marlborough Street intersection on the 29 April 2021.



Figure 1. LISTmap extract showing road ownership and property boundaries

Figure 1 is a LISTmap extract showing the Marlborough and Wellington Street intersection.

The shaded area in Figure 1 shows the Department of State Growth casement for Marlborough Street and Wellington Street north of the intersection. LISTmap shows Marlborough Street and Wellington Street north of the intersection as an Arterial Road controlled by the Department of State Growth. Figure 1 also shows Wellington Street south of the intersection as a Sub-Arterial Road controlled by Northern Midland Council. Figure 1 also shows property boundaries as described by LISTmap.

2. Previous Report

JMG conducted a previous Report for the Northern Midlands Council, *Traffic Study, Wellington Street and Marlborough Street Intersection, Longford*, under JMG Project J202357CL, dated 30 October 2020.

The following is an extract from the Traffic Study Report referring directly to a possible roundabout at the intersection of

A roundabout at the junctions of William Street, Marlborough Street, Wellington Street south and Wellington Street north is an acceptable traffic management solution that would significantly reduce the risk of collisions at the Marlborough Street and Wellington Street intersection. This solution would address the cause and significantly reduce the consequence of the effect.

Based on Table 3.10 'Key traffic management considerations in the selection of roundabout', from the Austroads Guide to Traffic Management Part 6: Intersections, Interchanges and Crossings Management, roundabouts:

- *are generally much safer than traffic signals in terms of crash severity,*
- *create less delay than traffic signals during the off-peak periods, leading to less overall delay to traffic throughout the day,*
- *readily caters for heavy right-turns,*
- *can be used in local streets,*
- *controls vehicle speeds as a traffic calming measure,*
- *assist in providing access for important minor roads,*
- *need to consider footprint and therefore possible land acquisition.*

From Traffic Study Report, Figure 2 of this Report summarises the traffic counts for Wellington Street as provided by Northern Midlands Council.

Austroads Vehicle Classification	Classification Description	Traffic Counts 8 August 2020 to 14 August 2020 (Vehicles/6 days)					Average Daily Traffic Counts (Vehicles/day)				
1	Short	8662		Light Vehicles (Class 1 - 2)			1444		Light Vehicles (Class 1 - 2)		
2	Short - Towing	167	8829		8829	95.4%	28	1472		1472	95.3%
3	Two Axle Truck or Bus	294		Light to Medium Trucks (Class 3 - 5)			49		Light to Medium Trucks (Class 3 - 5)		
4	Three Axle Truck or Bus	29					5				
5	Four Axle Truck	12	335				2	56			
6	Three Axle Articulated or Rigid Vehicle and Trailer	2		Heavy Trucks (Class 6 - 9)			1		Heavy Trucks (Class 6 - 9)		
7	Four Axle Articulated or Rigid Vehicle and Trailer	16					3				
8	Five Axle Articulated or Rigid Vehicle and Trailer	17					3				
9	Six Axle Articulated or Rigid Vehicle and Trailer	41	76				7	14			
10	B Double or Heavy Truck and Trailer	11	11	B-Doubles (Class 10)	422	4.6%	2	2	B-Doubles (Class 10)	72	4.7%
Totals		9251	9251		9251	100.0%	1544	1544		1544	100.0%

Figure 2. Traffic counts for Wellington Street south of Sticky Beaks Cafe

Figure 2 shows an approximate Annual Average Daily Traffic of 1,544 vehicles with 4.7% of that count heavy vehicles. is a table showing traffic counts for Poatina Main Road, locally

named Marlborough Street and Wellington Street north of the intersection. Figure 3 provides data for the traffic count station A1604100 located at the northern entrance to Longford and the traffic count station A1604120 located in Longford south of the intersection. The difference between the counts from both stations is 6,086 vehicles. These vehicles have either Longford surrounds north of the traffic count station A1604120 as their origin / destination or they move along Wellington Street south.

Station	Location	Year	AADT	%HV
A1604100	Poatina Main Road, 370 metres south of Illawarra Main Road	2018	9255	10.2
A1604120	Poatina Main Road, 190 metres South of Cracroft Street	2018	3169	14.3
	Difference		6086	

Figure 3. Marlborough Street Traffic Counts

The traffic count data described in Figure 2 occurred during restrictions imposed due to the COVID-19. Considering both the content of Figure 2 and Figure 3, the traffic count for Wellington Street south could be considerably higher.

3. Concept

JMG developed a Concept Drawing according to the Agreed Project Scope. The intent of the Concept Drawing was to take a readily available plan image of the Wellington Street, William Street and Marlborough Street intersection in Longford. Using the base plan, approximately calibrated for measuring, guidance from the Austroads Publication, Guide to Road Design Part 4B: Roundabouts, shaped the geometric design for the concept. This included the Design Procedure from Clause 2.3 of the Guide to Road Design Part 4B.

This Roundabout Concept also considered the key elements that relate to the safety and traffic performance of roundabouts as detailed in Clause 4.5.3 of the Austroads Publication Guide to Traffic Management Part 6: Intersections, Interchanges and Crossings Management to include:

- the entry and approach curves
- the numbers of entry, circulating and exit lanes
- the widths of the entries, circulating roadway and exits
- the central island (including diameter)
- the approach traffic islands
- the exit curves.

These elements combine to control the speed that drivers can enter and pass through a roundabout and enable the deflection criteria to be achieved.

A Dial-Before-You-Dig desktop assessment identified critical public utility infrastructure within the Wellington Street, William Street and Marlborough Street intersection in Longford. The Concept shows the approximate locations of the critical infrastructure. The intent is to determine the impact of roundabout layout on the existing public utility infrastructure.

Auto-turn software provided detailed outputs showing various vehicle types and their ability to pass through the proposed roundabout Concept layout. The previous Report for the Northern Midlands Council, *Traffic Study, Wellington Street and Marlborough Street Intersection, Longford*, under JMG Project J202357CL, dated 30 October 2020 provided guidance and inputs regarding for the Auto-turn software.

The Roundabout Concept also considers pedestrian movements through and around the proposed roundabout. The Roundabout Concept considers the requirements for pedestrian and cyclist according to Clause 5 of the Guide to Road Design Part 4B: Roundabouts.

4. Concept Features

4.1 Roundabout Geometry

Appendix A of this Report shows the New Roundabout Concept as an Overall Site Plan. The Overall Site Plan shows a circular roundabout with central island and circulating roundabout elements that meet the requirements of the Guide to Road Design Part 4B: Roundabouts. The layout also accommodates property accesses to adjoining properties. The intent of the proposed roundabout layout was to utilise the existing roadway as much as possible to fit the road geometry into the existing Road Reserve. An approximate land acquisition of 450 m² from the Christ Church Anglican Church should enable the placement of the Roundabout Concept layout. Also affected would be the landscaped area with a monument shown in Figure 4 (monument not visible). Relocation of the existing landscaped area would be an outcome of the preliminary design process.



Figure 4. Typical existing landscaped area

The roundabout geometry is working towards meeting the performance and safety requirements of the Austroads Publication Guide to Traffic Management Part 6: Intersections, Interchanges and Crossings Management. The Roundabout Concept shows that the layout geometry is achievable for further development during the design process.

4.2 Impact on Existing Public Utility Services

Appendix B of this Report shows the New Roundabout Concept with the potential affected public utility services.

Figure 5 is a photograph showing the existing road intersection with existing public utility services. Of significance is the water supply, underground and overhead power supply transmission infrastructure. The subterranean public utility infrastructure such as the critical water main and the power cables could remain insitu should the method of roundabout construction avoid impacting the existing infrastructure through innovative insitu pavement strengthening to ensure that the roundabout foundation utilises the existing road pavement.

This Roundabout Concept did not consider the geotechnical element of the existing road pavement or the underlying soil conditions under the proposed layout footprint.



Figure 5. Existing road intersection showing existing public utility services

As part of the planning for the new roundabout preliminary design, liaison with the public utility services owners would guide the solution to manage the services protection and or relocation to allow the proposed roundabout layout footprint and adequate foundation. The Roundabout Concept at Appendix B shows that the possible protection or relocation of existing public utility services is achievable for further development during the design process. This would involve significant relocation of overhead power services.

4.3 Traffic Movements

Appendix C of this Report shows the New Roundabout Concept with the vehicle turning movements as displayed by the Auto-turn Software. The Roundabout Concept shows that various design vehicle can pass through the traffic control device according to the Austroads Publication Guide to Road Design Part 3: Geometric Design, Commentary C19.1 Calculation of Vehicle Tracking Widths. The vehicle movements include:

- Design Vehicle 25 m B-Double from Wellington Street North to Marlborough Street and from Marlborough Street to Wellington Street North through the proposed roundabout
- Design Vehicle 12.5 m Single Unit Truck for all movements through the proposed roundabout
- Design Vehicle 19 m Semi Trailer for all movements through the proposed roundabout
- Design Vehicle 8.8 m Service Vehicle for left turn movements through the proposed roundabout from Wellington Street South to Marlborough Street
- Design Vehicle 8.8 m Service Vehicle and B99 Vehicle to and from the property access for 63 and 65 Wellington Street.

To facilitate the safe movement of traffic through the Roundabout Concept, the traffic layout proposes left turn movements through the proposed roundabout from Wellington Street South to Marlborough Street through a dedicated channelised lane. The previous Report for the Northern Midlands Council, *Traffic Study, Wellington Street and Marlborough Street Intersection, Longford*, dated 30 October 2020 also details traffic movements from the Tas Mulch business.

The Roundabout Concept shows that the traffic movements through the proposed roundabout are achievable for further development during the design process.

4.4 Pedestrian Movements

Appendix D of this Report shows the New Roundabout Concept with possible pedestrian movements through and around the roundabout. Existing pedestrian movements to the east

of the proposed roundabout would continue with approximately the same distance between the vehicle travelled path and the pedestrian pathway. The existing pedestrian crossing on Wellington Street North would remain with increased sight distances. Formalised crossing points would be developed for pedestrians to traverse Wellington Street South, Marlborough Street and William Street. Formalising these movements with short pedestrian movements through channelised crossing points ultimately creates a safer environment for pedestrian movements. The proposed roundabout layout as a traffic control device will have a speed reducing effect for all vehicle approaching and passing through the roundabout. This will have a flow-on effect to improved pedestrian safety. Figure 6 details the existing traffic islands showing breaks for pedestrian movements.



Figure 6. Existing traffic islands showing breaks for pedestrian movements

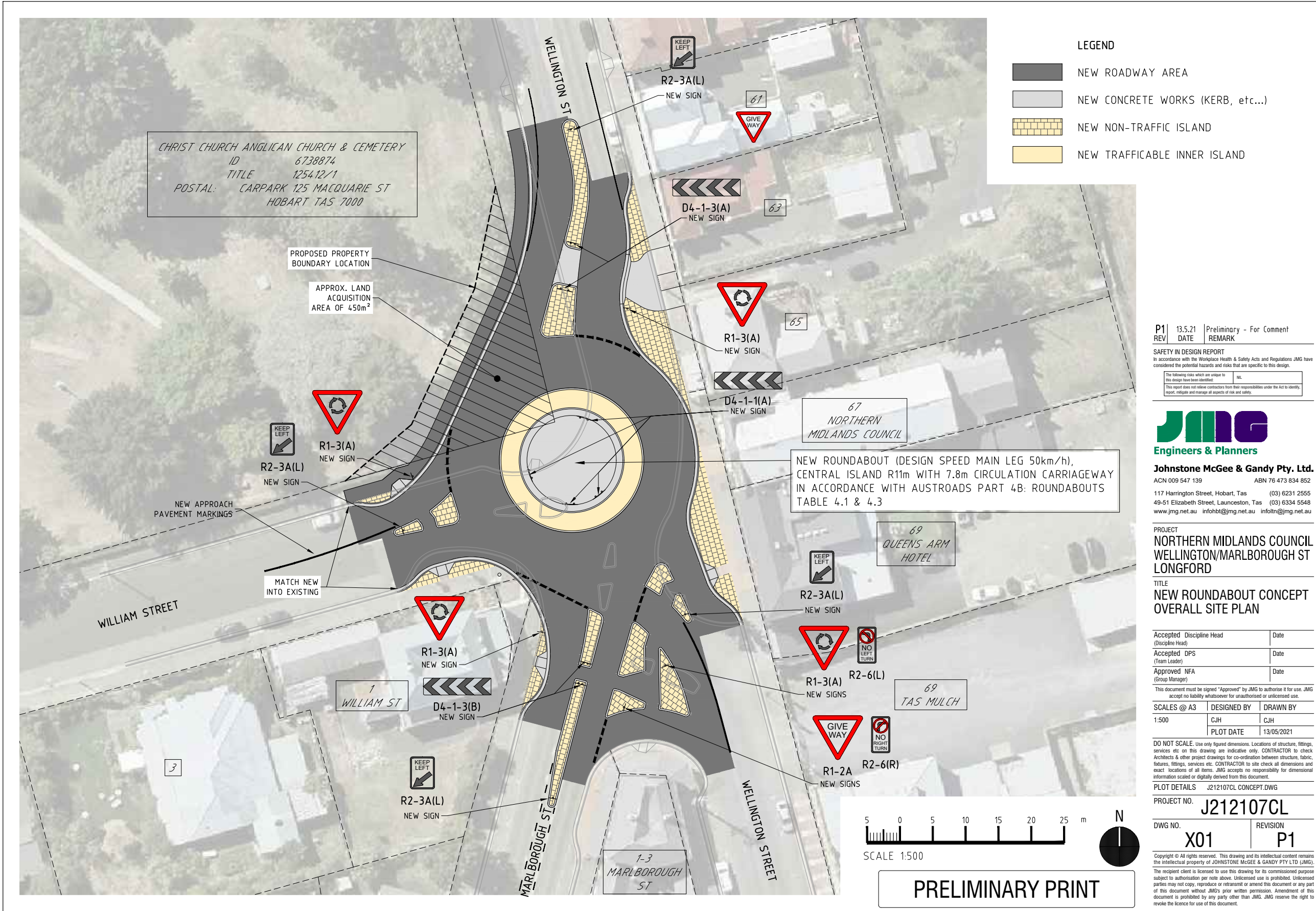
The Roundabout Concept shows that the pedestrian movements through the proposed roundabout are achievable for further development during the design process.

5. Conclusion

Based on the details in this brief Report and Roundabout Concept, it appears possible for a roundabout solution at the intersection of Wellington Street, William Street and Marlborough Street. JMG would recommend developing the Roundabout Concept further with the intent of seeking project funding.

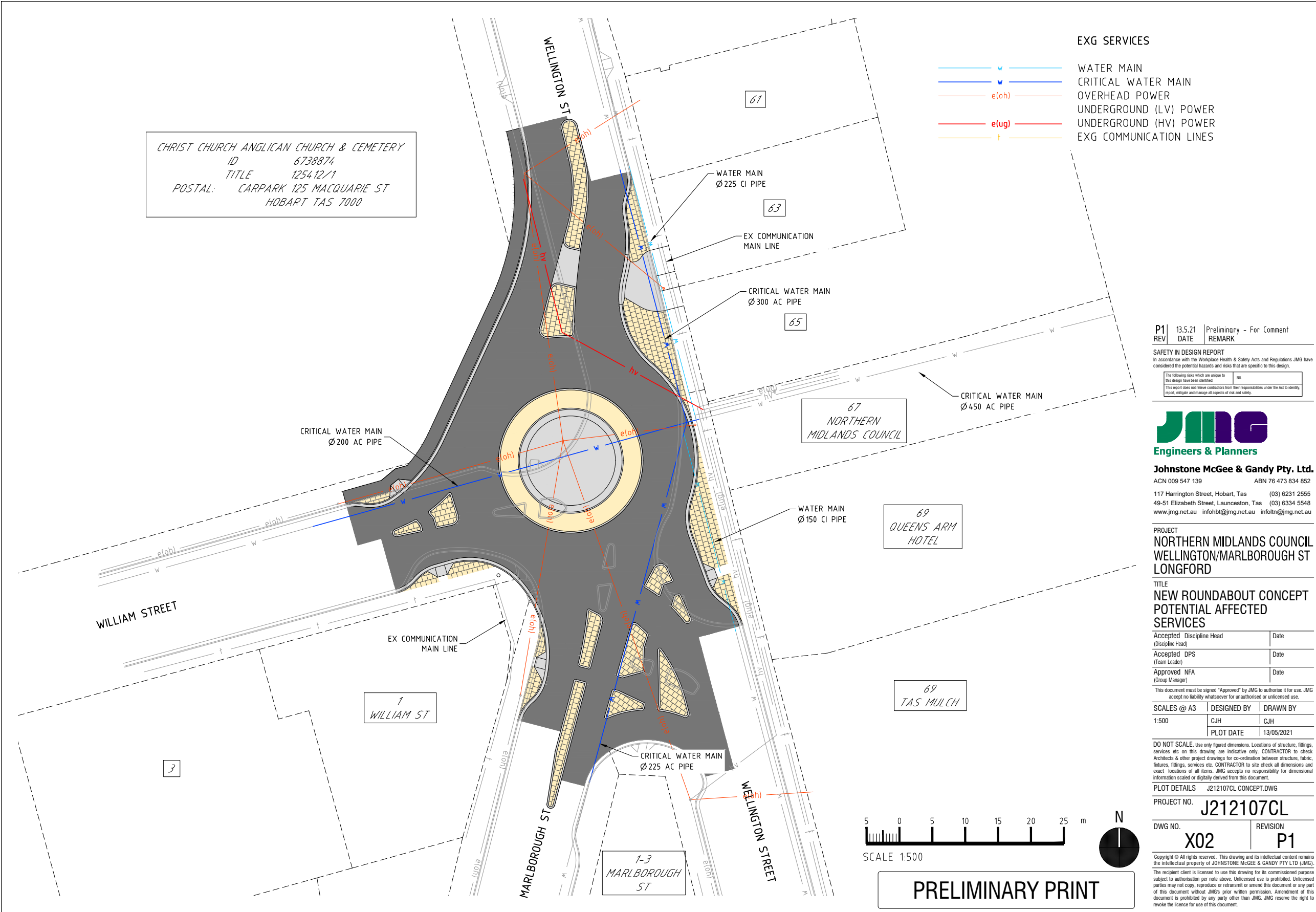
APPENDIX A

New Roundabout Concept Overall Site Plan



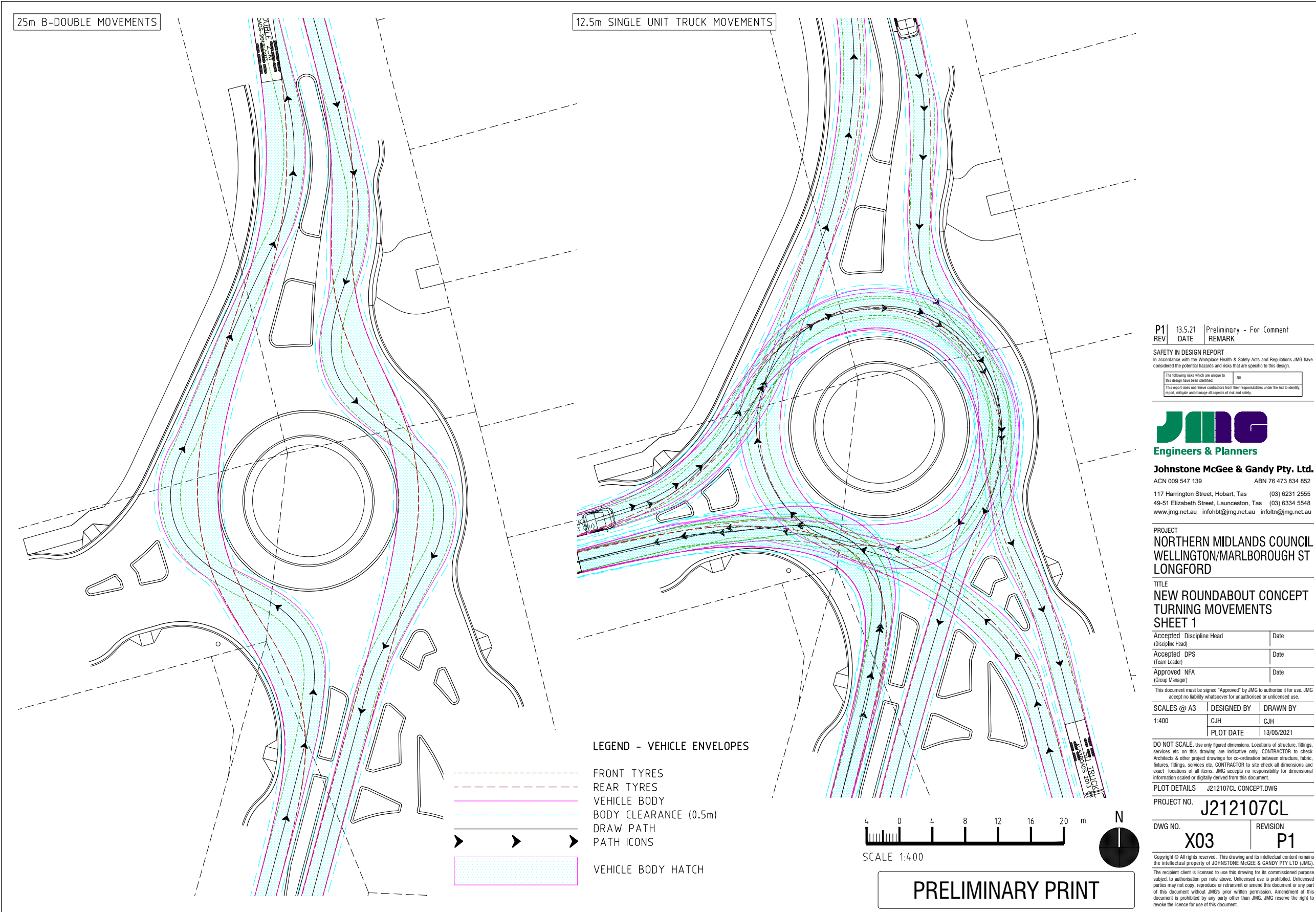
APPENDIX B

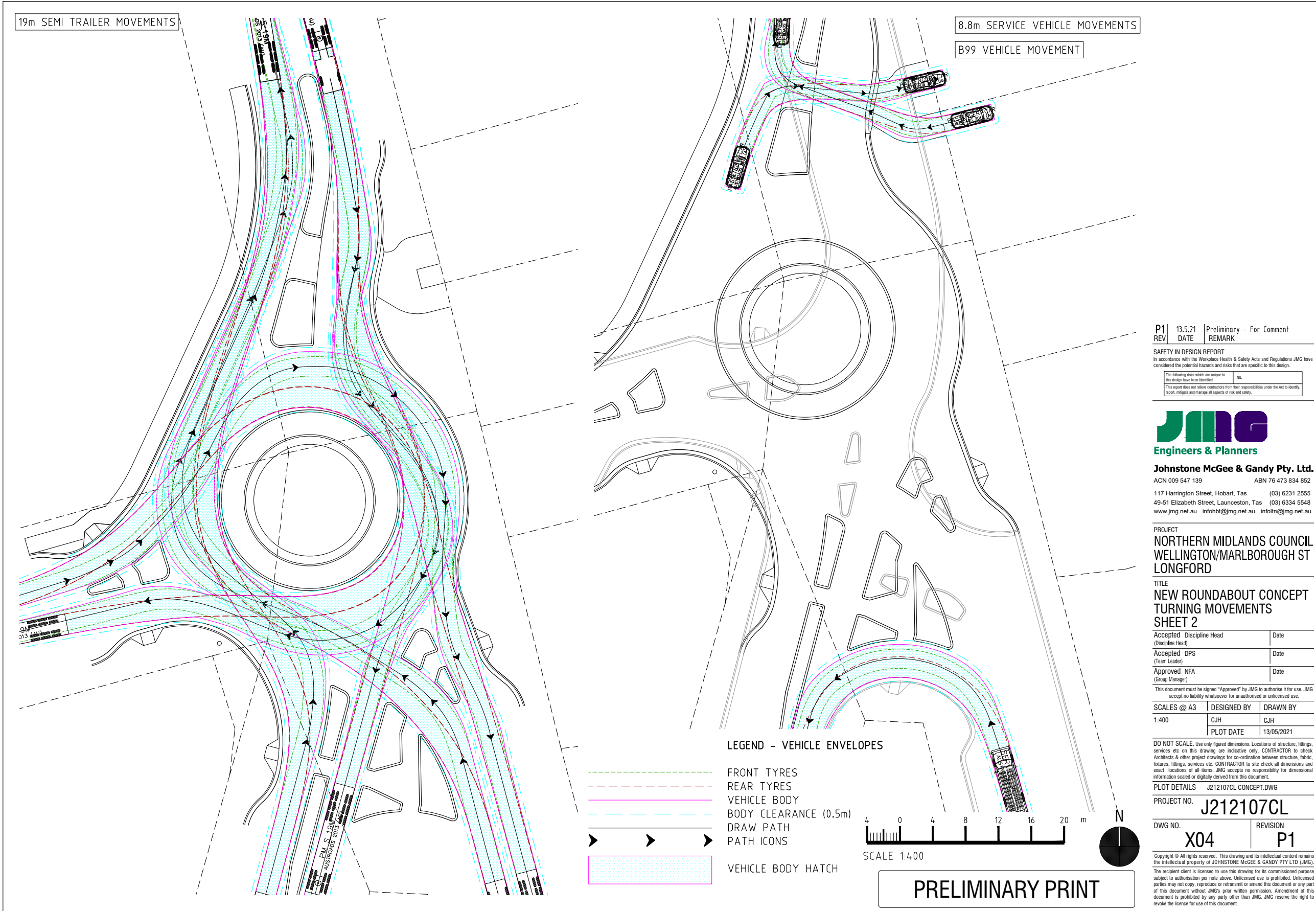
New Roundabout Concept Potential Affected Public Utility Services



APPENDIX C

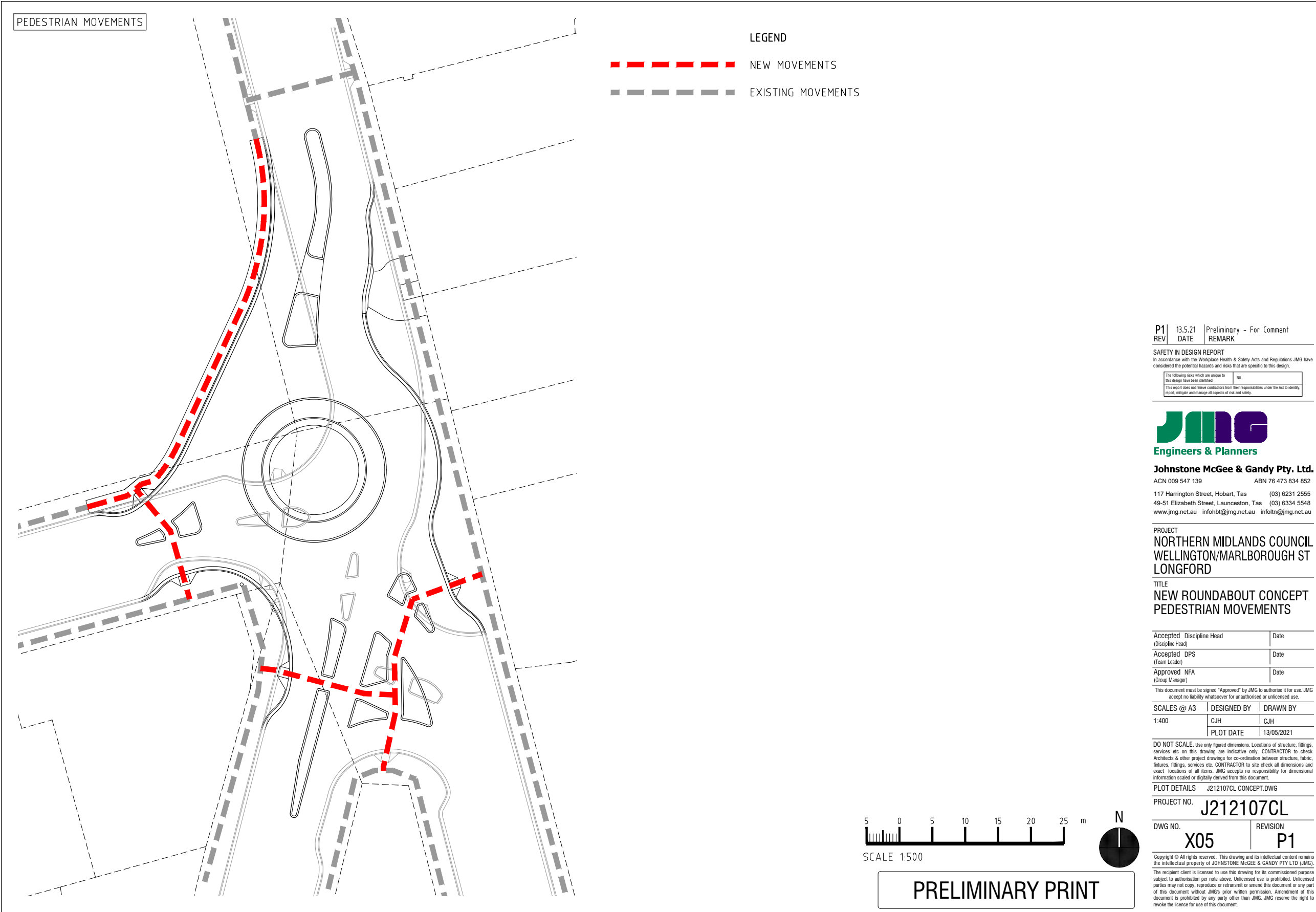
New Roundabout Concept Vehicle Turning Movements





APPENDIX D

New Roundabout Concept Pedestrian Movements



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REPORT

For NORTHERN MIDLANDS COUNCIL

Traffic Study

Wellington Street and Marlborough Street Intersection, Longford

October 2020



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- This report presents information and opinions which are to the best of our knowledge accurate. JMG accepts no responsibility to any purchaser, prospective purchaser, or mortgagee of the property who relies in any way on this report.
- JMG have no pecuniary interests in the property or sale of the property.
- This report presents information provided by others. JMG do not claim to have checked, and accept no responsibility for, the accuracy of such information.
- Asbestos**
Due to the nature of building construction it is not physically possible to gain access to/inspect all materials of construction when conducting a non-destructive inspection. Inaccessible areas may include:
 - wall cavities/floor cavities/ceiling cavities,
 - service shafts,
 - certain plant/ducts/pipework/switchboards,
 - floor coverings covered by subsequent renovations.

For this reason anyone who reads this report should not presume that the asbestos containing material (ACM) identified in this report is the only ACM in the building, nor should the absence of a mention of ACM be taken as a guarantee that there is no ACM. All occupants/users/contractors in the building should, irrespective of the findings in this report, proceed with due caution and diligence in respect of their activities within the building and in respect of any materials uncovered, discovered, disturbed, and/or likely to be disturbed in the course of their activities.

This report does not purport to be comprehensive nor definitive with respect to the extent or condition of asbestos in the building. Where services performed by Johnstone McGee & Gandy Pty Ltd (JMG) involves, or is in any way connected with, asbestos (whether or not its existence is known to you or JMG):

- JMG, its employees, subcontractors or agents are not liable for any loss, damage, personal injury or death to any person arising out of or in any way connected with the existence of asbestos;
- You will keep JMG indemnified against any claim, demand, suit or proceeding by any third party arising out of or in any way connected with the existence of asbestos;
- You will release JMG and hold it harmless for any loss, damage, personal injury or death to any person arising out of or in connection with the existence of asbestos.

Professional Indemnity Insurance cover for "claims which would not have arisen but for the existence of asbestos" is not available.

ESTIMATES

- Estimates have been prepared on the basis of information to hand at the time.
- Estimates are order of cost. They are not quotes, nor based on quotes and are not upper limit of cost.
- Estimates are not based on measured quantities or a defined scope of works.
- Estimates are exclusive of GST, engineering fees, market escalation, associated builder's works, builder's margins, design contingency, project contingency.
- As project scope becomes better defined it is strongly recommended that estimates are updated.

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TABLE OF CONTENTS

1.	Introduction	4
2.	Existing Infrastructure.....	4
3.	Problem Definition	6
4.	Option Assessment	7
4.1	No Right Turn out of Wellington St at Marlborough Street	7
4.2	No North bound Entrance into Wellington Street at High Street	12
4.3	Barrier protecting Sticky Beaks Café building.....	14
5.	Additional Commentary	17
5.1	Movement of pedestrians at the Wellington Street and Marlborough Street intersection	17
5.2	Raised Safety Platforms	18
6.	Option Analysis	19
6.1	No Right Turn out of Wellington St at Marlborough Street	19
6.2	No North bound Entrance into Wellington Street at High Street	19
6.3	Barrier Protecting Sticky Beaks Café Building.....	20
7.	Conclusions	20

Appendix A - No Right Turn out of Wellington St at Marlborough Street

Appendix B - No North Bound Entrance into Wellington Street at High Street

Appendix C - Barrier Protecting Sticky Beaks Café Building



1. Introduction

The Northern Midlands Council commissioned Johnstone McGee and Gandy Pty Ltd (JMG) to provide a Traffic Options Analysis and associated Report for the traffic issues identified in the Northern Midlands Report, *Traffic Concerns at the Wellington and Marlborough Streets Longford*. That Report requested an analysis based on the following Northern Midlands Council's options:

- Do nothing and continue to monitor the safety at the intersection.
- Consider changes to the kerb alignment at the intersection as part of the Longford Main Street upgrade plan currently being developed by Lange Design.
- Install bollards to provide protection for pedestrians - investigate whether Vulnerable Road User or Blackspot funding is available for these works.
- Continue to discuss the possibility of raised intersection treatment with the Department of State Growth subject to the outcome of the Austroads report on Raised Safety Platforms.

The Northern Midlands Council then provided a scope requirement in their email to JMG dated 23 July 2020 with the following requirements:

- The possibility of making this intersection one way and closing it to north bound traffic either at the intersection or further south.
- Heavy vehicle issues if this intersection is closed to northbound traffic.

JMG provided a Proposal to the Northern Midlands Council dated 28 July 2020 agreeing to deliver an option analysis and associated report on three alternatives as:

- No Right Turn out of Wellington St at Marlborough Street.
- No North bound Entrance into Wellington Street at High Street. Entrance only available at the Marlborough-Wellington Street Intersection.
- An option that can be pursued that does not require a redirection of traffic but will protect patrons of the adjoining café and the café building itself, and any pedestrians.

2. Existing Infrastructure

Figure 1 is a LISTmap extract showing the Marlborough and Wellington Street intersection.

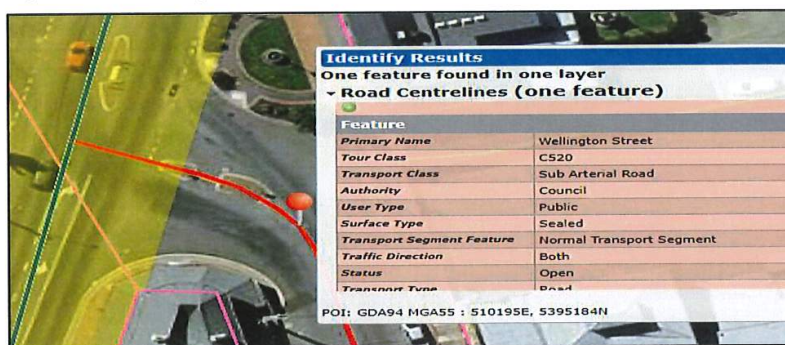


Figure 1. LISTmap extract showing road ownership and property boundaries

The shaded area in Figure 1 shows the Department of State Growth casement for Marlborough Street and Wellington Street north of the intersection. LISTmap shows Marlborough Street

and Wellington Street north of the intersection as an Arterial Road controlled by the Department of State Growth. Figure 1 also shows Wellington Street south of the intersection as a Sub-Arterial Road controlled by Northern Midland Council. Figure 1 also shows property boundaries as described by LISTmap. The complexity of this traffic problem is that it occurs at the interface between two road management jurisdictions. All options considered in this Report must consider the requirements of both Road Managers during the option's assessment.

Figure 2 is a LISTmap extract showing selected traffic movements at the Marlborough Street and Wellington Street intersection. Also shown are the adjoining landowners as key stakeholders.

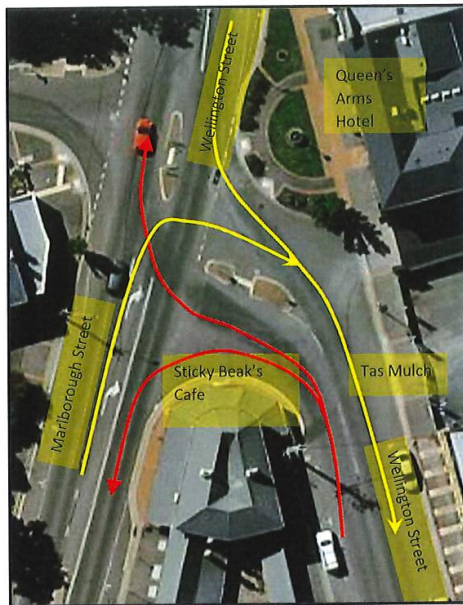


Figure 2. LISTmap extract showing traffic movements and adjoining properties

Figure 3 summarises the traffic counts for Wellington Street as provided by Northern Midlands Council.

Austroads Vehicle Classification	Classification Description	Traffic Counts 8 August 2020 to 14 August 2020 (Vehicles/6 days)						Average Daily Traffic Counts (Vehicles/day)					
		8662	167	8829	Light Vehicles (Class 1 - 2)	8829	95.4%	1444	28	1472	Light Vehicles (Class 1 - 2)	1472	95.3%
1	Short	8662	167	8829	Light Vehicles (Class 1 - 2)	8829	95.4%	1444	28	1472	Light Vehicles (Class 1 - 2)	1472	95.3%
2	Short - Towing	294	29	323	Light to Medium Trucks (Class 3 - 5)	323		49	5	54	Light to Medium Trucks (Class 3 - 5)	54	
3	Two Axle Truck or Bus	294	29	323	Light to Medium Trucks (Class 3 - 5)	323		49	5	54	Light to Medium Trucks (Class 3 - 5)	54	
4	Three Axle Truck or Bus	12	12	24	Heavy Trucks (Class 6 - 9)	24		2	2	4	Heavy Trucks (Class 6 - 9)	4	
5	Four Axle Truck	12	12	24	Heavy Trucks (Class 6 - 9)	24		2	2	4	Heavy Trucks (Class 6 - 9)	4	
6	Three Axle Articulated or Rigid Vehicle and Trailer	2	2	4	B-Doubles (Class 10)	4		1	1	2	B-Doubles (Class 10)	2	
7	Four Axle Articulated or Rigid Vehicle and Trailer	16	16	32	B-Doubles (Class 10)	32		3	3	6	B-Doubles (Class 10)	6	
8	Five Axle Articulated or Rigid Vehicle and Trailer	17	17	34	B-Doubles (Class 10)	34		3	3	6	B-Doubles (Class 10)	6	
9	Six Axle Articulated or Rigid Vehicle and Trailer	41	41	82	B-Doubles (Class 10)	82		7	7	14	B-Doubles (Class 10)	14	
10	B Double or Heavy Truck and Trailer	11	11	22	B-Doubles (Class 10)	22	4.6%	2	2	4	B-Doubles (Class 10)	4	4.7%
Totals		9251	9251	9251	9251	100.0%		1544	1544	1544	1544	100.0%	

Figure 3. Traffic counts for Wellington Street south of Sticky Beaks Cafe

Figure 3 shows an approximate Annual Average Daily Traffic of 1,544 vehicles with 4.7% of that count heavy vehicles. Of significance is the 16 heavy articulated vehicles in the traffic count for Wellington Street south of Sticky Beaks Café. The traffic split provided by the Northern Midlands Council is approximately 55% south and 45% north at the traffic count site. Based on this information, approximately seven articulated heavy vehicles negotiate the intersection from the south to the north according to the red path as detailed in Figure 2. Otherwise, vehicles are registering at the traffic counter and moving to one of the businesses prior to entering the intersection.

Figure 4 is a table showing traffic counts for Poatina Main Road, locally named Marlborough Street and Wellington Street north of the intersection. Figure 4 provides data for the traffic count station A1604100 located at the northern entrance to Longford and the traffic count station A1604120 located in Longford south of the intersection. The difference between the counts from both stations is 6,086 vehicles. These vehicles have either Longford surrounds north of the traffic count station A1604120 as their origin / destination or they move along Wellington Street south.

Station	Location	Year	AADT	%HV
A1604100	Poatina Main Road, 370 metres south of Illawarra Main Road	2018	9255	10.2
A1604120	Poatina Main Road, 190 metres South of Cracraft Street	2018	3169	14.3
	Difference		6086	

Figure 4. Marlborough Street Traffic Counts

The traffic count data described in Figure 3 occurred during restrictions imposed due to the COVID-19. Considering both the content of Figure 3 and Figure 4, the traffic count for Wellington Street south could be considerably higher.

3. Problem Definition

JMG understands the problem for the Northern Midlands Council as errant vehicle mounting the footpath outside Sticky Beaks Café and causing building damage. There is also potential for an errant vehicle causing injury to people occupying the footpath. With reference to the *Submission to Council for Northern Midlands Council meeting on 20 July 2020* by Gregory Howlett, a vehicle accident occurred at the intersection of Marlborough Street and Wellington Street where an errant motor vehicle caused significant damage to Sticky Beaks Café building. The *Submission to Council* proposed a solution to reduce similar vehicle accidents by removing the right turn movements for traffic moving from Wellington Street south to Wellington Street north through the intersection with Marlborough Street.

JMG understands the vehicle accident involved a light truck turning right from Wellington Street south into Wellington Street north. For some reason, the truck failed to give way to a small light vehicle travelling south on Wellington Street north. The light vehicle collided with the front of the truck causing the light vehicle to veer into the Sticky Beaks Café building. The cause appears to be a failing to give way by the truck. A similar accident may also occur if the truck was turning left from Wellington Street south to Marlborough Street.

Restricting right turn movement from Wellington Street south is a solution but, similar vehicle accidents could occur with vehicles moving north along Marlborough Street and turning right into Wellington Street south, impacting southbound vehicles on Wellington Street north. As previously mentioned, similar vehicle accidents could occur with vehicles turning left from Wellington Street south to Marlborough Street.

A roundabout at the junctions of William Street, Marlborough Street, Wellington Street south and Wellington Street north is an acceptable traffic management solution that would



significantly reduce the risk of collisions at the Marlborough Street and Wellington Street intersection. This solution would address the cause and significantly reduce the consequence of the effect.

Based on Table 3.10 'Key traffic management considerations in the selection of roundabout', from the Austroads *Guide to Traffic Management Part 6: Intersections, Interchanges and Crossings Management*, roundabouts:

- are generally much safer than traffic signals in terms of crash severity,
- create less delay than traffic signals during the off-peak periods, leading to less overall delay to traffic throughout the day,
- readily caters for heavy right-turns,
- can be used in local streets,
- controls vehicle speeds as a traffic calming measure,
- assist in providing access for important minor roads,
- need to consider footprint and therefore possible land acquisition.

The decision to place a roundabout at the intersection is therefore outside the scope of this Report. To progress a roundabout alternative, the option would require a full intersection analysis to determine suitability. If requested, JMG could provide this service.

JMG will also examine an option that exclusively addresses the effect of an errant vehicle. This option proposes a physical barrier to reduce the risk of errant vehicles colliding with any part of the Sticky Beaks Café building.

JMG confirms that the three options for analysis will address the problem with the options as:

- No Right Turn out of Wellington St at Marlborough Street.
- No North bound Entrance into Wellington Street at High Street. Entrance only available at the Marlborough-Wellington Street Intersection.
- An option that can be pursued that does not require a redirection of traffic but will protect patrons of the adjoining café and the café building itself, and any pedestrians.

JMG also considered an alternative to fully close the intersection of Wellington and Marlborough, that would remove all turns at Marlborough Street.

JMG will also provide additional commentary in the Options Analysis regarding:

- Movement of pedestrians at the Wellington Street and Marlborough Street intersection.
- Raised intersection treatment such as the Raised Safety Platforms.

4. Option Assessment

4.1 No Right Turn out of Wellington St at Marlborough Street

This Option was proposed in the *Submission to Council* for Northern Midlands Council meeting on 20 July 2020 by Gregory Howlett. Appendix A of this Report provides a concept plan of this option. An extract from the *Submission to Council* regarding this option follows:

A simple and inexpensive solution (raised by two Councilors) would be to disallow right hand turns from Wellington Street (south) at the Sticky Beaks intersection into Wellington Street (north). As this would not involve any change to the intersection bar the placement of appropriate signage, it is hoped that the Department would be amenable to this solution. If implemented, regular northbound traffic on Wellington Street (south) would in time redistribute itself amongst the various cross streets running between



*Wellington Street and Marlborough Street. This would just occur naturally.
There would also be minimal disruption to affected businesses and residents.*

JMG considers that passive control measures such as traffic signage, to not allow right turns from Wellington Street south into Wellington Street north, would be ineffective and require enforcement measures to ensure compliance. Both passive signage and active control measures such as traffic island restricting the right turns from Wellington Street south into Wellington Street north would result in a better solution for this option. This option would allow left turns from Wellington Street south into Marlborough Street. This option would also allow two-way access for all businesses and residents located on Wellington Street south. Should any vehicle from businesses or residents located on Wellington Street south plan a destination north of the intersection, they would require a possible travel path through the Wellington Street south and High Street intersection then through the High Street Marlborough Street intersection.

This option will not reduce the access to businesses and residents located on Wellington Street south, but it will reduce the through traffic travelling to Wellington Street north. Photograph 1 shows the intersection from the landscaped area outside the Queens Arms Hotel with a view down Wellington Street south. It also shows the south bound lane of Wellington Street south. This option allows vehicle to move along Wellington Street north and turn left into Wellington Street south.



Photograph 1. Wellington Street

Photograph 2 is a view from the traffic island south along Marlborough Street. Due to the constrained nature of the intersection, heavy articulated vehicles turning left from Wellington Street must obstruct the northbound right turn lane on Marlborough Street. This option allows vehicle to move along Wellington Street south and turn left into Marlborough Street.



Photograph 2. View from the traffic island south along Marlborough Street



This option will not remove the risk of vehicle collisions for vehicle movements from Wellington Street south turning left into Marlborough Street or from Marlborough Street turning right into Wellington Street south. The consequence of an accident during either of these traffic movement may result in errant vehicle mounting the footpath and colliding with the Sticky Beaks Café building.

Photograph 3 shows the raised traffic island on the centreline of Wellington Street south at the approach to the intersection with Marlborough Street. This option will not reduce the access to businesses and residents located on Wellington Street south.



Photograph 3. Traffic island on the centreline of Wellington Street south

Photograph 4 shows the traffic signage from Wellington Street south turning right into Wellington Street north as a Give Way control. This option will require a similar raised traffic island and signage to restrict right turns. The new raised island would extend to the left of existing island shown to prohibit right turn movements.



Photograph 4. Traffic signage from Wellington Street turning right

Photograph 5 shows the intersection from the landscaped area outside the Queens Arms Hotel with the entrance to the Queens Arms Hotel and Tas Mulch on the left side of Wellington Street south. Wellington Street south is a sub arterial road with adequate width and parallel parking on both sides of the street.



Photograph 5. Entrance to the Queens Arms Hotel and Tas Mulch

During the traffic analysis JMG approached selected business operators on Wellington Street south. The business operator at Tas Mulch had the following comments regarding this option:

- They operate truck and dog heavy vehicle configurations and currently avoid the intersection where possible.
- Trucks leaving Tas Mulch attempting to turn right at the Wellington Street and Marlborough intersection will block the traffic travelling south along Wellington Street south causing traffic congestion.
- Truck drivers travelling north move along Wellington Street south then through the Wellington Street south and High Street intersection then through the High Street Marlborough Street intersection.
- Truck drivers rarely turn left into Marlborough Street from Wellington Street south because they must obstruct the right turn lane from Marlborough Street.
- Business operator would be amenable to no right turns from Wellington Street south to Wellington Street north.

The business operator at Longford Mower and Chainsaw Centre had the following comments regarding this option:

- Opposed to any option that would reduce the number of traffic movement past the business as passing trade generates a large part of his business.
- Provided a simple concept as a possible option, see Figure 5.



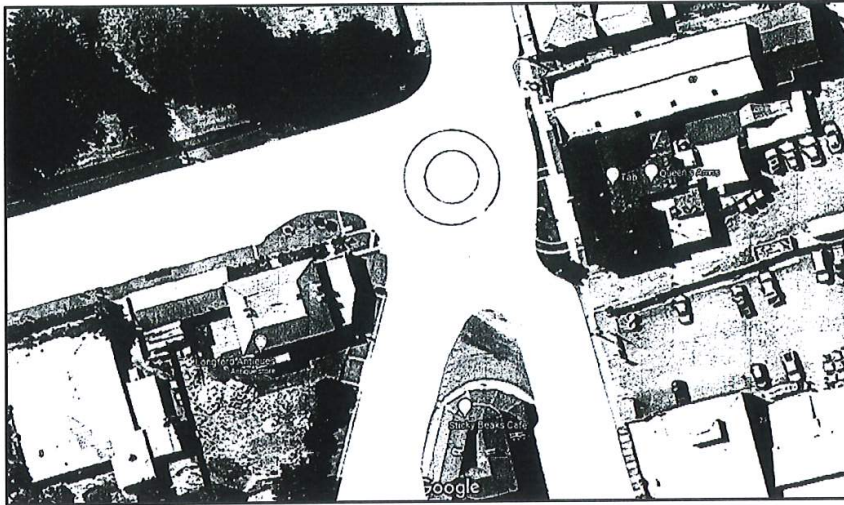
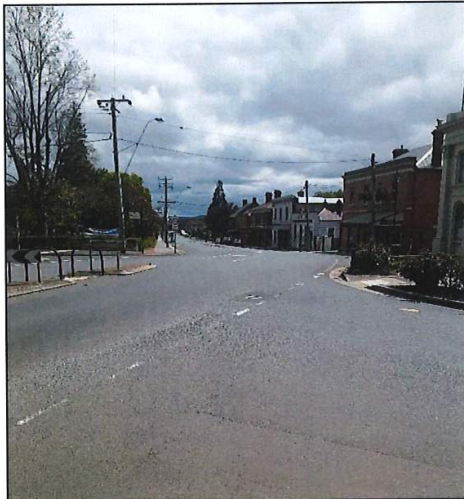


Figure 5. Simple concept provided by Longford Mower and Chainsaw Centre

The business operator at Sticky Beaks Café had the following comments regarding this option:

- Prefers this option to reduce the risk of vehicles impacting the at Sticky Beaks Café building.
- Agrees that a roundabout option would be the best solution.
- Claims that there is restricted sight distance north along Wellington Street north when giving way at the intersection.
- Vehicles turning right from Wellington Street south to Wellington Street north must also consider vehicles entering and exiting William Street.

Photograph 6 is a view of Wellington Street north from the traffic island to the north showing very good sight distances.



Photograph 6. Wellington Street north from the traffic island to the north

4.2 No North bound Entrance into Wellington Street at High Street

This option prohibits traffic entering from the south to the section of Wellington Street south, from the Wellington Street south and High Street intersection. Vehicles will continue to move south on Wellington Street south and can also turn right into High Street from Wellington Street south. Figure 6 is a marked-up image showing the concept of the No Entry into Wellington Street south at High Street. Appendix B of this Report provides a concept plan of this option.



Figure 6. Concept of the No Entry into Wellington Street south at High Street

Through traffic proceeding along Wellington Street south with a destination in Wellington Street south, north of the No Entry restriction, must turn left at the Wellington Street south and High Street intersection, right at the High Street Marlborough Street intersection then right into Wellington Street south at the Marlborough Street and Wellington Street intersection. This option would not alter the current configuration of the Wellington Street and Marlborough Street intersection. Also, through traffic proceeding south along Wellington Street south would be unaffected.

Photograph 7 is an image of the High Street and Wellington Street intersection. This option will prohibit left turn movements from High Street into Wellington Street south. All traffic will turn right into Wellington Street south. Both passive signage and active control measures such as traffic island restricting the left turns from High Street into Wellington Street south and through north bound traffic on Wellington Street south would enable this option.



Photograph 7. High Street and Wellington Street intersection

Photograph 8 is an image of High Street. This option would in effect direct onto the left lane of High Street shown in Photograph 8, all traffic, including heavy vehicles, that currently move north along Wellington Street south between High Street and the Wellington Street and Marlborough Street intersection.



Photograph 8. High Street

A consequence of this option is that the left lane of High Street, as shown on the left side of Photograph 8, would receive accelerated pavement and bituminous seal degradation due to expected increase in heavy vehicles.

Photograph 9 is an image showing the High Street and Marlborough Street intersection.



Photograph 9. High Street and Marlborough Street intersection

This option may result in a larger traffic volume, including heavy vehicles turning right from High Street into Marlborough Street. This analysis examined the vehicle turning templates to ensure that the heavy vehicles such as rigid trucks, can safely move through the intersections.

During the traffic analysis JMG approached selected business operators on Wellington Street south. The business operator at Tas Mulch had the following comments regarding this option:

- Business operator would be amenable to this option.
- Tas Mulch indicated that this option could receive considerable resistance from other business owners with accesses along Wellington Street south.

The business operator at Longford Mower and Chainsaw Centre had the following comments regarding this option:

- Vehemently opposed to any option that would reduce the number of traffic movement past the business as passing trade generates a large part of his business.

The business operator at Sticky Beaks Café had the following comments regarding this option:

- Prefers the option to prohibit right turns at the Marlborough Street and Wellington Street intersection.

4.3 Barrier protecting Sticky Beaks Café building

This option will not remove the risk of vehicle collisions. Appendix C of this Report provides a concept plan of this option. This option would reduce the impact of an errant vehicle, following a collision, mounting the footpath and colliding with the Sticky Beaks Café building. As detailed previously, the critical vehicle movements that could result in errant vehicles colliding the building front include vehicle movements; from Wellington Street south turning left into Marlborough Street, from Marlborough Street turning right into Wellington Street south and from Wellington Street south turning right into Wellington Street north.

Photograph 10 shows the Sticky Beaks Café and the intersection from the perspective of a motor vehicle travelling south along Wellington Street north and turning left into Wellington Street south. A traffic island on the centerline of Wellington Street south also acts as a refuge for pedestrians crossing Wellington Street. The red arrows in Photograph 10 show the approximate path of an errant vehicle that impacted the cafe building causing significant damage.



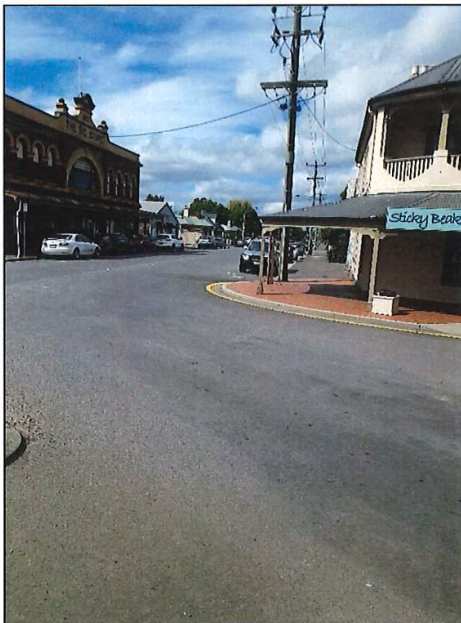
Photograph 10. Sticky Beaks Café and the intersection

Photograph 11 shows the intersection from the landscaped area outside the Queens Arms Hotel. This option would involve placing a suitable barrier between the Sticky Beaks Café building awning supports and the roadway. Photograph 10 indicates that vehicles travelling south along Wellington Street north could collide with propped turning vehicles resulting in the through vehicle deviating its path and colliding with the building. The impact area and the point of need should be between the existing pedestrian crossing outside the Sticky Beaks Café and the tangent point of the curve along Marlborough Street.



Photograph 11. Intersection from the landscaped area outside the Queens Arms Hotel

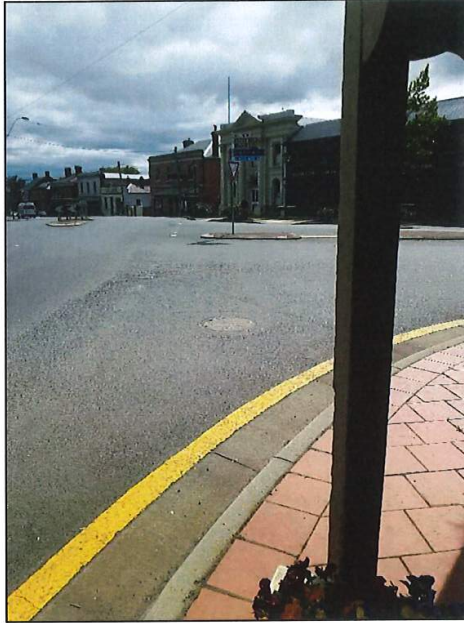
Photograph 12 shows Wellington Street south from the traffic island. There appears to be adequate lane width in Wellington Street for heavy vehicles moving along Wellington Street to the south as well as maintain the turning movement from Wellington Street south to Marlborough Street.



Photograph 12. Wellington Street from the traffic island



Photograph 13 shows the intersection and Wellington Street north from the footpath at Sticky Beaks Café viewing to the north. The errant vehicle that collided with the Sticky Beaks Café building passed to the right of the building awning column in Photograph 13.



Photograph 13. Intersection from the footpath at Sticky Beaks Café

This option proposes a raised island that will accommodate a suitable vehicular barrier in front of the Sticky Beaks Café building awning supports. The suitable vehicular barrier would be a product capable of dissipating the kinetic energy generated by an errant light motor vehicle striking the barrier. The intent of the proposed barrier placement would be to protect the pedestrians and building including the awning columns.

During the traffic analysis JMG approached selected business operators on Wellington Street south. The business operator at Tas Mulch had the following comments regarding this option:

- Business operator would be amenable to this option.

The business operator at Longford Mower and Chainsaw Centre had the following comments regarding this option:

- Business operator would be amenable to this option.

The business operator at Sticky Beaks Café had the following comments regarding this option:

- Business operator would be amenable to this option.
- Prefers the option to prohibit right turns at the Marlborough Street and Wellington Street intersection.

5. Additional Commentary

5.1 *Movement of pedestrians at the Wellington Street and Marlborough Street intersection*

During the assessment of the traffic options for the issue at the Wellington Street and Marlborough Street intersection, there appeared to be issues regarding the pedestrian crossing movements from the Sticky Beaks Café footpath. Photograph 14 shows the pedestrian crossing outside Sticky Beaks Café. Also shown is the access to the Queens Arms Hotel and the Tas Mulch landscape supplier.



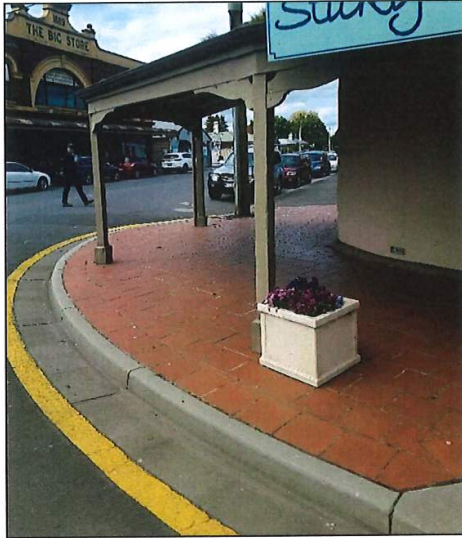
Photograph 14. Pedestrian crossing outside Sticky Beaks Café

Photograph 15 show the sight distance from the pedestrian crossing outside Sticky Beaks Café back along Wellington Street south. The sight distance is restricted by a parked vehicle and the building wall.



Photograph 15. Sight distance from the pedestrian crossing along Wellington Street

Photograph 16 shows the improved sight distance outside Sticky Beaks Café back along Wellington Street south. The sight distance remains restricted by a parked vehicle.



Photograph 16. Improved sight distance from the pedestrian crossing

The solution to resolve the traffic management issue at the Wellington Street and Marlborough Street intersection proposes to also improve the pedestrian safety by any of the following:

- Providing an extended raised island to project a pedestrian further into the intersection to increase the sight distance south on Wellington Street south.
- Restricting traffic movements.

5.2 Raised Safety Platforms

The Vic Roads Road Design Note RDN 03-07 Raised Safety Platforms dated December 2019, claims that Raised Safety Platforms are a speed management treatments capable of reducing the maximum comfortable operating speed for a vehicle, thus lowering the overall speed of vehicles to a Safe System collision speed (i.e. should a collision occur, impact forces are within human tolerances). Figure 7 is a plan of a raised safety platform.

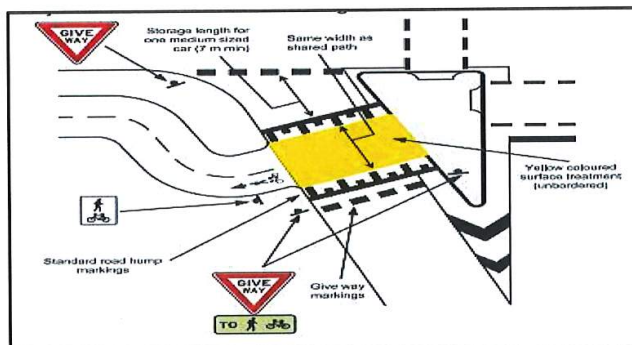


Figure 7. Raised safety platform from VicRoads

For this device to be effective, it should be placed on Wellington Street north to reduce the vehicle speed resulting in lower speed collisions. A lower speed collision would result in a reduction in the incidence of an errant vehicle colliding with the Sticky Beaks Café building.

This device will not be discussed further as it will involve discussions between Northern Midlands Council and the Department of State Growth.

6. Option Analysis

6.1 *No Right Turn out of Wellington St at Marlborough Street*

Advantages

- Reduction in the traffic using the Wellington Street and Marlborough Street intersection.
- Based on the three vehicle conflicts, Marlborough Street turning right into Wellington Street south, Wellington Street south turning left into Marlborough Street, Wellington Street south turning right into Wellington Street north, this option eliminates conflicts for the Wellington Street South turning right into Wellington Street north movement.

Disadvantages

- Based on the three possible vehicle conflicts, two conflicts remain as Marlborough Street turning right into Wellington Street south and Wellington Street south turning left into Marlborough Street.
- Reduction in the traffic passing businesses in Wellington Street south with the perceived loss of trade.
- Sub arterial traffic moved to and impacting on local residential streets.
- No reduction in the impact of vehicle collisions on building components such as the awning columns.

Planning Estimate of Cost

- Project estimate \$26,000.
- Remove existing traffic islands.
- New traffic islands.
- Traffic signage.
- Linemarking.
- Setout and traffic management.
- Design and procurement.
- Supervision.

6.2 *No North bound Entrance into Wellington Street at High Street*

Advantages

- Reduction in the traffic using the Wellington Street and Marlborough Street intersection.
- Based on the three possible vehicle conflicts, Marlborough Street turning right into Wellington Street south, Wellington Street south turning left into Marlborough Street, Wellington Street South turning right into Wellington Street north, this option reduces but does not prohibit all conflicts.



Disadvantages

- Reduction in the traffic passing businesses in Wellington Street south with the perceived loss of trade.
- Increased traffic turning movements at the Wellington Street and High Street intersection.
- Increased traffic turning movements at the High Street and Marlborough Street intersection.
- Sub arterial traffic moved to and impacting on local residential streets.

Planning Estimate of Cost

- Project estimate \$42,000.
- New traffic islands.
- Traffic signage.
- Linemarking.
- Setout and traffic management.
- Design and procurement.
- Supervision.

6.3 Barrier Protecting Sticky Beaks Café BuildingAdvantages

- Reduction in the impact of vehicle collisions on building components such as the awning columns at the Sticky Beaks Café creating a safer environment for pedestrians.
- Provision of a safer pedestrian crossing from the Sticky Beaks Café footpath due to projected raised traffic islands allowing greater pedestrian sight distance down Wellington Street south.

Disadvantages

- This option addresses the effect and impact of traffic accidents and not the cause of the traffic accidents.
- Based on the three vehicle conflicts, Marlborough Street turning right into Wellington Street south, Wellington Street south turning left into Marlborough Street, Wellington Street South turning right into Wellington Street north, this option has no reduction on the vehicle conflicts.

Planning Estimate of Cost

- Project estimate \$29,000.
- Traffic barrier.
- New traffic islands including traffic barrier foundation
- Concrete kerb.
- Linemarking.
- Setout and traffic management.
- Design and procurement.
- Supervision.

7. Conclusions

The least expensive option is prohibiting right turns from Wellington Street south into Wellington Street north. This option will reduce one of the three vehicle conflicts as vehicle turning right from Wellington Street south into Wellington Street north. The possibility of two vehicle conflicts will remain. This option does not address the impact of vehicle collisions on building components such as the awning columns at the Sticky Beaks Café. This option will



increase the sub arterial traffic moving to and impacting on the local residential streets. This option will also reduce the traffic passing businesses in Wellington Street south with the perceived loss of trade.

The most expensive option is prohibiting north bound access into Wellington Street south at High Street. This option does not address the impact of vehicle collisions on building components such as the awning columns at the Sticky Beaks Café. This option will increase sub arterial traffic moving to and impacting on local residential streets. This option will also significantly reduce the traffic passing businesses in Wellington Street south with the perceived loss of trade.

For approximately \$3,000 more than the least expensive option, the Northern Midlands Council could provide a traffic barrier protecting Sticky Beaks Café building. This option will not reduce any of the three vehicle conflicts. This option will address the impact of vehicle collisions on building components such as the awning columns at the Sticky Beaks Café creating a safer environment for pedestrians. This option will not increase sub arterial traffic moving to and impacting on local residential streets. This option will not reduce the traffic passing businesses in Wellington Street south with the perceived loss of trade. This option will create a safer pedestrian crossing from the Sticky Beaks Café footpath due to extended raised traffic islands allowing greater pedestrian sight distance down Wellington Street south.

Whilst not treating the cause of the intersection accidents, the proposed traffic barrier protecting Sticky Beaks Café building provides significant safety improvements including pedestrians. The accidents at the intersection have been in a low speed environment with minimal personal injury. However, the risk to pedestrians and building infrastructure is much higher.

JMG recommends progressing the option proposing the traffic barrier protecting Sticky Beaks Café building.

JMG can assist in developing this option into a designed product as well as targeted stakeholder management to attain positive outcomes for Northern Midlands Council, road users and the affected stakeholders.

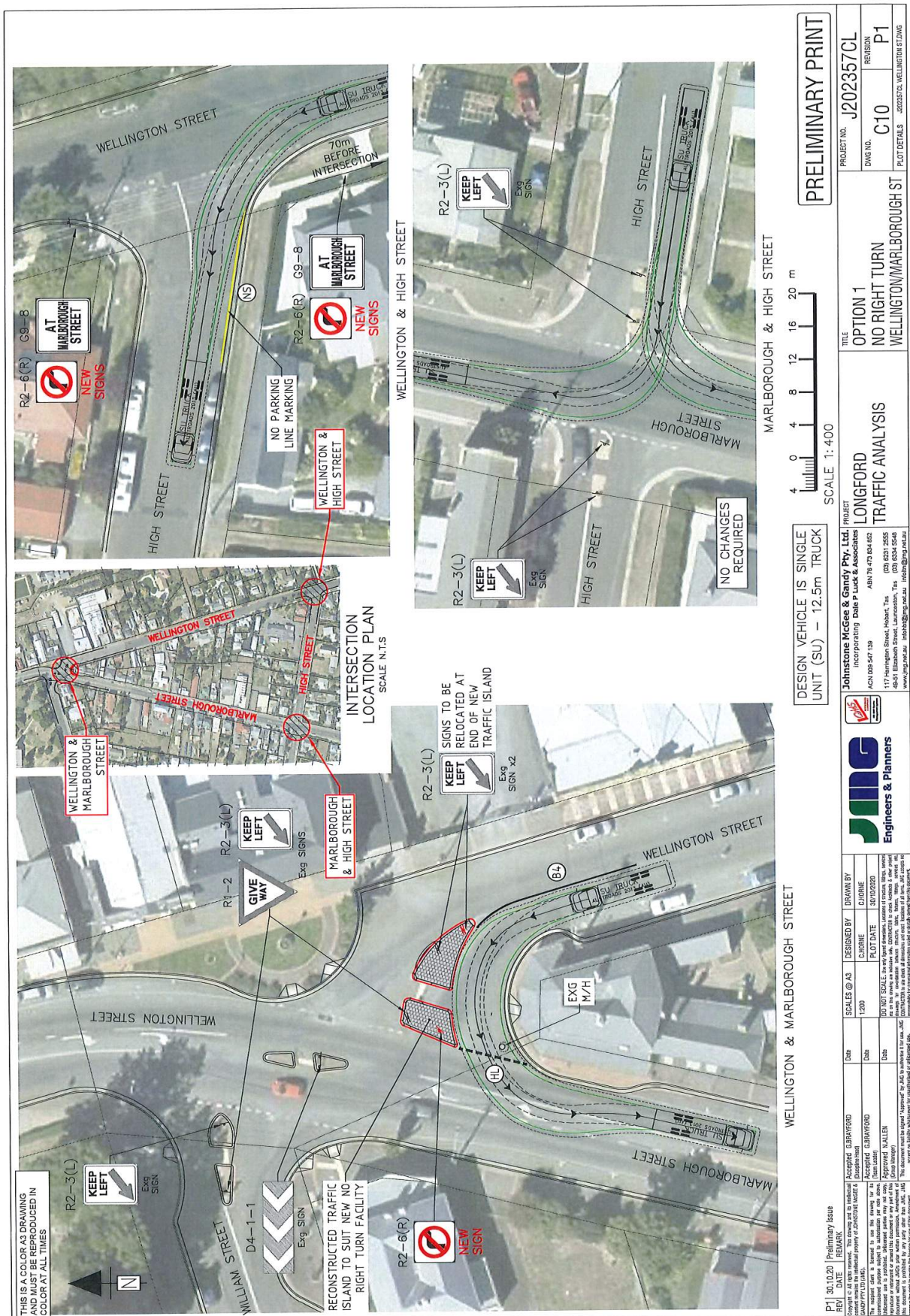


APPENDIX A

Option 1: No Right Turn out of Wellington St at Marlborough Street



Traffic Study - Wellington / Marlborough St, Longford - October 2020

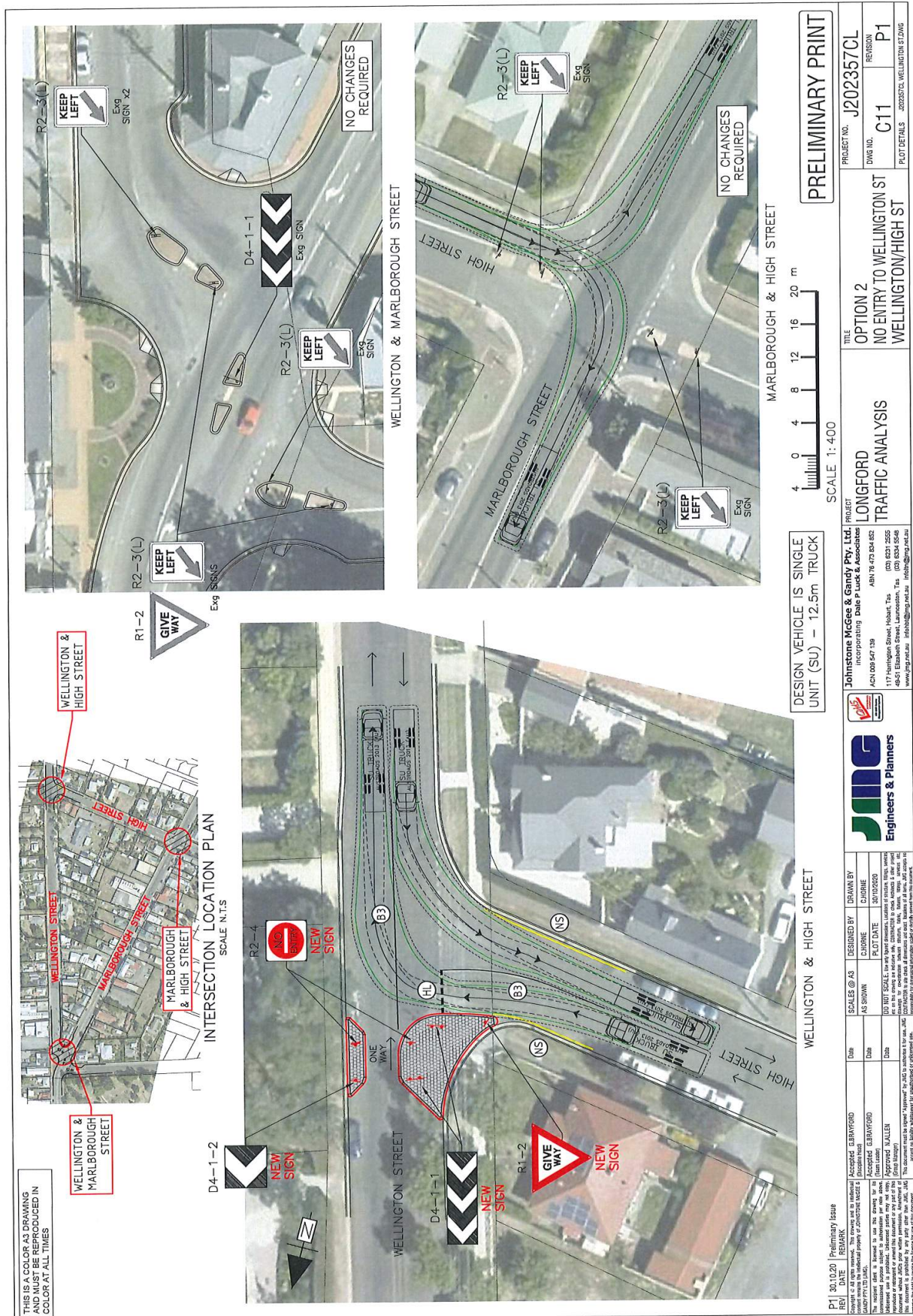


APPENDIX B

Option 2: No North bound Entrance into Wellington Street at High Street



Traffic Study - Wellington / Marlborough St, Longford - October 2020

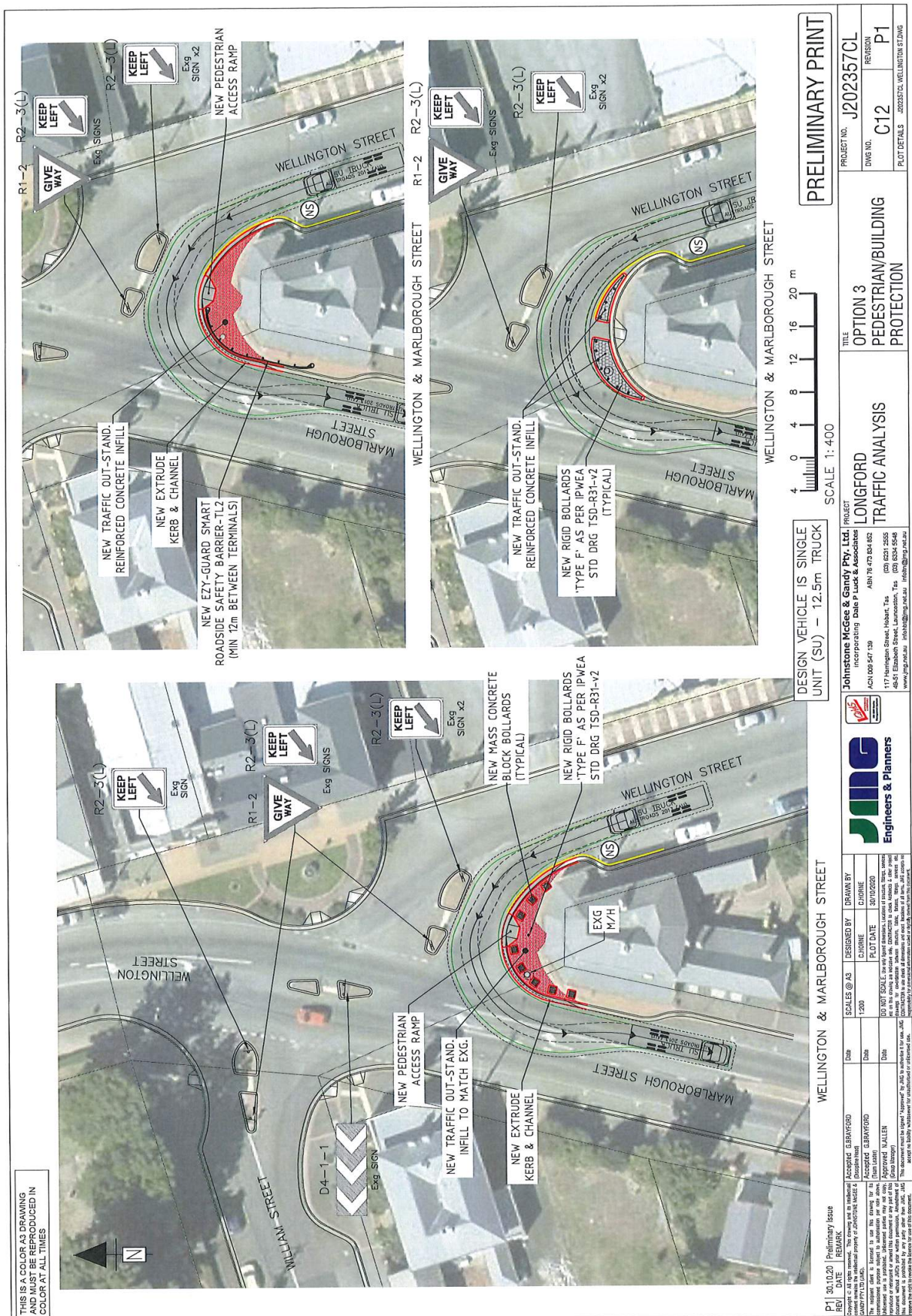


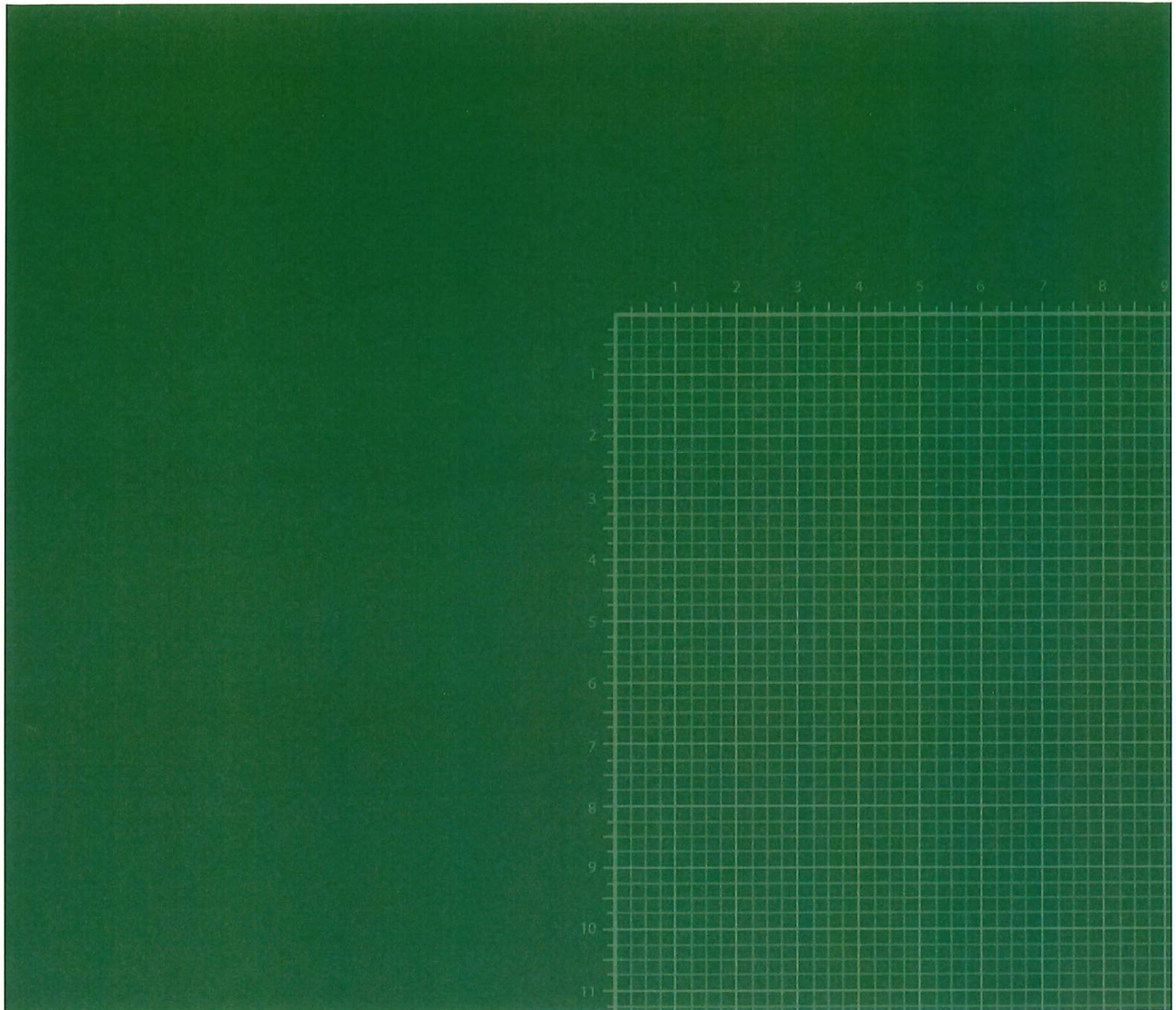
APPENDIX C

Option 3: Barrier Protecting Sticky Beaks Café Building



Traffic Study - Wellington / Marlborough St, Longford - October 2020





Johnstone McGee & Gandy Pty Ltd

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NORTHERN MIDLANDS COUNCIL
Planning Assessment Report to Senior Planner

PLANNING APPLICATION PLN-22-0054

**CORNER OF WELLINGTON ST & MARLBOROUGH ST (ADJACENT TO 1-3
 MARLBOROUGH ST), LONGFORD**

File Number: 0; CT

Responsible Officer: Paul Godier, Senior Planner

Report prepared by: Rebecca Green, Planning Consultant

1 INTRODUCTION

This report assesses an application for Corner of Wellington St & Marlborough St (adjacent to 1-3 Marlborough St), LONGFORD to construct Kerb realignment and installation of bollard and vehicle safety barriers (Heritage Precinct).

2 BACKGROUND

Applicant:
 Northern Midlands Council

Owner:
 Northern Midlands Council

Zone:
 Utilities Zone
 General Business Zone

Codes:
 Carparking & Sustainable Transport Code;
 Heritage Code;
 Heritage Precincts Specific Area Plan.

Classification under the Scheme:
 Utilities

Existing Use:
 Utilities

Deemed Approval Date:
 04-Jul-22

Recommendation:
 Approve

Discretionary Aspects of the Application

- Reliance on the performance criteria of the Local Historic Heritage Code and Heritage Precincts SAP.

Planning Instrument: *Northern Midlands Interim Planning Scheme 2013, Version 38, Effective from 22nd February 2022.*

Subject site



3 STATUTORY REQUIREMENTS

The proposal is an application pursuant to section 57 of the *Land Use Planning & Approvals Act 1993* (i.e. a discretionary application).

Section 48 of the *Land Use Planning & Approvals Act 1993* requires the Planning Authority to observe and enforce the observance of the Planning Scheme. Section 51 of the *Land Use Planning & Approvals Act 1993* states that a person must not commence any use or development where a permit is required without such permit.

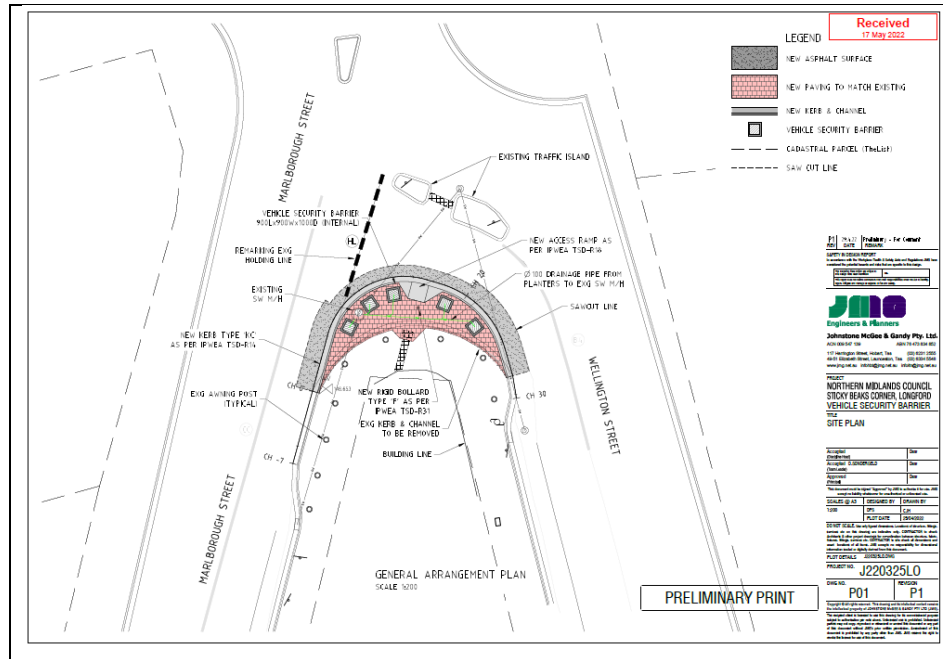
4 ASSESSMENT

4.1 Proposal

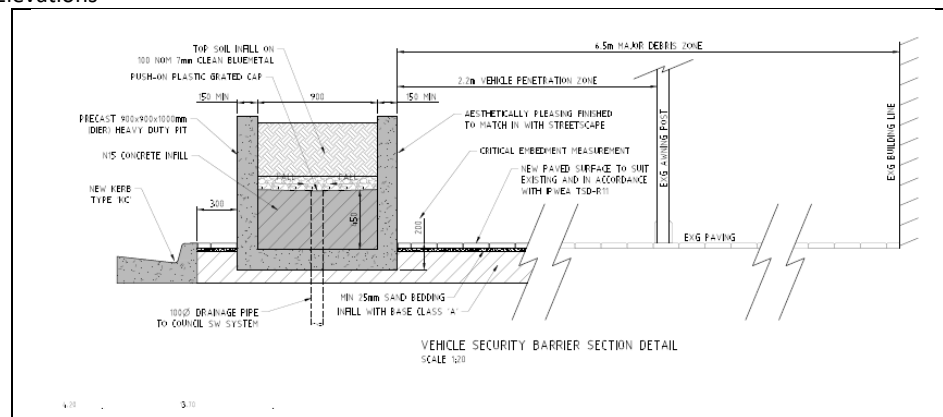
It is proposed to:

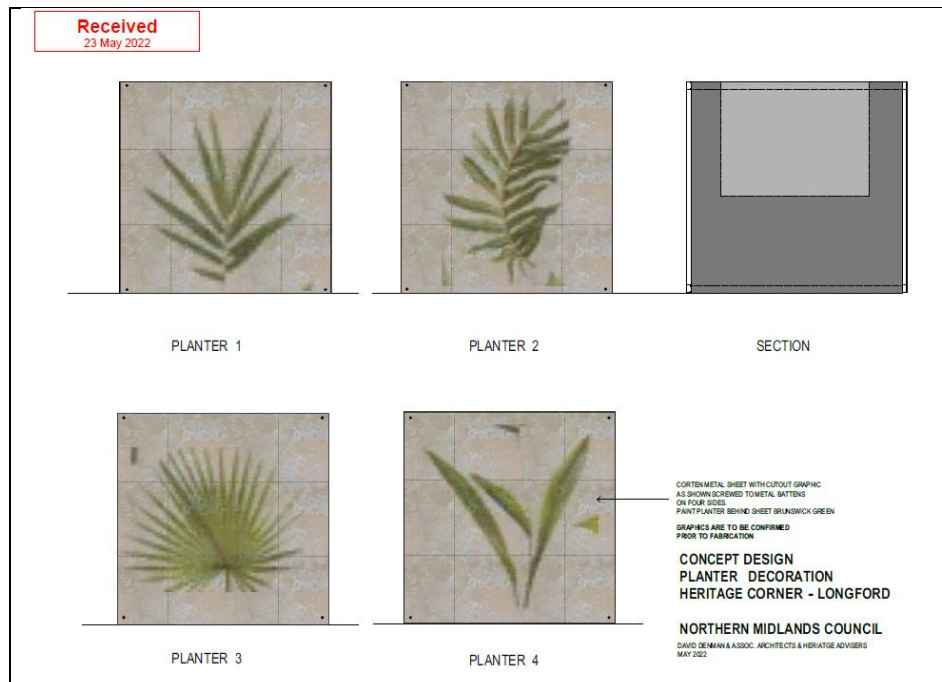
- Kerb realignment and installation of bollard and vehicle safety barriers (Heritage Precinct).

Site Plan



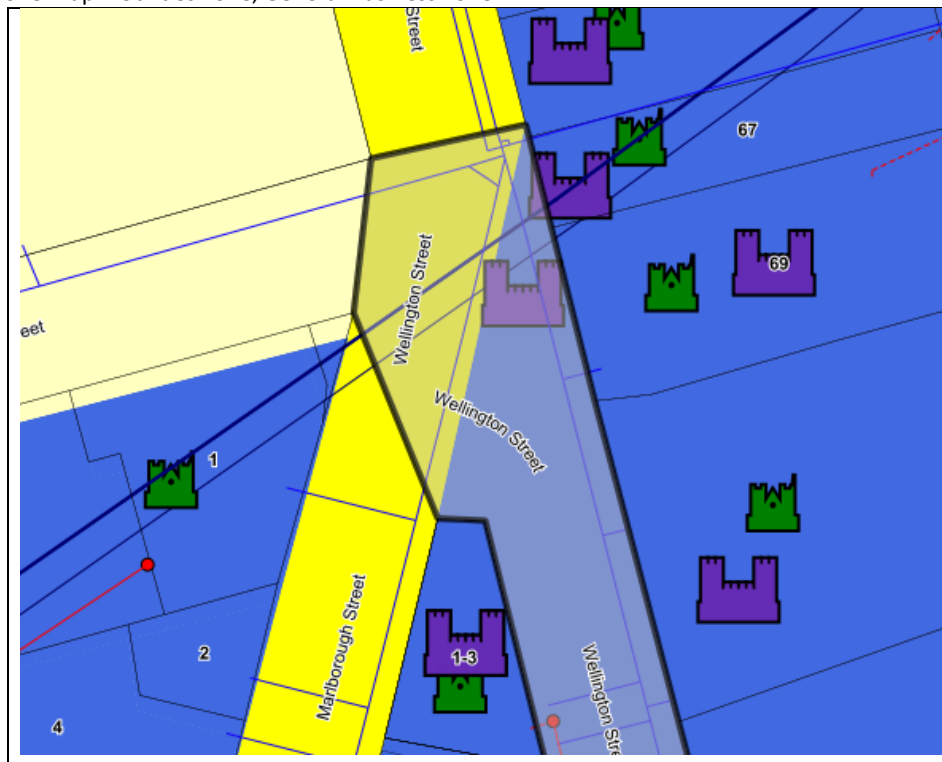
Elevations





4.2 Zone and land use

Zone Map – Utilities Zone, General Business Zone



The land is zoned Utilities Zone and General Business Zone and is within the Heritage Precinct.

The relevant Planning Scheme definition is:

<i>utilities</i>	<p><i>use of land for utilities and infrastructure including:</i></p> <ul style="list-style-type: none"> <i>(a) telecommunications;</i> <i>(b) electricity generation;</i> <i>(c) transmitting or distributing gas, oil, or power;</i> <i>(d) transport networks;</i> <i>(e) collecting, treating, transmitting, storing or distributing water; or</i> <i>(f) collecting, treating, or disposing of storm or floodwater, sewage, or sullage.</i> <p><i>Examples include an electrical sub-station or powerline, gas, water or sewerage main, optic fibre main or distribution hub, pumping station, railway line, retarding basin, road, sewage treatment plant, storm or flood water drain, water storage dam and weir.</i></p>
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Utilities (if not for minor utilities) is Permitted in the Utilities Zone.

Utilities (if not for minor utilities) is Discretionary in the General Business Zone.

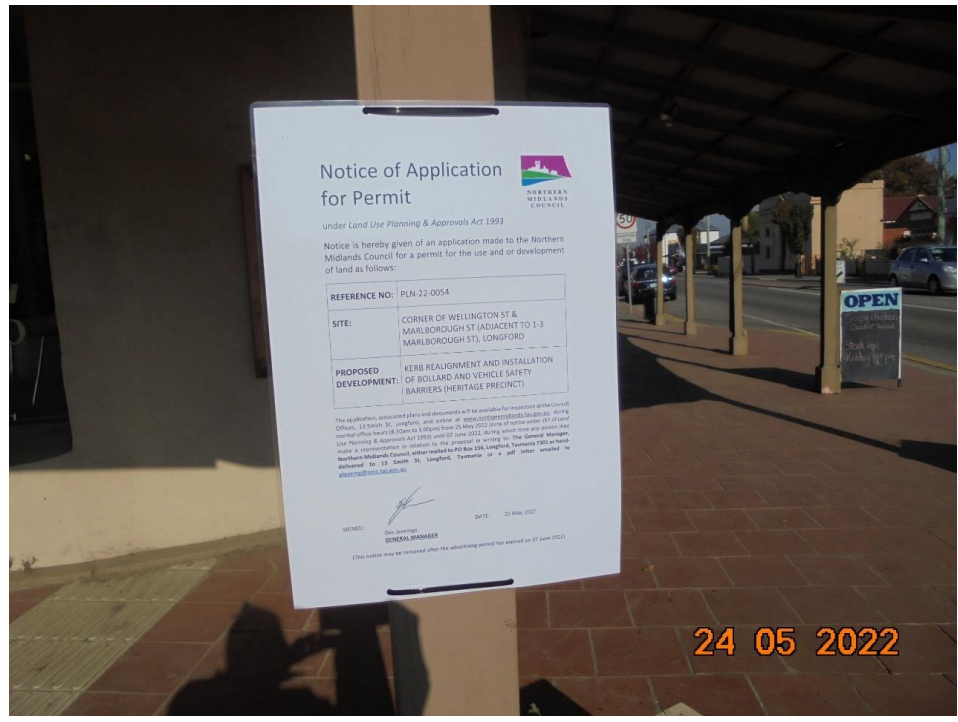
4.3 Subject site and locality

A site inspection was carried out by Ryan Robinson, Planner on 24th May 2022. The subject site is on the corner of Wellington Street and Marlborough Street and north of Steaky Beaks Café.

Aerial photograph of area



Photographs of subject site







4.4 Permit/site history

Relevant permit history includes:

- Nil

4.5 Representations

Notice of the application was given in accordance with Section 57 of the *Land Use Planning & Approvals Act 1993*. A review of Council's Records management system after completion of the public exhibition period revealed that no representations were received.

4.6 Referrals

The only referrals required were as follows:

Council's Works Department

Summary: Council's Works & Infrastructure Department (Jonathan Galbraith) reported on 23/5/22 that the Department has no comment in relation to this application.

TasWater

Summary: TasWater advised on 2 June 2022 that it has been determined that the proposed development does not require a submission from TasWater.

Heritage Adviser

Summary:

Council's Heritage Advisor, Tony Purse, reviewed the application on 9 June 2022. Mr. Purse noted that he had no objections to the proposal and his comments form the Heritage Code assessment of this report.

Tasmanian Heritage Council

Precis: As the property is on the Register of the Tasmanian Heritage Council, the proposal was referred to THC. A Notice of No Interest dated 24 May 2022 has been received.

Department of State Growth

Precis: The Department advised on 24/05/2022 that they do not object to the proposal noting this is a Vulnerable Road User Program project, however it is noted that works within the State road reservation are required. A condition is requested to be included upon any permit issued.

4.7 Planning Scheme Assessment

GENERAL BUSINESS ZONE
ZONE PURPOSE
<i>To provide for business, community, food, professional and retail facilities serving a town or group of suburbs. To create through good urban design:</i>
<i>a) an attractive and safe environment; and</i>
<i>b) activity at pedestrian levels with active road frontages offering interest and engagement to shoppers and;</i>
<i>c) appropriate provision for car parking, pedestrian access and traffic circulation.</i>
Assessment: The proposal meets the zone purpose.

LOCAL AREA OBJECTIVES
<i>To consolidate growth within the existing urban land use framework of the towns of Campbell Town, Longford and Perth.</i>
<i>To manage development in the General business zone so as to conserve and enhance the quality of the Heritage Precincts in the Campbell Town, Longford, and Perth town centres.</i>
<i>To ensure developments within street reservations contribute positively to the context of the Heritage Precincts in each settlement.</i>
Assessment: The proposal meets the local area objectives.

21.3 Use Standards**21.3.1 Amenity**

Objective To ensure that the use of land is not detrimental to the amenity of the surrounding area in terms of noise, emissions, operating hours or transport.	
Acceptable Solutions	Performance Criteria
A1 Commercial vehicles (except for visitor accommodation and recreation) must only operate between 6.00am and 10.00pm Monday to Sunday.	P1 Commercial vehicles (except for visitor accommodation and recreation) must not cause or be likely to cause an environmental nuisance through emissions including noise and traffic movement, odour, dust and illumination.
Complies with A1 – no change.	N/a
A2 Noise levels at the boundary of the	P2 Noise must not cause unreasonable

site with any adjoining land must not exceed: a) 50dB(A) day time; and b) 40dB(A) night time; and c) 5dB(A) above background for intrusive noise.	loss of amenity to nearby sensitive uses.
No change.	N/a

21.4 Development Standards**21.4.1 Siting, Design and Built Form**

Objective To ensure that buildings are visually compatible with surrounding development.	
Acceptable Solutions	Performance Criteria
A1 The entrance of a building must be: a) clearly visible from the road or publicly accessible areas on the site; and b) provide a safe access for pedestrians.	P1 No performance criteria.
N/a	N/a
A2 Building height must not exceed: a) 8m; or b) 1m greater than the average of the heights of buildings on immediately adjoining lots.	P2 Building height must: a) be consistent with the local area objectives if any, and b) have regard to the streetscape and the desirability of a greater setback for upper floors from the frontage; and c) avoid unreasonable levels of overshadowing to public places or adjoining properties.
N/a	N/a
A3.1 Buildings must be: set back the same as or less than the setback of an immediately adjoining building; A3.2 Extensions or alterations to existing buildings must not reduce the existing setback.	P3 Building setbacks must: a) provide for enhanced levels of public interaction or public activity; and b) ensure the efficient use of the site; and c) be consistent with the established setbacks within the immediate area and the same zone; and d) be consistent with the local area objectives, if any; and e) provide for emergency vehicle access.
N/a	N/a

21.4.2 Subdivision – N/a

UTILITIES ZONE	
ZONE PURPOSE	
28.1.1 Zone Purpose Statements	
28.1.1.1	To provide land for major utilities installations and corridors.
28.1.1.2	To provide for other compatible uses where they do not adversely impact on the utility.
Assessment: The proposal meets the zone purpose.	

LOCAL AREA OBJECTIVES	
There are no desired local area objectives.	
Assessment: The proposal meets the local area objectives.	

USE AND DEVELOPMENT STANDARDS	
28.3 Use Standards	
28.3.1 Capacity of existing utilities	
Objective To ensure that uses do not compromise the capacity of utility services.	
Acceptable Solutions	Performance Criteria
A1 If for permitted or no permit required uses.	P1 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.
Complies with A1 – permitted use.	N/a

28.4 Development Standards	
28.4.1 Building Design and Siting	
Objective To ensure that the siting and design of development: a) considers the impacts to adjoining lots; and b) furthers the local area objectives and desired future character statements for the area, if any.	
Acceptable Solutions	Performance Criteria

<p>A1 Height must not exceed:</p> <p>a) 10m; or</p> <p>b) 15 m for ancillary antenna and masts for communication devices.</p>	<p>P1.1 Height must:</p> <p>a) minimise the visual impact having regard to:</p> <p>i) prevailing character of the landscape or urban pattern of the surrounding area; and</p> <p>ii) form and materials; and</p> <p>iii) the contours or slope of the land;</p> <p>iv) existing screening or the ability to implement/establish screening through works or landscaping; and</p> <p>v) The functional requirements of the proposed development or use; and</p> <p>b) protect the amenity of residential uses in the area from unreasonable impacts having regard to:</p> <p>i) the surrounding pattern of development; and</p> <p>ii) the existing degree of overlooking and overshadowing; and</p> <p>iii) methods to reduce visual impact; or</p> <p>P1.2 Where development is unavoidably prominent in the landscape, it must provide a significant community benefit.</p>
<p>N/a</p>	<p>N/a</p>
<p>A2 Buildings must be set back from all boundaries a minimum distance of 3m.</p>	<p>P2 Building setbacks must:</p> <p>a) complement existing building setbacks in the immediate area; and</p> <p>b) minimise adverse impacts on adjoining land uses having regard to:</p> <p>i) the form of the building; and</p> <p>ii) the contours or slope of the land; and</p> <p>iii) methods to reduce visual impact; and</p> <p>c) protect the amenity of adjoining residential uses from unreasonable impacts of overshadowing and overlooking having regard to:</p> <p>i) the surrounding pattern of development; and</p> <p>ii) the existing degree of overlooking and overshadowing; and</p> <p>iii) methods to reduce overlooking and overshadowing.</p>
<p>N/a</p>	<p>N/a</p>

28.4.2 Subdivision – N/a

CODES		
E1.0	BUSHFIRE PRONE AREAS CODE	N/a
E2.0	POTENTIALLY CONTAMINATED LAND	N/a
E3.0	LANDSLIP CODE	N/a
E4.0	ROAD AND RAILWAY ASSETS CODE	N/a
E.5.0	FLOOD PRONE AREAS CODE	N/a
E6.0	CAR PARKING AND SUSTAINABLE TRANSPORT CODE	Complies – no requirements or changes
E7.0	SCENIC MANAGEMENT CODE	N/a
E8.0	BIODIVERSITY CODE	N/a
E9.0	WATER QUALITY CODE	N/a
E10.0	RECREATION AND OPEN SPACE CODE	N/a
E11.0	ENVIRONMENTAL IMPACTS & ATTENUATION CODE	N/a
E12.0	AIRPORTS IMPACT MANAGEMENT CODE	N/a
E13.0	LOCAL HISTORIC HERITAGE CODE	Complies – See code assessment below
E14.0	COASTAL CODE	N/a
E15.0	SIGNS CODE	N/a

Assessment against E13.0 (Local Historic Heritage Code)

E13.1 Purpose

E13.1.1 The purpose of this provision is to:

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

E13.2 Application of the Code

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

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

E13.3 Use or Development Exempt from this Code

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

- a) works required to comply with an Emergency Order issued under Section 162 of the Building Act 2000;*

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

Comment:

The subject site is within a *Heritage Precinct*.

E13.5 USE STANDARDS**E13.5.1 Alternative Use of heritage buildings**

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

Comment: N/a

E13.6 DEVELOPMENT STANDARDS**E13.6.1 Demolition**

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

	<p>either wholly or in part; or</p> <p>d) the building is identified as non-contributory within a precinct identified in Table E13.1: Heritage Precincts, if any; and</p> <p>P1.2 Demolition must not detract from meeting the management objectives of a precinct identified in Table E13.1: Heritage Precincts, if any.</p>
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Comment: N/a

E13.6.2 Subdivision and development density

<p><i>Objective: To ensure that subdivision and development density does not impact on the historic heritage significance of local heritage places and the ability to achieve management objectives within identified heritage precincts.</i></p>	
Acceptable Solutions	Performance Criteria
<p>A1 No acceptable solution.</p>	<p>P1 Subdivision must:</p> <p>a) be consistent with and reflect the historic development pattern of the precinct or area; and</p> <p>b) not facilitate buildings or a building pattern unsympathetic to the character or layout of buildings and lots in the area; and</p> <p>c) not result in the separation of building or structures from their original context where this leads to a loss of historic heritage significance; and</p> <p>d) not require the removal of vegetation, significant trees of garden settings where this is assessed as detrimental to conserving the historic heritage significance of a place or heritage precinct; and</p> <p>e) not detract from meeting the management objectives of a precinct identified in Table E13.1: Heritage Precincts, if any.</p>

Comment: N/a

E13.6.3 Site Cover

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

Comment: N/a

E13.6.4 Height and Bulk of Buildings

<p><i>Objective: To ensure that the height and bulk of buildings are consistent with historic heritage significance of local heritage places and the ability to achieve management objectives within identified heritage precincts.</i></p>	
Acceptable Solutions	Performance Criteria
<p>A1 New building must be in accordance with the acceptable development criteria for</p>	<p>P1.1 The height and bulk of any proposed buildings must not adversely affect the importance, character and appearance of the building or place, and the</p>

heights of buildings or structures within a precinct identified in Table E13.1: Heritage Precincts, if any.	<p>appearance of adjacent buildings; and</p> <p>P1.2 Extensions proposed to the front or sides of an existing building must not detract from the historic heritage significance of the building; and</p> <p>P1.3 The height and bulk of any proposed buildings must not detract from meeting the management objectives of a precinct identified in Table E13.1: Heritage Precincts, if any.</p>
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Comment: N/a

E13.6.5 Fences

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

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

Comment: N/a

E13.6.6 Roof Form and Materials

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

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

Comment: N/a

E13.6.7 Wall materials

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

Acceptable Solutions	Performance Criteria
A1 Wall materials must be in accordance with the acceptable development criteria for wall materials within a precinct identified in Table E13.1:	<p>P1 Wall material for new buildings and structures must:</p> <p>a) be complementary to wall materials of the dominant buildings on the site or in the precinct; and</p> <p>b) not detract from meeting the management objectives of a precinct identified in Table E13.1:</p>

<i>Heritage Precincts, if any.</i>	<i>Heritage Precincts, if any.</i>
<u>Comment:</u> N/a	

E13.6.8 Siting of Buildings and Structures

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

Comment: Satisfies the performance criteria.

E13.6.9 Outbuildings and Structures

<i>Objective: To ensure that the siting of outbuildings and structures does not detract from the historic heritage significance of local heritage places and the ability to achieve management objectives within identified heritage precincts.</i>	
Acceptable Solutions	Performance Criteria
A1 <i>Outbuildings and structures must be:</i> a) <i>set back an equal or greater distance from the principal frontage than the principal buildings on the site; and</i> b) <i>in accordance with the acceptable development criteria for roof form, wall material and site coverage within a precinct identified in Table E13.1: Heritage Precincts, if any.</i>	P1 <i>New outbuildings and structures must be designed and located;</i> a) <i>to be subservient to the primary buildings on the site; and</i> b) <i>to not detract from meeting the management objectives of a precinct identified in Table E13.1: Heritage Precincts, if any.</i>

Comment: N/a

E13.6.10 Access Strips and Parking

<i>Objective: To ensure that access and parking does not detract from the historic heritage significance of local heritage places and the ability to achieve management objectives within identified heritage precincts.</i>	
Acceptable Solutions	Performance Criteria
A1 <i>Car parking areas for non-residential purposes must be:</i> a) <i>located behind the primary buildings on the site; or</i> b) <i>in accordance with the acceptable development criteria for access and parking as within a precinct identified in Table 1: Heritage Precincts, if any.</i>	P1 <i>Car parking areas for non-residential purposes must not:</i> a) <i>result in the loss of building fabric or the removal of gardens or vegetated areas where this would be detrimental to the setting of a building or its historic heritage significance; and</i> b) <i>detract from meeting the management objectives of a precinct identified in Table E13.1: Heritage Precincts, if any.</i>

Comment: N/a

E13.6.11 Places of Archaeological Significance

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

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

Comment: N/a

E13.6.12 Tree and Vegetation Removal

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

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

Comment: N/a

E13.6.13 Signage

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

Acceptable Solutions	Performance Criteria
A1 Must be a sign identifying the number, use, heritage significance, name or occupation of the owners of the property not greater than 0.2m ² .	<p>P1 New signs must be of a size and location to ensure that:</p> <p>a) period details, windows, doors and other architectural details are not covered or removed; and</p> <p>b) heritage fabric is not removed or destroyed through attaching signage; and</p> <p>c) the signage does not detract from the setting of a heritage place or does not unreasonably impact on the view of the place from public viewpoints; and</p> <p>d) signage does not detract from meeting the management objectives of a precinct identified in Table E13.1: Heritage Precincts, if any.</p>

Comment: N/a

E13.6.14 Maintenance and Repair

Objective

To ensure that maintenance and repair of buildings is undertaken to be sympathetic to, and not detract from the historic cultural heritage significance of local heritage places and precincts.

Acceptable Solution

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

Comment: N/a

Table E13.1: Local Heritage Precincts

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

Existing Character Statement - Description and Significance
<p>LONGFORD HERITAGE PRECINCT CHARACTER STATEMENT</p> <p>The Longford Heritage Precinct is unique because it is the core of an intact nineteenth century townscape, rich with significant structures and the atmosphere of a centre of trade and commerce for the district. Traditional commercial buildings line the main street, flanked by two large public areas containing the Christ Church grounds and the War Memorial. The street then curves gently at Heritage Corner towards Cressy, and links Longford to the surrounding rural farmland, creating views to the surrounding countryside and a gateway to the World Heritage listed Woolmers and Brickendon estates. Heritage residential buildings are tucked behind the main street comprising traditional styles from the mid nineteenth century to the early twentieth century, including significant street trees, picket fences and cottage gardens. The rural township feel is complemented by a mix of businesses serving local needs, tourism and historic interpretation. Longford's heritage ambience has been acknowledged, embraced and built on by many of those who live in or visit the town.</p>
Management Objectives
<p>To ensure that new buildings, additions to existing buildings, and other developments which are within the Heritage Precincts do not adversely impact on the heritage qualities of the streetscape, but contribute positively to the Precinct.</p> <p>To ensure developments within street reservations in the towns and villages having Heritage Precincts do not to adversely impact on the character of the streetscape but contribute positively to the Heritage Precincts in each settlement.</p>

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

SPECIFIC AREA PLANS	
F1.0 TRANSLINK SPECIFIC AREA PLAN	N/a
F2.0 HERITAGE PRECINCTS SPECIFIC AREA PLAN	Complies – See Specific Area Plan assessment below

Assessment against F2.0 (Heritage Precincts Specific Area Plan)	
F2.1	Purpose of Specific Area Plan
F2.1.1	In addition to, and consistent with, the purpose of E13.0 Local Historic Heritage Code, the purpose of this Specific Area Plan is to ensure that development makes a positive contribution to the streetscape within the Heritage Precincts.
F2.2	Application of Specific Area Plan
F2.2.1	This Specific Area Plan applies to those areas of land designated as Heritage Precincts on the Planning Scheme maps.
F2.2.2	The following development is exempt from this Specific Area Plan:
a)	works required to comply with an Emergency Order issued under section 162 of the Building Act 2000;

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

F2.3 Definitions

F2.3.1 Streetscape

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

F2.3.2 Heritage-Listed Building

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

F2.4 Requirements for Design Statement

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

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

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

Comment: Although the subject site is within the Heritage Precincts Specific Area Plan, the proposal will not have an effect on the streetscape.

SPECIAL PROVISIONS	
9.1 Changes to an Existing Non-conforming Use	N/a
9.2 Development for Existing Discretionary Uses	N/a
9.3 Adjustment of a Boundary	N/a
9.4 Demolition	N/a
9.5 Change of Use of a Place listed on the Tasmanian Heritage Register or a heritage place	N/a

9.6 Change of Use	N/a
9.7 Access and Provision of Infrastructure Across Land in Another Zone	N/a
9.8 Buildings Projecting onto Land in a Different Zone	N/a
9.9 Port and Shipping in Proclaimed Wharf Areas	N/a

STATE POLICIES

The proposal is consistent with all State Policies.

OBJECTIVES OF LAND USE PLANNING & APPROVALS ACT 1993

The proposal is consistent with the objectives of the *Land Use Planning & Approvals Act 1993*.

STRATEGIC PLAN/ANNUAL PLAN/COUNCIL POLICIES

Strategic Plan 2017-2027
Statutory Planning

5 FINANCIAL IMPLICATIONS TO COUNCIL

Not applicable to this application.

6 OPTIONS

Approve subject to conditions, or refuse and state reasons for refusal.

7 DISCUSSION

Discretion to refuse the application is limited to:

- Reliance on the performance criteria of the Local Historic Heritage Code and Heritage Precincts SAP.

Conditions that relate to any aspect of the application can be placed on a permit.

The proposal will be conditioned to be used and developed in accordance with the proposal plans.

RECOMMENDATION

That land at Corner of Wellington St & Marlborough St (adjacent to 1-3 Marlborough St), LONGFORD be approved to be developed and used for a Kerb realignment and installation of bollard and vehicle safety barriers (Heritage Precinct) in accordance with application PLN-22-0054, and subject to the following conditions:

1 Layout not altered

The use and development shall be in accordance with the endorsed plans numbered **P1 – P4** (*Proposal plans prepared by JMG Engineers & Planners, Drawing No: J220325LO, Sheet No's: P01-P04, Dated: 29.4.22*); and **P5** (*Concept Design Planter Decoration, David Denman & Associates Architects & Heritage Advisers, Dated: May 2022*).

2 Department of State Growth conditions

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

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



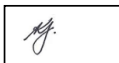
.....
Rebecca Green
PLANNING CONSULTANT
Date: 9 June 2022



.....
Paul Godier
SENIOR PLANNER
Date: 20 June 2022

Note: The application became valid on 28 March 2022; therefore, the statutory processing period in which Council is required to deal with the application expires 04-Jul-22. At the time of completing this report, an extension of time was not required.

Delegation:



Approved by delegation without changes to the conditions in the report.
Conditions copied onto permit as per report.

Northern Midlands Interim Planning Scheme 2013



Planning Permit PLN-22-0054 - 1

In accordance with Division 2 of the *Land Use and Planning Approvals Act 1993*, the Northern Midlands Council (Planning Authority) hereby grants a permit for –

ADDRESS OF LAND:

Lot 0 Corner of Wellington St & Marlborough St (adjacent
to 1-3 Marlborough St), LONGFORD TAS 7301

P/N:0 PLN-22-0054 - 1
CT 0

THIS PERMIT ALLOWS FOR:

The land at Corner of Wellington St & Marlborough St (adjacent to 1-3 Marlborough St), LONGFORD be approved to be developed and used for a Kerb realignment and installation of bollard and vehicle safety barriers (Heritage Precinct) in accordance with application PLN-22-0054, and subject to the following conditions:

1 Layout not altered

The use and development shall be in accordance with the endorsed plans numbered **P1-P8** (*Plans prepared by JMG Engineers & Planners, Drawing No: J220325LO, Sheet No's: coversheet, C01-C07, Rev: A, Dated: 05/07/2022*); and **P9** (*Concept Design Planter Decoration, David Denman & Associates Architects & Heritage Advisers, Dated: May 2022*).

2 Department of State Growth conditions

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

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

Paul Godier

.....
Paul Godier

SENIOR PLANNER

Date of original permit: 20 June 2022

Amended: 06 September 2022

Notes

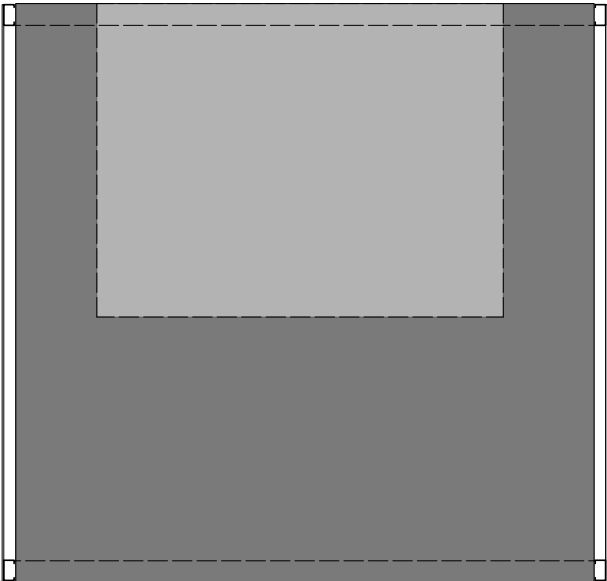
- A This permit lapses after a period of two years from the date of granting of this permit if the use or development has not substantially commenced within that period.
- B The issue of this planning permit does not certify compliance with the *Building Code of Australia*, the *Disability Discrimination Act 1992* or any other applicable legislation.



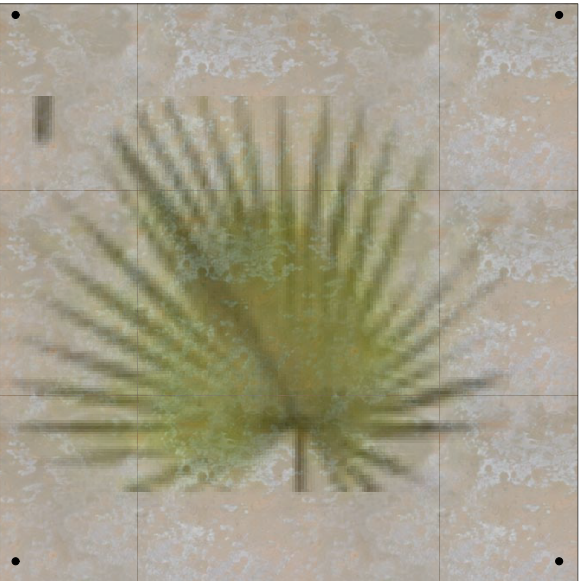
PLANTER 1



PLANTER 2



SECTION



PLANTER 3



PLANTER 4

CORTEN METAL SHEET WITH CUTOUT GRAPHIC
AS SHOWN SCREWED TO METAL BATTENS
ON FOUR SIDES.
PAINT PLANTER BEHIND SHEET BRUNSWICK GREEN

GRAPHICS ARE TO BE CONFIRMED
PRIOR TO FABRICATION

**CONCEPT DESIGN
PLANTER DECORATION
HERITAGE CORNER - LONGFORD**

NORTHERN MIDLANDS COUNCIL

DAVID DENMAN & ASSOC. ARCHITECTS & HERIATGE ADVISERS
MAY 2022

**STICKY BEAK CORNER, LONGFORD
NORTHERN MIDLANDS COUNCIL
J220325LO**

DRAWING SCHEDULE		
No.	DESCRIPTION	REV
C01	GENERAL NOTES - SHEET 1 OF 2	P1
C02	GENERAL NOTES - SHEET 2 OF 2	P1
C03	GENERAL ARRANGEMENT PLAN	P2
C04	KERB LONGITUDINAL SECTION	P1
C05	DETAILED SECTIONS	P1
C06	VEHICLE SECURITY PROTECTION ZONES	P1
C07	DESIGN VEHICLE TURNING MOVEMENTS	P1
C08	VEHICLE TURNING TEMPLATES	P1



Received
31.05.2022

GENERAL

WORK HEALTH & SAFETY NOTICE:
JMG HAVE CONSIDERED THE HAZARDS AND RISKS ASSOCIATED WITH THE CONSTRUCTION, OPERATION, MAINTENANCE AND EVENTUAL DEMOLITION OF THIS PROJECT. THERE ARE A NUMBER OF HAZARDS AND HENCE RISKS WHICH ARE NOT UNIQUE TO THIS PROJECT WHICH NEED TO BE MANAGED DURING THESE PHASES. JMG REMIND CONSTRUCTORS, OPERATORS, MAINTAINERS AND DEMOLISHERS OF THEIR RESPONSIBILITIES UNDER WORK HEALTH & SAFETY ACTS AND REGULATIONS. THE FOLLOWING RISKS HAVE BEEN IDENTIFIED WHICH ARE UNUSUAL TO THIS PROJECT:

UNLESS SPECIFIED OTHERWISE BY DOCUMENTATION SPECIFIC TO THIS PROJECT ALL DIMENSIONS, MATERIALS, WORKMANSHIP ETC SHALL COMPLY WITH DSG STANDARD CONTRACT DOCUMENTS AND SPECIFICATIONS (R SERIES) AND IPWEA SUBDIVISION STANDARD DRAWINGS (INCLUDING THE AUTHORITIES LISTED DEPARTURES FROM THE IPWEA STANDARD DRAWINGS) VERSION 3 ISSUED DECEMBER 2020.

ONLY THOSE SERVICES CONSPICUOUS DURING FIELD SURVEYS HAVE BEEN PLOTTED. THE LOCATION OF THESE SERVICES IS APPROXIMATE ONLY AND NO GUARANTEE IS GIVEN THAT ALL SERVICES ARE SHOWN. THE CONTRACTOR SHALL CONFIRM ON SITE PRIOR TO THE START OF WORKS THE LOCATION OF ALL SERVICES WITH THE RELEVANT AUTHORITY.

THE CONTRACTOR MUST POTHOLE ALL EXISTING SERVICES AT PROPOSED CROSSING POINTS WITH NEW SERVICES, STRUCTURES AND WHERE UNDER REDUCED FINISHED SURFACE LEVELS PRIOR TO THE COMMENCEMENT OF WORKS TO DETERMINE IF THE EXISTING OR PROPOSED SERVICE WILL BE ADVERSELY AFFECTED BY CLASH OR REDUCED MINIMUM COVER. THE CONTRACTOR MUST POTHOLE EXISTING SERVICES AT ALL PROPOSED CONNECTION POINTS FOR NEW SERVICES TO CONFIRM THAT MINIMUM COVER AND OR GRADIENT FOR THE NEW SERVICE WILL BE ACHIEVED. WHERE A CONFLICT WITH AN EXISTING OR PROPOSED SERVICE IS IDENTIFIED THE CONTRACTOR SHALL SEEK DIRECTION FROM THE SUPERINTENDENT. NO CLAIM FOR VARIATION OR EXTENSION OF TIME WILL BE CONSIDERED AS A RESULT OF THE CONTRACTORS FAILURE TO UNDERTAKE THIS INVESTIGATION, AT A SUFFICIENT TIME PRIOR TO THE INSTALLATION WORKS, TO ALLOW ANY REDESIGN TO OCCUR.

PRIOR TO THE COMMENCEMENT OF SITE WORKS THE CONTRACTOR SHALL PREPARE, SUBMIT AND GAIN APPROVAL FROM THE RELEVANT COUNCIL FOR A SOIL AND WATER MANAGEMENT PLAN FOR THE CONSTRUCTION WORKS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE INSTALLATION AND MAINTENANCE OF ALL REQUIRED PROTECTION MEASURES FOR THE DURATION OF THE CONTRACT AND UNTIL NEW VEGETATION IS FULLY ESTABLISHED.

ALL SITE WORKS SHALL BE UNDERTAKEN IN ACCORDANCE WITH THE ENVIRONMENTAL CONDITIONS OF THE PLANNING PERMIT. ALL CONSTRUCTION EQUIPMENT ENTERING AND LEAVING THE SITE SHALL BE WASHED IN ACCORDANCE WITH THE REQUIREMENTS OF THE EPA.

PRIOR TO THE COMMENCEMENT OF ANY COUNCIL INFRASTRUCTURE WORKS, THE CONTRACTOR SHALL APPLY TO COUNCIL, AND RECEIVE A PERMIT TO CONSTRUCT PUBLIC INFRASTRUCTURE.

FOR WORKS WITHIN THE ROAD RESERVATION THE CONTRACTOR SHALL APPLY FOR AND RECEIVE A ROAD OPENING PERMIT FROM COUNCIL PRIOR TO THE COMMENCEMENT OF WORKS, THIS APPLICATION SHALL INCLUDE THE PREPARATION OF TRAFFIC AND PEDESTRIAN MANAGEMENT PLANS AS APPLICABLE.

PRIOR TO THE COMMENCEMENT OF ANY TASWATER INFRASTRUCTURE WORKS, THE CONTRACTOR SHALL APPLY TO TASWATER, AND RECEIVE A PERMIT TO CONSTRUCT TASWATER INFRASTRUCTURE.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE INSTALLATION AND MAINTENANCE OF ALL PEDESTRIAN AND TRAFFIC MANAGEMENT DEVICES TO COMPLY WITH AS1742 FOR THE DURATION OF THE WORKS.

THE CONTRACTOR SHALL PREPARE IN ELECTRONIC (.DWG) FORMAT "AS CONSTRUCTED" DRAWINGS TO THE SATISFACTION OF JMG, COUNCIL MUNICIPAL ENGINEER AND/OR TASWATER SHOWING THE AS INSTALLED LOCATION OF ALL ABOVE AND BELOW GROUND WORKS. CONFIRMATION OF APPROVAL, FROM THE RELEVANT AUTHORITIES, OF THE COMPLETED DRAWINGS SHALL BE SUBMITTED TO THE SUPERINTENDENT PRIOR TO THE ISSUING OF THE CERTIFICATE OF PRACTICAL COMPLETION.

ALL PIPEWORK (WATER, SEWER AND STORMWATER) PROFILE LEVELS ARE TO THE PIPE INVERT LEVEL. ALLOW ADDITIONAL TRENCHING DEPTH FOR BEDDING AS INDICATED ON THE TYPICAL DETAILS.

THE CONTRACTOR IS RESPONSIBLE FOR COMPLYING WITH ALL CONDITIONS OF THE PLANNING PERMIT, A COPY OF WHICH MUST BE KEPT ON SITE.

PROPRIETARY PRODUCTS ARE TO BE INSTALLED IN ACCORDANCE WITH THE MANUFACTURER'S WRITTEN INSTRUCTIONS.

EARTHWORKS

DEMOLISH AND REMOVE ALL CONCRETE SLABS, KERBS, WALLS ETC. AS NOTED AND REQUIRED FOR THE CONSTRUCTION OF THE NOMINATED WORKS.

FOLLOWING DEMOLITION AND REMOVAL OF SLABS, KERBS ETC. AND STRIPPING OF THE SITE TO THE REQUIRED FORMATION LEVELS, GRADE SUB-GRADE TO A SMOOTH PROFILE AND

CONSOLIDATE TO 98% MAXIMUM DRY DENSITY (AS 1289.5) PROOF ROLL IN THE PRESENCE OF THE CONSULTING ENGINEER USING A SINGLE AXLE RIGID TRUCK WITH A FULL LEGAL LIMIT LOAD, REMOVE ANY UNSUITABLE SOFT, WET OR HEAVING MATERIAL AS DIRECTED BY THE SUPERINTENDENT AND REPLACE WITH COMPACTED SELECT FILL IN LAYERS NOT EXCEEDING 200mm LOOSE TO ACHIEVE 98% STANDARD COMPACTION (AS1289.5).

ALL STRIPPED TOPSOIL SHALL BE STOCKPILED ON-SITE FOR RESPREADING ON BATTERS AND DISTURBED AREAS, ALL EXCESS EXCAVATED MATERIAL SHALL BECOME THE PROPERTY OF THE CONTRACTOR AND SHALL BE DISPOSED OF OFF SITE AT THE CONTRACTORS COST UNLESS APPROVED OTHERWISE BY THE SUPERINTENDENT.

ANY IMPORTED FILL MATERIAL FOR UNDER ROADWAYS AND CARPARKS SHALL BE WELL GRADED WITH A MAXIMUM PARTICLE SIZE OF 75mm, 80% LESS THAN 20mm, HAVE A MINIMUM CBR VALUE OF 15% AND A PLASTICITY INDEX LESS THAN 12%. COMPACT TO A MINIMUM OF 95% STANDARD COMPACTION TO DSG SPECIFICATION R22 IN LAYERS NOT EXCEEDING 200mm LOOSE THICKNESS.

ALL EARTHWORKS INCLUDING EMBANKMENTS SHALL BE PREPARED AND CONSTRUCTED TO DSG SPECIFICATION R22 & R23

WHERE EMBANKMENT FILLS EXCEED 400mm IN HEIGHT ABOVE STRIPPED SURFACE LEVEL THE CONTRACTOR SHALL PROVIDE COMPACTION TEST RESULTS FOR THE PLACED MATERIAL AT A RATE OF AT LEAST 1 PER 500M2 OR A MINIMUM OF 2 PER LAYER WHICHEVER IS THE GREATER UNLESS APPROVED OTHERWISE BY THE SUPERINTENDENT. EMBANKMENT COMPACTION SHALL BE IN ACCORDANCE WITH DSG SPECIFICATION R22 TABLE 22.3.

WHERE EMBANKMENTS ARE TO BE CONSTRUCTED ON NATURAL GROUND WITH SLOPES EXCEEDING 3 HORIZONTAL TO 1 VERTICAL (3:1) THE FOUNDATION SHALL BE CUT INTO HORIZONTAL BENCHES TO DSG SPECIFICATION R22.9.1 PRIOR TO THE COMMENCEMENT OF EMBANKMENT CONSTRUCTION.

DURING FORMATION WORKS THE CONTRACTOR SHALL ENSURE THAT ADEQUATE STEPS ARE TAKEN TO PROTECT THE SUBGRADE FROM WET WEATHER PRIOR TO THE PLACEMENT OF THE SUB-BASE. NO CLAIM WILL BE CONSIDERED AS A RESULT OF THE CONTRACTORS FAILURE TO PROTECT THE WORKS.

CONCRETE PAVEMENTS GENERAL

FOOTPATHS, KERB RAMPS AND DRIVEWAYS TO BE CONSTRUCTED IN ACCORDANCE WITH IPWEA MUNICIPAL STANDARD DRAWINGS TSD-R11, TSD-R18 AND TSD-R09.

CONSTRUCT PAVEMENT BETWEEN NOMINATED LEVELS TO SMOOTH GRADES AND TRANSITION TO PITS, KERBS, V-DRAINS, EDGES etc. THE MINIMUM GRADIENT OF ANY AREA ON THE PAVEMENT IS TO BE 1:100. WHERE DISCREPANCIES EXIST ON THE DRAWINGS REFER TO SUPERINTENDENT FOR DIRECTION.

THE FINISHED SURFACE LEVEL OF ANY PAVEMENT ADJACENT TO BUILDINGS SHALL BE BELOW THE WALL DAMP PROOF COURSE AND SHALL NOT OBSCURE WEEP HOLES OR DRAINAGE OPENINGS. THE PAVEMENT SHALL GRADE AWAY FROM THE BUILDING.

INSTALL 2No. N16 x 2100 LONG TRIMMER BARS AT 45Deg ACROSS ALL RE-ENTRANT CORNERS.

INSTALL CONTROL AND EXPANSION JOINTS AS SHOWN ON THE DRAWINGS.

INSTALL ISOLATION JOINTS AT ALL INTERFACES WITH EXISTING OR PROPOSED STRUCTURES.

ALL JOINT SEALANTS SHALL BE INSTALLED IN ACCORDANCE WITH THE MANUFACTURER'S WRITTEN SPECIFICATIONS.

TOLERANCES OF FINISHED SURFACES
MAXIMUM DEVIATION UNDER A 3m STRAIGHT EDGE = +/-10mm
MAXIMUM LEVEL DIFFERENCE FROM DESIGN LEVELS = +/-20mm
CONCRETE THICKNESS AND REINFORCEMENT LOCATION TO AS3600

CURE SURFACE FOR MINIMUM 7 DAYS AFTER PLACEMENT, CONTRACTOR TO SUBMIT TO THE SUPERINTENDENT FOR APPROVAL THE PROPOSED METHOD OF CURING PRIOR TO THE COMMENCEMENT OF PAVEMENT WORKS. PROTECT SURFACE FROM VEHICULAR TRAFFIC DURING CURING PERIOD.

PAVING

ALL WORKS TO BE IN ACCORDANCE WITH CMAA CONCRETE FLAG PAVEMENTS - DESIGN AND CONSTRUCTION GUIDE AND CMAA TECHNICAL NOTE T46 - CONCRETE SEGMENTAL PAVEMENTS DETAILING GUIDE (www.cmaa.com.au).

BEDDING SAND SHALL COMPLY WITH THE FOLLOWING GRADING:
SIEVE SIZE % PASSING
4.75mm 90 - 100
2.36mm 80 - 100
1.18mm 50 - 85
600 microns 25 - 60

300 microns 10 - 30
150 microns 5 - 15
75 microns 0 - 10

JOINTING SAND SHALL BE DRY AND COMPLY WITH THE FOLLOWING GRADING:
SIEVE SIZE % PASSING
2.36mm 100
1.18mm 90 - 100
600 microns 60 - 90
300 microns 30 - 60
150 microns 15 - 30
75 microns 5 - 10
JOINT SAND SHALL BE REPEATEDLY SWEEPED INTO PAVER JOINTS UNTIL JOINTS ARE THOROUGHLY FILLED.

BESSER UNIPAVE TO BE LAID IN ACCORDANCE WITH THE CEMENT AND CONCRETE ASSOCIATION OF AUSTRALIA'S TECHNICAL NOTE 56 - GUIDE SPECIFICATION FOR INTERLOCKING ROAD PAVEMENTS 60mm THICK TYPE A - HERRINGBONE PATTERN ON SAND BEDDING ON CONSOLIDATED BASE AS DETAILED.

BRICK PAVING SAND TO COMPLY WITH MATERIALS SPECIFICATION IN THE CLAY AND BRICK PAVER INSTITUTE "PAVER NOTE ONE, SPECIFYING AND LAYING CLAY PAVERS."

SAND NOMINATED AS SAND / CEMENT SHALL CONTAIN 10% CEMENT AND SHALL BE PLACED TOTALLY DRY TO DRY PAVERS ETC.

BRICK PAVERS SHALL BE 65 THICK CLAY BRICK WITH A MINIMUM CHARACTERISTIC COMPRESSIVE STRENGTH OF N45 AND COMPLY WITH ALL THE CRITERIA FOR STRENGTH, DURABILITY, PITTING, RESISTANCE TO SALT ATTACK, SKID RESISTANCE ETC. NOMINATED IN "PAVER NOTE ONE".

MAKE UP FROM EXCAVATED SURFACE TO PAVEMENT SUBGRADE IN APPROVED BACKFILL MATERIAL CONSOLIDATED IN MAXIMUM 150 LAYERS TO 96% MAXIMUM DRY DENSITY.

STRUCTURAL CONCRETE

WORKMANSHIP, MATERIALS & DESIGN SHALL BE IN ACCORDANCE WITH AS 3600 & ASSOCIATED CODES LISTED THEREIN AND THE SPECIFICATION.

CONCRETE PROPERTIES SHALL BE AS FOLLOWS. REFERENCE TO BE MADE TO THE STRUCTURAL SPECIFICATION FOR OTHER REQUIREMENTS NOT SHOWN BELOW. SUPPLIER TO DESIGN MIX TO ACHIEVE THESE REQUIRED PROPERTIES.

P1	4.5.22	Preliminary - For Planning
REV	DATE	REMARK

SAFETY IN DESIGN REPORT
In accordance with the Workplace Health & Safety Acts and Regulations JMG have considered the potential hazards and risks that are specific to this design.

The following risks which are unique to this design have been identified:	NIL
This report does not relieve contractors from their responsibilities under the Act to identify, report, mitigate and manage all aspects of risk and safety.	



Johnstone McGee & Gandy Pty. Ltd.
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www.jmg.net.au infohbt@jmg.net.au info@jmg.net.au

PROJECT
NORTHERN MIDLANDS COUNCIL
STICKY BEAKS CORNER, LONGFORD
VEHICLE SECURITY BARRIER

TITLE
GENERAL NOTES
SHEET 1 OF 2

Accepted (Discipline Head)	Date	
Accepted D.SONDERGELD (Team Leader)	Date	
Approved (Principal)	Date	
This document must be signed "Approved" by JMG to authorise it for use. JMG accept no liability whatsoever for unauthorised or unlicensed use.		
SCALES @ A3	DESIGNED BY	DRAWN BY
1:200	DPS	CJH
	PLOT DATE	31/05/2022

DO NOT SCALE. Use only figured dimensions. Locations of structure, fittings, services etc. on this drawing are indicative only. CONTRACTOR to check Architects & other project drawings for co-ordination between structure, fabric, fixtures, fittings, services etc. CONTRACTOR to site check all dimensions and exact locations of all items. JMG accepts no responsibility for dimensional information scaled or digitally derived from this document.

PLOT DETAILS J220325LO.DWG

PROJECT NO. J220325LO

DWG NO. C01	REVISION P1
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STORMWATER RETICULATION – MUNICIPAL

ALL WORKS ARE TO BE IN ACCORDANCE WITH DSG R SERIES STANDARD CONTRACT DOCUMENTS AND SPECIFICATIONS CURRENT AT THE TIME OF TENDERING AND IPWEA STANDARD DRAWINGS DECEMBER 2020,

PROVIDE MINIMUM 2M LONG GEOFABRIC WRAPPED SUBSOIL DRAIN STARTER ON THE UPSTREAM SIDE OF ALL STORMWATER MANHOLES AND PITS. SUBSOIL DRAIN TO BE CONSTRUCTED SUCH THAT IT WILL DRAIN THE BASE OF THE BEDDING GRAVEL. INSTALL MASS CONCRETE BULKHEADS TO PERIMETER OF MANHOLE TO PREVENT BYPASS OF WATER AROUND MANHOLE.

FOR PIPE BEDDING AND BACKFILL REFER WSAA STD DRG. SEW-1201. PIPE EMBEDMENT TO BE 7mm CLEAN AGGREGATE (UNO). BACKFILL ALL TRENCHES WITHIN VEHICLE PAVEMENTS TO THE UNDERSIDE OF THE PAVEMENT LAYER FULL DEPTH WITH 20mm FINE CRUSHED ROCK CONSOLIDATED IN MAXIMUM 150MM LAYERS TO 96% MODIFIED COMPACTION.

WHERE PIPES ARE LOCATED WITHIN PROPOSED EMBANKMENT CONSTRUCTION, TRENCHING AND EXCAVATION SHALL BE UNDERTAKEN POST EMBANKMENT CONSTRUCTION.

INSTALL CONCRETE BULKHEADS IN ACCORDANCE WITH IPWEA STD. DRG. TSD-SW01 TO ALL PIPEWORK WITH GRADES GREATER THAN 10%.

ENSURE COVERS TO ALL PITS AND MANHOLES ARE INSTALLED FLUSH WITH FINISHED SURFACE LEVEL. MANHOLES OUTSIDE OF SEALED AREAS ON GRADES EXCEEDING 14% SHALL BE INSTALLED HORIZONTALLY WITH A 1m SAFE LEVEL WORKING AREA SURROUNDING. PIT COVERS SHALL BE OF A TYPE APPROVED BY COUNCIL AND EITHER CLASS D WHERE LOCATED WITHIN ROADWAY PAVEMENTS OR CLASS B IN OTHER LOCATIONS.

ALL STORMWATER PIPES TO BE:
<300mm DIAMETER uPVC MINIMUM CLASS SN8 SCJ
≥300mm DIAMETER POLYPROPYLENE (PP) MINIMUM CLASS SN8 RRJ (UNO)

PROVIDE CCTV INSPECTION REPORT FOR ALL STORMWATER MAINS WITHIN 1 MONTH OF THE FINAL INSPECTION IN ACCORDANCE WITH COUNCIL REQUIREMENTS.

NEW STORMWATER MANHOLES CONSTRUCTED WITHIN 2m OF NEW SEWER MANHOLES TO HAVE FINISHED LID LEVEL HEIGHT DIFFERENCE OF <200mm.

PROPERTY CONNECTIONS TO BE DN150 uPVC SW TO IPWEA STD DWG TSD-SW25 (UNO).

THE CONTRACTOR SHALL ENSURE THAT STORMWATER MAINS INCLUDING ALL MANHOLES, BRANCHES AND PROPERTY CONNECTION LINES ARE LEFT EXPOSED UNTIL SUCH TIME AS THEY HAVE BEEN LOCATED BY THE SURVEYOR UNDERTAKING THE AS CONSTRUCTED SURVEY. THE SURVEYOR SHALL BE PROVIDED WITH AT LEAST 48hrs ADVANCE NOTICE TO ALLOW THEM TO ATTEND THE SITE. FAILURE TO DO SO MAY RESULT IN THE CONTRACTOR HAVING TO RE-EXPOSE ALL PIPEWORK TO ALLOW ACCURATE PICK UP OF THE SERVICE.

CONTRACTOR TO ENSURE PROPERTY CONNECTION POINTS ARE INSTALLED AT A DEPTH/LEVEL THAT ENSURES DRAINAGE CAN BE ACHIEVED FROM FUTURE DRIVEWAY GRATED TRENCH DRAINS IN ACCORDANCE WITH MUNICIPAL STANDARDS.

CONTRACTOR TO ENSURE ALL HOLD POINTS ON PERMIT TO CONSTRUCT ARE ADHERED TO IN ACCORDANCE WITH PERMIT.

WHERE MANAGED BY THE THE CONTRACTOR, THE CONTRACTOR SHALL ENSURE THE AS-CONSTRUCTED DRAWINGS, SURVEY & CONTROL AND DATA COLLECTION IS UNDERTAKEN AND PROVIDED TO COUNCIL IN ACCORDANCE COUNCIL REQUIREMENTS

SURVEY CONTROL

SURVEY SUPPLIED BY NORTHERN MIDLANDS COUNCILS.

WHILE REASONABLE EFFORT HAS BEEN MADE TO LOCATE ALL VISIBLE ABOVE GROUND SERVICES, THERE MAY BE OTHER SERVICES THAT WERE NOT LOCATED DURING THIS SURVEY.

P1	4.5.22	Preliminary - For Planning
REV	DATE	REMARK

SAFETY IN DESIGN REPORT
In accordance with the Workplace Health & Safety Acts and Regulations JMG have considered the potential hazards and risks that are specific to this design.

The following risks which are unique to this design have been identified:	NIL
This report does not relieve contractors from their responsibilities under the Act to identify, report, mitigate and manage all aspects of risk and safety.	



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PROJECT
NORTHERN MIDLANDS COUNCIL
STICKY BEAKS CORNER, LONGFORD
VEHICLE SECURITY BARRIER

TITLE
GENERAL NOTES
SHEET 2 OF 2

Accepted (Discipline Head)	Date
Accepted D.SONDERGELD (Team Leader)	Date
Approved (Principal)	Date

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	PLOT DATE	31/05/2022

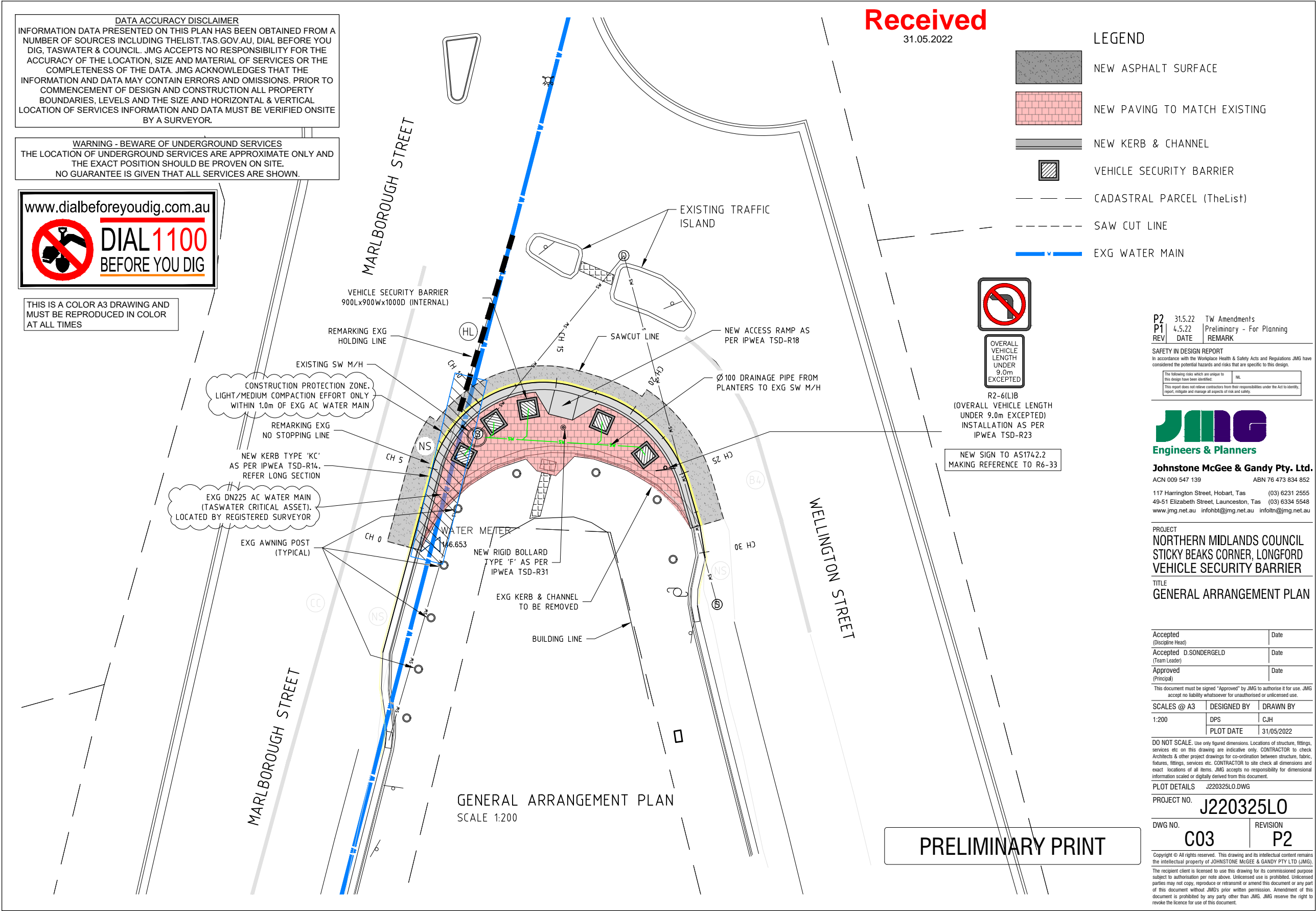
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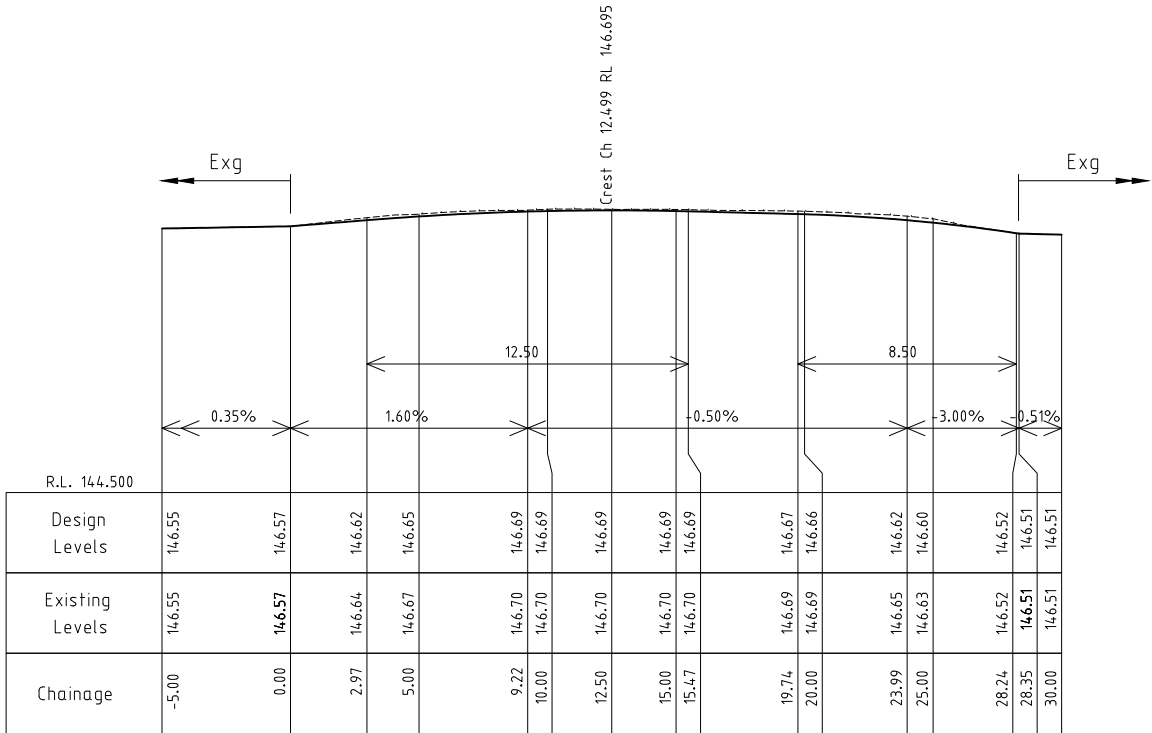
PLOT DETAILS	J220325LO.DWG
PROJECT NO.	J220325LO
DWG NO.	C02
REVISION	P1

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LONGITUDINAL SECTION FOR NEW LIP OF KERB
SCALE H 1:250 V 1:50

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P1	4.5.22	Preliminary - For Planning
REV	DATE	REMARK

SAFETY IN DESIGN REPORT
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PROJECT
NORTHERN MIDLANDS COUNCIL
STICKY BEAKS CORNER, LONGFORD
VEHICLE SECURITY BARRIER

TITLE
KERB LONGITUDINAL SECTION

Accepted (Discipline Head)	Date
Accepted D.SONDERGELD (Team Leader)	Date
Approved (Principal)	Date

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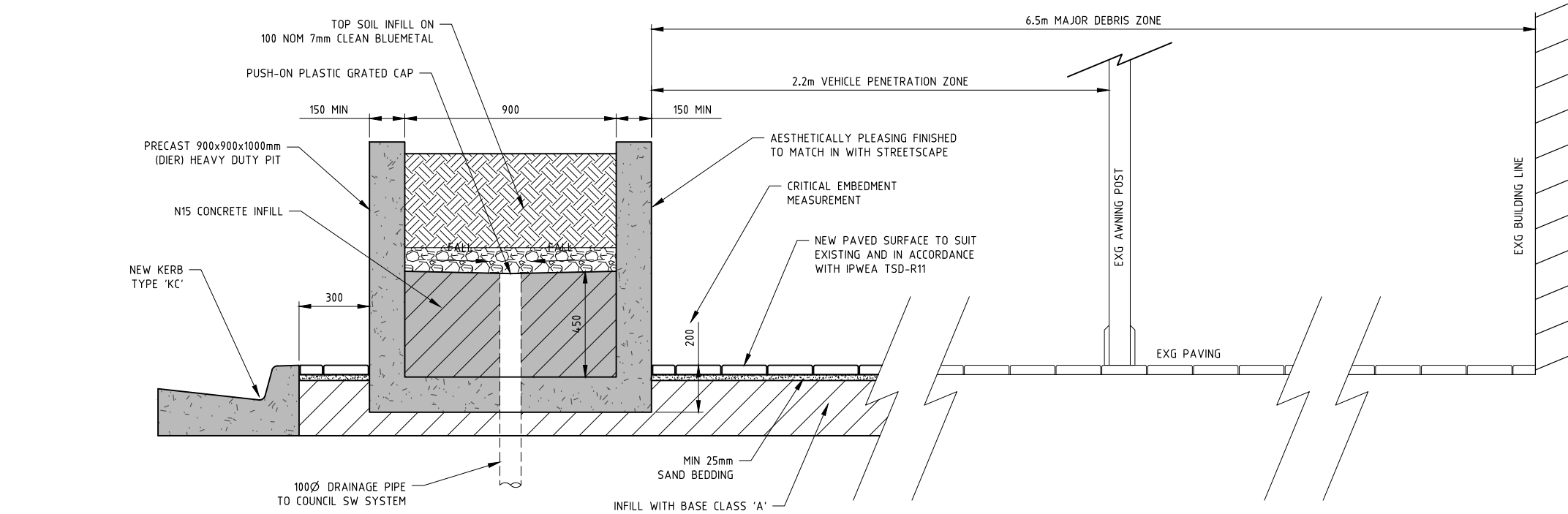
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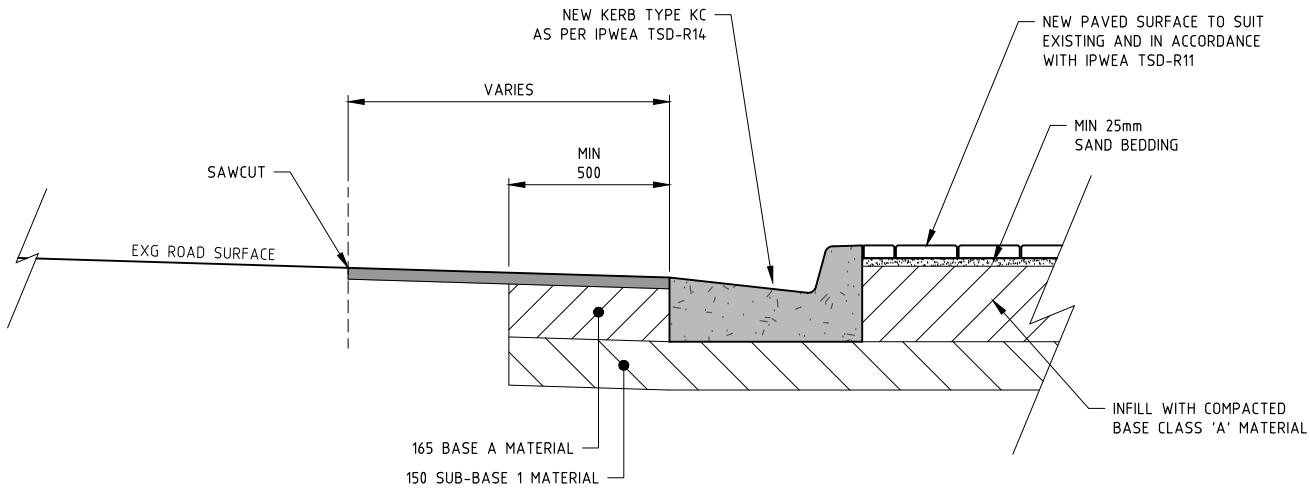
PLOT DETAILS J220325LO.DWG
PROJECT NO. J220325LO

DWG NO. C04	REVISION P1
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VEHICLE SECURITY BARRIER SECTION DETAIL
SCALE 1:20



NEW KERB OUTSTAND
SCALE 1:20

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REV	DATE	REMARK

SAFETY IN DESIGN REPORT
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JMG
Engineers & Planners

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PROJECT
NORTHERN MIDLANDS COUNCIL
STICKY BEAKS CORNER, LONGFORD
VEHICLE SECURITY BARRIER

TITLE
DETAILED SECTIONS

Accepted (Discipline Head)	Date
Accepted D.SONDERGELD (Team Leader)	Date
Approved (Principal)	Date

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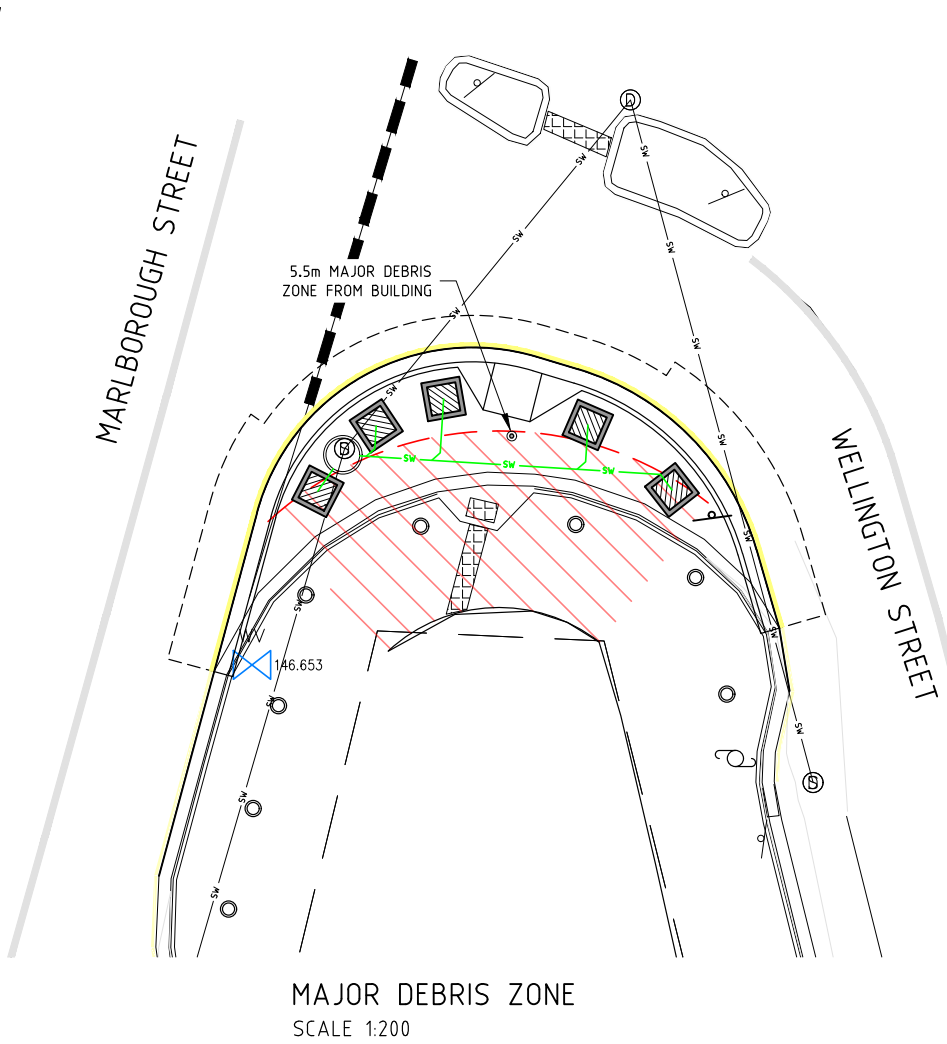
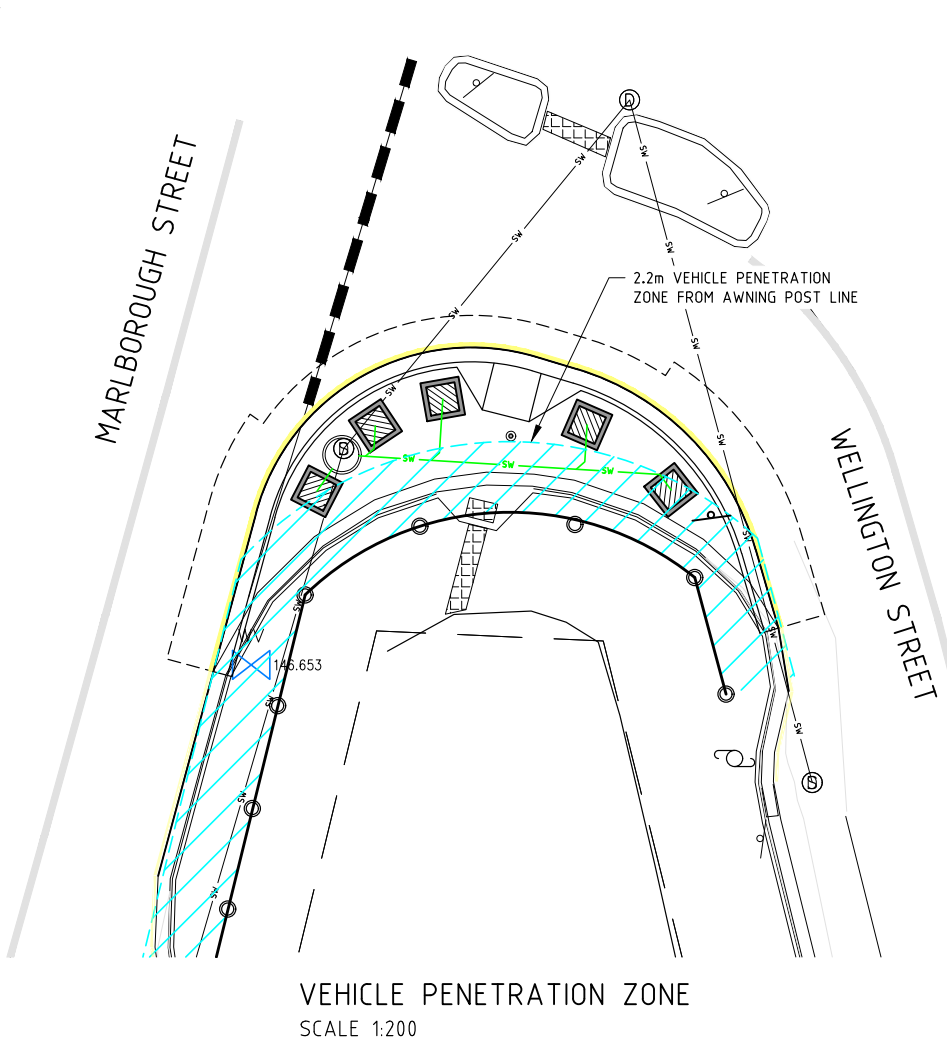
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PROJECT NO. J220325LO

DWG NO.	REVISION
C05	P1

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P1	4.5.22	Preliminary - For Planning
REV	DATE	REMARK

SAFETY IN DESIGN REPORT
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PROJECT
NORTHERN MIDLANDS COUNCIL
STICKY BEAKS CORNER, LONGFORD
VEHICLE SECURITY BARRIER

TITLE
VEHICLE SECURITY
PROTECTION ZONES

Accepted (Discipline Head)	Date
Accepted D.SONDERGELD (Team Leader)	Date
Approved (Principal)	Date

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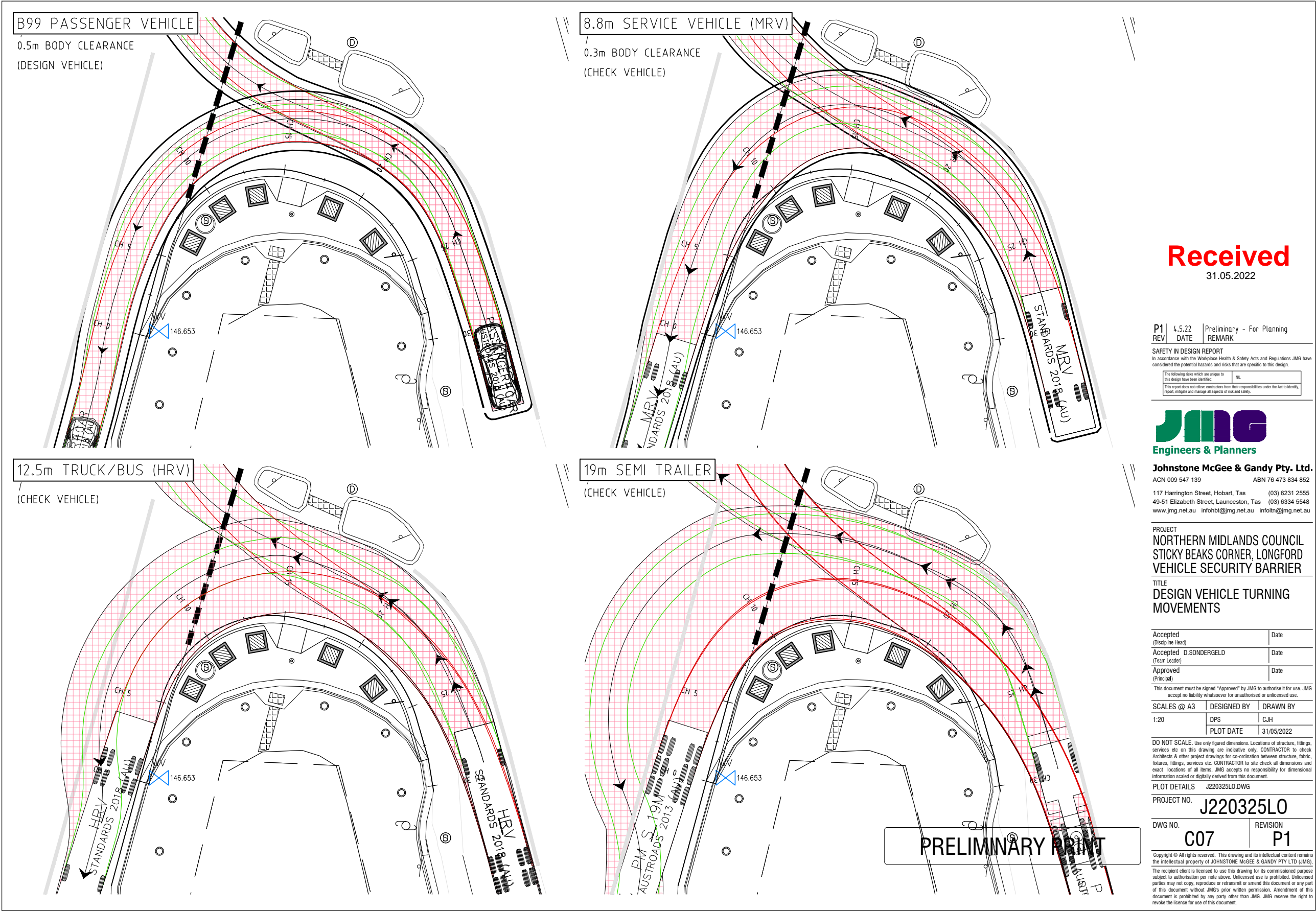
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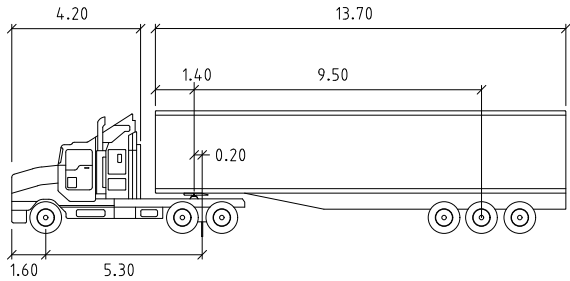
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PROJECT NO. J220325LO

DWG NO. C06	REVISION P1
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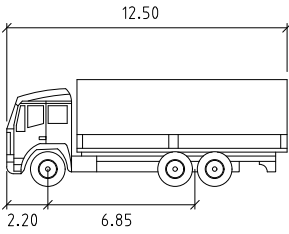
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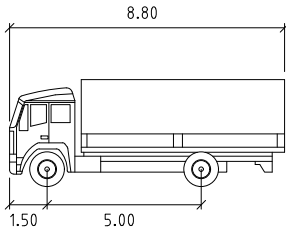
19m SEMI TRAILER

	meters		
Tractor Width	: 2.50	Lock to Lock Time	: 6.0
Trailer Width	: 2.50	Steering Angle	: 27.8
Tractor Track	: 2.50	Articulating Angle	: 70.0
Trailer Track	: 2.50	Vehicle Speed	: 5 km/h



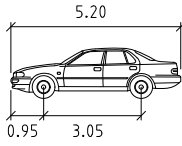
12.5m TRUCK/BUS (HRV)

	meters	
Width	: 2.50	
Track	: 2.50	
Lock to Lock Time	: 6.0	
Steering Angle	: 36.7	
Vehicle Speed	: 5 km/h	



8.8m SERVICE VEHICLE (MRV)

	meters	
Width	: 2.50	
Track	: 2.50	
Lock to Lock Time	: 6.0	
Steering Angle	: 34.0	
Vehicle Speed	: 10 km/h	



B99 PASSENGER VEHICLE

	meters	
Width	: 1.94	
Track	: 1.84	
Lock to Lock Time	: 6.0	
Steering Angle	: 33.6	
Vehicle Speed	: 15 km/h	

P1	4.5.22	Preliminary - For Planning
REV	DATE	REMARK

SAFETY IN DESIGN REPORT

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PROJECT
NORTHERN MIDLANDS COUNCIL
STICKY BEAKS CORNER, LONGFORD
VEHICLE SECURITY BARRIER

TITLE
VEHICLE TURNING TEMPLATES

Accepted (Discipline Head)	Date
Accepted D.SONDERGELD (Team Leader)	Date
Approved (Principal)	Date

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PLOT DETAILS J220325LO.DWG

PROJECT NO. J220325LO

DWG NO. C08	REVISION P1
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Tasmanian Heritage Council
GPO Box 618 Hobart Tasmania 7000
Tel: 1300 850 332
enquiries@heritage.tas.gov.au
www.heritage.tas.gov.au

PLANNING REF: PLN-22-0054
THC WORKS REF: #7897
REGISTERED PLACE NO: #5118
FILE NO: 10-86-92 THC
APPLICANT: Northern Midlands Council
DATE THC RECEIVED: 23 May 2022
DATE OF THIS NOTICE: 24 May 2022

NOTICE OF NO INTEREST

(Historic Cultural Heritage Act 1995)

The Place: Corner of Wellington Street & Marlborough Street (adjacent to 1-3 Marlborough Street), Longford.

Proposed Works: Re-align kerb and install bollards to improve pedestrian safety.

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

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

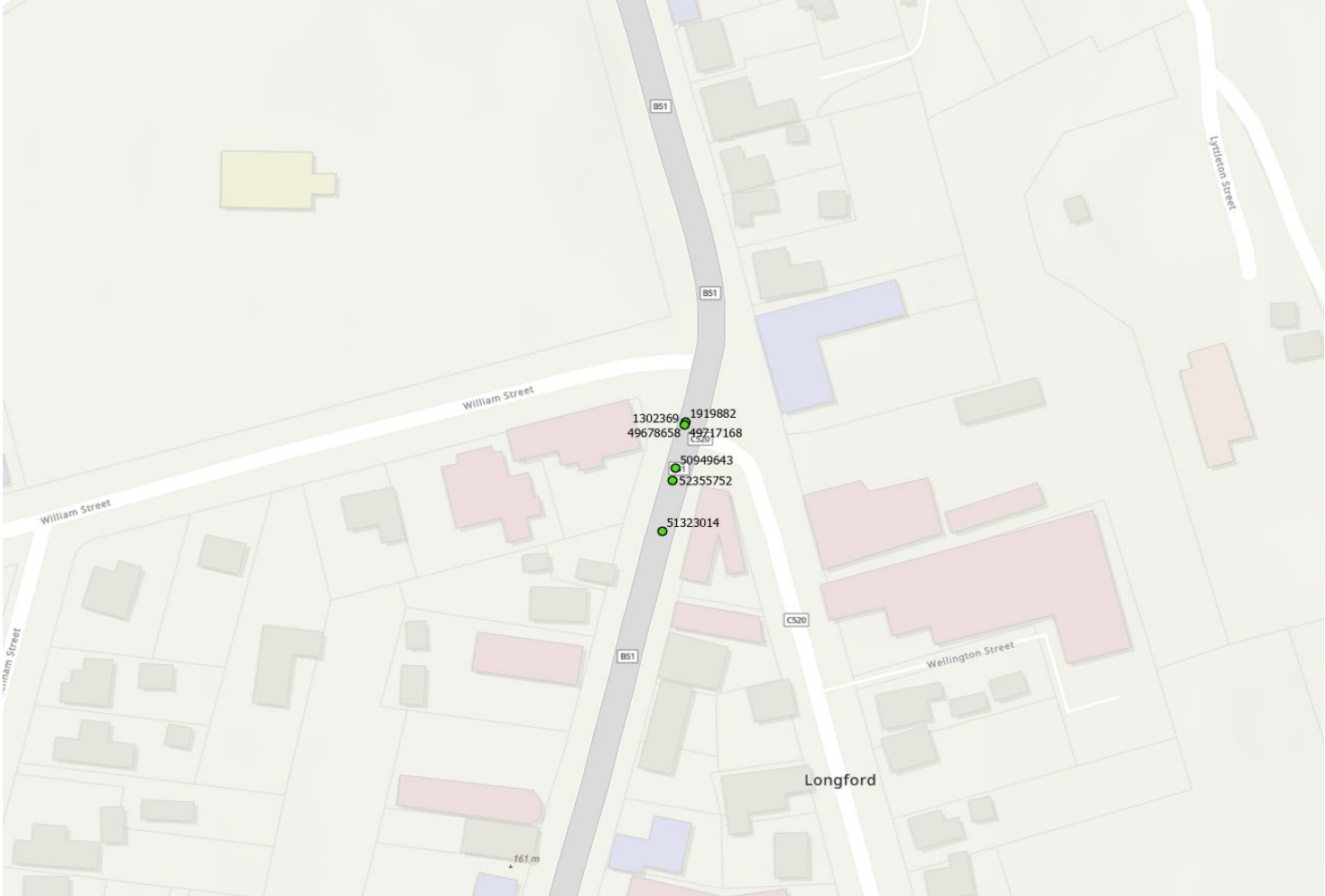
A handwritten signature in black ink, appearing to read "Chris Bonner".

Chris Bonner

Regional Heritage Advisor – Heritage Tasmania

Under delegation of the Tasmanian Heritage Council

ID_2	VCRN	UNIT_TYPE	DESCRIPTION	CRASH_DATE	CRASH_TIME	REPORT_DAT	SEVERITY	VISITED	SURFACE_TY	LIGHT_COND	CENTRE_LIN	SPEED_ZONE	LOCATION_D	DATE_2
1302369	16000186	LV; LV	110 - Cross traffic	11-JAN-2016	16:00	13/01/2016	Minor	Yes	Sealed	Daylight	Other	050	Intersection of Marlborough Street and Wellington Street, Longford, Northern Midlands	11/01/2016
1909697	16004841	MC	184 - Out of control on carriageway	24-JUL-2016	09:45	23/09/2016	Minor	No	Sealed	Daylight	Single Continuous	050	Intersection of Marlborough Street and Wellington Street, Longford, Northern Midlands	24/07/2016
1919882	16005091	LV; LV	113 - Right near	06-OCT-2016	08:45	6/10/2016	Minor	Yes	Sealed	Daylight	Single broken	050	Intersection of Marlborough Street and Wellington Street, Longford, Northern Midlands	6/10/2016
49382698	18003731	LV	181 - Off right bend into object/parked vehicle	04-JUL-2018	07:30	4/07/2018	Property Damage Only	Yes	Sealed	Daylight	Single Continuous	050	Intersection of Marlborough Street and Wellington Street, Longford, Northern Midlands	4/07/2018
49678658	18006456	LV; LV	110 - Cross traffic	22-NOV-2018	17:20	23/11/2018	Property Damage Only	No	Sealed	Daylight	Single Continuous	050	Intersection of Marlborough Street and Wellington Street, Longford, Northern Midlands	22/11/2018
49717168	18006743	LV; LV	113 - Right near	07-DEC-2018	14:47	7/12/2018	Minor	Yes	Sealed	Daylight	Single broken	050	Intersection of Marlborough Street and Wellington Street, Longford, Northern Midlands	7/12/2018
50253119	19005410	LV; HV	113 - Right near	17-SEP-2019	13:47	17/09/2019	Minor	Yes	Sealed	Daylight	Other	050	Intersection of Marlborough Street and Wellington Street, Longford, Northern Midlands	17/09/2019
50358156	19006762	LV; LV	110 - Cross traffic	21-NOV-2019	18:30	22/11/2019	First Aid	Yes	Sealed	Daylight	Single Continuous	050	Intersection of Marlborough Street and Wellington Street, Longford, Northern Midlands	21/11/2019
50390196	19007126	LV; LV	110 - Cross traffic	09-DEC-2019	07:10	9/12/2019	Property Damage Only	Yes	Sealed	Daylight	Single Continuous	050	Intersection of Marlborough Street and Wellington Street, Longford, Northern Midlands	9/12/2019
50949643	21000408	LV	179 - Other straight	22-JAN-2021	07:05	22/01/2021	Minor	Yes	Sealed	Daylight	Single broken	060	Marlborough Street, Longford, Northern Midlands	22/01/2021
50956366	21000625	LV; LV	110 - Cross traffic	31-JAN-2021	11:38	31/01/2021	First Aid	Yes	Sealed	Daylight	Other	050	Intersection of Marlborough Street and Wellington Street, Longford, Northern Midlands	31/01/2021
51323014	21004779	LV	173 - Right off carriageway into object or parked vehicle	23-JUL-2021	11:50	24/07/2021	Property Damage Only	Yes	Sealed	Daylight	Single broken	050	Marlborough Street, Longford, Northern Midlands	23/07/2021
51637711	22001796	LV; LV	110 - Cross traffic	01-APR-2022	09:15	1/04/2022	Minor	Yes	Sealed	Daylight	Single Continuous	050	Intersection of Marlborough Street and Wellington Street, Longford, Northern Midlands	1/04/2022
51725633	22004035	LV	173 - Right off carriageway into object or parked vehicle	16-JUL-2022	17:19	16/07/2022	Property Damage Only	Yes	Sealed	Dawn / Dusk	None	050	Intersection of Marlborough Street and Wellington Street, Longford, Northern Midlands	16/07/2022
52355752	24002667	LV	179 - Other straight	29-APR-2024	03:30	29/04/2024	Property Damage Only	No	Sealed	Darkness (with street light)	Single Continuous	050	Marlborough Street, Longford, Northern Midlands	29/04/2024
52369595	24002823	LV; LV	116 - Left near	06-MAY-2024	11:15	6/05/2024	Property Damage Only	Yes	Sealed	Daylight	Other	050	Intersection of Marlborough Street and Wellington Street, Longford, Northern Midlands	6/05/2024



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