

PLAN 2

PLANNING APPLICATION PLN-19-0017

SMITH STREET (BETWEEN WELLINGTON STREET AND GEORGE STREET), LONGFORD

ATTACHMENTS

- A Application & plans, correspondence with applicant
- B Responses from referral agencies
- C Representations

PLANNING APPLICATION

Proposal

Description of proposal: TREE PLANTING, SMITH ST, LONGFORD

.....
.....
.....
.....

(attach additional sheets if necessary)

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

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

Site address: SMITH ST, LONGFORD

.....

CT no: -.....

Estimated cost of project \$ 80,000 *(include cost of landscaping, car parks etc for commercial/industrial uses)*

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

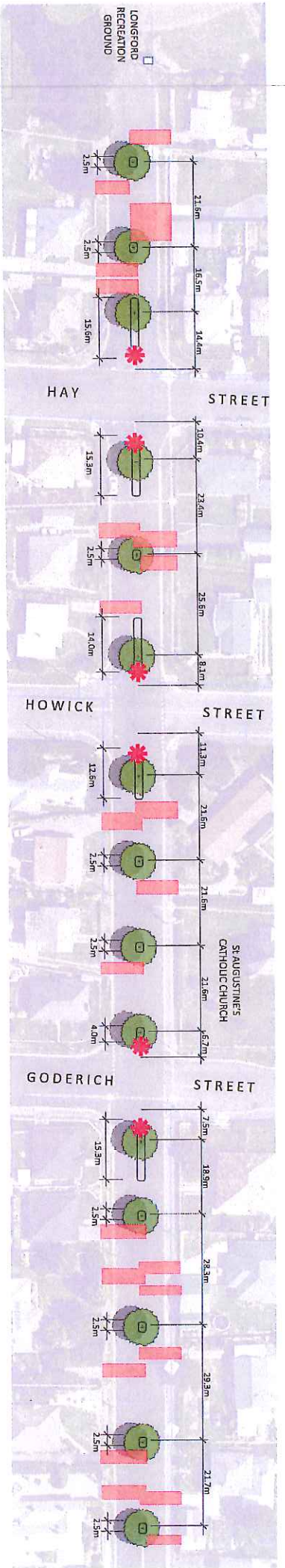
If variation to Planning Scheme provisions requested, justification to be provided:

.....
.....
.....
.....

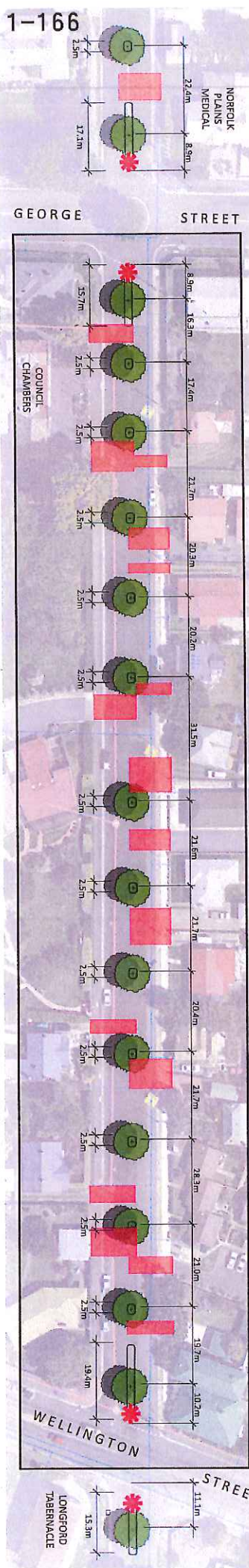
(attach additional sheets if necessary)

Is any signage required? no.....
(if yes, provide details)

EXHIBITED

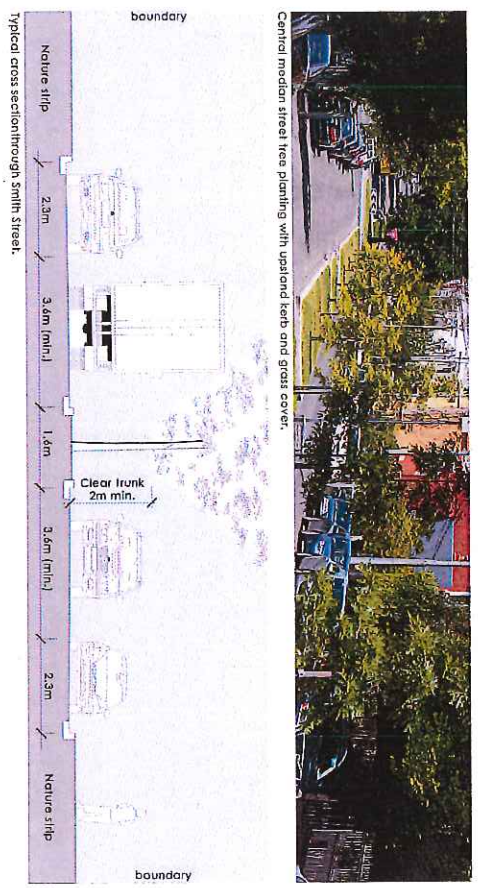


NOTE: Development approval sought only between Wellington Street and George Street (February 2019).



- PLAN LEGEND**
- Proposed street trees with a 2.5m wide kerb positioned within the centre line of the street, with a 1.5m wide kerb surround as shown.
 - Driveway clearance for entering and exiting parking properties, based upon the existing driveway width.
 - Designated pedestrian crossing points within traffic islands.

EXHIBITED



Traffic Comment

Street Improvement Works (Street Trees, Medians)
Smith Street Longford, Tasmania

Author: Andrew Howell,
BEng(Hons), MEngSci

February 2019
RevB1

Andrew Howell
BEng (Hons), MEngSci

EXHIBITED

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ATTACHMENT

- 1. NMC Street Plan - Smith Street Upgrade Works
- 2. DSG Crash Stats Summary

Limitations

This report has been completed based on information provided by the client and available in the public domain, additional information beyond this has not been considered. Based on the nature of the development, this report has considered general arrangements for this development only, and has not considered in detail the wider impacts beyond the site (upstream network impacts), nor been provided with detailed design plans in order to undertake a full assessment of all aspects of the development in relation to specific regulatory requirements, Australian Standards or further design related requirements, this being beyond the scope of this report providing general comment only. Any subsequent changes to configuration or arrangements relating to the development which may impact on the content or recommendations of this report must be reviewed and approved by the author.

1. Introduction

Northern Midlands Council have developed a proposal for street improvement works in Smith Street, Longford. This plan has been developed to provide street trees down the centre of the streets, with some areas using elevated median strips for the line of street trees as well as individual tree beds using surrounding barrier kerbs, and to change lane and parking arrangements, in general to attempt to create a more attractive updated streetscape with some traffic calming.

Prior to further development of the proposal a traffic assessment report has been requested by the Northern Midlands Council Infrastructure Department, to review the arrangements with regard to traffic safety and service generally. This report, prepared by Andrew Howell, an engineer with experience in preparing traffic impact assessments and general traffic advice, is provided for that purpose.

Preparation of the report has included a recent site visit and long term historical association with the street area, review of the proposal plans (architectural/concept plans only) and discussions with Council's Engineering Officer.

UPDATE FEBRUARY 2019 (REV B1):

Council later advised following preparation of the initial traffic report that the plans would be updated, with several changes to arrangements including reduction of median strips around trees in some areas, and the initial works would only be pursued between Wellington and George Streets. Further comment was also provided on request around some preliminary design thoughts on driveway turning movements with regard to specific tree locations, and how Council may consider these further during design/construction (*this is provided as general advice for further consideration/review by others*).

2. The Site

The site is a section of Smith Street, Longford, running from the Longford recreation ground entrance (the termination of Smith Street) to a point just west of major road Wellington Street. Several side street/through road junctions are also noted crossing Smith Street, including Goderich, Hay, Howick and George Streets. Smith Street runs generally North East-South West.

The Street is typically around 13m wide, with no centre line marking and generally free range parking along its length. Kerb and Channel is provided either side, as are wide sealed/concrete footpaths.

Junction markings indicate priority for Smith Street over the minor Goderich and Howick Streets, whilst Hay and Wellington Street have priority over Smith Street and associated give way signage and holding lines.

A roundabout is located on the junction of George Street and Smith Street; possibly indicating anticipated more balanced flows from either direction at this junction. Raised median strips at approach, and pedestrian crossings through these raised medians, currently exist at the George Street Roundabout site on all sides.

Smith Street is in general level and the street is straight horizontally with sound sight lines in general, and is considered a low speed environment.

Development in proximity to the site includes:

- Northern Midlands Council Chambers
- Toosey Aged Care and Hospital
- Police station
- Medical centre/Doctors Surgery
- Residences on all frontages to streets
- Longford Recreation Ground and Rec precinct/gym
- The Longford Primary School site to the south

Some of these destinations provide for increased pedestrian traffic, and with less mobile, elderly, and juvenile pedestrians from these sites, indicate this should be a low vehicle speed environment.

UPDATE (REVB1):

The plans now include only the section of street between GEORGE ST and WELLINGTON ST. Other items may be considered at a later stage following further planning and consultation.

3. The Proposal

The proposal is to create a line of street trees to improve visual amenity in the Smith Street zone (UPDATE – section between George and Wellington Streets only), by constructing areas of median strip/traffic islands (consisting of some areas of raised/kerbed medians with larger street trees), and some local barrier kerbs around individual trees, down the centreline of Smith Street Longford. Similar individual barrier kerb around trees has been used elsewhere in the municipality, including in Perth Main Street and other sites.

Council has requested general consideration of suitability of this proposal, including maintaining capacity for parking in the street following these works, and any other traffic/ safety related concerns that may be considered through the upgrade works.

4. Street Network

Smith Street

This street is considered as a Link (3) within the Longford street network (Local Govt Road Hierarchy 2015) on assessment of typical function and construction standards. Council's internal road hierarchy notes this road as a "Local Access Road".

The street provides both local property access and through traffic to nearby areas of Longford. The Street contains the Council Chambers, Hospital/Aged care access, and an access to other local facilities such as the medical clinic, police station, and also the nearby sports precinct, amongst other destination frontage and intersecting side street residents with a component of through traffic travelling via the street..

A Link (3) under the LGAT Local Govt Roads Hierarchy is noted to be two lane, sealed, and has capacity for through traffic, HV, and public transport. Current road width is approx. 13m typically with two lanes (two-way traffic) plus parking either side being provided.

The street is straight and travels Northeast - Southwest, with little practical change in vertical alignment along its length. No significant sight distance issues along the street or for the majority of existing accesses are immediately obvious on inspection.

The urban street 50 km/h default speed limit is applicable to the street, and based on the likely traffic and profile of destination traffic using this street (aged car, hospital, police station, nearby schools etc.), is likely considered to be a lower speed environment.

- **Wellington Street**

A section of Smith Street in this proposal to the Northeast has a junction crossing with Wellington Street. This is the major Longford thoroughfare connecting Illawarra Road to Cressy and other destinations, and the carriageway is managed by Dept State Growth. Wellington Street carries significant traffic and has priority, with give way signage for Smith Street either side plus holding lines etc.

Sight distance at the Wellington Street intersection is currently sound. 50 km/h speed limit is applicable on Wellington Street also, signed at entrance to Longford at either end.

- **Other Intersecting streets – George, Howick, Hay and Goderich Streets**

The sections of these streets intersect Smith Street, with some through traffic arising from the local grid and other minor destinations.

Howick and Goderich Streets are considered local residential streets in general, and the priority of Smith Street indicates their generally lower use likely anticipated, both with give way signage, holding lines, etc.

George Street is a through street that is likely considered similar priority to Smith Street (evidenced by roundabout, balanced flows anticipated), and provides some linkage to other sites across the grid through and via Smith Street. The existing medians and pedestrian crossings function well, and this functionality should be maintained in any upgrade (pedestrian crossings at all junctions). New medians should be no wider at this point and existing roundabout geometry should be maintained.

The urban street 50 km/h default speed limit is understood to be applicable to all the side streets.

Current sight distance at all cross streets is considered generally appropriate

5. Traffic Data

NA – no change in traffic volumes or trip generation is expected through the implementation of this proposal

Traffic Crash data from DSG for the general area was requested, to identify any existing issues. No major issues were identified, which was likely based on site inspection and local appreciation of the site. The DSG Crash Statistics data is attached to the report for reference.

6. Assessment

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

Note at this concept plan stage the comments are general in nature, and no assessment has been undertaken using specific dimensions for median strips, final sight distances, turning templates, and the like, as these items are likely to be confirmed as part of detailed design process once survey and design plans are drawn up.

1) Traffic Efficiency / Service

Traffic Assessment – Proposed Street Improvements, Smith St, Longford, Tasmania

EXHIBITED

Existing traffic in the street in the author's experience currently operates satisfactorily with significant capacity available, and generally the street should operate as a low speed environment. The street works proposed do not appear to impact on traffic service or provide for any change in traffic volumes in the street, and on this basis traffic efficiency is not considered to be adversely impacted by the proposal.

2) Traffic Safety

As a low speed environment, the proposal to develop median strips and traffic calming in general is a sound approach to ensure low vehicle speeds in areas of high pedestrian traffic especially those less mobile or children and the aged.

The proposal provides appropriate traffic calming, and with additional pedestrian refuge opportunities presented by the centre median zone. Consideration of dedicated additional pedestrian crossings at desire lines such as outside Council entry location etc. should be considered at detailed design stage.

Existing property accesses in Smith Street appear not to be significantly impacted by the proposal, however turning movements from driveways should be reviewed individually either through design phase or at time of site set out, and in consultation with landowners. In general the traffic islands and individual trees where noted on plans currently appear to provide access to the majority of properties directly to the immediate lane or cross lane with appropriate gaps for such movements. In general a left turn only option for entry and exit from each property would otherwise also be likely acceptable from a traffic safety perspective otherwise – the grid structure of the nearby streets, plus the roundabout at George Street, provide ample turning opportunities as well as turn manoeuvres at other areas of the street where appropriate.

UPDATE Rev B1 – *general review of the updated final plans provided (attached) show some locations of trees as proposed which may provide some potential issues for vehicle turning movements in some cases, depending on final tree and kerb/tree surround placement. This should be reviewed further by Council either during detailed design with turning template overlays on the drawing file to confirm traffic movements can still occur, or during site set out of the works and in consultation with landowners to confirm specific suitability. It is likely that suitable site locations for tree centres can be established similar to that shown, but this should be confirmed prior to final set out on site.*

Sight distance for each access and junction should be confirmed at each location during detailed design. Note that broken visibility due to tree trunks, power poles or parked cars (as currently exists in the street) is acceptable under these circumstances, and provided tree canopy for larger/mature trees is kept approx.

above 2m or trees are narrow, the new trees should provide no significant sight distance issues if appropriately spaced and sensible species are used.

3) Parking / Road Width

Current parking in Smith Street is free range in general, with no line marking. Current street width is up to approx. 13m typically, which provides capacity for a centre median zone of approx. 1m width with up to 6m either side for a single lane and a 2.5m approx. width parking zone included. Parking can likely be maintained as currently available, with some opportunity for line-marking/delineation if desired as part of detailed design, to ensure parking zones comply with Australian Standard requirements. *Note turning paths for cross-lane vehicles should be considered at detailed design for nominating any parking exclusion zones. This may require increasing no parking zones in some localized areas, or providing fewer crossing opportunities/more raised medians. Detailed design layout will confirm this and provide options.*

4) Vehicle Movements/Turning Paths

Tree location, raised medians and other kerb lines should be checked against typical vehicle movements and turning paths at time of detailed design to ensure that typical vehicles can efficiently access each property, and manoeuvre appropriately in the street. In general at concept plan stage, this appears generally achievable, but should be checked specifically, particularly at accesses and junctions.

5) Medians & tree selection

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

6) Pedestrian impacts / Crossing points

Currently no specific details around pedestrian movements and links to existing footpaths/crossings are now shown. Detailed design should incorporate pram/pedestrian crossings links, suggested at all junctions and existing pedestrian crossings, as well as likely desire line points for street crossings where not close to street corners – specifically for Council Chambers and Hospital/Care entry, as well as any other specific locations considered high visitation sites where cross street parking/footpaths may justify a dedicated crossing point. Such pedestrian crossings should consider sight distance for vehicles being obscured by tree trunks, etc. to safely identify a pedestrian located at the centre median strip (such checks can be undertaken at time of detailed design to determine final tree locations/size).

UPDATE Rev B1 – general review of pedestrian crossing points in the final plans shows that pedestrian crossings via medians/pedestrian refuge sites is likely appropriate to service this section of Smith Street (between George and Wellington), however as noted above a specific crossing for the possible desire line directly outside the Council Chambers entry could still be further considered by designers/Council.

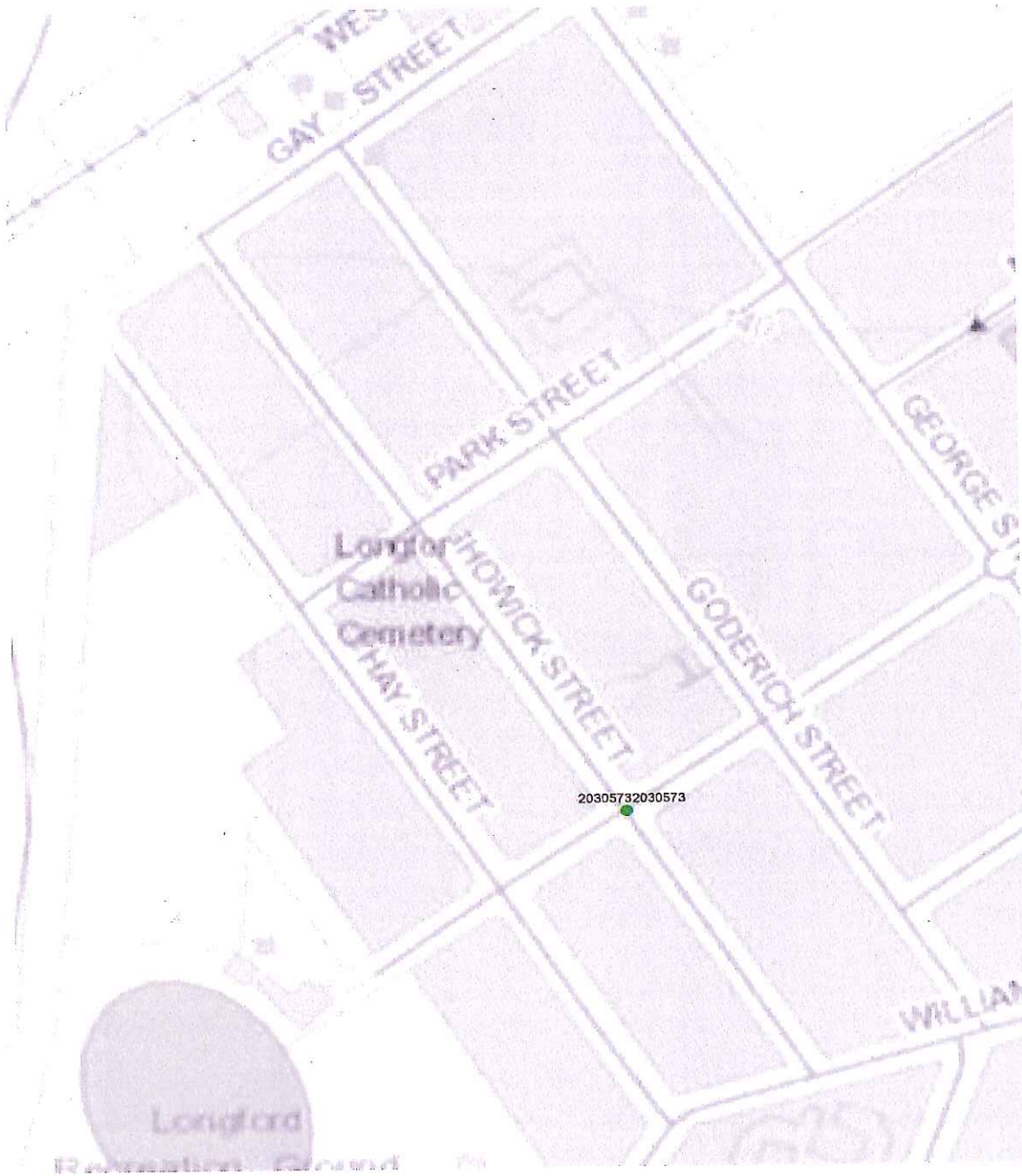
7. Conclusion

A general traffic assessment commenting on the suitability of the proposed street improvement works in Smith Street, Longford indicates that provided consideration is given to the suggestions outlined in this report during the detailed design phase, the development/upgrade works should not impact adversely on traffic safety and service for the Smith Street link.

The updated Stage 1 plans for the section between George and Wellington Streets provides no additional issues, however turning movements with specific tree location should still be further reviewed by Council as noted.

Andrew Howell

Crash No	Crash Date	Severity	Description
2030573	08/04/2017 09:30 SAT	Property Damage Only	110 - Cross traffic
2030573	08/04/2017 09:30 SAT	Property Damage Only	110 - Cross traffic
49136000	26/02/2018 13:10 MON	Not known	194 - Parked car run away



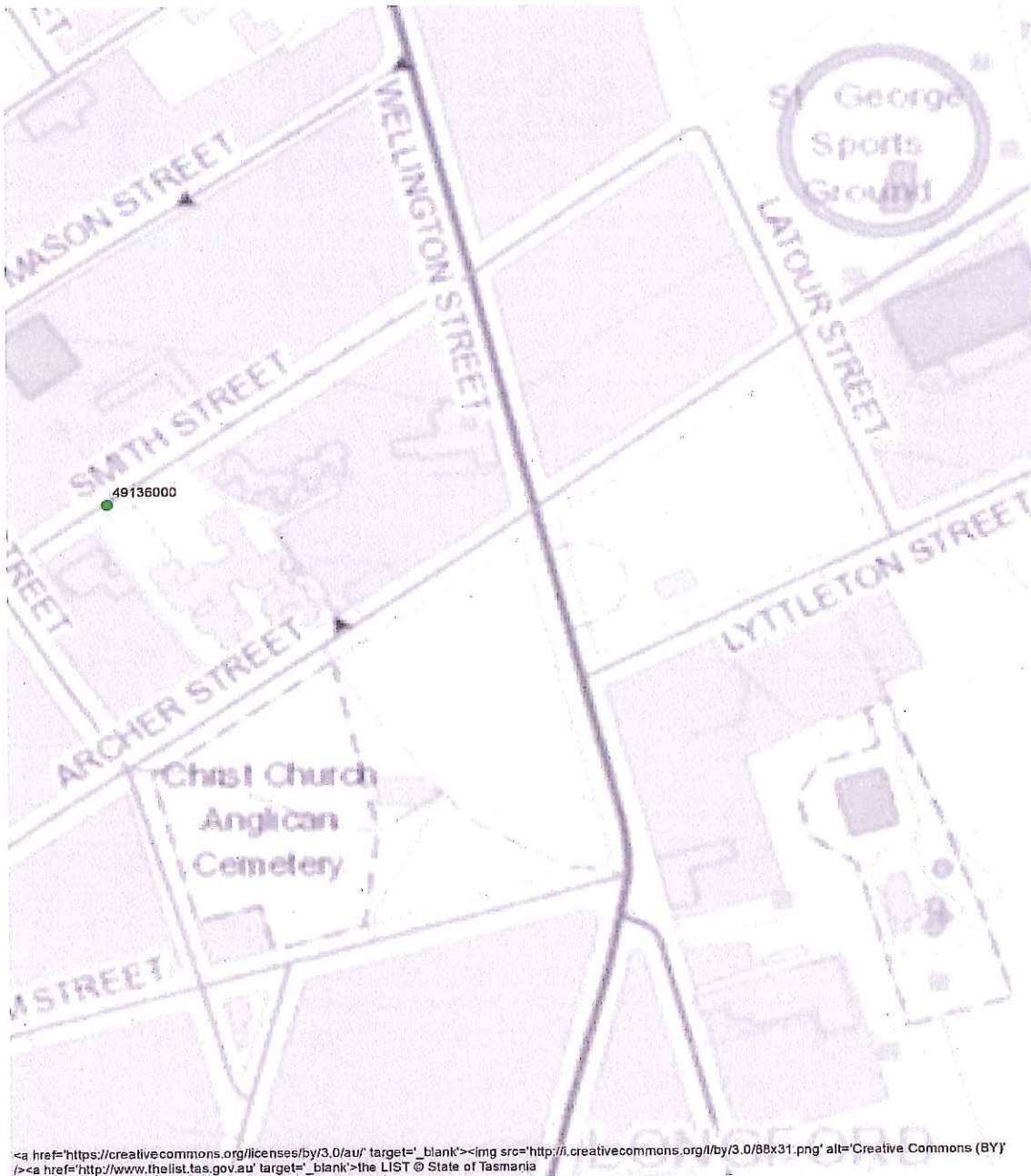
"Important disclaimer and agreed terms of use"

"Information" includes all the material provided to you at your request in whatever format and including reports, data, plans and maps. In requesting the information, you have accepted all risk in relation to your use of that information and in particular, accept the information is provided subject to the following terms and conditions:

1. You acknowledge the nature and extent of risk that might arise out of your use of the information and accept and agree to use the information entirely at your own risk.
2. The information does not constitute the tendering of legal, professional or other advice or services by the Crown or any of its employees or agents.
3. Provision of the information is not a substitute for seeking appropriate professional advice with respect to the information or its use.
4. The information may not be accurate or complete.
5. The information may be out of date.
6. Your obligation to comply with any legislation or standards is not affected or limited by reliance upon the information.
7. The Crown does not give any warranty about the accuracy, completeness or relevance to the user's purpose of the contents of the information.
8. The Crown does not accept any liability to any person howsoever arising (including, without limitation, liability for negligence) for any loss in connection with or arising from use of or reliance upon the information.

Location

Intersection of Howick Street and Smith Street, Longford, Northern Midlands (509622.61,5395255.77)Trips Re
Intersection of Howick Street and Smith Street, Longford, Northern Midlands (509622.61,5395255.77)Trips Re
Smith Street, Longford, Northern Midlands (509896.18,5395443.35)Trips Ref N/A



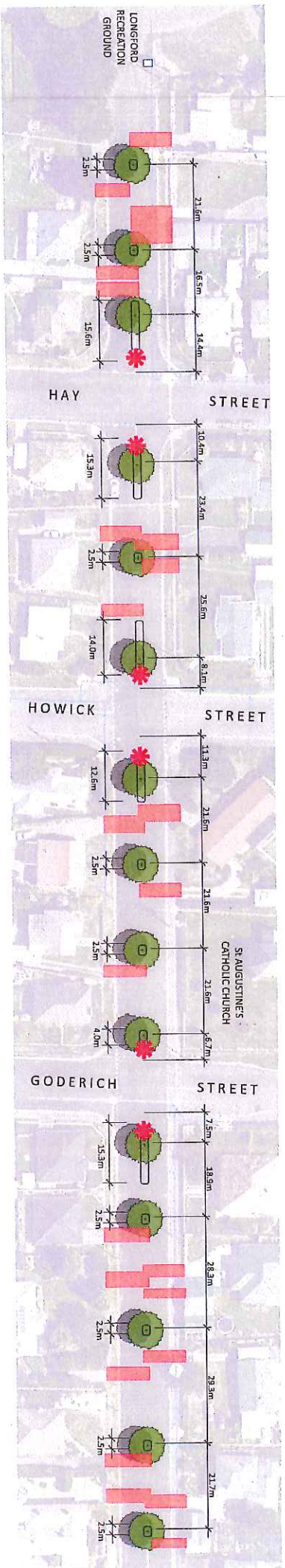
 the LIST © State of Tasmania

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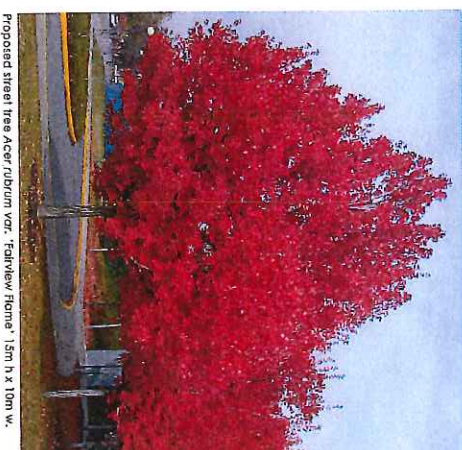
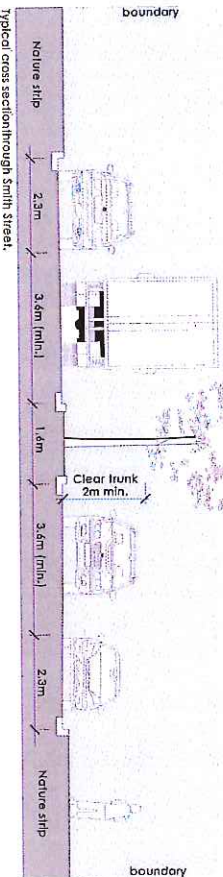
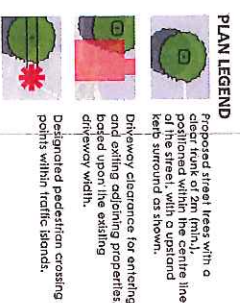
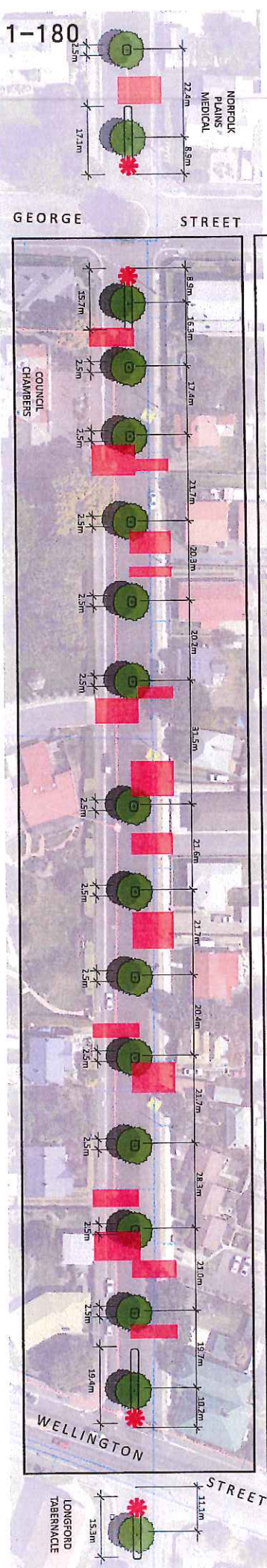
out of any

X	Y	Visibility	Surface_Ty	Surface_Co	Light_Cond	Speed_Limi	CRASH_DA_1
509623	5395256	Clear	Sealed	Dry	Daylight	50	42833
509623	5395256	Clear	Sealed	Dry	Daylight	50	42833
509896	5395443	Clear	Sealed	Dry	Daylight	50	43157

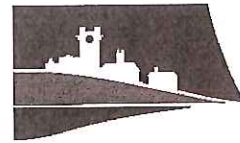
Unit_No	BAC_	Unit_Types	Traffic_Co
1		Light Vehicle	Give way
2		Light Vehicle	Not controlled
1		Light Vehicle	Not controlled



NOTE: Development approval sought only between Wellington Street and George Street (February 2019).



Our ref: 11230;PLN-19-0017
Enquiries: Paul Godier



**NORTHERN
MIDLANDS
COUNCIL**

19/03/2019

J Galbraith
P O Box 156
LONGFORD 7301

Dear Jonathan,

Additional Information Required for Planning Application PLN-19-0017- Tree planting within centreline of street, including kerb surrounds, and two traffic islands, Smith Street, Longford at Smith Street (between Wellington Street and George Street), LONGFORD

I refer to the abovementioned application, which is currently on public exhibition and was referred to TasWater (the water and sewer authority). They have requested additional information (see attached RAI). If you have any queries, please contact TasWater's Development Co-ordinator directly:

☎ 13 6992

✉ development@taswater.com.au

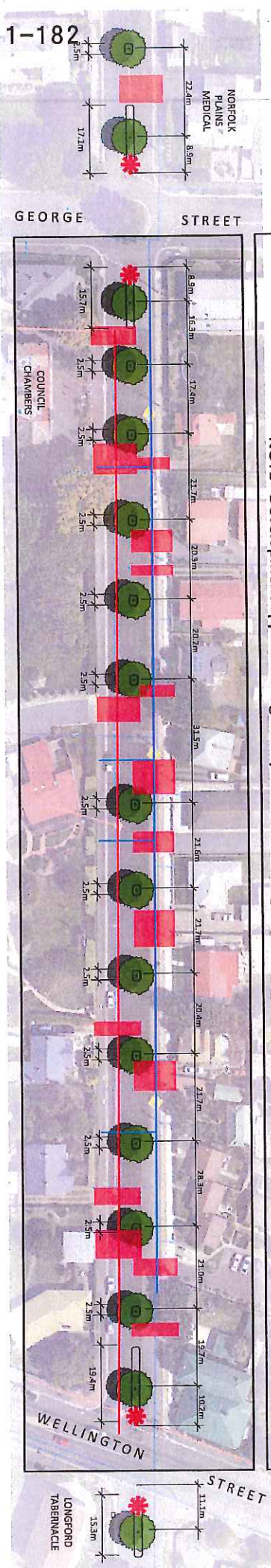
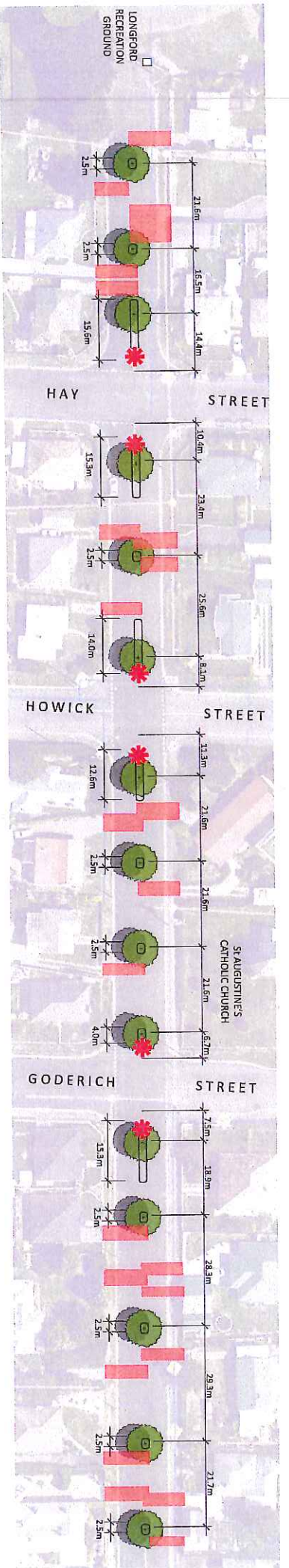
The information requested must be provided to Council for forwarding to TasWater (preferably by email to Planning@nmc.tas.gov.au).

Therefore, in accordance with Section 54 of the *Land Use Planning and Approvals Act 1993*, the statutory period for processing the application will not recommence until the requested information has been supplied to the satisfaction of the Planning Authority. It is a requirement of the Planning Authority that all correspondence, if emailed, is sent to Planning@nmc.tas.gov.au and referenced with the planning application number **PLN-19-0017**. If you have any queries, please contact Council's Planning Section on 6397 7301, or e-mail planning@nmc.tas.gov.au

Yours sincerely

A handwritten signature in cursive script that reads "Rosemary Jones".

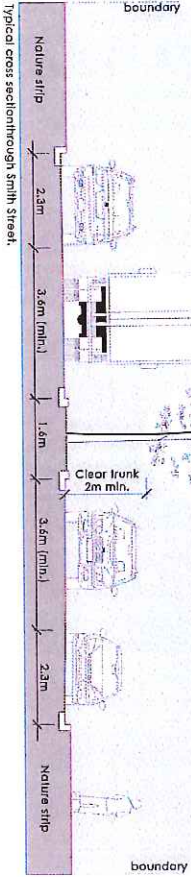
Rosemary Jones
Administration Officer



NOTE: Development approval sought only between Wellington Street and George Street (February 2019).

PLAN LEGEND

- Proposed street trees with a clear trunk of 2m (min.), positioned within the centre line of the street, with a standard kerb surround as shown.
- Driveway clearance for entering and exiting adjoining properties, based upon the existing driveway width.
- Designated pedestrian crossing points within traffic islands.
- Tapwater/water main, (approximate location).
- Sewer/water sewer main, (approximate location).



NORTHERN MIDLANDS COUNCIL

REPORT FROM: HERITAGE ADVISER, DAVID DENMAN
DATE: 12.03.19
REF NO: PLN-19-0017;
SITE: Smith Street (between Wellington Street and George Street), LONGFORD
PROPOSAL: Tree planting within centreline of street, including kerb surrounds, and two traffic islands, Smith Street, Longford
APPLICANT: NMC
REASON FOR REFERRAL: HERITAGE PRECINCT
Local Historic Heritage Code
Heritage Precincts Specific Area Plan

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


Do you have any other comments on this application?

Smith Street previously had a row of mature street streets that were removed about 10 years ago, resulting in a negative impact on the historic character of the street. This proposal to replace those trees with a central tree planting belt will make a positive contribution to the aesthetic and historic ambiance of the streetscape. I support this proposal.

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

Attach public exhibition documents

Subject line: Heritage referral PLN19-0017 Smith St (between Wellington & George St) Longford



David Denman (Heritage Adviser)

Date: 10/5/2019

Assessment against E13.0 (Local Historic Heritage Code)
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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**

<i>Objective: To ensure that the use of heritage buildings provides for their conservation.</i>	
Acceptable Solutions	Performance Criteria
A1 No acceptable solution.	<p>P1 Notwithstanding Clause 8.9, a permit may be granted for any use of a locally listed heritage place where:</p> <p>a) it can be demonstrated that the proposed use will not adversely impact on the significance of a heritage place; and</p> <p>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</p> <p>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.</p>

Comment: N/a

E13.6 DEVELOPMENT STANDARDS

E13.6.1 Demolition

<i>Objective: To ensure that the demolition or removal of buildings and structures does not impact on the historic heritage significance of local heritage places and the ability to achieve management objectives within identified heritage precincts.</i>	
Acceptable Solutions	Performance Criteria
A1 Removal of non-original cladding to expose original cladding.	<p>P1.1 Existing buildings, parts of buildings and structures must be retained except:</p> <p>a) where the physical condition of place makes restoration inconsistent with maintaining the cultural significance of a place in the long term; or</p> <p>b) the demolition is necessary to secure the long-term future of a building or structure through renovation, reconstruction or rebuilding; or</p> <p>c) there are overriding environmental, economic considerations in terms of the building or practical considerations for its removal, 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>

Comment: N/a

E13.6.2 Subdivision and development density

<i>Objective: To ensure that subdivision and development density does not impact on the historic heritage significance of local heritage places and the ability to achieve management objectives within identified heritage precincts.</i>	
Acceptable Solutions	Performance Criteria
A1 No acceptable	P1 Subdivision must:

<p>solution.</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>
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Comment: N/a

E13.6.3 Site Cover

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

Acceptable Solutions	Performance Criteria
<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

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

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

Comment: N/a

E13.6.5 Fences

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

Comment: N/a

E13.6.6 Roof Form and Materials

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

Comment: N/a

E13.6.7 Wall materials

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

identified in Table E13.1: Heritage Precincts, if any.	objectives of a precinct identified in Table E13.1: Heritage Precincts, if any.
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Comment: N/a

E13.6.8 Siting of Buildings and Structures

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

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

Comment: N/a

E13.6.9 Outbuildings and Structures

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

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

Comment: N/a

E13.6.10 Access Strips and Parking

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

Acceptable Solutions	Performance Criteria
A1 Car parking areas for non-residential purposes must be:	P1 Car parking areas for non-residential purposes must not:

<p>a) located behind the primary buildings on the site; or</p> <p>b) in accordance with the acceptable development criteria for access and parking as within a precinct identified in Table 1: Heritage Precincts, if any.</p>	<p>a) 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</p> <p>b) 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

E13.6.11 Places of Archaeological Significance

<p><i>Objective: To ensure that places identified in Table E13.3 as having archaeological significance are appropriately managed.</i></p>	
Acceptable Solutions	Performance Criteria
<p>A1 No acceptable solution.</p>	<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

<p><i>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.</i></p>	
Acceptable Solutions	Performance Criteria
<p>A1 No acceptable solution.</p>	<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

<p><i>Objective: To ensure that signage is appropriate to conserve the historic heritage significance of local heritage places and precincts.</i></p>	
Acceptable Solutions	Performance Criteria
<p>A1 Must be a sign identifying the number, use, heritage significance, name</p>	<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>or occupation of the owners of the property not greater than 0.2m².</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>
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Comment: N/a

E13.6.14 Maintenance and Repair

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

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.

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

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

PERTH HERITAGE PRECINCT CHARACTER STATEMENT

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

LONGFORD HERITAGE PRECINCT CHARACTER STATEMENT

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

CAMPBELL TOWN HERITAGE PRECINCT CHARACTER STATEMENT

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

Management Objectives

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.

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.

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

Assessment against F2.0 (Heritage Precincts Specific Area Plan)

F2.1 Purpose of Specific Area Plan

F2.1.1 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.

**REFERRAL OF DEVELOPMENT APPLICATION PLN-19-0017 TO WORKS & INFRASTRUCTURE
DEPARTMENT**

Property/Subdivision No:

Date: 12.03.19

Applicant: NMC

Proposal: Tree planting

Location: Smith Street (between Wellington Street and George Street), LONGFORD

W&I referral PLN-19-0017, Smith Street (between Wellington Street and George Street), LONGFORD

No W&I comment.

Jonathan Galbraith (Engineering Officer)

Date: 13/5/19

Dear Sir/Madam

Pursuant to the Water and Sewerage Industry Act 2008 (TAS) Section 56P(1) TasWater has assessed the application for the above mentioned permit and has determined that the proposed development did not require a referral and therefore does not require a submission from TasWater as the planting of trees will not;

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

We do however insist on due care when planting these tree near or around TasWater infrastructure and the trees should have root barriers around the roots to avoid damage, as any damage cause by the trees, TasWater may seek cost for repairs.

If you have any queries, please contact me.

Regards



Request for Additional Information

For Planning Authority Notice

Council Planning Permit No.	PLN-19-0017	Application date	12/03/2019
TasWater details			
TasWater Reference No.	TWDA 2019/00330-NMC	Date of response	19/03/2019
TasWater Contact	David Boyle	Phone No.	6345 6323
Response issued to			
Council name	NORTHERN MIDLANDS COUNCIL		
Contact details	Planning@nmc.tas.gov.au		
Development details			
Address	34 SMITH STREET, LONGFORD	Property ID (PID)	2762076
Description of development	Tree planting within centreline of street, including kerb surrounds	Stage No.	
Additional information required			
<p>Additional information is required to process your request. To enable assessment to continue please submit the following:</p> <ol style="list-style-type: none"> Please provide drawings that show TasWater's sewer mains and water mains as well as all the property connections for sewer and water. Tree locations will be required to be relocated or water & sewer connection relocated at the cost of the council, to accommodate the trees not being placed on any TasWater infrastructure 			
Advice			
<p>Service Locations</p> <p>Please note that the developer is responsible for arranging to locate the existing TasWater infrastructure and clearly showing it on the drawings. Existing TasWater infrastructure may be located by a surveyor and/or a private contractor engaged at the developers cost to locate the infrastructure.</p> <ul style="list-style-type: none"> A permit is required to work within TasWater's easements or in the vicinity of its infrastructure. Further information can be obtained from TasWater TasWater has listed a number of service providers who can provide asset detection and location services should you require it. Visit www.taswater.com.au/Development/Service-location for a list of companies TasWater will locate residential water stop taps free of charge Sewer drainage plans or Inspection Openings (IO) for residential properties are available from your local council. <p>To view our assets, all you need to do is follow these steps:</p> <ol style="list-style-type: none"> Open up webpage - http://maps.thelist.tas.gov.au/listmap/app/list/map Click 'Layers' Click 'Add Layer' Scroll down to 'Infrastructure and Utilities' in the Manage Layers window, then add the appropriate layers. Search for property Click on the asset to reveal its properties 			



Authorised by

A handwritten signature in black ink, appearing to read "J Taylor".

Jason Taylor

Development Assessment Manager

TASWATER CONTACT DETAILS

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

Northern Midlands Council

12th March 2019

Planning Application No PLN-19-0017

Smith Street Tree Planting

Dear Sir's

I'm very concerned about your proposed development as it will reduce the effective street width to dangerous proportions.

Maximum Vehicle width 2.5metres plus wing mirrors.

When parked, most vehicles average about 0.3 metres out from the kerb, some less and some more. This leaves an effective minimum road width of less than 3 meters.

Maximum standard truck height is 4.3 meters. A removalist truck using a shipping container could easily be 3.6 metres high. How high are the trees going to be pruned?

The real problem is from vehicles exiting from the numerous drive ways. If their vision is obscured by a parked car or truck, they then must drive far enough forward to see around the obstructing vehicle, in which case the nose of their vehicle could easily be almost 2 meters onto the roadway forcing any approaching vehicles to stop.

This is a popular parking area frequently used by visitors to Norfolk Plains Medical, The Northern Midlands Council, Toosey and the numerous units located along this street.

Regards

Gregory Green

1 Archer St

Longford

Tas 7301

Ph 0418 115567

Email gmg407@gmail.com

NORTHERN MIDLANDS COUNCIL					
Location					
File No.					
Property					
Attachments					
REC'D 13 MAR 2019					
GM					
P&DM			MYR		
CSM			CBS		
E&DM			PLAN		
WM			BLD		
HR			HLT		

NORTHERN MIDLANDS COUNCIL					
Location					
File No.					
Property					
Attachments					
REC'D 20 MAR 2019					
GM		A	MYR		
P&DM			CRS		
CSM			PLAN		✓
E&DM			BLD		
WM			IHLT		
HR					

20th March, 2019.
 16 Lewis Street,
 Longford,
 Tasmania, 7301.

Mr Jennings,

I wish to put to the Northern Midlands Council a few facts and figures that concern me regarding the proposal for Planning Application number PLN-19-0017, planting of trees in the centreline of Smith Street, Longford. I went into the Northern Midlands Council website early this week and noticed that the plan eventually will have thirty two Acer trees of up to 15 metres high, and 10 metres wide, all the way from outside the old Baptist Church to the gateway of the recreation ground. But I also noticed that the Development Approval is only for the section of Smith Street between Wellington and George Streets. (This was in Tuesday's Examiner). Are there still plans to put 14 trees between George and Wellington Streets as per the Smith Street project concept plan, or will that change when other things have been re-considered down the track? By this I mean, I have looked at the plans and have discovered glaring mistakes that I am sure all of the residents living in the proposed Planning Development area should be made aware of. First of all is the height of the trees, which at 15 metres will block out any early morning sun for those living on the northern side of Smith Street? A minor problem, with the size of the trees again, is will there be enough room for the rubbish and recycle collection trucks to drive along Smith Street if there are vehicles parked on the street?

It was also mentioned in the Proposed Street Improvements paper that 'parking can likely be maintained as currently available', but no doubt a lot of 'on- street' parking will disappear from this section of Smith Street. Have the residents been informed of this? Another thing the residents need to be informed of, which I noticed but perhaps no one on the Northern Midlands Council has noticed, will be that all of those residents of Smith Street that have a motor vehicle, will not be able to do a right hand turn on leaving their driveway, they will only be able to turn left on coming on to Smith Street. Why? Because it will be unsafe and secondly because there will not be enough room. It does get a mention in the 'Traffic Safety' section of the paper and also in the 'Conclusion'. Take for example, that there is a car parked

on the street, that will take up just over two metres of the six metres available for that side. If a resident comes out to turn right, their car on average will be just over 4 metres long, this means that even allowing for the 1 metre centre tree strip, it will leave a gap of about a metre for any car driving up or down Smith Street. Accident waiting to happen?

This means those residents who live on the northern side of Smith Street will have to go up to the roundabout at George Street and drive back down towards Wellington Street to get home. The ones who live on the southern side of Smith Street will have to make sure they come into Smith Street from Wellington Street. There is in my mind, a safety concern with the proposed pedestrian crossing outside the Council Chambers. Cars travelling south along George Street and turning into Smith Street, of course have to give way to all cars either already in the roundabout or approaching from the right. At that corner there is a blind spot on the left, so that if there is pedestrian halfway across the proposed crossing, there is a chance they will be hit by the driver who has turned off George Street and has been concentrating on traffic from their right, and not being able to see properly to the left because of the obstruction to their view. I haven't had a look yet, but someone mentioned that there could also be another problem regarding overhead power lines and the positioning of the trees.

John Denne.

SIGNED:



20th March, 2019.

Rosemary Jones

From: johnsontas@bigpond.com
Sent: Thursday, 14 March 2019 1:52 PM
To: NMC Planning
Subject: tree planting Smith St., Longford

In reply to your Notice to Adjoining Property Owners about tree planting in Smith St., Longford. I have read your flyer and approve the proposal.

Thomas Peter Johnson. 46, Wellington St., Longford Tas. 7301. johnsontas@bigpond.com. (03) 63911475 0448 077 074

From: John Izzard
Sent: Thu, 14 Mar 2019 14:01:54 +1100
To: council@nmc.tas.gov.au
Subject: Re: Street trees

Dear Mr Jennings,

Mad Hatters Tea Party.

Six days short of 12 months ago I wrote to you supporting the Council plan to plant trees along Smith Street.

Council then approved the plan and Smith Street was subsequent marked/painted for the trees positioning.

When nothing happen I made **three visits** to the Council office each time asking when the trees were going in. I was always told "soon".

My last effort was a phone call two weeks ago.

Now I get a notice saying that there is going to be a Planning approval process, and again I'm being asked to comment.

Why on earth is the Planning process taking 12 months to get under way?

Is my original letter of support still standing or do I have to write a second letter.

Sincerely,

John Izzard

Crn Wellington and Smith Street
Longford.

0438 123 123

On 20 Mar 2018, at 5:03 pm, John Izzard <johnizzard@bigpond.com> wrote:

ATTENTION: General Manager, Mr Des Jennings.

Dear Mr Jennings,

We fully support the Council plans to plant trees along Smith Street.

What a great idea.

As I mentioned during our meeting with you, our only concern is that you provide a break in the centre so we can swing into our driveway when we turn into Smith Street from Wellington Street.

Mr P MacDonald of Smith Street, our neighbour, also fully supports the tree planting.

I would also add to your list of benefits that the trees would provide:

Reduction of street noise from passing vehicles.

Shade to reduce heat from bitumen in summer.

Trusting you have success with this excellent proposal.

Sincerely,

John Izzard

“Berridale”

Corner of Smith Street and Wellington Street
Longford.

Ph. 0438 123 123.

NORTHERN MIDLANDS COUNCIL

Location					
File No.					
Property					
Attachments					
REC'D	26 MAR 2019				
GM	<input checked="" type="checkbox"/>	A	MVE	<input type="checkbox"/>	A
EADM	<input type="checkbox"/>		CRS	<input type="checkbox"/>	
CEM	<input type="checkbox"/>		PLAN	<input checked="" type="checkbox"/>	
EADM	<input type="checkbox"/>		BLD	<input type="checkbox"/>	
WAM	<input type="checkbox"/>		HLT	<input type="checkbox"/>	
MR	<input type="checkbox"/>			<input type="checkbox"/>	

WHAT A JOKE. FIRST THE COUNCIL PUBLISHED THE COST OF TREES IN SMITH STREET AT \$56,000 EACH AT \$4,000 LOT OF MONEY FOR ONE TREE. RESIDENTS IN THIS STREET HAVE STATED THEY DIDNT WANT THEM. ON 19TH MARCH I READ IN THE EXAMINER THAT SMITH ST WORKS HAVE BLOWN OUT TO \$80,000 WITH EXTRA MEDIAN STRIP, TRAFFIC ISLAND & BARRIER KERBS.

IT IS ALSO SUGGESTED THAT WE MIGHT HAVE TO TURN LEFT OUT OF OUR DRIVEWAYS. WE HAVE MANY ELDERLY PEOPLE LIVING & USING THIS STREET. HOW ARE THEY GOING TO COPE WITH THE CHANGES. ENDING UP GOING THE WRONG WAY.

I KNOW THAT THE COUNCIL WILL NOT LISTEN TO THE PEOPLE AS LAST YEAR IT WAS STATED IN A PAPER 'SOME COUNCILLORS WOULD GO AHEAD WITH IT ANYWAY.

I THINK THE COUNCIL SHOULD LOOK AT THE STREETS THAT NEED FOOTPATHS ESPECIALLY PULTNEY ST, BETWEEN MARLBOROUGH & WELLINGTON. SPEND THE MONEY THERE.