

PLAN 3

PLANNING APPLICATION PLN-21-0101

SMITH STREET, BETWEEN GEORGE STREET AND RECREATION GROUND, LONGFORD

ATTACHMENTS

- A Application & plans
- B Referral responses
- C Representations

PLANNING APPLICATION

Proposal

Description of proposal: PLANT STREET TREES FROM 28-40 SMITH ST

(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: 28-40 SMITH ST, LONGFORD

CT no:

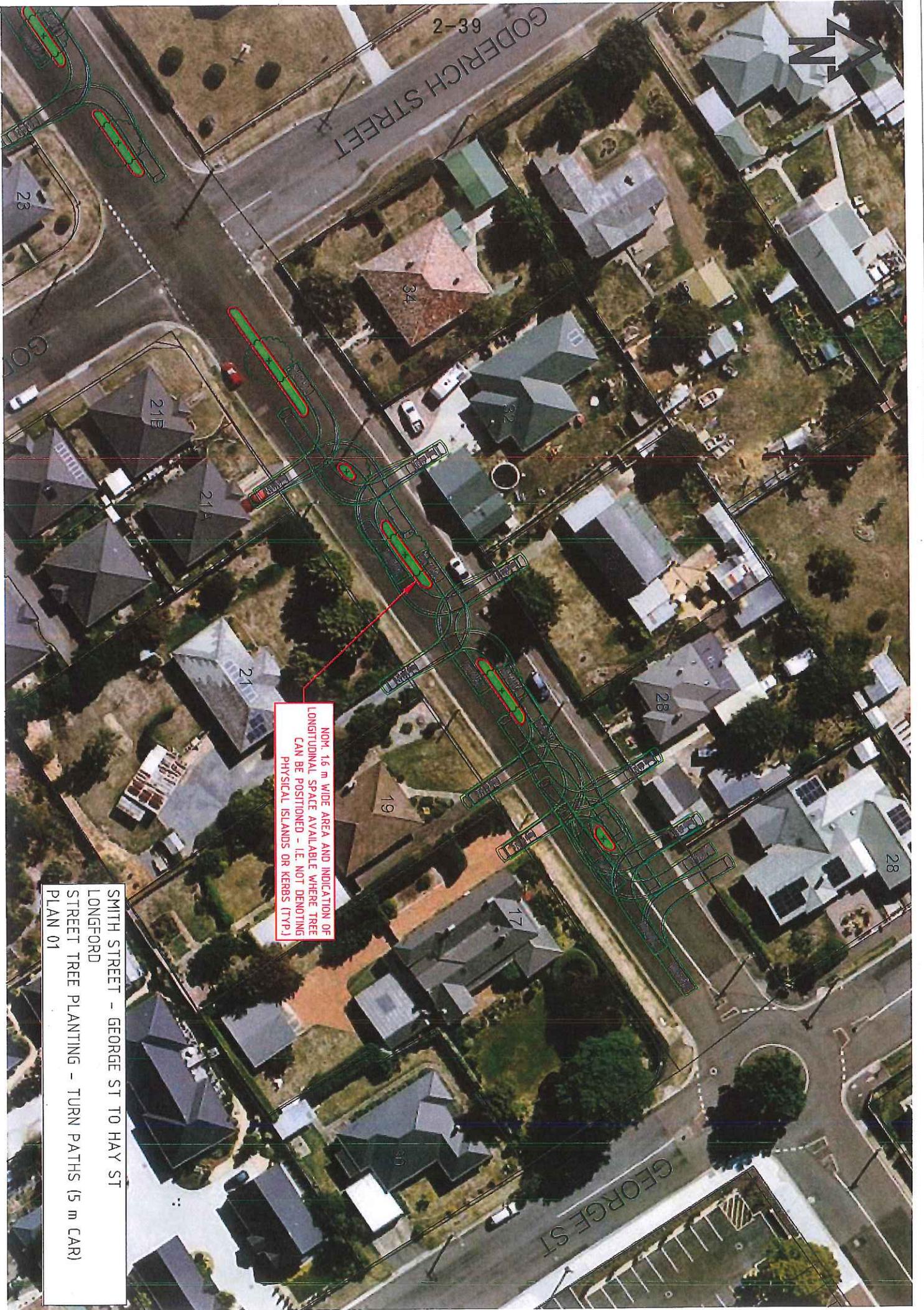
Estimated cost of project \$20,000 (include cost of landscaping, car parks etc for commercial/industrial uses)

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

If variation to Planning Scheme provisions requested, justification to be provided: (attach additional sheets if necessary)

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

EXHIBITED



2-39

GODERICH STREET



NOM. 16 m WIDE AREA AND INDICATION OF LONGITUDINAL SPACE AVAILABLE WHERE TREE CAN BE POSITIONED - (IE. NOT DENOTING PHYSICAL ISLANDS OR KERBS (TYP.)

SMITH STREET - GEORGE ST TO HAY ST
LONGFORD
STREET TREE PLANTING - TURN PATHS (5 m CAR)
PLAN 01

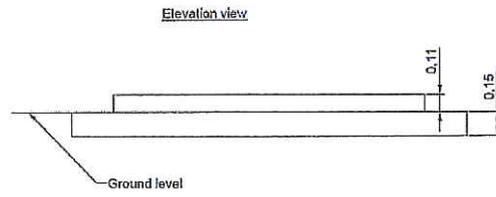
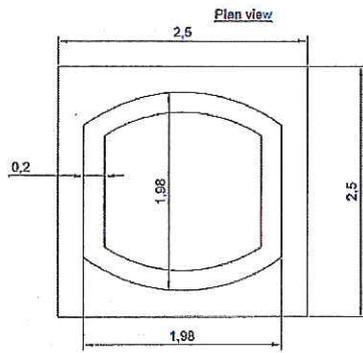


NOM. 16 m WIDE AREA AND INDICATION OF LONGITUDINAL SPACE AVAILABLE WHERE TREE CAN BE POSITIONED - I.E. NOT DENOTING PHYSICAL ISLANDS OR KERBS (TYP.)

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SMITH STREET - GEORGE ST TO HAY ST
LONGFORD
STREET TREE PLANTING - TURN PATHS (5 m CAR)
PLAN 02

Concrete Tree Surround and Tree Guard Details



D1

Proposed Tree variety



Proposed street tree *Acer rubrum* var. 'Fairview Flame' 15m h x 10m w.

D2

Traffic Comment

Street Improvement Works (Street Trees, Medians)
STAGE 2 – FEBRUARY 2021
Smith Street Longford, Tasmania

Author: Andrew Howell,
BEng(Hons), MEngSci

February 2021

Andrew Howell
BEng (Hons), MEngSci

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ATTACHMENT

1. NMC Street Plan - Smith Street Upgrade Works
2. DSG Crash Stats Summary (UPDATED 2021)

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 installed median treatments including feature street trees down the centre of Smith Street, Longford in 2019-20, with some areas using a style of elevated median strips for a line of central street trees, with individual tree beds using surrounding barrier kerbs. This resulted in a change to lane and parking arrangements, in general to attempt to create a more attractive updated streetscape with some traffic calming.

Stage 1 of the works in Smith Street from Wellington Street to George Street was originally approved in 2019 and was constructed by NMC soon after. No specific issues have been raised by Council staff with the current arrangement.

In early 2021, Council now seeks to install additional street trees for some section of the remainder of Smith Street to the WEST beyond George Street p to the Football ground, as shown in the attached proposal plans (refer ATTACHMENT 1). This report reviews this second stage or works with respect to traffic safety and service generally.

Prior to the original proposal a traffic assessment report was prepared to review the arrangements with regard to traffic safety and service generally for Stage 1 works. This report now addresses further Stage 2 works, and is again prepared by Andrew Howell, an engineer with experience in preparing traffic impact assessments and general traffic advice, and is provided for Council's general information and further review.

Preparation of the report has included 2020 site visit of the installed Stage 1 works generally to review operation, and a long term historical association with the street area, as well as review of the Stage 2 proposal plans (NMC draft/concept plans only) as well as discussions with Council's Engineering Officer. Crash Stats from DSG were also updated (with no additional issues identified since previous requests).

2. The Site

The site of Stage 2 works is a section of Smith Street, Longford, running from the Longford recreation ground entrance (the termination of Smith Street) to George Street (roundabout). Several side street/through road junctions are also noted crossing Smith Street, including Hay, Goderich, Howick and George Streets. Smith Street runs generally North East-South West.

Smith Street is typically up to 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 one side between George and Howick Streets, but not beyond to the West.

Junction markings indicate priority for Smith Street over the minor Goderich and Howick Streets, whilst Hay Street has priority over Smith Street, all with 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.

3. The Proposal

The original proposal (Stage 1) was to create a line of street trees to improve visual amenity in the Smith Street zone near to Council chambers, 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. The individual barrier kerb style median platforms around trees have 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.

Stage 2 to extend the median plantings to the wider Smith Street links beyond the original Stage 1 works to a new section between George St and the football ground past Hay Street, presents as generally reasonable in concept, due to some ability to assess the current suitability of the previous stage works in current operation, being similar in layout, arrangement, and typical street/lane width to previous section.

The overall concept has thus far been considered successful by council, and the current Stage 1 installation demonstrates how this type of median treatment can work practically. Council officers indicate the current arrangement has anecdotally presented no traffic problems to which they have been made aware - revisiting of DSG crash statistics to check no additional safety issues have arisen in crash data since initial Stage 1 installation works shows no new crashes were listed in the past 18 months.

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 to the East contains the Council Chambers, Hospital/Aged care access, and an access to other local facilities such as the medical clinic, police station, and also to the West 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 pedestrians 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

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

Traffic Crash data from DSG for the zone was requested in 2019, to identify any existing issues, with no significant issues identified related to particular deficiencies in road arrangement or infrastructure, which was to be likely expected based on site inspection, low speed environment / lower volumes, and a local appreciation of the

site. Follow up data in 2021 was sought and provided, with no new crashes arising since the 2019 data.

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. Council officers note this will be reviewed internally by NMC and assessed specifically with regard to turning templates and property accesses etc. as required, along with consideration of parking requirements for the current street frontages where impacted.

1) Traffic Efficiency / Service

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 near to the Council entry location, street corners from footpath accesses, etc. should be considered at detailed design stage.

Existing property accesses in Smith Street appear not to be significantly impacted by the proposal, with further consideration of vehicle turning paths by Council and potentially with consultation on individual circumstances for landholders if required. 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, likely provide ample turning opportunities as well as turn manoeuvres at other areas of the street where appropriate.

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 with a 2.5m approx. width parking zone included in this 6m. 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 by NMC 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 not shown on the concept plans. 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 movement to and from Council Chambers and Hospital/Care entries, as well as any other specific locations 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).

Consideration may also be given to future priorities for expansion of footpath/trail network to include linkage to the Recreation ground precinct where footpaths are currently not available.

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.

Andrew Howell

SMITH ST TREE PLANTING LOCATIONS



Traffic Comment

Street Improvement Works (Street Trees, Medians)
STAGE 2 – FEBRUARY 2021
Smith Street Longford, Tasmania

Author: Andrew Howell,
BEng(Hons), MEngSci

Rev B - June 2021

Andrew Howell
BEng (Hons), MEngSci

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2. DSG Crash Stats Summary (UPDATED 2021)
3. LGAT-IPWEA standard road layout/width drawing TSD-R03-V3

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Smith Street is typically up to around 13m wide (later data provided by NMC from survey information of minimum 13.11m width), 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 one side between George and Howick Streets, but not beyond to the West.

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

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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**

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5. Traffic Data

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

Traffic Crash data from DSG for the zone was requested in 2019, to identify any existing issues, with no significant issues identified related to particular deficiencies in road arrangement or infrastructure, which was to be likely expected based on site inspection, low speed environment / lower volumes, and a local appreciation of the

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1) Traffic Efficiency / Service

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 near to the Council entry location, street corners from footpath accesses, etc. should be considered at detailed design stage.

Existing property accesses in Smith Street appear not to be significantly impacted by the proposal, with further consideration of vehicle turning paths by Council and potentially with consultation on individual circumstances for landholders if required. 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, likely provide ample turning opportunities as well as turn manoeuvres at other areas of the street where appropriate.

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 approx. 13m typically (later survey by Council notes min 13.11m width, some up to 13.78m width), which provides capacity for a centre median zone of approx. 1m width with up to 6m either side for a single lane with a 24m-2.5m approx. width parking zone included in this 6m in most cases.

LGAT-IPWEA municipal standards note that a minimum road width for a collector (which this street is not, rather a local road, but this is not necessarily important) is nominated as 11m (refer attached LGAT-IPWEA drawing TSD-R06-v3). This provides for parking both sides and two-way traffic as shown, with parking width up to 2.4-2.5m, and approx. 6m of through traffic lane width total. With this in mind, and with the above existing road widths suggested in Smith Street, a typical lane width of at least 3.5m could be provided as well as 2.4m parking bays either side with median between as suggested.

Council note that the NMC Interim planning scheme Code E6 suggests a total width of 11.8m for road pavements which allows 2.3m for parking and 3.6m for traffic lanes, however this typically applies to off street parking and circulation within same. This approach is inconsistent with the LGAT standard drawings and typical intent for on street road and parking design as outlined above from the IPWEA drawing set, which notes a requirement of street width of 11.0m as the acceptable norm, and on this basis, the solution as proposed would thus meet the requirements for traffic service and safety, and in turn meet the Performance Criteria noted below from E6

P2 Car parking and manoeuvring space must:

-
- a) *be convenient, safe and efficient to use having regard to matters such as slope, dimensions, layout and the expected number and type of vehicles; and*
 - b) *provide adequate space to turn within the site unless reversing from the site would not adversely affect the safety and convenience of users and passing traffic.*

The performance criteria are thus considered and deemed met by following typical IPWEA-LGAT road width recommendations. Alternative options exist such as removing some parking spaces or revisiting kerb lines to create more width, but are not considered necessary unless Council otherwise determine need.

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 by NMC will confirm this and provide options – by Council at later stage.*

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 not shown on the concept plans. 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 movement to and from Council Chambers and Hospital/Care entries, as well as any other specific locations 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).

Consideration may also be given to future priorities for expansion of footpath/trail network to include linkage to the Recreation ground precinct where footpaths are currently not available.

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.

Andrew Howell

TABLE 1 - ROAD REQUIREMENTS (RESIDENTIAL)

ROAD TYPES	ROAD TYPE	ROAD LENGTH / NUMBER OF TENEMENTS	MINIMUM ROAD WIDTH	MINIMUM RESERVATION WIDTH	MINIMUM FOOTPATH REQUIREMENTS	NOTES (TABLE 1)
1 - Arterial						NOTES (TABLE 1) a. Road and reservation widths shown are the minimum required. Increased widths for any road class may be required to accommodate any or all of the following: • high numbers of commercial vehicles e.g. Buses, Semi Trailers and B-Doubles • high traffic volumes • provision for bicycles b. Intermediate road widths between the following ranges are not permitted. • 6.9m and 8.9m (F.O.K) • 8.9m and 11.0m c. The General Manager's delegated officer, may approve variations to any of the requirements in this Table to suit specific project outcomes. d. Council bylaws apply.
2 - Sub Arterial	Through Road	Any length	11.0m	20.0m	Both Sides	
3 - Collector	Through Road	Any length	8.9m	18.0m	One Side Only	
	Cul-De-Sac	Length > 150m	8.9m	18.0m	One Side Only	
4 - Local	Cul-De-Sac	Length ≤ 150m and / or No. of equiv. tenements ≤ 15	6.9m	15.0m	One Side Only	

TABLE 2 - ROAD REQUIREMENTS (COMMERCIAL / INDUSTRIAL)

ROAD CLASS	ROAD TYPE	ROAD LENGTH / NUMBER OF TENEMENTS	MINIMUM ROAD WIDTH	MINIMUM RESERVATION WIDTH	MINIMUM FOOTPATH REQUIREMENTS	NOTES (TABLE 2)
3 - Collector	Through Road					NOTES (TABLE 2) 1. Footpath provision to suit Commercial / Industrial development. 2. Notes a, and c, from Table 1.
	Through Road	Lot Size < 10,000m ²	11.0m	18.0m	(Refer note)	
4 - Local	Cul-De-Sac	Lot Size ≥ 10,000m ²	10.0m	18.0m	(Refer note)	

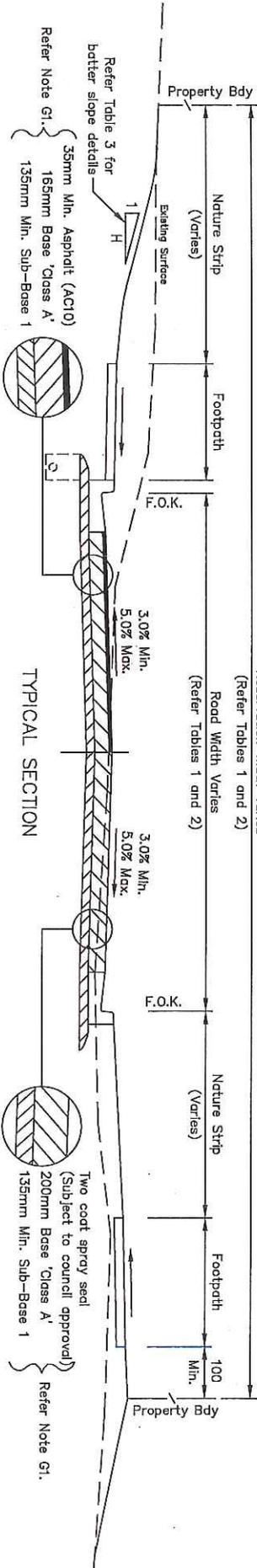
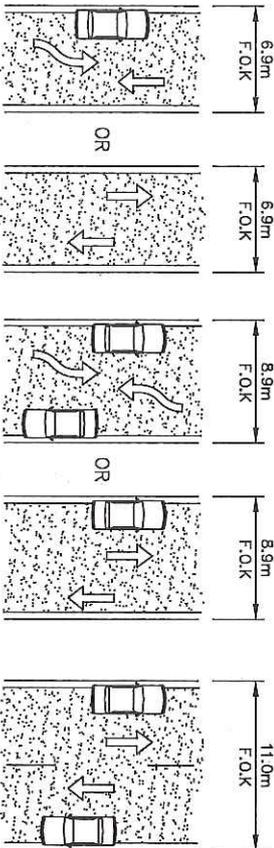


TABLE 3 - MAXIMUM BATTER SLOPES

MATERIAL TYPE	VERT.	HORIZ.	VERT.	HORIZ.
Solid Rock	1	0.25	1	0.25
Loose Rock	1	1.33	1	1.33
Soil	1	1.50	1	1.50
Sand	1	3.00	1	3.00



TYPICAL LANE CONFIGURATIONS

- NOTES**
- G1. Pavement depths shown are the minimum required. Final depths are determined by structural calculations based on the actual sub-grade C.B.R. and design traffic loads, in accordance with the Austroads publication: 'A Guide To The Structural Design Of Road Pavements'. The base course is shown to facilitate ease of construction. It may be reduced to a minimum of 100mm, provided the overall pavement depth (including seal) is ≥ 300mm
 - G2. References:
 - TSD-R09 & TSD-R10 - Driveways
 - TSD-R11 - Footpaths
 - G3. References: Road crossfall greater than 5% must be approved by the General Manager's delegated officer.
 - G4. Surfacing type to consider grades/vehicle type and turning movements.

STANDARD DRAWING

URBAN ROADS
TYPICAL SECTION AND PAVEMENT WIDTHS

6/10 Box 1271, Hobart Tasmania 7001 32C Aqueduct Street, Hobart Tasmania 7000
T: 03 6233 3966 F: 03 6233 3966 Email: design@tasra.gov.au

18-09-2020

TSD-R06-V3

SCALES: AS SHOWN
(All scales are correct at A3)

REFERENCES

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TAS Division
IPWEA
INSTITUTE OF PUBLIC WORKS ENGINEERS AUSTRALASIA

Local Government Association Tasmania
TGAT

**REFERRAL OF DEVELOPMENT APPLICATION PLN-21-0101 TO WORKS & INFRASTRUCTURE
DEPARTMENT**

Property/Subdivision No: 0

Date: 11 May 2021

Applicant: Northen Midlands Council

Proposal: Planting of Street Trees in road centre (partially within Heritage Precinct)

Location: Roadway adjacent to:, 28-40 Smith Street, Longford

W&I referral PLN-21-0101, Roadway adjacent to:, 28-40 Smith Street, Longford

Planning admin: W&I fees paid.

No W&I comment

Jonathan Galbraith (Engineering Officer)

Date: 12/5/21



Request for Additional Information

For Planning Authority Notice

Council Planning Permit No.	PLN-21-0101	Application date	11/05/2021
TasWater details			
TasWater Reference No.	TWDA 2021/00737-NMC	Date of response	18/05/2021
TasWater Contact	Phil Papps	Phone No.	0474 931 272
Response issued to			
Council name	NORTHERN MIDLANDS COUNCIL		
Contact details	Planning@nmc.tas.gov.au		
Development details			
Address	28 SMITH ST, LONGFORD	Property ID (PID)	6736684
Description of development	Planting of street trees in road centre	Stage No.	
Additional information required			
<p>Trees within 2m of TasWater Infrastructure</p> <p>Section 56X(1) of the Water and Sewerage Industry Act 2008 (No. 13 of 2008) states that a regulated entity (TasWater) may, by notice in writing, require the owner of any land to remove any tree on that land if the regulated entity reasonably decides that the tree is obstructing or damaging the regulated entity's works or that it is likely to obstruct or damage them. The developer should carefully consider the type of trees planted within close proximity to TasWater infrastructure to avoid the possibility of future removal by TasWater at the owners cost.</p> <p>TasWater records indicate a DN150 concrete sewer main approx. 1.0m deep (Asset A431223) is located directly beneath the proposed tree located opposite 19 & 30 Smith St.</p> <p>As such additional information is required to process your application. To enable assessment to continue please submit the following:</p> <ol style="list-style-type: none"> 1. Amended Tree Planting Plans (refer TasWater mark ups) which clearly show the location of TasWater sewerage pipes relative to the proposed trees. The amended plans must demonstrate the trees will be located no closer than 2.0m from the sewer mains. 2. Where TasWater sewer mains are to be located below the tree canopy (and thus likely to be within the root spread) provide details of what measures will be undertaken to mitigate the possibility of the trees roots entering the pipes at the joints and or invading the pipe trench and possibly causing future misalignment of the pipes as the roots grow. 3. In the event that the tree located over Asset A431223 cannot be relocated please show the DN150 sewer main to be realigned at the developer's cost to comply with the above clearance requirements. 			
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. The location of this infrastructure as shown on the GIS is indicative only.</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.

To view our assets, all you need to do is follow these steps:

- 1) Open up webpage - <http://maps.thelist.tas.gov.au/listmap/app/list/map>
- 2) Click 'Layers'
- 3) Click 'Add Layer'
- 4) Scroll down to 'Infrastructure and Utilities' in the Manage Layers window, then add the appropriate layers.
- 5) Search for property
- 6) Click on the asset to reveal its properties

Authorised by

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

Jason Taylor

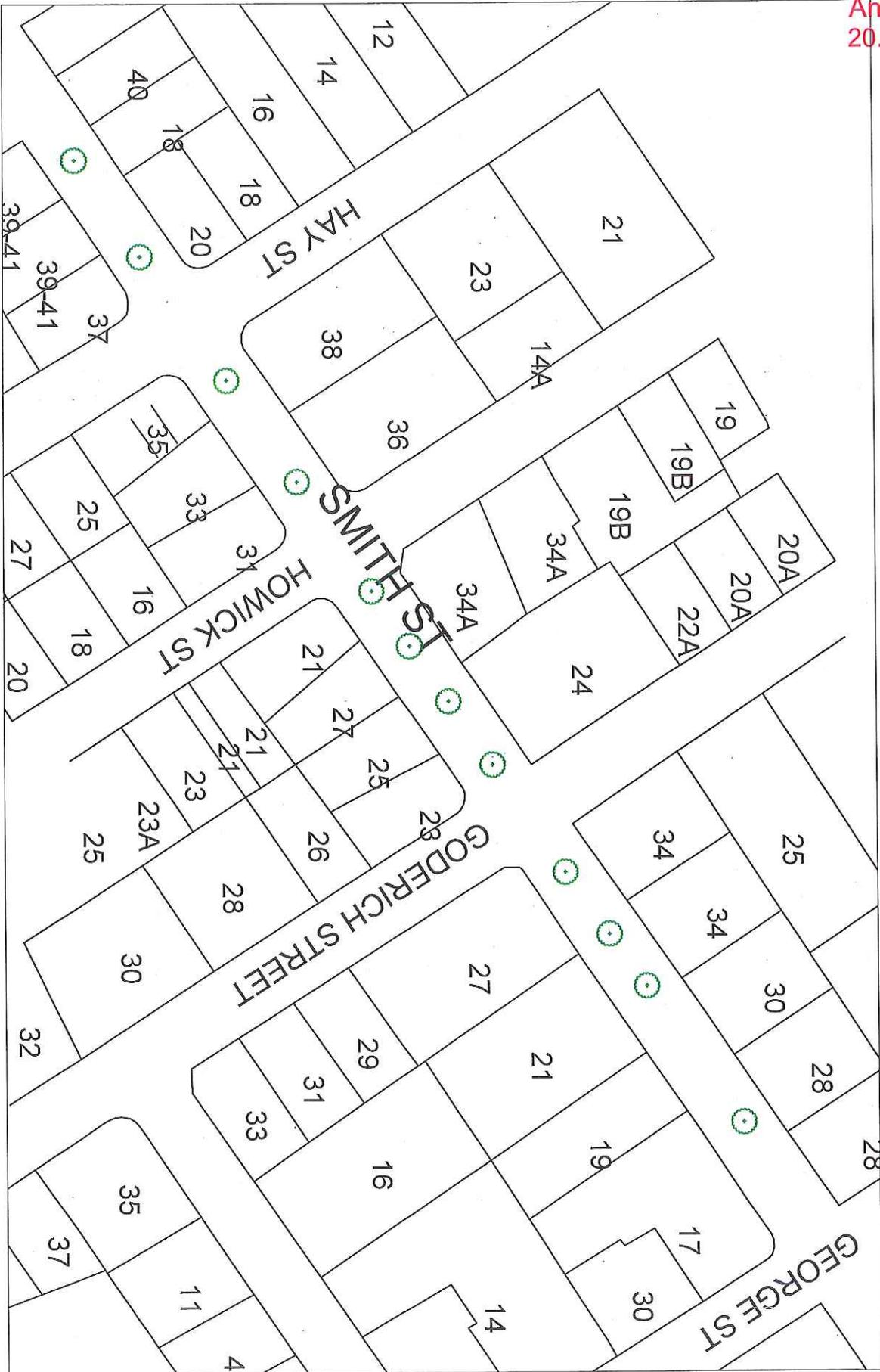
Development Assessment Manager

TASWATER CONTACT DETAILS

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

Amended
20.05.21

SMITH ST TREE PLANTING LOCATIONS



Karen Jenkins

From: TasWater Development Mailbox <Development@taswater.com.au>
Sent: Monday, 31 May 2021 11:19 AM
To: NMC Planning
Subject: TasWater Advice RE: Planning Authority Notice, TWDA 2021/00737-NMC, for Council permit PLN-21-0101

Dear Sir/Madam

Pursuant to the Water and Sewerage Industry Act 2008 (TAS) Section 56P(1) TasWater has assessed the amended plan for this application for the above mentioned permit and has determined that the proposed development does not now require a submission from TasWater.

If you have any queries, please contact me.

Regards

Phil Papps
Senior Assessment Officer



D 0474 931 272
F 1300 862 066
A GPO Box 1393, Hobart TAS 7001
169 Main Road, Moonah, TAS 7009
E phil.papps@taswater.com.au
W <http://www.taswater.com.au/>

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



**THANKS
IS ENOUGH**



Tasmanians are often keen to say thanks to our employees for a job well done. Instead of a gift, we'd prefer that you send us a simple card, a letter or an email. We'd appreciate it!

Disclaimer

This email, including any attachments, may be confidential and/or legally privileged. You must not use, access or disclose it other than for the purpose for which it was sent. If you receive this message or any attachments or information in it in error, please destroy and delete all copies and notify the sender immediately by return email or by contacting TasWater by telephone on 136992. You must not use, interfere with, disclose, copy or retain this email. TasWater will not accept liability for any errors, omissions, viruses, loss and/or damage arising from using, opening or transmitting this email

NORTHERN MIDLANDS COUNCIL

REPORT FROM: HERITAGE ADVISER, DAVID DENMAN
DATE: 11 May 2021
REF NO: PLN-21-0101; 0
SITE: Roadway adjacent to:, 28-40 Smith Street, Longford
PROPOSAL: Planting of Street Trees in road centre (partially within
Heritage Precinct)
APPLICANT: Northen Midlands Council
REASON FOR REFERRAL: HERITAGE PRECINCT
HERITAGE-LISTED PLACE
Local Historic Heritage Code
Heritage Precincts Specific Area Plan

Do you have any objections to the proposal: No

The street trees will make a positive contribution to the historic heritage character of the precinct.
I have no objections to the proposal.

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

Attach public exhibition documents

Subject line: Heritage referral PLN-21-0101 - Roadway adjacent to:, 28-40 Smith Street, Longford



David Denman (Heritage Adviser)

Date: 27/5/2021



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> <ul style="list-style-type: none"> a) it can be demonstrated that the proposed use will not adversely impact on the significance of a heritage place; and b) the amenity impacts of both the proposed use on the surrounding areas and from the surrounding area on the proposed use are considered acceptable; and c) a report by heritage professional states that it is necessary for conservation purposes or the continued maintenance of the building or where there is an overriding public benefit.

Comment: N/a

E13.6 DEVELOPMENT STANDARDS

E13.6.1 Demolition

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

Comment: 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:

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

Comment: 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: N/a

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</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</i>

<p>development criteria for access and parking as within a precinct identified in Table 1: Heritage Precincts, if any.</p>	<p>b) setting of a building or its historic heritage significance; and detract from meeting the management objectives of a precinct identified in Table E13.1: Heritage Precincts, if any.</p>
--	--

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
<p>A1 No acceptable solution.</p>	<p>P1 For works impacting on places listed in Table E13.3: a) it must be demonstrated that all identified archaeological remains will be identified, recorded and conserved; and b) details of survey, sampling and recording techniques technique be provided; and 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
<p>A1 No acceptable solution.</p>	<p>P1 The removal of vegetation must not: a) unreasonably impact on the historic cultural significance of the place; and 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
<p>A1 Must be a sign identifying the number, use, heritage significance, name or occupation of the owners of the property not greater</p>	<p>P1 New signs must be of a size and location to ensure that: a) period details, windows, doors and other architectural details are not covered or removed; and b) heritage fabric is not removed or destroyed through attaching signage; and c) the signage does not detract from the setting of a heritage place or does not unreasonably impact on the view of the place from public viewpoints; and</p>

than 0.2m ² .	d) signage does not detract from meeting the management objectives of a precinct identified in Table E13.1: Heritage Precincts, if any.
--------------------------	---

Comment: N/a

E13.6.14 Maintenance and Repair

<i>Objective</i> 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.
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>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 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</p>

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)
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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 adverse effect on the streetscape.

RECEIVED	DATE	TIME	BY
REC'D	17 MAY 2021		

19 Smith Street
Langford

Ref No. PLN-21-0101

General Manager
N.M. Bombardier

For thirty years because my house block is narrow I spent on my hand lights to reverse into my driveway to garage my car. The car has to be at right angles to perform this operation I then drive to the bright and reverse into my driveway.

If I drove into my driveway it is difficult to see because of parked cars in the street.

The Doctor surgery generates dozens of cars fighting outside my house.

This is one of the main reasons

21

Trees would cause danger to cars and pedestrians

Duff Zeff

NORTHERN MIDLANDS		COL
PLN		
PLN		
PLN		
REC'D 19 MAY 2021		
PLN		
PLN		
PLN		

The General Manager.
 Northern Midlands Council
 13 Smith St, Longford

Dear Sir

Re Smith St tree plantings App ref No 21-0101

We wish to join the chorus of ratepayers who are endeavouring to prevent The Northern Midlands Council proceeding with the planned plantings of more trees in the centre of Smith Street.

The existing plantings are already a great inconvenience to residents and traffic through fare.

Many cars are parked in this street, and the tree guards make it very difficult to access driveways and businesses.

We deliver meals from Toosey, the trees making access to houses quite awkward when reversing into the traffic.

No one we have ever spoken supports this development, so that is why we are doing everything in our power to prevent this very unfavourable project proceeding.

We would hope that The Council listens to the wishes of all the ratepayers who are directly involved in this unnecessary and unwanted expensive development.

Yours Faithfully

Lorna Beck and John cheek Residents of Longford.

L. G. Beck
J. W. Cheek

NORTHERN MIDLANDS	
FILE NO.	
PROPERTY	
ALLIANCE	
REC'D 19 MAY 2021	
PLN	
PLN	
PLN	
PLN	
PLN	
PLN	

61 Hobhouse St
Longford
7301
18/5/21

The General Manager
Northern Midlands Council

Application Reference No PLN-21-0101

Dear Sir/Madam,

I am concerned about the plan to plant trees in the center of Smith St. I feel the trees already planted in the section of Smith Street from Wellington St to George St are a traffic hazard. The area is difficult to negotiate especially when there are cars parked along the side of the road.

Trees do not belong in the middle of the road. Trees should be in parks and gardens. It is a waste of ratepayer funds to plant trees where they could cause damage to the road surface causing further expense at a later date.

Yours sincerely,



Pat Kerr
Ph.

The General Manager
The Northern Midland Council
13 Smith St
Longford 7301

21 Smith St
Longford 7301

18/5/2021

APPLICATION REFERENCE NUMBER: PLN -21-0101

Dear General Manager / Acting GM Maree Bricknell,
In July 2020 I submitted a petition to the NM Council signed by the Residents with driveways on Smith St from the George St roundabout to the Football ground. The Petition also included the Doctors and Staff of the Longford Medical Centre as their driveway and ambulance entrance is off Smith St. These people all opposed the planting of trees down the center of Smith St.

I have enclosed a copy of the Petition, you have the original, plus the letter that accompanied the Petition. To try to ensure there is no confusion over the legality of these enclosures I have hand written the Application Reference Number on all documents.

I request the letter dated 30/7/2020 outlining 11 points of concern be read in conjunction with this representation. All points remain current concerns. Concerns are also frequently expressed about the cost to ratepayers of this project.

Three points that were raised when I have talked to Council Members are :-

1. The trees and concrete surrounds slow down the traffic.
2. Trees are environmentally sound
3. Studies have been undertaken to ensure the road width is adequate

My reply would be:-

1. Speed humps would slow traffic at a much reduced cost to the ratepayer and without causing future expense when tree roots damage the road surface
2. The NM Council purchases the trees and plants them in the many areas where they would be appreciated and enjoyed by all. Alternatively offer them to Residents to plant in their garden. Environmentally the result would be the same and the cost to ratepayers minimal.
3. I would question whether allowance was made for parked cars on both sides of the road. As a frequent driver on the section of Smith St with trees in the middle I have often been compelled to come to a complete standstill when the Driver's door of a parked car has been opened.

In conclusion this project is unwelcome by many ratepayers but specifically those who will be directly impacted. I urge Council Members to please listen to the Ratepayers.

Yours sincerely,


Fran Hoyle
Mob: 1

NORTHERN MIDLAND		COUNCIL	
File No.			
Prop. No.			
All Comments			
REC'D 20 MAY 2021			
GI			
EP			
CS			
WV			
PLN			
PLT			

The Northern Midland Council
13 Smith St
Longford 7301

PLAN 21.0101

The Residents
Smith St
Longford 7301

30/7/20

Dear Mayor and Councilors,

We, the Residents with driveways on Smith St. Longford, from George St to the Football ground strongly oppose the planting of trees down the center of the Street.

A query to the Council Offices ascertained that a draft plan of the tree planting was to be prepared and this would then be made available for public comment.

We believe this project is a needless expense as Smith St. is an attractive area with gardens, trees and greenery on both sides of the road.
Public opinion should be canvassed prior to any expense being committed to the preparation of plans that we feel are unwarranted, unnecessary and unpopular.

The reasons for our objections to the trees include, but are not limited, to the following:-

1. The trees with their concrete surrounds are a traffic hazard
2. The area is residential and away from the main road streetscape area.
3. There are 3 crossroads that will have impaired visibility
4. The Medical Centre attracts both staff and patient parking that narrows the street.
5. The driveway at the Medical Centre is used for Staff parking and Ambulances that increases the frequency of cars reversing out of that driveway.
6. The Longford Care A Car, based at 21 Smith St, also involves additional street parking and frequent entry and exit of cars
7. Large trucks delivering supplies to the Football ground currently avoid Smith St. east of the roundabout. How will they access the ground if all of Smith St has trees in the center?
8. Residents close to the football ground all ready have issues with driveway access when the ground is in use.
9. Trees with their concrete surrounds would complicate everyday access to driveways, especially when towing trailers, caravans, boats etc
10. Reversing from Driveways would become hazardous as visibility could be compromised especially as the trees grow
11. Cyclists, including Primary School children, would be at risk when riding down Smith St. Difficulty would be experienced by motorists attempting to give cyclists the 1.5 meter distance required by law.

In conclusion we feel this project is unwelcomed, inappropriate and a wasteful use of ratepayer's funds.

Yours sincerely,

Fran Hoyle,
21 Smith St

(On behalf of the Smith St residents who have signed the enclosed petition)

Rosemary Jones

From: Marie Myrander <[redacted]>
Sent: Monday, 24 May 2021 9:30 AM
To: NMC Planning
Subject: Application reference number PLN-21-0101

Hi,

Planting of street trees in road centre on Smith Street, Longford, 7301 Tasmania.

We strongly oppose this application.

Trish is legally blind.

There are not enough foot paths around town. There are no safe crossings on any street. To cross the main streets, Wellington and Marlborough is almost impossible.
The corner of some streets, outside Sticky Beaks, is a death trap.

Surely there are better ways to spend OUR money than on something so superficial as planting trees, that will only cause problems for the residents of Smith Street, including the Medical Centre, and surroundings.

Best regards

Marie Myrander and Trish Trowbridge
21A Smith Street
Longford 7301 TAS

Marie Myrander

LONGFORD CARE-A-CAR INC.
 P O Box 54
 Longford Tas 7301
 ABN 55 077 131 091



Application Ref No: PLN-21-0101

20/5/2021

The General Manager
 NM Council
 20/5/2021

Dear General Manager/Acting GM Maree Bricknell,

The Drivers and Committee of the Longford Care A Car wish to protest the planting of trees in the middle of Smith St.

The trees are a traffic hazard and reduce visibility especially on intersections. Occasionally, due to the number of passengers we have in the car, our passengers have to enter and exit the car from the Drivers side rear door. Our passengers are often elderly, move slowly and require walking aids. Currently this is not a problem but it certainly would be if there were trees in the middle of the road. Access from the driveways could also be difficult especially if parked cars are on the road.

All but one of our Drivers are residents of the Northern Midlands. Concern is also expressed at the use of ratepayer funds for this project. There are areas that require footpaths, kerbing and guttering plus a need for roadside maintenance for out of control vegetation. It is felt that our rates would be better used to address these issues.

Yours Sincerely,

Michelle Turnbull
 Honourary Secretary/Treasurer

NORTHERN MIDLANDS COUNCIL					
File No.					
Property					
Attachments					
REC'D 24 MAY 2021					
GM			PLN		✓
PADM			BLD		
CSM			MYR		
WM			EA		
HR					
HT					

Olivia Barnard
37 Smith Street
Longford

Application Reference Number PLN-21-0101

To the General Manager at the Northern Midlands Council,

I am writing to protest the proposal of planting trees in SMITH Street, Longford from the roundabout until the Football ground.

My family and I live on the corner of Smith and Hay Street, it is extremely difficult to be able to get out of our drive way when there are events on at the Football ground. And what you are proposing with planting the trees in our end of the street will make it even more difficult and also dangerous. As the football ground end of Smith street is not as wide as the part of the street that currently have the trees planted, the is going to cause extreme issues, with getting in and out of our driveway.

Although I love trees and they are fantastic for the environment, I do not believe that they will be suitable nor sustainable up the smaller end of Smith Street.

In June last year council workers came and marked out where the trees will be going. While these markings were on the ground we attempted to back our Ute and trailer in to our drive way. This became difficult for us to be able to do so if we were to go off the mark on the road. That isn't with an actual tree or the boarder surrounding the tree. While the markings were there, we also parked one of our cars out the front of our house, we then drove around the corner in our other car, there is not sufficient space to be able to safely get around the corner if there were to be a car parked out the front, therefore this will restrict the parking spaces in the end of the street. When there is an event on at the football grounds. People will park in the street, as it is, restricting the access to our drive way. If trees were to be put in to the equation, it will be more restrictive.

Our neighbours all have trailers and use their drive ways regularly, where the marks were laid in our end of the street, it is not going to be viable to continue, and as stated as above it will become more dangerous and difficult.

Kind regards,

Olivia Barnard.

Thursday, 20 May 2021

The Mayor,
NORTHERN MIDLANDS COUNCIL

NORTHERN MIDLANDS COUNCIL					
File No.					
Property					
Attachments					
REC'D 25 MAY 2021					
GM			PLN		A
P&OM			BLD		✓
CSM			MYR		
WM			EA		
HR					
HLI					

**RE : APPLICATION REFERENCE NUMBER PLN 21 – 0101
TREE SCAPE SMITH STREET.**

- As the resident of 28 Smith St I will be directly affected by the proposed addition of trees and their surrounds in front of my property (between my driveway and single garage)

Therefore I register my protest and strong objection to this proposal.

As evidenced by the signatures on the petition presented to council objecting to this proposal it is obvious that the majority of rate payers who live in Smith St do not want the project to proceed.

- My trailer is usually housed in my single garage and of necessity needs to be reverse parked.
- The Northern Midlands Doctors surgery is immediately next door to my garage and during the week staff and patient cars are always parked on both sides of the road substantially reducing the road width. This already makes reversing a trailer into this garage difficult.
- To reverse my trailer into the garage it is necessary to cross Smith St to align the tow car and trailer. The addition of a tree and its surrounds particularly with cars parked on both sides of the road reduces the turning circle needed and increases the difficulty of this manoeuvre.

- The same situation exists with regards to my driveway. I own a caravan which also needs to be reverse parked at the rear of our property. The room required to cross Smith St to align my lengthy ute and caravan ready to commence reversing into the driveway will be severely reduced.

In summary my objections and rationale are as follows :

1. Cars parked both sides of Smith St near the Doctors surgery already reduce the width of Smith St.
2. It appears that it is the NMC only that want this project to proceed.
3. Most of the residents (and rate payers) who live in Smith St do not want this project to proceed.
4. These trees and their surrounds will require ongoing maintenance and which is an impost on NMC rate payers.
5. The trees and surrounds will diminish visibility particularly when someone wishes to reverse from their driveway.
6. Ambulances are often required at the medical practice and trees will limit visibility and manoeuvrability for these vehicles.
7. Large delivery trucks will find road access limited.
8. This end of Smith St is a quiet residential street with little 'through' traffic such that few people will enjoy this new feature.
9. I'm sure these council funds could be better spent elsewhere.

Regards



Scott Castle
28 Smith St Longford

To Whom It May Concern:

I write to you today regarding the Development Application PLN-21-0101 for the installation of 13 additional street trees (Stage 2) in Smith Street, Longford.

I note an original proposal by Lange Design for trees in Smith Street included the section of Smith Street west of George Street.

At the August 2020 Council Meeting, a document was provided outlining a number of issues from residents of the section of Smith Street to which the current DA applies.

The location of existing infrastructure should be ascertained at the earliest opportunity which in combination with provision for clearances around existing driveway accesses would allow the identification of locations where trees cannot be placed.

The DA drawings note a nominal 1.6m wide zones in which trees can be positioned.

Whilst this implies tree positions have not been finalised, it is nevertheless concerning the indicated positions suggest multiple potential conflicts with TasWater and/or overhead infrastructure (see overlay plans supplied).

The turning paths are similarly invalidated by the failure to ensure the nominal 1.6m zone for trees is the same width as the raised portion of the proposed tree surrounds which is given as being 1.98m x 1.98m and the failure to finalise tree positions.

Irrespective of this, the drawings do not demonstrate accessibility to driveways from the near side nor does there appear to have been any consideration for vehicles that exceed the dimensions of the B99 passenger vehicle which appears to have been used or other requirements such as towing trailers, caravans or boats despite the fact such issues were raised by concerned residents in August 2020.

E6 Car Parking and Sustainable Transport Code of the current Northern Midlands Interim Planning Scheme applies to all use and development of land (E6.2.1) and on this basis, the proposal is not exempt.

It is further stated under E6.3.2 that:

Council may also require a Traffic Impact Assessment from a suitably qualified person to accompany a development application where it is assessed as having the potential to adversely impact on the traffic circulation, safety or network efficiency in the surrounding area.

It would be remiss to suggest the proposal does not have potential to adversely impact on the traffic circulation, safety or network efficiency in the surrounding area and on this basis it seems reasonable to expect a Traffic Impact Assessment (TIA) be provided.

Due to deficiencies in the drawings, the included Traffic Comment' does appear capable of satisfying the requirements of a TIA.

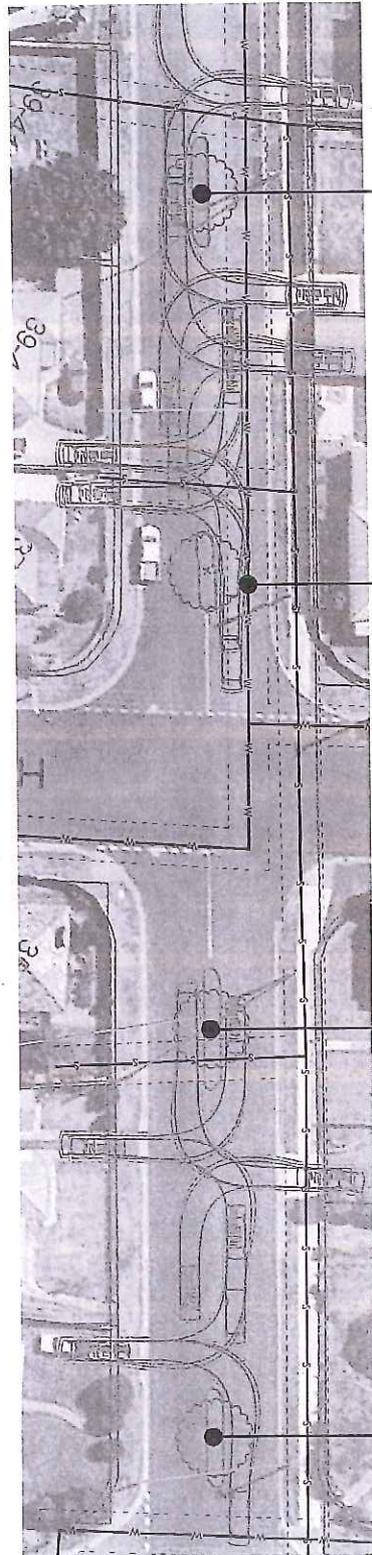
I further note Item 707814.4 Lfd Street Tree Program Smith Street Stage 2 George to Goderich shows \$10,841 has been spent on this project thus far (end of August 2020 to end of April 2021).

It is unclear what this money has been spent on, but it seems excessive for the deficient drawings and potentially unnecessary 'Traffic Comment' which is largely a rehash of the information provided for Stage 1.

I trust Council will carefully consider these issues.

Kind regards,

Mark Rhodes



potential conflict with overhead wire

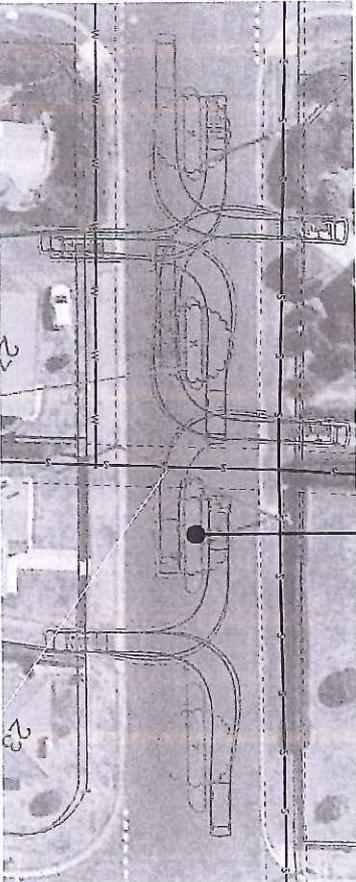
water pipe location in street may restrict access to one side for extended periods if repairs/maintenance required

potential conflict with overhead wire, proximity to sewer if tree position moved toward Howick St

potential conflict with overhead wire, especially if tree position moved toward Howick St

potential conflict with overhead wire if tree position moved OR mature size is larger than shown

OVAL TO HAY TO HOWICK

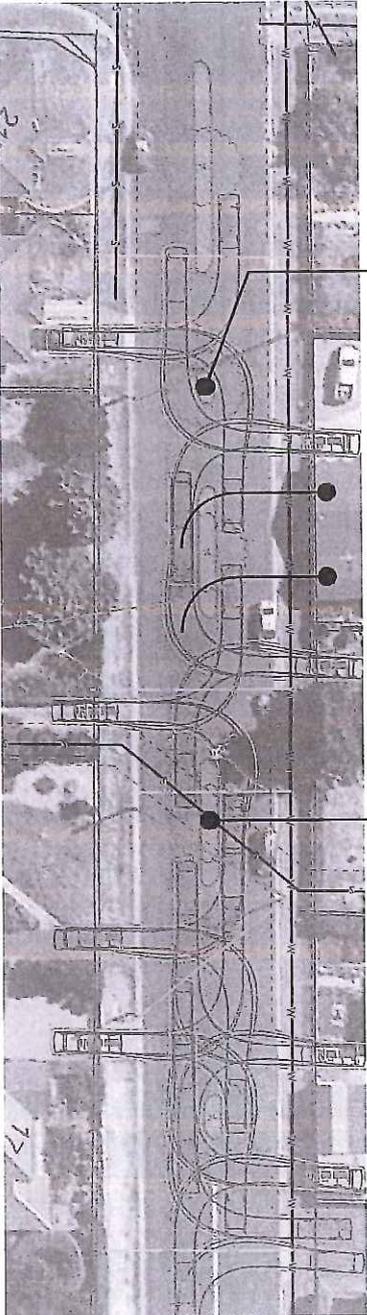


potential conflict with overhead wire

tree + general zone may prevent far side access to garages

potential conflict with sewer, overhead wire, no option for repositioning in zone due to water pipe

HOWICK TO GODERICH



potential conflict with overhead wire

tree + general zone may prevent far side access to garages

potential conflict with sewer, overhead wire, no option for repositioning in zone due to water pipe

GODERICH TO GEORGE

Karen Jenkins

Subject:

FW: For the attention of General Manager - Mr. Des Jennings

-----Original Message-----

From: Rienk Van Der Woude

Sent: Thursday, 13 May 2021 7:41 AM

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

Subject: For the attention of General Manager - Mr. Des Jennings

Good morning Des

My neighbour who resides in the unit on the corner of Goderich and Smith Streets and who is also employed by you informed me yesterday afternoon that the tree planting in Smith Street is going to be completed after all.

If this information is correct I am truly delighted.

I should love to hear from you one of these days when we meet up again in our local 'Banjo's' how Council overcame the problem posed by the petition signed by those opposed to the extended tree planting.

Kind regards

Rienk van der Woude

Unit 1 - 27 Goderich Street

LONGFORD 7301

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Saturday 24th. April 2021

The General Manager
Northern Midlands Council
13 Smith Street LONGFORD 7301

NORTHERN MIDLANDS COUNCIL					
File No.					
Property					
All: 1/1/2018					
RECD: 26 APR 2021					
CL	✓	Δ	PLN		Δ
EN			PLN		
CR			PLN		
VI			PLN		
PH			PLN		
PL			PLN		

Dear Des

I refer to our brief discussion in Banjo's this morning during which I expressed my delight at walking down Smith Street whilst being able to admire the splendid trees which now grace the centre of this road up to the George Street roundabout. The trees have turned a wonderful autumn claret and look spectacular.

I have heard rumours to the effect that a vocal minority is resisting the planting of additional trees in the coming months to take them up to the street wherein I reside - namely Goderich Street.

I recall my early days in Adelaide when I moved there from Tasmania in the sixties. The streets there, as they are here in Longford, are wide and were completely devoid of trees. Over the years the Adelaide City Council planted hundreds of trees in many streets and the result has been amazing to say the least. They have a softening effect and make urban living so much more bearable.

My reason for contacting you is to make sure that Council is aware of the fact that there are also ratepayers who welcome the 'greening' of our charming township. It complements our wonderful church yard for instance.

I should hate to see the Hoyles et al. get their way with blocking your proposal to complete this tree planting project.

Kind regards and good luck!



Rienk van der Woude
Unit 1 - 27 Goderich Street
LONGFORD 7301