

Attachment 4 - Amendment 32 - Representations

From:
Sent: 21 Dec 2016 00:07:11 +1100
To: Contact Us
Subject: DA Lindsay Street
Attachments: DALindsayStreetAmendment.doc

Dear Council Officer,

Please find Document attached,

Regards

J. Koshin

Invermay 7248,
20 December 2016

Mr Robert Dobrzynski,
General Manager,
Launceston City Council
St John Street, Launceston 7250

Re DA 0517/2016 SF 6533 Lindsay Street Site Specific S43A Amendment

Dear Sir,

The very lengthy and wordy attempt at justifying the car parking development application and the associated proposed amendment is an admission of the inappropriateness of a car park on the site. It appears as a desperate scurrying around to find parking replacements for the loss of the Old Bike Track and the Willis Street car parks among others when council gifted those parcels of land.

The desperation in this regard is such that the council is looking at any piece of land that it deems 'vacant'. The desperation is such that council officers are looking for solutions after the fact and so are only succeeding in ad hoc responses that will serve as a domino effect creating further problems.

The withdrawal and the subsequent rewritten submission with the addition of Section '3. Background to the Proposed Amendment' and Section '4. Planning Scheme Amendment Assessment' and the addition of sections on aspects such as Lighting is an admission of failure to adequately and honestly consider the whole project in the first place. The withdrawal and resubmission also show the applicant's actions to be a series of reactions to any opposing views and a determination to push the project through regardless of community expectations, concerns, views or valid research.

Sections 3 and 4 (pp. 10 – 30) of the Application represent a series of spurious arguments, weaknesses or inadequacies, and a disregard and disrespect for community values inherent in Open Space. As such the Application for a Planning Scheme Amendment to permit a discretionary use should be rejected.

Yours faithfully,

Dr Jillian Koshin and eight others.

From: Peter Winn
Sent: 20 Dec 2016 15:44:14 +1100
To: Contact Us
Cc:
Subject: Objection to plan DA0517/2016
Attachments: Objection to plan DA0517.pdf

To the General Manager,

I have attached my objections to plan DA0517/2016. I can't properly convey my distress a the short-sightedness of Launceston City Council with this proposal, and it's decision to reapply for the same location instead of looking at alternatives the first time it met objections. My objections are well founded, deep seated and are representative of me as a resident of Goodwin St and the owner of the Arthouse Backpacker Hostel on Lindsay Street.

Yours sincerely,
Peter Winn

Objection to plan DA0517/2016

Peter Winn

I have provided some photographs at the end of this objection. I would like the opportunity to provide video footage of the conditions on Lindsay Street and surrounding streets. Although I do believe that Launceston City Council should have already undertaken that task as part of a traffic study at the inception of this proposal.

It is my observation that this proposal is dangerous to vehicles and pedestrians on Lindsay Street and surrounding streets.

I also have several other objections listed below.

OBJECTIONS

A car park on the North Bank of the North Esk River WILL NOT meet requirements of 4.2 Strategic Plan Goal 2. A greening of the North Bank and parking on Holbrook St WILL meet the criteria under 4.2.

A key indicator of success in achieving this goal includes increased community satisfaction with parks, open spaces and facilities and increasing the usage of the riverfront precinct.

A predominantly all-day car park WILL NOT meet the requirements of 4.2 Strategic Plan Goal 3. The Inveresk precinct IS a highly visited tourism area with one of Tasmania's largest backpacker hostels, the Arthouse Hostel, on Lindsay St. The QVMAG, Tramway Museum, Automotive Museum, City Park, walking access to the Cataract Gorge and Heritage Forest ALL access from Lindsay Street.

The Kings Bridge/Bridge Road considerations apply IN FULL to the Lindsay Street/North Bank area. However, parking on Holbrook St and Gleadow St meet all the requirements.

A traffic study under existing conditions needs to be conducted to clarify the safety of road user and pedestrians.

Residents of the area are well acquainted with the dangerous conditions. I myself have had many conversations with Police trying to have more presence due to daily speeding, specifically including vehicles entering Lindsay St at great speed from the roundabout.

The proposal outlines the congestion and pressure on Lindsay St yet proposes to add more pressure without any attempt to minimise the problem.

There are alternatives which should have been in the mix for discussion.

The new proposal does not expand the parking plan to include surrounding areas to minimise the impact to residents.

The original proposal and the new proposal does not take into consideration the pressure on surrounding streets that will increase as more than 99 vehicles try to park in the carpark. Currently there is pressure on Gordon St, Irvine St, Goodwin St, Balaclava St and Esk St whereby people park vehicles and go to work leaving vehicles parked for 8+ hours at a time.

Several of these areas have been under so much pressure that residents have applied for permit-only areas. Thos permit-only areas are not properly monitored by Council. Regular checks over the past few weeks has shown that the local area is unreservedly abused.

The local streets are narrow and vehicles often mount the kerb and park on the footpath making it very dangerous for pedestrians and families with children.

The report is dismissive of any issue which may be contrary to the proposal. Instead of studying a concern, the report states that it is unquantifiable and moves on. Many issues ARE quantifiable and can be studied currently.

There needs to be a traffic study conducted which includes the affect that the Bunning development has had on Lindsay St.

The proposal increases parking by approximately 40 spaces over the existing spaces.

Improved parking on Holbrook Street alone INLINE WITH EXISTING USE NEAR FORSTER STREET will increase the spaces by approximately 90 additional spaces.

Improved parking on Gleadow St (west of Holbrook St) INLINE WITH EXISTING USE will increase the spaces by approximately 100 additional spaces

TRAFFIC STUDY NOT A GOOGLE MAP STUDY

This proposal requires an on-the-ground traffic study. With study it will become absolutely clear that the proposed entrance at the Invermay/Tamar end will be incredibly dangerous. Vehicles travelling north on Tamar St currently turn left onto Lindsay St at some incredible speeds. Far beyond the supposed (but rarely enforced) 50kph speed limit. They will simply NOT have the time to sight the back-up of traffic waiting to enter the car park.

People who enter the carpark but find it full will be trying to execute a U-turn at the Charles/Goderich end to come back onto Lindsay St and find a local street to park in. Again, an incredibly dangerous manoeuvre. This manoeuvre currently occurs daily with the existing parking conditions as people can't find a park along Lindsay St so execute a U-turn and look for a park on Irvine, Holbrook, Goodwin or Balaclava.

1.4

The description of the project fails to properly note that there are planned 60+ spaces being removed from the Lindsay St roadside which means that the proposal is for ONLY ~40 NEW SPACES IN TOTAL

2.5 Access and Road Network

Part of the problem is described here but there is no proposed solution. The proposal clearly states traffic problems on Lindsay St but ONLY proposed to place more pressure on an existing problem.

3.2 Consideration of use of the site as Open Space

Comments contained in this section are contrary to the Councils Strategic Plan Goal 2.

Inter-departmental discussions is very convenient phraseology to continue with the self-justifying element of this proposal. Consultation with the community would most likely arrive at a contrary conclusion. There are hundreds of people walking along the boardwalk each week and it would encourage more people to walk if the levee is made to be green. A green walkway connecting the Cataract Gorge, through Kings Park, seaport, between the bridges all the way to heritage Forest is an excellent vision that every Launceston resident would be proud of.

3.3 Consideration of Health Benefits of Provision of Commuter Parking

The Holbrook Street and Gleadow Street alternatives meet this criteria. With the beautification of the esplanade/north bank the walk will be more appealing.

3.6 Consideration of Natural and Landscape Values

The area has not been developed. However it is a raised walkway with the North Esk River on one side and a large grass area on the other. Even without development with vegetation, the proposal will have SIGNIFICANT impact on the existing look and appeal of the area.

BACKED UP PARKING ENTRANCES

Hobart City Council discovered the disastrous effect of parking line-up at the Argyle St carpark. The traffic was initially blocked up Argyle St and cross streets with lines of cars trying to get into the carpark. This is an issue which arises every single day making traffic hazardous and pedestrian access dangerous.

ALTERNATIVES

Holbrook Street Invermay

Holbrook St already has a median strip which is utilised as parking near Forster Street so sets a precedent.

from Lindsay St to Dry St	Approx 20 spaces available
from Dry St to Gleadow St	Approx 40 spaces available
from Gleadow St to Robertson St	Approx 10 spaces available
from Robertson St to Forster St	Approx 30 spaces EXISTING AND WORKING WELL

TOTAL 70 ADDITIONAL spaces available on Holbrook St with minimal effort/cost.

HOLBRROK ST HAS EXISTING PUBLIC TRANSPORT OPTIONS TRAVELLING BOTH NORTH AND SOUTH

WALKING TIME FROM GLEADOW STREET TO LINDSAY STREET IS ONLY 5 min!

A study done on traffic and carparks on Holbrook St will show that it will reduce traffic on Lindsay Street as cars can enter off Forster Street OR Lindsay Street. Both Forster St and Lindsay St can carry vehicles to/from Goderich St. And the cross streets Dry, Bedford and Russell can carry traffic to Invermay Road.

Holbrook St meets all the provisions outlines in Part 3 & 4

Gleadow Street Invermay (west of Holbrook Street)

Gleadow Street already has several spaces designed for parking but has excess verge perfect for parking.

There is space for an estimated 100+ parks on Gleadow St. A traffic study will show that vehicles can exit onto Holbrook St either north /south onto Holbrrok St allowing access to either Lindsay St or Forster St or carry on through Gleadow St to access Invermay Road.

Gleadow Street meets all the provisions outlined in Part 3 & 4

PHOTOGRAPHS

These photographs could be repeated any day mid-week in the morning and afternoon. I would like the opportunity to provide the Council video footage which will outline my concerns over the DANGER proposed here with the entrance near the Tamar St roundabout and the exit near Goderich Street.

LINDSAY STREET



Lindsay St is backed up every weekday morning and afternoon.



Lindsay St is backed up every weekday morning and afternoon.



Lindsay St is backed up every weekday morning and afternoon.



Resident trying to turn onto East Lindsay Street rely on considerate drivers or they will have to wait approximately 45 minutes.

Drivers turning West onto Lindsay Street execute a very dangerous manoeuvre as the traffic coming onto Lindsay Street from the roundabout is unpredictable and often exceeding the speed limit.



Lindsay St is backed up every weekday morning and afternoon.



The number of heavy vehicles on Lindsay Street has increased dramatically since the Bunnings industrial area was opened.



Lindsay Street is literally chaos when people are trying to enter and exit Lindsay Street.



Traffic is often backed up all the way past Holbrook St to Goodwin St.

The Council proposes that 99 cars will exit every afternoon into this traffic.



Traffic is often backed up all the way past Holbrook St to Goodwin St.

The Council proposes that 99 cars will exit every afternoon into this traffic.



This vehicle WAS turning right (west) onto Lindsay Street but changed direction due to the difficulties and danger.



Balaclava Street. 12 cars parked at this moment, and there are usually more.

It is my observation that 90% of the mid-week parking on Balaclava Street are non-residents.

Because of the non-resident parking on the right (west side) there is regular parking on the left (east side) whereby people mount the kerb up my driveway and drive along the footpath before parking. My children play regularly in my driveway, but it has become unsafe due to the pressure of parking, and drivers resulting decisions.

This will worsen with the Councils proposal.



Esk Street. This is a “resident permit only” area. In this photo there are 19 cars parked and only 1 displaying a permit. Several vehicles are clearly marked as business vehicles from businesses on Invermay Road.

This will worsen with the Councils proposal.



Goodwin St. This is a “resident permit only” street.

There are only 6 cars parked in this photo. Only 2 are displaying permits. There are normally many more cars parked.

This will worsen with the Councils proposal.



Gordon Street. Every vehicle bar one has mounted the kerb and parked on the footpath.

CHILDREN ARE NOT SAFE IN THIS STREET.

This will worsen with the Councils proposal.



Irvine Street

Several of the cars parked have mounted the kerb and parked on the footpath.

This will worsen with the Council's proposal.



Lindsay St already has approximately 60 spaces on the river side that will be lost when the 99 are installed. That means only ~40 spaces will be created.

HOLBROOK STREET



Near Lindsay Street there is enough space for 40+ spaces without losing any and without needing to remove any trees.



Further towards Forster Street there are six inefficient parking spaces. There is enough space for approximately 70 additional spaces NOT INCLUDING THE EXISTING 30 SPACES NEAR FORSTER ST.



There is parking near Forster Street which set the precedent for my alternative suggestion.

GLEADOW STREET (west of Holbrook Street)



On Gleadow Street there are some existing verge parks and some grass areas. There is enough space here for an estimated 100 parks.

From: Jilli S
Sent: 16 Dec 2016 10:30:50 +1100
To: Contact Us;Jilli Spencer
Subject: Proposed car park in Lindsay Street

To General Manager,

As a small business owner and rate payer at Inveresk I most strongly object to this proposed car park.

It seems to me you are just wanting to take away our little bits of public space and green areas ...there are always people using this area when I drive past and I hear comments about the walks along the river and the artworks on the levy banks from our tourist visitors and locals alike.

Council and Government has already spent an enormous amount of money greening the area and it would be much better putting the money into putting lights or dare I say another roundabout at the Holbrook street intersection, making it much safer for all road users and pedestrians.

The current intersection with Holbrook Street is a major problem with visibility near impossible at times and this will only get worse as time goes on.

At present Lindsay Street can be a nightmare traffic wise .Extra car park entrances and exits would add to the congestion and obstruct traffic flow even more than it is at present.

If you insist on more car parking in the area and I presume it is to help alleviate concerns re the proposed new UTAS development and the traffic nightmare that will cause, build one on the expanse of vacant land past Lindsay Street Bunnings and Officeworks.

Yours sincerely
Jilli Spencer

From:
Sent: 20 Dec 2016 16:50:01 +1100
To: Contact Us
Subject: Submission to DA0517/2016
Attachments: LindsayStreetParkingRepresentation30September2016.doc

Dear Council Officer and Robert Dobrzynski, General Manager, Launceston City Council,

re DA 0517/2016

please find attached a copy of my original submission re the earlier DA for a Lindsay street Car Park. I have been through the latest application documents and there is nothing in it to make me change my mind about the foolishness of the plan or about the lack of consideration for the local residents.

With the exception of a few small items such as addressing the Aboriginal heritage section and the removal of some (not all) mentions of the area in relation to North Bank, and some paragraph numbering variations, the comments in my earlier submission attached here still apply. In particular, the Traffic Impact Assessment (Appendix D) is already outdated due to the current worsening traffic situation in the area. For example, peak hours are now no longer confined to the time between 4.15 and 5.30 and the number of traffic movements has increased beyond the capacity of that area to cope with any added pressure. The title of the Report remains the same and includes 'Northbank' in the title, although it has been removed from part of the content at 3.2 Traffic Generation.

The conclusions drawn in the overall application document are also deficient and there is not 'sufficient justification' to support the plan for a car park. Some of the 'justification's remain opinion, opinion contrary to those of local residents and users of the area. Regardless of all the efforts in the application to include only planning scheme matters and all the 'development standards', there has been no genuine consideration of the effects it will have on the local area amenity. Moreover, the current worsening traffic situation alone is sufficient justification to refuse the application for the actual car park and to refuse the planning scheme amendment.

Yours faithfully,

Dr Jillian Koshin

Invermay 7248
30 September 2016

Mr Robert Dobrzynski,
General Manager,
Launceston City Council.
St John Street, Launceston 7250.

Dear Robert,

Re: DA 0409/2016.

I refer to the proposal advertised in relation to the 'Passive Recreation – public park' area in Lindsay Street for a car park for the so-called North Bank passive recreation area (so-called, because North Bank already exists in Trevallyn in conjunction with South Bank).

A. No reason for extra parking has been established.

1. The North Bank project at Town Point does not yet exist. Therefore, there is no need for any car park for that project to be established anywhere else before that project has been completed. The obvious point here is that the **frequency of use** of any North Bank passive recreation area be established **before** any further car parking beyond that area is even considered.

2. The North Bank master plan for Town Point includes its own parking and does not include or mention any need for further parking.

Re DA 3. It is unacceptable to claim that '...it was intended to construct a second off street car parking area...'. This is a questionable, invalid claim and is irrelevant to this DA.

3. There is more than enough land at Town Point to include all parking necessary for the so-called North Bank project.

4. By way of comparison, car parking for Royal Park/Park Street has 47 (metered) off-street spaces, 22 (metered) on-street angled spaces and 11 on-street 3-hour spaces. Excluding 5 other reserved or conditional spaces, the total spaces for Royal Park/Park Street is 80. There seems to be no need or plan to increase parking, let alone provide 'long-term' parking, for Royal Park or any other existing passive recreation areas. Similarly, there is no need for such parking for North Bank beyond that mentioned in the master plan.

5. Re DA 3.1 Consideration of Aboriginal Heritage – This cannot be known without consultation and a full archaeological assessment.

6. Re DA 3.2 Consideration of Natural and Landscape Values – The assessment that a 'car park will not impact on the landscape values' is merely unsubstantiated opinion.

B. Traffic issues

Re DA 2.5 Access and road network – The Development Application quotes the Traffic Impact Assessment (TIA) Appendix D, which points to current pressures on traffic volumes. The TIA states that 'the major intersections at either end of Lindsay

Street have well known traffic issues. The intersection of Goderich Street and Lindsay Street is...generally considered to be at full capacity during peak hours. A major capacity limiting factor...is the right-turn from the Charles Street bridge onto Lindsay Street...' Similarly, the TIA points out the problems with the Invermay Road roundabout and the 'significant delays' in that area.

Any additions to the current traffic levels will exacerbate these issues. The intersection of Goderich and Lindsay Streets is **the busiest** in Launceston and now far exceeds the 2012 level of 30,000 daily vehicle movements.

The Victoria (Tamar Street) Bridge is the second busiest in Launceston. Any effort to divert traffic destined for Lindsay Street to seek alternative routes to the Charles Street bridge, such as the Esplanade and William Street, will have a domino effect on the already compromised east-west traffic flows. For example, it will only transfer the Charles Street Bridge problem to Victoria Bridge and the right-turn from Boland Street.

Rather than placing increased pressure on the traffic situation in this excessively motorised section of Launceston, reducing measures and limitations should be put in place.

Re DA 4.2 Use categorisation – This brings the question of whether a car park is 'subservient' to the 'passive recreation' notion if it, the car park, takes over any part of the 'passive recreation' area. As the Lindsay Street grassed levee area is designated 'passive recreation', any car park there would not be subservient, quite the contrary. So the claim at 4.2 is inaccurate. The statement that it is 'a car park to support the broader North Bank recreation precinct' does not fit with the designation of a car park as 'subservient' to 'passive recreation'.

Re DA 4.1.1 - 19.1 – 23.1.1. This proposed car park does not accord with the zone purpose as stated at 23.1.1. It contradicts that particular zone purpose as stated.

Re DA 4.8.2 relating to the TIA a) b) c) wording refers to 'long-term par(k)ing for users of North Bank'. Given that other Launceston parks and passive recreation areas do not generally provide much, if any, in the way of long-term parking for users, why would this one? The proposal for 'long-term' parking is inconsistent with parking provisions for other parks and passive recreation areas in Launceston.

Re DA 4.10 'Parking...' etc refers to meeting the 'reasonable needs of the use...' and the claim is made that the DA complies with P 1.1.

As North Bank does not yet exist and as, therefore, no true or accurate assessment of use can be made, 'reasonable needs' cannot be determined. Thus, the DA does not comply with P1.1. Further, the DA has not appropriately addressed P 1.1 b) (i) and (ii). With the increase in traffic volume that such car parking would apparently attract it does not contribute any 'efficiencies gained by consolidation of car parking spaces. Re P 1.1 (f) – car parking demand - this is not addressed in the DA.

Re P 1.1 (h) the recommendations of the TIA are insubstantial, i.e. light on. That is, the DA does not comply with P 1.1.

Re A2 (f) and Table E.6.1 and the proposed 99 spaces, the DA notes that this section 'does not stipulate a parking requirement for Passive Recreation'. Therefore, there is no stipulation for any car park and so renders a car park unnecessary.

Re parking ‘during peak demand period for Aurora Stadium and the Inveresk Precinct’. This is a spurious argument for the proposed car park and needs deconstructing. The only time that parking is in ‘demand’ is during AFL matches and then only when the team playing against Hawthorn is one of the top popular teams. On the occasions of the 2016 Hawthorn-Fremantle match with a crowd of 12,012, and the 2016 Hawthorn-Gold Coast match with its 10,121 crowd, no vehicles were parked on the grassed levee area. By contrast the Hawthorn-Carlton match in July 2016 drew a crowd of 18,112.

This July 2016 crowd was the 9th highest crowd number since AFL matches began at Aurora Stadium, the highest since 2012 and before that since 2009. This means that since the 2008-2009 seasons, there have been three occasions only when crowd numbers were such that might have required overflow parking. However, for 8 of the 9 matches with the highest crowd numbers, no parking was possible along the Lindsay Street levee as it was fenced off private property and/or covered by buildings. So, there has been **one** occasion only that resulted in overflow parking on the grassed levee. On that occasion, July 2016, a total of 47 vehicles were parked in wide, orderly rows on the grassed levee area.

Thus, there is no supporting argument or evidence for a car park, let alone dedicated ‘overflow’ parking in that area. The claim of ‘peak demand period’ is a feeble attempt to create the impression of need. It does not indicate any need for dedicated ‘overflow’ parking as per A2 (g).

The DA claim for a car park is additionally questionable given that A2 (h) notes that ‘The TIA does not contain any recommendations with respect to parking provisions’.

C. Storm water, drainage etc

Re DA 1.3 Description of proposed development – provide adequate drainage. This section of the DA is inconsistent with the following DA section, i.e. E6.6.1.

Re DA E6.6.1 Construction of Parking areas (c) ‘...must be provided with an impervious all weather seal’. - While this is a requirement for most car parks, such a treatment would exacerbate the storm water runoff problems that already exist in that part of Inveresk. Inveresk already suffers inadequate drainage of runoff and stormwater, particularly during increased rainfall/storm events.

Re DA 4.15 Environmental Impacts... - It is postulated in the DA that this is not applicable. This postulation is only opinion, as due to the combination of the storm water issues and the lowering of the integrity of flood risk mitigation by the installation of an impermeable seal across the area of the car park, where currently there is grassed area, there is the potential to create both environmental harm and nuisance.

Re DA 4.20 Invermay/Inveresk Flood...Code E16.0. Re E16.1.1 of the Code - The DA notes that the ‘site is located within the Riveredge Recreational Precinct’, yet at the same time it ignores the purpose of provisions of E16 1.1 In attempting to address E16 1.1 the DA makes a fatuous claim by dismissing the possibility of increased potential flood damage to residential property and ‘community infrastructure’. This cannot be known. Firstly, with an impermeable seal, which will increase storm water runoff, there is increased potential for flooding of neighbouring properties, residential and commercial. Secondly, the DA makes an assumption that in the potential

occurrence of flood inundation, the car park itself would not be damaged. However, this cannot be known. Damage to road surfaces and the like is a common occurrence in flood inundation events, and it must be considered a possibility in this case, and as such it would have the potential to cause damage to neighbouring property.

Re DA 5 Conclusion. - In this section the DA claims to have demonstrated compliance with all Performance Criteria. This is not the case as several factors mentioned in a number of criteria are factors which cannot be known. The DA wordily states that 'it is submitted...' etc that the car park 'will not impact on the amenity of the area.' This has not been demonstrated in the DA and is unlikely to be true given that local residents or regular visitors to Lindsay street premises have not been consulted.

The TIA identifies some of the existing problems in the surrounding road network, but it does not demonstrate the claims made by the DA 'that the surrounding road network has the capacity to accommodate' more traffic, minimal or otherwise. The DA provides inadequate rationale and therefore no actual justification for a car park in Lindsay Street.

Re Traffic Impact Assessment (TIA). - The TIA identified traffic problems in the Charles Street Bridge-Goderich Street-Lindsay Street area. Any additional traffic movements will intensify all of those problems. It must be reiterated that the aforementioned intersection is Launceston's busiest intersection. Furthermore, the problems caused by the number of vehicle movements are not confined to the north-south traffic flow. The north-south traffic levels also severely affect the flow of east-west traffic across the whole city.

Re TIA 1.0 Introduction – Re 'The purpose of the proposed parking area is to provide long term parking for users of the North Bank Precinct.' - There is no demonstrated need or precedent within the Launceston context to provide 'long-term parking'.

The TIA states 'traffic volumes on Goderich Street can be in the order of 30,000 vehicles per day'. This was the calculation in 2012. The volume now in late 2016 - based on the standard annual 2% natural increase, the addition of Bunnings-Office Works-JB Hifi, the Pet store and the start of work on the Silo hotel project - is more likely to be in the order of 38,000-40,000 and growing. The idea of adding to that volume is irresponsible and undermines the stated DA view that there would be no affect on the amenity of the area.

Re TIA 3.2 Traffic Generation - The TIA states that as the car park is primarily intended for long-term parking, 'the parking turnover during the day is likely to be minimal.' However the TIA has omitted an important impact of this proposed car park and its intended use on traffic generation in the area. The TIA estimates an average parking turnover and the generation of a total 396 additional movements per day. This fails to take into account an unknown number of vehicles that might seek parking, but find the car park is full, resulting in said vehicles leaving or circling the area without having parked at all. Whatever this unknown number might be, it would create a further increase in the daily traffic volume, but this is not included in the TIA calculations.

Re TIA 4.1 Traffic capacity and efficiency – This is largely theoretical, indeterminate or vague. It is not a sufficient basis for the proposed car park.

Re TIA 4.2 Amenity. The claim in this section ‘that the impact on amenity is therefore considered to be minimal’ are based on opinion. It does not appear that residents or frequent or daily users of the area have been consulted. Residents are generally of the view that the amenity would be negatively affected.

Conclusion.

The case for the car park has not been made. Consideration of the traffic implications does not support the case. Rather, it undermines the case.

The idea of constructing a car park before the Town Point area has been cleared and landscaped and actual parking requirements assessed is an unethical impost on rate payers and should be denounced as such.

The value of open green space to the community, not only as amenity and passive recreation, but also to the health and well-being of the community (both researched and well-documented), is commonly underestimated and/or not understood or appreciated. In this car park plan that value is subsumed by vehicles, rapidly growing traffic movements, and plans that want to increase the traffic volume beyond any level of what is acceptable to the community. The Lindsay Street levee as it is now is a valued refreshing open green link between areas of hard concrete and the two busiest intersections in Launceston. To turn it into a car park would destroy that value.

A major concern for the area along Lindsay Street and the neighbouring Inveresk area is water runoff. The permeable green swathe has been incorporated into the base of the levee and so reduces runoff to the street. Given the recent storm water events in Inveresk and the more recent flood emergency, the removal of the green swathe from the flood levee area flies in the face of flood risk mitigation measures and is unacceptable to the local Inveresk and Invermay community.

The car park proposal as per DA 0409/2016 should not be permitted to proceed.

Yours faithfully,

Dr Jillian Koshin

From: Lionel Morrell
Sent: 20 Dec 2016 15:35:34 +1100
To: Robert Dobrzynski
Cc: Contact Us
Subject: Tasmanian Ratepayers Assoc Inc Representation re Lindsay Street Carpark
Attachments: Tasmanian Ratepayers Assoc Inc Representation re Lindsay Street Carpark Dec 2016.pdf
Importance: High

General Manager
Launceston City Council
Mr Robert Dobrzynski

Please see attached representation.

Regards,

Lionel Morrell

President

TASMANIAN RATEPAYERS ASSOCIATION INC.

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Tasmanian Ratepayers' Association Inc.

20 December 2016

Mr. R. Dobrzynski
General Manager
Launceston City Council
Town Hall
St John Street
LAUNCESTON TAS 7250

By email to Robert.Dobrzynski@launceston.tas.gov.au

Dear Sir,

**Re: DA 0517/2016.
1-11,13,15,17,19-21 & 23-25 Lindsay Street Inveresk,
Proposed Car Park. SF6533 - Amendment 32 Site specific amendment to
include Vehicle Parking as a discretionary use in the Open Space Zone
for 9 subject titles on the Levee Bank in Lindsay Street.**

We refer to the advertised application for the above, which we note was previously subject of a development application (withdrawn) following successful argument that as an ancillary use, it was prohibited under the Planning Scheme. In general terms, this proposed car park development within the open space zone does not comply with the terms and particular purpose for which the land was acquired. We note that the car park is no longer exclusively for the yet-to-be developed North Bank Recreation Area which is separated by quite some distance and by the State Highway.

From the material submitted in support of the application, we learn that the genesis for the provision of a new car park at the subject site is as follows:

1. Provide for an additional parking facility for users of the North Bank recreation precinct;

The North Bank Recreation Area is yet to be developed and by reference to the provisions of that project statement, the parking requirements cannot be assessed. Accordingly this application is premature and should not be progressed until parking requirements are known.

2. Identified need for additional commuter parking in close proximity to the CBD;

The Lindsay St site is too distant from the CBD to be regarded as being for commuter purposes. Parking areas in Willis and Cimitiere Streets, which are much closer and used for commuter purposes, have recently been agreed to be disposed of and this has been seriously detrimental to provision of strategically located car parking. The Lindsay St frontage to the North Esk River was promised to become green space,

Lindsay Street Inveresk - Proposed Car Park Development

open recreational land to be beautified and landscaped for the benefit of adjacent Inveresk residents. This proposal destroys that promised concept.

3. The reduction of commuter car parking within the Bridge Road Tourist Precinct.

Again, Council sold the Penny Royal Car Park which was strategically located in the centre of the Bridge Road Tourist Precinct and for the purpose of providing public car parking for visitors to the Cataract Gorge Reserve. Lindsay Street is a long way from the Bridge Road Tourist Precinct and accordingly this is a spurious argument.

4. The development of the flood levee between Lindsay Street and the North Esk River has left Council with a vacant parcel of land and provision of car parking is seen as an appropriate use for it given the lack of all-day parking options within the City;

It is NOT vacant, but presently a grassed recreation area that has been promised by Council to become a landscaped passive recreational area for local and regional use. It is only the General Manager who 'sees' this area as an appropriate use to fill the needs for parking given the promotion of the Inveresk Precinct for UTas relocation against objections due to inadequate parking, and displacement/disposal of other car parks as already described.

5. The recognised health benefits of providing commuter car parking within a short (5-10 minute) of the CBD in terms of promoting active lifestyles;

It is IMPOSSIBLE to walk to even the boundary of the CBD in 5-10 minutes, let alone to the most populated parts. This is another spurious argument.

and

6. The provision of commuter car parking on urban fringe locations releases CBD car parking sites for development.

This attitude has already been referred to above, and demonstrates that Council has been making inappropriate decisions to deal with and effectively dispose of strategically located car parks, now allowing car parking to encroach on inner residential areas (East, West, South Launceston and Inveresk) to the detriment of residential amenity and taking away as in this case, a greenspace area inappropriately described as VACANT.

7. The location of the proposed car park is such that it is able to provide parking for a variety of purposes across a range of time periods meaning its utilisation will likely be high.

Yes, Council appears intent on forcing commuters and other users further away from their destinations and the high usage will severely exacerbate traffic chaos and congestion. This severely impacts on the present residential amenity of this area.

We are told that :

The subject land is associated with the flood levee protection system which has been progressively reconstructed over the past decade. The subject lots were compulsorily acquired in 2008 to allow the construction of the levee system along the southern side

Lindsay Street Inveresk - Proposed Car Park Development

of Lindsay Street between Goderich Street and Invermay Road. Prior to their acquisition they were developed for a range of commercial purposes. These businesses have since been relocated to facilitate the reconstruction of the flood levee. The site including the flood levee was zoned Open Space under the current Interim Planning Scheme. It is Council's position that this zoning is an anomaly and should be rectified through the introduction of the new Planning Scheme as per the Statewide Planning Scheme revision. The entire levee system is included in a range of zones, within which the Utilities Use Class has a differing status as outlined in the table below: Zone Utilities Use Status General Industrial Permitted Utilities Permitted Open Space Discretionary Commercial Discretionary Particular Purposes -4 – Inveresk Site Discretionary The flood levee system is a major piece of linear infrastructure and as such it is appropriate that it be contained within a single zone, for which the primary intent is clearly to provide for infrastructure i.e Utilities Zone. All major level roads (i.e State Roads) are contained within the Utilities Zone as is major sewage infrastructure. The inclusion of the flood within the Utilities Zone would be consistent with the application of the Utilities Zone under the State Planning Provisions (SPP's) as per the explanatory document which states: 'the Utilities Zone provides for the major utility installations and corridors in the State along with compatible uses that assist their operation.'

The argument presented is simply an opportunistic attempt to alter the Planning Scheme so as to allow a development that properly ought to be refused.

The North Bank Recreation Area is a term coined purely for the perceived advantageous purposes of this application; the subject land is not part of any Master Plan for the area that identifies it as part of a North Bank Recreational Area; and as such, the parking requirements for the North Bank recreational area is yet to be assessed and determined, thereby predetermining that such parking requirements will be necessary and potentially wasting public resources by the premature development of car parking at the expense of a loss to the open space zone of the City.

The subject land is closer to Aurora Stadium and other major recreational and event facilities, the Launceston Show Society's Showgrounds, the Inveresk Area Precinct, established educational and museum facilities and proposed UTas and Cinema facilities, than the yet-to be developed North Bank recreational area. Proximity to these major and proposed facilities will naturally cause this car park to be used for such established parking needs, for which there is no infrastructure proposed to regulate or discourage such competing users. In addition, the present kerbside parking limitations along Lindsay street are to be removed, encouraging unrequited parking to be forced into adjacent residential streets leading to further downgrades of residential amenity. The proximity to the CBD will lead to commuter and shopper parking to spread from the Inveresk Car Park where it is certainly to be dislodged by the UTas and other Inveresk Precinct developments, serviced by the ratepayer-funded Tiger Bus Service.

It has been admitted by Council and in the application, that there are major "well-known" traffic issues at the junctions of Lindsay St with the State Highway and the Arterial Road (i.e. both ends). In particular, access from the eastern end at the arterial road round-a-bout will become ridiculously overloaded not just because of the proposed UTas development. Intending parking users will have to drive through the

Lindsay Street Inveresk - Proposed Car Park Development

proposed car park in order to ascertain if parking spaces are available, leading to an even higher traffic congestion load for the surrounding area when the car park has already reached peak capacity. There are still major developments proposed for land adjacent to the Bunning's store, and all of this sector of Launceston is adding to the "well-known" and burgeoning traffic congestion in the suburb.

The proposed development imposes on the Holbrook Street road reservation, and this has not been advertised or proposed for closure pursuant to the Act. Closure of a road is subject to public approval and ultimately determination by the Magistrate's Court.

There will be a significant loss of future potential for Lindsay Street to be widened &/or duplicated so as to be expanded to carry more east-west traffic between the State Highway and Arterial Road. This strategic opportunity has been previously and strenuously identified by the TRA, and should this car park proposal be allowed to be developed the vital upgrade of this section of Launceston's deficient road network, will be eclipsed. Future planned developments at both the eastern (Inveresk Precinct) and western (Bunning's etc. and Silo's Hotel) ends of Lindsay Street, will suffer dramatically, not to mention the traffic that may be drawn towards the North Bank Recreation Precinct.

The abject neglect by the applicant to even recognize the potential aboriginal and archaeological remnants and values very likely to be present on this land, is very regrettable. No other developer is able to dispose of such a sensitive and important consideration in such a manner, and to witness a development by a public authority doing so is ridiculous. It is profoundly disappointing that Launceston City Council, with all its alleged expertise and management levels finds itself criticised in this manner.

The subject land is almost certainly contaminated due to the existence of the early wharfs, oil and petroleum depots, mutton birthing and sealing industries and storages, paint, soap a toxic goods storages and manufactories that have been recorded there during the past 200 years.

In summary, it is our submission that this proposal should be refused.

Yours faithfully,

Lionel Morrell

President

TASMANIAN RATEPAYERS ASSOCIATION INC.

From: Jim Dickenson
Sent: 14 Dec 2016 16:18:52 +1100
To: Contact Us
Subject: Representation DA0517/2016
Attachments: IMG_20161214_0002.pdf
Importance: Normal

The General Manager,

After reading my representation for DA0409/2016, I see no reason that it be rewritten for DA0517/2016 and so again submit as my representation.

I revisit, and reinforce though, an original point. Access to the meadow land between the levee and river must be properly considered and dealt with. Attached is a sketch of an alternate parking layout which provides for a pedestrian pathway between the car park and the toe of the levee bank. From here convenient access over the levee bank can be initiated. There will be no, or very little, reduction in parking numbers so the proposed development will not be compromised. I commend this layout, [and my original comments], be given thorough consideration by council officers.

Regards
Jim Dickenson

From: [Jim Dickenson](#)
Sent: Friday, September 30, 2016 5:42 PM
To: contactus@launceston.tas.gov.au
Subject: Representation DA0409/2016

Some brief points.

The proposed car park will effectively form a solid barrier shutting off public/pedestrian/community access to the river edge, the existing 'meadow land' between the levee and the Esk. The only access at present is one, limited pathway through the mid-point tunnel. Even that will be now compromised. Cars are to be parked hard to the toe of the steep, grassed, levee bank wall. At least a couple of pedestrian walkways should be included with this proposal up over the levee to the foreshore. [Similar to the couple of convenient pedestrian access ways from the car park to Lindsay St]. Nominal recreation facilities could also be incorporated in this river edge 'meadow' straight away, in association with the proposed parking development, providing immediate community benefit. If left, it will be too hard – will never happen. The extra cost at this stage would be minimal.

Removing areas of grassland that has future landscaping/recreation/community potential is negative Launceston development. Particularly negative to the Lindsay St precinct.

The proposed car park was not originally considered on the master plan. Car parking is not a substantive use associated with passive recreation.

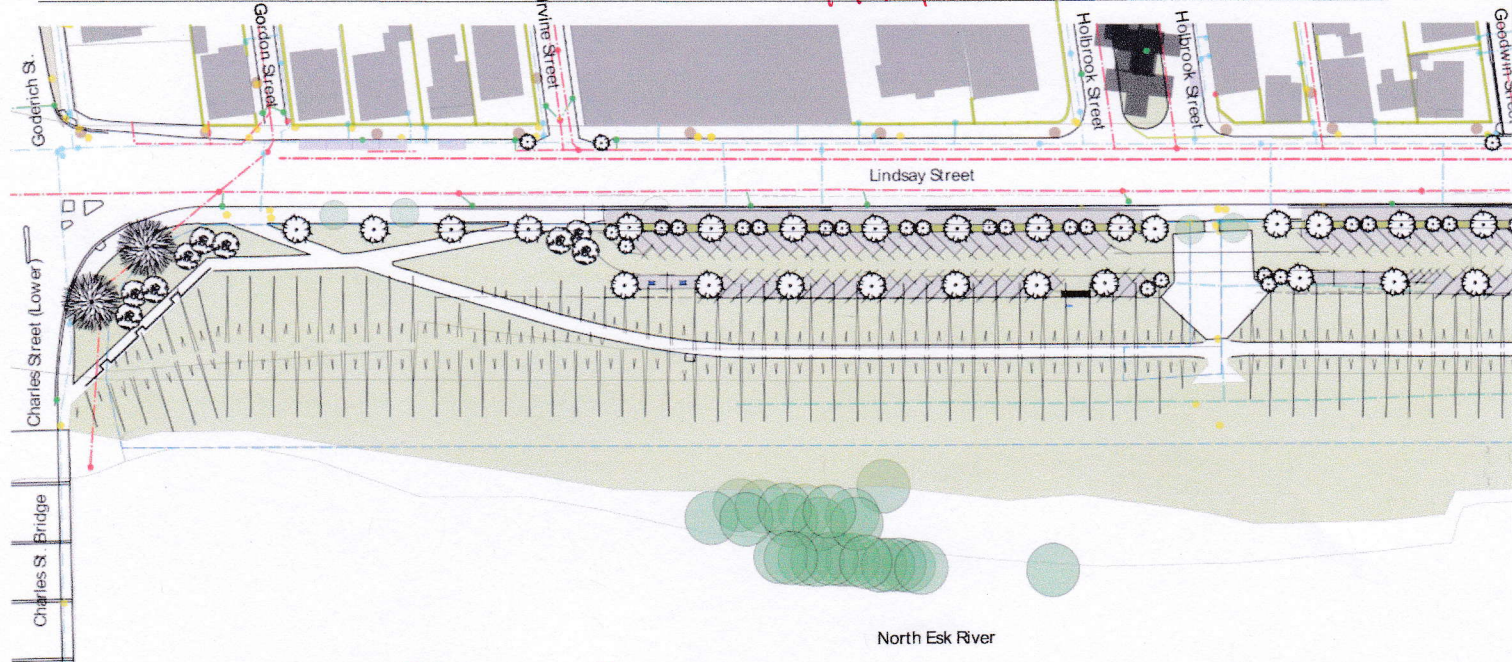
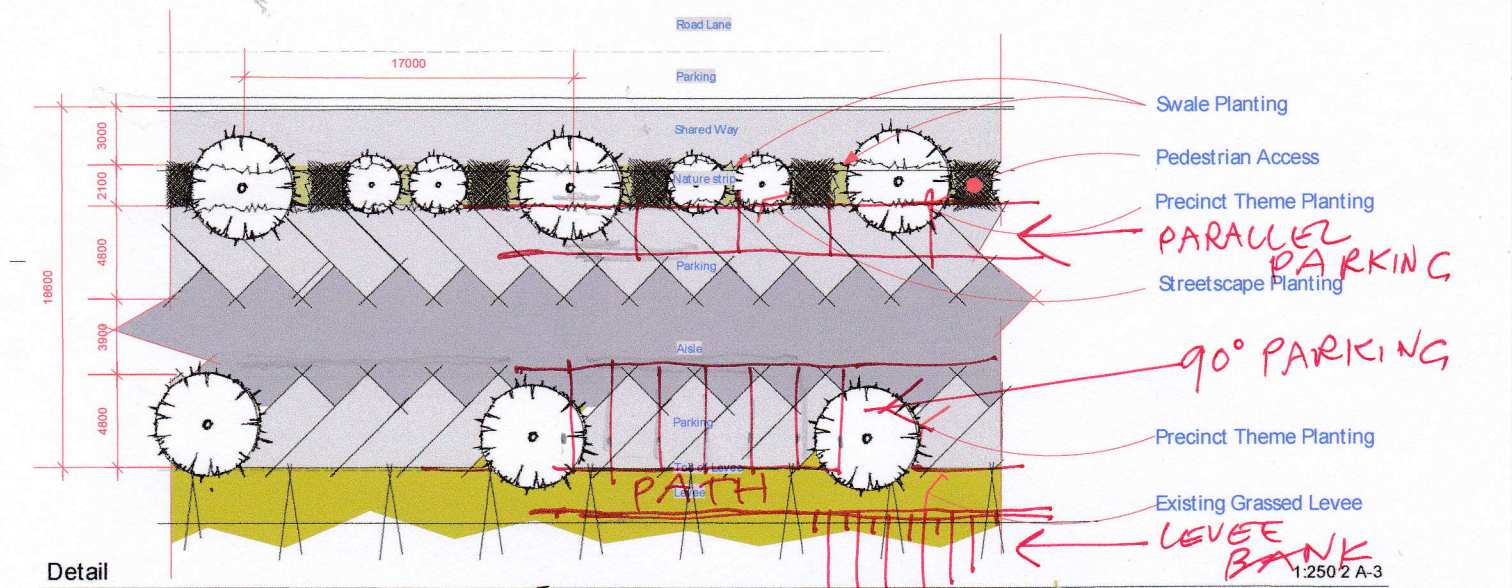
The Lindsay St landscape buffer should be increased from 2100 to 2500. Decrease the internal traffic aisle from 3900 to 3500 to compensate. Provide an extra 4 landscape modules, [delete 4 car spaces], along Lindsay St.

It is good that the full length of the Lindsay St boundary is proposed to be planted as an avenue. [If I may], the effect might be enhanced if the large tree plantings at 17000 spacing were replaced with smaller trees at say 10000.

There are too many “can be sorted out later” details in the planning and particular TIA conclusions. The Tamar St roundabout including safe pedestrian crossings, Goderich St intersection, extra Uni traffic, Silo Hotel traffic and Bunnings, being some examples.

Even if some/all of my comments are favourably considered, my basic thrust is that the proposed development requires more consideration and should not be rushed through.

Regards,
Jim Dickenson



Plan

DESIGN OBJECTIVES

- + Implement tree strategy.
- + Implement principals of tree strategy.
- + Provide residential streetscape amenity.
- + Provide strategic avenue effect in line with increased profile of river edge.
- + Provide scenic transition to river edge

The concept seeks to reinstate

The planting design provides an ave edge. The planting design seeks to Clump plantings of native spec plantings. Gateway plantings are also



Document Set ID: 3398693

Version: 1, Version Date: 22/10/2016

PROPOSED
ALTERNATE
PARKING
LAYOUT

13/12/16
Dickenson

From:
Sent: 20 Dec 2016 16:01:29 +1100
To: Contact Us
Subject: DA0517/2016
Attachments: LindsayStreetAmendmentDA.doc

Dear Council Officer,

please find attached my submission in regards the Lindsay Street Site Specific S42A Amendment and to the actual car park construction plan which was originally DA0409/2016.

Regards,

Jillian Koshin

Invermay 7248,
20 December 2016

Mr Robert Dobrzynski,
General Manager,
Launceston City Council
St John Street, Launceston 7250

Re DA 0517/2016 SF 6533 Lindsay Street Site Specific S43A Amendment

Dear Sir,

I have noted the changes you have made to the earlier Lindsay Street Car Park Development Application (DA0409/2016), which was withdrawn only to be replaced by this second application seeking additional changes. That appears to be policy-making on the run on yours and/or the council's part. It also highlights the questionable integrity of the council submitting a development application to itself.

The dates contained on and in both applications seem confused and need clarification. The earlier application was dated September 2015 in the title, but the Document ID is dated September 2016. As well there is some confusion in the actual Document Set ID, the Version numbers and the Version Date. The confusion is perpetuated throughout the document at the base of every page.

The current application (DA0517/206) contains a greater level of confusion by the applicant. With the exception of one digit, the Document Set ID is unidentifiable due to overtyping/overwriting. The Version number and the Version date are also unclear due to the same problem. The confusion is also perpetuated on every page throughout the document.

As a ratepayer I find this confused numbering unsatisfactory and question why the applications were advertised with such confusion written in. Do you expect ratepayers to accept such confusion? It does nothing to engender confidence in the planning process or, rather, in your implementation of the process, or in the legality of your and/or the council's actions.

Given the failure to clearly state the Document Set ID, the Version numbers and the Version dates, this application should be declared invalid and should not proceed.

Yours faithfully,

Dr Jillian Koshin.

From:
Sent: 19 Dec 2016 16:47:32 +1100
To: Contact Us
Subject: Objection to Lindsay Street Carpark
Attachments: The General Manager.docx
Importance: Normal

Attention.

This email is to the General Manager of the City Council and must be received and opened by tomorrow 20th December 2016.

Can you please confirm that you have received this e-mail.

Kind Regards

Peter and Julie Kohlenbecker

Sent from [Mail](#) for Windows 10

The General Manager
Launceston City Council
Launceston 7250

Dear Sir

We are the owner of a property in Goodwin Street 20 meters from the levee. We **were not informed** about this carpark and should have been as we are **rate payers** in this area.

We were told by a council representative that this area (when Bunnings was build) would be landscaped with grass and trees **like a boulevard** with a cycling and walking track from the proposed silo development to the Museum. We were shown a plan by the council representative which looked very attractive, **where is this plan now?**

The traffic along Lindsay St has increased so much since Bunnings has been built, the last thing this area needs is more cars and a car park.

Don't destroy this area any more.

Could you acknowledge that you have received our objection.

Regards

Peter and Julie Kohlenbecker