

Attachment 5 - 35 Dowling Street Launceston - Representations

The General Manager
P O Box 396
LAUNCESTON TAS 7250

Mrs Jeanette Scholes

4th May 2017

FILE No.	DA0175/2016				
EO	✓	OD		Box	✓
RCVD		05 MAY 2017		LCC	
Doc No.					
Action Officer		Noted	Replied		
C WETHERILL					

E COPY: C FANBY

Dear Sir

RE DEVELOPMENT APPLICATION DA00175/2016 - TOLL

Thank You, for your letter concerning the \$20M development proposed by Toll at 35 Dowling Street, Launceston. I am concerned about loss of sleep I would endure from the noise of the extra business created by this re-development.

I am at a loss to know how you intend to solve the noise problem that will be created for the radius of nearby residences.

I haven't read the full 374 page application nor can find it on the Council's Web Site.

If you have further information that can help me sleep with the every evening noise please let me know by writing to the above address.

Regarding the down-grading value of my property as a residential property – I do not know what to say.

Can you let me know what you think about the valuation that will obviously be reduced because of the redevelopment by Toll.

As my property is classified as three types of usage which are residential, light industry, and heritage, this would seem that an increase of one of these classifications would deter any interested buyer regarding it as a residential or heritage property.

But no ! - most agents would just say to me how much do you want for your old house. (*No pun intended*) but as a residential property it is becoming increasingly uninteresting to any buyer as a residential property.

Yours sincerely,



Jeanette Scholes

Level 2, 24 Murray Street
Hobart TAS 7001
PO Box 335
Kings Meadows TAS 7249
T 03 6227 5212
F 03 6227 5220
E landmanagement@tasrail.com.au

TR Ref: 2017 – TR/LCC – 0262

Council Reference: DA0175-2017 – 35 Dowling Street

2 May 2017

General Manager
Launceston City Council
PO Box 396
Launceston TAS 7250

FILE No.	DA0175/2016				
EO		OD	✓	Box	✓
RCVD		04 MAY 2017		LCC	
Doc No.					
Action Officer			Noted	Replied	
C. WRANKMORE					

**Reference : DA0175-2017 – 35 Dowling Street
Transport Depot and Distribution and 3 lot subdivision**

Dear Sir,

Thank you for notification of the above Development Application dated 24 March 2017 regarding the proposed Development Application DA0175/2016: Transport Depot and Distribution – road and rail freight terminal; extension and refurbishment to existing buildings and construction of new buildings and rail link, new signage and 3-lot subdivision in 11 stages.

TasRail welcomes the proposed development and looks forward to working with its major customer Toll to achieve an increase in the volume of container freight being hauled by rail.

The existing Dowling Street Transport Depot has a longstanding history of rail and freight operations and TasRail considers it to be of significant and strategic importance to freight transport in the State.

The current zoning of Light Industrial recognises the existing railway operations which operate on a 24/7 basis and extend beyond frequent train movements to also include depot activities, loading and unloading, track maintenance activities, repairs and upgrades. These activities generate noise and dust but are permitted rail operations consistent with the Light Industrial zoning.

TasRail has no objection to the development, but seeks confirmation of the following:

- The proposed subdivision will not result in a change to the current zoning of the land parcels into the future; and
- Any future use of the subdivided land will be compatible with the existing rail and freight operations and activities.

Should Council or the applicant would like to discuss this matter further please contact me on (03) 6227 5212 or by email landmanagement@tasrail.com.au

Yours sincerely,



Michael Ince
MANAGER
PROPERTY SERVICES

21 April 2017

PART 4 – TRANSPORT INFRASTRUCTURE

Public roads, railways, ports & airports

11. (1) it is recognised that although the operation or use of public roads, railways, ports or airports may prejudice protection of the environmental values, the function the transport network serves is necessary for the community's economic, environmental and social wellbeing.

(2) Notwithstanding sub-clause (1), it is intended that -

- (a)** Transport planning initiatives for freight and passenger movement and new transport infrastructure be developed in a systematic way to achieve an optimal balance of economic, environmental and social benefits and costs with major criterion of minimising the number of people exposed to noise levels that would prejudice protection of the environmental values; and
 - (b)** Where environmental values are acutely prejudiced, existing transport infrastructure noise should be reduced to the greatest extent that is reasonably practical, consistent with achieving an optimal balance of economic, environmental and social benefits and costs.
- (3)** The allocation of any public resources to minimise noise impacts resulting from public roads, railways, ports or airports shall aim to achieve the most benefit for the greatest number of people exposed to those impacts.
- (4)** A transport noise strategy will be developed to improve transport noise outcomes, further the objectives of the Act and assist in implementation of subclauses (2) and (3)

Dayle Stagg

From: Colin Nye
Sent: Wednesday, 3 May 2017 9:44 PM
To: Contact Us
Subject: DA0175/2016 Toll Transport - 35 Dowling St, Launceston TAS

To: General Manager Launceston City Council

I am writing to express my concern at the proposed development. I am a landowner in Racecourse Crescent.

I received notice of the development via a concerned neighbour on the 3rd of May . I have not received any other notification of the proposed site upgrade.

I would be pleased if you would consider my comments even though I understand that comments closed on 2nd May.

O

In brief my concerns are:

A large transport terminus should not be located near a residential area. (Noise, 24 hour operation, industrial lighting)

The current facility is responsible for considerable noise on the truck route.

I had the understanding that Toll had originally planned to relocate its facility to Western Junction.

The Brighton Transport Hub provides a more appropriate model.

It is inappropriate for large numbers of container trucks to use Dowling St, Racecourse Crescent, Cimitiere St, as the access route to The Toll facility. These are city and residential streets.

Yours sincerely

Colin Nye

Sent from my iPad

Dayle Stagg

From: PlanningAlerts <contact@planningalerts.org.au> on behalf of K Wolfswinkel
Sent: Wednesday, 3 May 2017 8:23 AM
To: Council
Subject: Comment on application DA0175/2016

For the attention of the General Manager / Planning Manager / Planning Department

Application DA0175/2016
Address 35 Dowling Street Launceston TAS 7250
Description Transport Depot and Distribution - road and rail freight terminal; extension and refurbishment to existing buildings and construction of new buildings and rail link, new signage and 3-lot subdivision in 11 stages
Name of commenter K Wolfswinkel
Address of commenter
Email of commenter

Comment

With the proposed DA for the Toll site, there is huge concern for the future noise levels, heavy vehicle traffic and night time disturbance for the Newstead, east launceston area.
I hope the concerns of residents are taken into account when considering this development.

This comment was submitted via PlanningAlerts, a free service run by [the OpenAustralia Foundation](#) for the public good. [View this application on PlanningAlerts](#)

**The General Manager
Launceston City Council
Town Hall, 18-28 St John Street
Launceston, TAS 7250**

1 May 2017

**Development Application Reference: DA0175/2016
35 Dowling Street**

Dear Sir

Please find as follows comment relating to planning application for 35 Dowling Street, Launceston (DA0175/2016 - Transport Depot and Distribution - road and rail freight terminal; extension and refurbishment).

My comment is from two perspectives:

.1. As an investor who has recently purchased with a DA capacity under the existing residential zoning for 6-8 units (Previously 12 were approved but we have chosen to discontinue that permit)

.2. As a future resident who had purchased a home at with the intention of this being a retirement dwelling in Launceston for my wife and myself.

Our professional activity is developing subdivisions on the Sunshine Coast; prior to this we developed town houses in the region for 15 years, plus similar activity in regional NSW . We are there for intimately acquainted with normal council “best practice” regarding project proposals that have some impacts upon neighboring residences.

From that aspects our concerns with the current proposal are as follows:

.1. Noise abatement.

General traffic volume aside, the most significant impact upon residential amenity from this proposal is the potential increase in the piercing sound of the reversing forklifts. Whilst such devices are arbitrated as necessary “safety” devices for the relevant worksite, there is very little consideration given to their impact on neighboring residential areas. The former should not have priority over the latter. In this instance, where the current activity and proposed increased level of activity is so close to a long-standing residential precinct there should be some professional recognition of the need for noise abatement measures and suggestions as to how this issue can be addressed. The DA Application appears silent on this.

In the areas in which we operate noise abatement is a major priority in protecting residential zoning from industry or transport corridors. It is par for course that where possible buffer zones are secured; and where not possible, substantive structures such as perimeter noise-abatement fencing are formally required. It is simply out of the question for council to deem this matter not relevant – it must be addressed.

The other concern is credible and transparent evidence of the problem itself: it would be unusual for a Noise Report contained in the initial DA to be accepted – normally council officers would dictate the standard required (e.g. protection of nearby residences) and place a condition on the Applicant to provide a consultants report with remedies – including the standard of noise abatement fencing – required as sufficient. In essence Australian Standards identified by independent consultants apply.

It is suggested this would be an appropriate course of action in this case.

.2. Operating Hours.

All of the above becomes more critical when extended or loosely defined operating hours apply to the industrial site in question. Anecdotal evidence available to me suggests that the Toll operation already has forklifts that fire up early in the morning before normal residential rising time; and continue well into the evening.

This already disrupts young families and has an untoward impact on neighbours. The fact that this is allowed, or not formally controlled at present, is bad enough. The thought that a greater, larger facility would be given approval to operate without ANY time-frame of operating hours is completely unacceptable. The absence of any such proposal or offer in the Application suggests unlimited activity is the desire of the application.

Nearby residents occupy a residential precinct that has been approved by council. Council must protect their entitlements accordingly. It should not consider approval of any activity that negative impacts upon those rights, e.g. by way of sharp abrasive noise pollution, simply because an applicant happens to be close by. One way to ameliorate the impacts of the proposed activity is to impose operating hours limits that are both reasonable and fair.

The bottom line is that if the applicant cannot abide by such limits then they should not be making an application for a site so close to residential zoning.

.3. Pre-existing rights.

The residential precinct extending down Dowling St, along Croydon and even Cypress Street has been a traditional part of the Launceston community landscape. For instance, the property we have just purchased at 4 Croydon Avenue is a house constructed in 1917.

There is an onus on Council to seek to protect that traditional use from any new applicant in an adjoining zoning that is more recent, and implicit in the application in a new or greatly expanded level of activity that will be of further hindrance, interference or disruption to that established residential community.

Council cannot ignore that obligation; and whilst jobs and economic growth are desirable for the overall community, it should not come at the price of any section of that community losing their right to peaceful enjoyment of residential occupation that were implied by the zoning they are in. Council has to be prepared to draw a line to protect existing rights.

.4. DA time-lines.

It is of concern that there appears to be a certain “sneakiness” in the submissions dates, period for public input and related strategy surrounding this submission. This

is not a basis for objection, but suggests that the proposal is not entirely transparent and able to face the full test of public examination. That fact alone suggests the applicant itself is conscious of a range of issues that may not fare well under the full spotlight of proper examination.

.5. Truck volumes and train operations.

There is an underlying implication in the application that if approved, the site will expand into a multi-transport hub that will have such critical mass and economic significance that further planning or operating constraints will be deemed unreasonable. Council should be aware of that implication when considering this application. All future growth in activity will be to the increasing detriment of residential amenity and the viability of this area as a place for families and retirees to live in the manner to which they should normally be entitled.

.6. Future investment.

Our own intention on the site we own is to develop townhouses that in today's value would be in the order of \$350,000. That is a total of \$2.5M or thereabouts of investment value. One of the reasons we have undertaken this is to be nearby the University development at Inveresk, a mere 1 km away. That project is one that council is promoting and encouraging, in particular publicity material about how such a major community project will both require and stimulate residential investment and facilities nearby. It would appear the consideration of a major transport hub in Dowling Street – without noise abatement or a limit in operating hours – is in conflict with that bigger objective.

Our investment is only small compared to that proposed by the applicant. However that is not the issue: rules apply to all projects and proposals and rules should apply here to prevent unreasonable impacts.

Should council agree to allow such a fundamental conflict to occur, by approving the Application without any constraints, I would doubt our own investment would proceed.

Overall, the DA application raises some significant and unaddressed issues, and it is silent on aspects in which some professional consideration would have been obviously necessary. Council planners have an obligation to request these information vacuums are filled. Please keep us informed as to progress so we are able to continue to comment further.

Yours faithfully

Andrew Tilt.

Dayle Stagg

From: PlanningAlerts <contact@planningalerts.org.au> on behalf of Dorothy Runciman
Sent: Tuesday, 2 May 2017 3:13 PM
To: Council
Subject: Comment on application DA0175/2016

For the attention of the General Manager / Planning Manager / Planning Department

Application DA0175/2016
Address 35 Dowling Street Launceston TAS 7250
Description Transport Depot and Distribution - road and rail freight terminal; extension and refurbishment to existing buildings and construction of new buildings and rail link, new signage and 3-lot subdivision in 11 stages
Name of commenter Dorothy Runciman
Address of commenter 19 Denis Drive
Email of commenter

Comment

It is incomprehensible that this application, with the potential to adversely affect so many people and families, should even be considered.

The suburbs of Newstead and East Launceston are desirable suburbs to buy a home or seek aged care, close to the city, schools, hospitals, parks and all that city living has to offer. However, even with the current level of activity from the Toll and Tas Rail sites residents from Dowling Street to High Street are disturbed at night by the noise. If the application is to progress, many residents may well feel forced from their homes in search of somewhere where they can have an undisturbed night's sleep. Their property values may decline and the dream that many in the area have worked so hard to achieve, lost.

Why has it not been possible for Toll to find an alternative site? One would think that a location such as Western Junction where rail, road and air transport/freight come together in one place would be a far more suitable location such for such an operation. It is centrally located in the State and is already successfully used by SRT Logistics (a transport company operating freight services throughout Tasmania and Victoria including shipping across Bass Strait). Unlike Toll, you see few SRT trucks travelling through the busy city streets let alone passing large numbers of homes and schools.

We are not anti-development and support the creation of jobs in Launceston, however, we do not support the extension and redevelopment of this site.

We trust that you will consider the implications of this application and protect the rights of Launceston City Rate Payers.

Yours sincerely
Dorothy and Martin Runciman

Dayle Stagg

From:
Sent: Tuesday, 2 May 2017 1:10 PM
To: Contact Us
Subject: DA0175/2016

Hi

I live at _____ and received no advice regarding the distance of this application. I only became aware of this in the last 30 minutes, so this is necessarily brief, and reviewing the 374 page application in detail is just not possible.

My concerns are:

Measurement of noise levels taken for the week commencing 24 December. This is not a normal week!

Noise arising from trains has not been considered.

Increase of operations to 24/7.

Monitoring of noise levels if the application is approved.

I expect LCC to exhibit a greater care towards residents impacted by this application in terms of notification.

I also have difficulty understanding why so many trucks are permitted to transit Racecourse Crescent in terms of domestic load for people using retail and sporting facilities, especially with so many children using these facilities during the day and into the evening. Surely Boland Street would be a better option.

Regards

Carol Gordon

Dayle Stagg

From:
Sent: Tuesday, 2 May 2017 11:33 AM
To: Contact Us
Subject: Fwd: Reference DA0175/2016

>>
>> To
>>
>> The General Manager
>> Launceston City Council
>>
>> As ratepayers of DA0175/2016 In regards to the above proposal we wish to object to the Development Application DA0175/2016
>>
>> The noise levels and hours of operation have increased steadily over the last couple of years and have become concerning, any increase would be intolerable as it affects how we are able to live in our property as a result.
>> I note that the noise levels were inspected at quite a strategic time in the normal operation of the business and would not be representative of what normal operations noise levels are.
>> Is there a proposal that if it goes ahead further noise level monitoring is a condition of operation?
>> The condition of the streets has deteriorated and the dust levels have increased over the last couple of years.
>> We have a crane yard and earth moving businesses located in the street, which over the last year or so have become busier and operate out of normal business hours causing more street noise during normally quieter times, so with the potential increases resulting from this proposal we would ask that you carefully review the application with the comfort of neighbouring residents in mind.
>>
>> Best regards,
>>
>> Mark Daly

And Kelly Brown

The General Manager
Launceston City Council
Town Hall, 18-28 St John Street
Launceston, TAS 7250

1 May 2017

FILE No.	DA0175/2016		
EO	OD	✓	Box ✓
RCVD		02 MAY 2017	LCC
Doc No.			
Action Officer	Noted	Replied	
C. WRANKMORE			

E-COPY

Development Application Reference: DA0175/2016
35 Dowling Street

Dear Sir

Please find as follows comment relating to planning application for 35 Dowling Street, Launceston (DA0175/2016 - Transport Depot and Distribution - road and rail freight terminal; extension and refurbishment).

My comment is from two perspectives:

.1. As an investor who has recently purchased a [redacted] with a DA capacity under the existing residential zoning for 6-8 units (Previously 12 were approved but we have chosen to discontinue that permit)

.2. As a future resident who had purchased a home at [redacted] with the intention of this being a retirement dwelling in Launceston for my wife and myself.

Our professional activity is developing subdivisions on [redacted]; prior to this we developed town houses in the region for 15 years, plus similar activity in regional [redacted]. We are there for intimately acquainted with normal council "best practice" regarding project proposals that have some impacts upon neighboring residences.

From that aspects our concerns with the current proposal are as follows:

.1. Noise abatement.

General traffic volume aside, the most significant impact upon residential amenity from this proposal is the potential increase in the piercing sound of the reversing forklifts. Whilst such devices are arbitrated as necessary "safety" devices for the relevant worksite, there is very little consideration given to their impact on neighboring residential areas. The former should not have priority over the latter. In this instance, where the current activity and proposed increased level of activity is so close to a long-standing residential precinct there should be some professional recognition of the need for noise abatement measures and suggestions as to how this issue can be addressed. The DA Application appears silent on this.

In the areas in which we operate noise abatement is a major priority in protecting residential zoning from industry or transport corridors. It is par for course that where possible buffer zones are secured; and where not possible, substantive structures such as perimeter noise-abatement fencing are formally required. It is simply out of the question for council to deem this matter not relevant - it must be addressed.

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This already disrupts young families and has an untoward impact on neighbours. The fact that this is allowed, or not formally controlled at present, is bad enough. The thought that a greater, larger facility would be given approval to operate without ANY time-frame of operating hours is completely unacceptable. The absence of any such proposal or offer in the Application suggests unlimited activity is the desire of the application.

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There is an onus on Council to seek to protect that traditional use from any new applicant in an adjoining zoning that is more recent, and implicit in the application in a new or greatly expanded level of activity that will be of further hindrance, interference or disruption to that established residential community.

Council cannot ignore that obligation; and whilst jobs and economic growth are desirable for the overall community, it should not come at the price of any section of that community losing their right to peaceful enjoyment of residential occupation that were implied by the zoning they are in. Council has to be prepared to draw a line to protect existing rights.

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is not a basis for objection, but suggests that the proposal is not entirely transparent and able to face the full test of public examination. That fact alone suggests the applicant itself is conscious of a range of issues that may not fare well under the full spotlight of proper examination.

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Overall, the DA application raises some significant and unaddressed issues, and it is silent on aspects in which some professional consideration would have been obviously necessary. Council planners have an obligation to request these information vacuums are filled. Please keep us informed as to progress so we are able to continue to comment further.

Yours faithfully

Andrew Tilt.



Dayle Stagg

From: PlanningAlerts <contact@planningalerts.org.au> o
Sent: Monday, 1 May 2017 11:21 PM
To: Council
Subject: Comment on application DA0175/2016

For the attention of the General Manager / Planning Manager / Planning Department

Application DA0175/2016
Address 35 Dowling Street Launceston TAS 7250
Description Transport Depot and Distribution - road and rail freight terminal; extension and refurbishment to existing buildings and construction of new buildings and rail link, new signage and 3-lot subdivision in 11 stages
Name of commenter Rebecca Page
Address of commenter
Email of commenter

Comment

Dear Alderman,

As neighbours in close proximity to the proposed development, we have major concerns. Especially as our property has unimpeded direct views of the whole development and surrounding area. We already feel that our previous approaches to the Launceston City Council have fallen on deaf ears in regard to the existing problems that this company is causing.

We have found ourselves regularly being woken at all times of the night by reversing beepers from forklifts and extremely loud engine breaking from Tolls heavy vehicles. After contacting the council to inform them of these issues and enquire about noise regulations for the area we were told that they had “no idea” and would get back to us. Since then, we have been found out there is no possibility to complain about these problems as when we were contacted by Katherine Fitzgerald from the council she told us that there were “no such limits in place” for either operating hours, noise levels or nuisance lighting and that “perhaps that is the nature of their business”.

Why this individual business in particular is allowed to impact people at all hours of the day and night with whatever noise level they feel like producing is questionable but what is most disturbing is that I’m certain that council is unaware of the extent of the current issues as there is no record of surrounding residences concerns or complaints. The proposed development will only further compound these problems.

Currently, all other business activity within the same Light Industrial Zone is what I would consider reasonable, operating between 8am and 5pm. This is not the current case for the Toll operations at Dowling Street.

In the limited review period given our own hectic schedules we have documented a few of our concerns with the development application submitted and it's so called supporting documents obtained and downloaded from

["https://onlineservice.launceston.tas.gov.au/eProperty/Publicnotices/305047/Advertised%20Plans%20-%202035%20Dowling%20Street,%20Launceston.pdf"](https://onlineservice.launceston.tas.gov.au/eProperty/Publicnotices/305047/Advertised%20Plans%20-%202035%20Dowling%20Street,%20Launceston.pdf)

- 1) There has obviously been years of detailed planning by Toll with no consultation of the local residents, and we have only 2 weeks to review and analyse the impact of a 380 page submission. Neighbouring residences need to be properly informed and have a longer time period than only two weeks to review and comprehend such a major development.
- 2) The VIPAC site sound data was collected over the Christmas period which contained 3 public holidays. This is not a representative study in our opinion.
- 3) The day-time and night-time representative impact sound recording by VIPAC on Cypress street was recorded 15 minutes apart, around 6pm one afternoon and each representative sample only lasted 5 minutes in duration. Surely this should have been a continuous noise study to reveal the extent of the impact and it should have been located at one of the effected properties and not at a distance further from the site than the impacted neighbouring residences are. Our property has a floor level 10m RL above the Toll facility, so there is an unobstructed noise path directly to a large portion of the house, including three bedrooms, the noise impact is not adequately represented by the VIPAC study.
- 4) The study by VIPAC has not included the noise generated by trains in the sound model. This is a major omission of the impact of the neighbourhood.
- 5) What is the train operation schedule proposed by Toll and TasRail, what operational limits would be imposed given that site operations are listed as 24hrs.
- 6) The VIPAC study states that the reverse beepers are a specific and nuisance noise, so surely the optimisation of the site would have included relocating these operations so that noise is not towards the front boundary of the lot and included the use of sound barriers and other noise mitigation techniques.
- 7) The development application only considers the properties with in 100m of the proposed site. The distance from all areas of the Toll facility to the bedrooms of our property are between 150m to 500m. An Australian Acoustical Society study shows that both broadband and tonal reversing beepers are typically "Clearly Audible" to "Dominant" at 200m from operating machinery and seldom "Disappear" at ranges of 400m. When all members of family are woken during the night this clearly show that the sound is distinct, noticeable and loud (at all times). This makes the 100m distance used by the application appear quite inadequate.
- 8) Warehouse storage in the application is increasing three-fold, but we are to rest assured that there will be no additional impact. This is somewhat hard to believe.
- 9) The application highlights the need to plant at least 82 trees at 10m tall to comply with the planning scheme yet only half the trees required have been proposed. These trees are sorely needed to soften the impact of the sound and lighting problems produce by Toll and its current operations, let alone when it expands.
- 10) There is not a definitive description by the developer in terms of their planned Day-time and Night-time activities, hours of truck and train arrivals, or any guarantee that this Major Transport Hub will not need to increase its operational activities to recover its investment.
- 11) Closure of the Bell Bay storage will only reduce the Invermay heavy vehicle traffic. All other Southbound heavy vehicle traffic is the same or increased. Peak traffic for the staff from this facility will affect local traffic.
- 12) GHD traffic count does not show the traffic at the Cimitero to Racecourse intersection where toll trucks often cut in front of traffic and hold up shoppers trying to access Kmart complex and local residents. This a major safety issue for vehicles and pedestrians using this intersection an area that is already very congested at most times of the day.
- 13) It is suggested that the removal of haulage from Bell Bay will result in less traffic, but provide no supporting evidence. The percentage of operations of this haulage is not given in terms of the businesses total operations and is ambiguous at best.
- 14) The building plans clearly shows that the structures being proposed are higher than the 13.5m level specified in the application. This may need to be reviewed.

- 15) The VIPAC study show the assumption that all staff leave site by 6pm but then models forklifts operating overnight.
- 16) The proposal includes a new truck wash station and refilling station, currently these activities are conducted offsite. Will fuel fumes and wash spray also effect nearby business and residents?
- 17) TNT, TOLL, and several local freight companies are all located at the airport industrial complex including the Woolworths food distribution centre. One has to ask why TOLL alone feels that the Boland St site is suitable for such a major transport hub, when others do not.
- 18) While two copies of the folding light poles are included, there is no installation map of where these are to go and in particular no mention of the height proposed for these lights. The existing lighting configuration is already causing major light pollution to neighbouring residences. With all curtains and blinds fully closed within our home there is still a bright 'glow' such that we don't need a night light and several of our security cameras do not switch to infrared night mode. Looking directly out any of the back windows of our house towards the Toll facility at night is blinding. It's concerning that they are proposing to install more lights. Soon it will out shine the Aurora stadium!
- 19) The application proposes subdividing the existing lot into three separate lots, under the pretence that each subdivision could later be individually sold. However, this is somewhat deceptive as the division is clearly a distortion of the planning scheme as each lot individually requires 1-2 entrances, giving additional entry/exit points for the planned facility.
- 20) Promises of reduced traffic are suggested however the installation of a four5 lane wide, 40m long waiting bay, does not provide confidence that this will be the case. Currently, trucks are not spilling onto public roads preventing passage, so why would an efficiency improvement of existing operations with no planned operational increase need such a design?
- 21) The GHD truck paths shown require trucks entering the facility to deviate into oncoming traffic to enter the site. How is this an improvement in design!
- 22) The VIPAC noise analysis has specifically only shown noise modelling of the site based activities but ignores the impact of the 170 heavy vehicles per day driving along the residential streets. In the noise model their location is a stationary location within the boundary of the lot. This is not representative of what happens. Typically, vehicles of this size have noise levels of at least 55dB. The trucks are driving directly only meters from, or directly past residential properties, the Toll proposal does not limit this activity to day time only, so this would be a clear violation of the VIPAC suggested 40dB noise limit as they drive through our public streets during the night.
- 23) 40' highlift container loaders normally operate at our nations wharves and heavy industrial complexes, not in a Light Industrial Area at the discretion of the local council. Transport and Storage facilities are only allowed within the light Industrial zone at the discretion of the council, thus this type of business is what I would consider a distorted use of a light industrial zoning.
- 24) Since when does Light Industrial zoning become suitable for Heavy Industrial applications, such as the major transport hub that Toll is proposing?

Yours truly,
Rebecca Page.

Dayle Stagg

From:
Sent: Monday, 1 May 2017 7:10 PM
To: Contact Us
Subject: Application DA0175/2016 Objection

Good evening,

I am writing to raise objection to the further development of the Toll site.

We reside on _____ with the train yard directly over our back fence. We are very concerned at the increased noise levels that this development will bring, both at the Toll yard and the train yards.

My husband and I both work full time, and have 2 small children. Being able to sleep without disturbance is extremely important to us.

I would particularly like it noted that the noise measurements used in the application would have been taken at one of the quietest times of the year, and is in no way an accurate reflection of the noise we already live with.

I urge the council to vote no to this application, and to actively take measures to reduce existing noise levels.

It would seem to me that such a development would be more appropriate for an industrial area, where residents whom reside mere minutes from the CBD, would not be affected.

Regards,

Andrea Porte

Development Application Representation Letter

Development Application Number

Address of Development

Details of Representor

Title Given Name/s

Surname Date of Birth

Suburb

Phone H

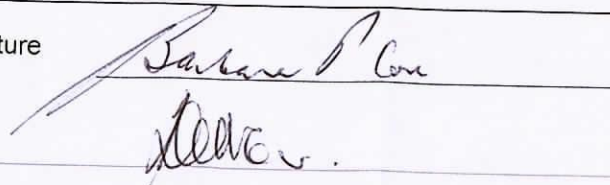
Email

Reason for Representing

Concerns regarding TOLL Development Application

1. Increased noise 24/7 particularly at night
2. Significant increase in air pollution and dust
3. We already have pollution & dust invading our property at
4. Quality of life would be compromised if this development was to go ahead.
5. Our house is 100 years old and was here before these industrial developments were established. There are schools in the area. Adult, young children with asthma.

Representor's Signature



Date 1 / 15 / 17



Town Hall, St John Street, Launceston
PO Box 396, LAUNCESTON TAS 7250 T 03 6323 3000
E contactus@launceston.tas.gov.au www.launceston.tas.gov.au

Dayle Stagg

From:
Sent: Monday, 1 May 2017 2:58 PM
To: Contact Us
Subject: DA1075/2016

General Manager
Launceston City Council
Launceston Town Hall
Launceston, 7250

Dear Sir/Madam,

re DA0175/2016 : upgrade of Toll Transport Hub 31-35 Dowling St

I am writing to raise my concerns about the noise and light pollution at night that are likely given this upgrade.

As a nearby resident I am already affected by noise and light at night from the Toll depot. In particular, backing alarms of forklifts and trucks worse between 0400-0600 hours, and a high beam spotlight which beams directly into two upstairs bedrooms in my house.

I believe that the proposed upgrade would also included increased noise from trains and rail services, loading and unloading I expect, and I have serious concerns that this would also add to the exisiting interference from noise and light.

Your faithfully,

Katharine Norris

Dayle Stagg

From:
Sent: Monday, 1 May 2017 11:57 AM
To: Contact Us
Cc:
Subject: Reference DA0175/2016

We, as owners of the properties at _____ object to the proposed changes to train operation detailed in the above application because we aren't satisfied that the evidence provided in support of the application is a proper representation of the likely consequences of those changes.

Yours faithfully

Kristi Seymour and Angela Edwards

Dayle Stagg

From: Gloria <gloria_edwards@bigpond.com>
Sent: Monday, 1 May 2017 10:27 AM
To: Contact Us
Subject: Application DAO175/2016

It has just come to our notice that Toll have applied for a development at 35 Dowling Street.

We live in St James Close and are worried about the noise that is liable to come from that area particularly of a night. We already here a lot of racket from fork- lifts, containers and trains of a night and we believe this will increase considerably.

This should not be allowed to happen on the edge of a large residential area. It should be out at Western Junction or some other country area where it would cause less disturbance.

Gloria and Michael Edwards
8 St James Close
Newstead

Dayle Stagg

From:
Sent: Monday, 1 May 2017 8:29 AM
To: Contact Us
Subject: Reference DA0175/2016

To Whom It May Concern

I was surprised to hear of the above mentioned application and have major concerns in relation to the impact it will have on me.

I live over the fence from the trains at no. [redacted] The early morning trains already toot their horns and wake us up, so running at all hours will be a nightmare.

As I understand the DA for the noise disturbance modelling is based on their current use on site and does not consider any noise for the railway yards and or use of trains. Further more noise levels were measured over the period 24th December 2016 to 31st December 2016 which you could not consider to be a normal week of operation.

Please log this as a formal representation. I know there are many other home owners/residences that also share the same concerns.

Kristi Seymour

Launceston City Council
Town Hall, 18-28 St John Street
Launceston, TAS 7250

30 April 2017

Dear General Manager

We are writing in connection with the proposed redevelopment and extension to the TOLL site at 35 Dowling Street, Launceston (DA0175/2016 - Transport Depot and Distribution - road and rail freight terminal). We have significant concerns and object strongly to this development application.

My partner, two young children (aged 1 and 3) and I live in _____ less than 200m from the site for the proposed redevelopment/extension. We purchased the property in 2012 for its close proximity to the city and to utilise the many parks, facilities, shops and services within the city. We have painstakingly restored and renovated our 100 year old property over this time and now have grave concerns for what effect such large and significant proposed development could mean for our property value and the attraction for other young families to return to the city.

Our greatest concern however, is noise pollution. Over the past few years we have had two children and we (as most parents of babies and young children) are extremely aware of the negative effects of sleep disturbance on one's mental and even physical health and wellbeing.

Currently we hear and are both annoyed and disturbed during the night by both noise from the TOLL site and Rail Depot and our 3 year old even wakes up to the sound of the forklifts and train whistle during the night and comes running to our room. My 9 year old niece experienced years of nightmares as a result of trains rumbling down the tracks some distance from her home when she and her family lived in Perth (Tas). I dread that we too, will be forced to move from our family home if the level of noise from these sites were to increase as the result of unregulated/restricted night operations.

We are concerned about the accuracy of predicted/modelled noise levels included in the development application as the measurements used to base their modeling on were taken over the period which included Christmas and Boxing Day public holidays when the site was clearly not operating at its usual level. It is also of great concern that the modelling did not take into account any impact and resulting noise increase due to the relating increase in rail activity to service the site.

We were also unable to see in the DA a description of the activity which is currently undertaken at night, which is already causing us disturbance, and a description of how this would compare to what is being proposed.

After speaking with the EPA (Noise) Specialist, we learned that there was no exact acceptable levels of noise in residential areas and that each case needed to be examined on its own merits. We hope that this is the case in this instance.

There also appears to be a lack of mitigation measures described in the application to control and prevent steady background noise or to contain or minimise variable noise such as forklifts to avoid sleep disturbance. At a minimum we would have expected to see some description of mitigation technology described in the various Noise Control Guideline documents produced by other states including VIC, QLD and NSW such as (but not limited to): sound barrier systems, insulation and the use of efficient enclosures for noise sources, the adjustment of reversing alarms on heavy equipment by limiting acoustic range to immediate danger/using broad band or other low level impact reversing alarms, efficient muffler design, using quieter engines such as electric instead of internal combustion or more simply limiting the times of operation or considering an alternative site.

Our amenity and wellbeing is not just at risk of being more adversely affected by increased noise pollution but also traffic, dust and light pollution. Our family's and our community's amenity (including residents, hospitals, schools and aged homes) is already moderately affected by noise, train and truck movement from this industry and at great risk of being severely impacted by this proposal development.

We welcome the opportunity to discuss our concerns further at mediation or some form of community consultation.

Yours faithfully

Wendy Runciman & Rhys Davies

Dayle Stagg

From:
Sent: Sunday, 30 April 2017 8:44 PM
To: Contact Us
Subject: DA0175/2016 - Development Application Representation Letter

The General Manager

Launceston City Council

Town Hall, 18-28 St John Street
Launceston, TAS 7250

30 April 2017

Development Application Representation Letter

Reference: DA0175/2016

Dear General Manager

We wish to submit a formal representation relating to the planning application for 35 Dowling Street, Launceston (DA0175/2016 - Transport Depot and Distribution - road and rail freight terminal; extension and refurbishment).

My wife and I have lived in our home on the corner of years. We bought this property to enjoy a peaceful retirement with pleasant amenity, close to the city and its many services.

We are deeply concerned about our peace and amenity should the planning application be approved. Our main concerns include (but are not limited to) the increased noise from the TOLL site including fork lifts, trucks, wash bays and refrigeration on site but equally, the increased noise from the Tas Rail Depot and trains at the end of our street.

Currently we are disturbed at night by both the noise from TOLL and Tas Rail operations in the near vicinity of our property. If this development was to be approved and allowed to operate both day and night we cannot begin to imagine the sleep disturbance and potential harmful effects to our physical and mental health and wellbeing as a result of long term annoyance and sleep disturbance.

We believe the planning application lacks suitable noise/sound control measures and no restriction on hours of operation. We are concerned about the absence of any consideration of the impact of increased rail to service the development or the mention of any form of noise monitoring during or after construction.

We, as all residents in and around the proposed development, have the right to amenity and a good night's sleep. We are vulnerable to the impacts of noise and trust that you will consider the implications of the planning application and ensure that our and our community's amenity is preserved.

Yours sincerely

Murray and Margaret Earnshaw

Dayle Stagg

From: Claire Fawdry
Sent: Thursday, 20 April 2017 8:29 AM
To: records
Subject: DA0175/2016 - 35 Dowling St - representation email 2/2

Email 2 of 2.

Claire Fawdry | Town Planner | City of Launceston
T 6323 3378 | www.launceston.tas.gov.au

Dear Claire,

Having been awoken by Toll around 5am this morning, (1.2 km away) could you please add some further points to my application.

1. I note the massive buildings planned exceed the the maximum allowed height by 30-40%
2. The amount of tree and greenery has been reduced by 50%. It all points to a massive ugly tin shed city.
3. The water catchment area and run off from this site with massive roof areas and hard pan ground surfaces will be huge.
With truck wash and refuelling planned on site added to all the oil dripped from these large transport vehicles and potential leakage from stored containers and hazardous materials, I do not believe the DA has addressed this issue anywhere near adequately, considering the state of our storm water and sewerage systems and our sad river (drain) situation.

Sincerely Robert Davies

Dayle Stagg

From:
Sent: Sunday, 30 April 2017 8:09 PM
To: Contact Us
Subject: Reference DA0175/2016

To Whom It May Concern

We have major concerns in relation to the above DA.

As I understand the DA for the noise disturbance modelling is based on their current use on site and does not consider any noise for the railway yards and or use of trains. Further more noise levels were measured over the period 24th December 2016 to 31st December 2016 which you could not consider to be a normal week of operation.

Can you please confirm and provide evidence points that there is sufficient regulations and or recommendations to address the significant (and there will be) increase in noise to the surrounding residence

Your prompt response to this is required as I'm sure there are many other home owners/residences that also share the same concerns.

David & Anna Martin

Dayle Stagg

From:
Sent: Saturday, 29 April 2017 7:00 PM
To: Contact Us
Subject: application DAO175/2016

General Manager

Launceston City Council

Dear Sir

Re Development Application DAO175/2016 by Toll

My wife and I live at Newstead 7250.

The noise level from Toll in the very early hours of the morning is very noticeable and is heard at our house.

We understand that your council tested noise level over the week 24th Dec to 31st Dec 2016, which if this is so is not a normal week of operation.

Whatever your test disclosed our & later owners hearing early in the morning is relevant to this Application.

The Development by Toll of their property at 35 Dowling Street to enable them to operate 24 hours per day 7 days per week will mean a significant increase of rail use.

If this development goes ahead the noise level by Toll will affect a great many homes in Elphin Wood Subdivision.

The new extension of Landsborough Avenue & the subdivision off that Avenue will be really affected by the increased rail use as a result of the Toll Development.

We strongly object to this envisaged development as its consequence will lower house values in part of this subdivision,

A copy of this letter is being sent to the Mayor.

Yours sincerely.

Carlyle (Carl) Sherriff & Jennifer Sherriff

Cc to Mayor (Mr Albert Van-Zetten)

Dayle Stagg

From:
Sent: Saturday, 29 April 2017 12:31 PM
To: Contact Us
Subject: Development - application DA0175/2016. Toll

Attention General Manager

It has come to our attention that Toll have submitted a development application at 35 Dowling Street.

My wife and I would like to object to this development because:

The existing noise produced from this commercial operation currently starts early in the morning most week days and as we live in a two storey house we hear every day the noises of reversing trucks and forklifts etc which either wakes us up or restricts our ability to return to sleep.

We can only imagine the unbearable increase in the noise level if this development gets approval to operate 24/7.

I currently suffer from sleep apnea and on many occasions the noise generated from the current Toll operation and indeed the trains from Tasrail cause me to wake and it's very difficult to get a good nights sleep.

As such my health at age 66 years I need a good nights sleep.

I also understand that the noise disturbance modelling completed was measured at a possible inappropriate time and not a normal week of operation!!!

As residents we wish to enjoy the Peace and tranquil surroundings that Newstead has become well known for and we are concerned that if Council allow this development to proceed then the area will lose its reputation and effect and upset many residents.

In addition to the unwanted noise levels we are also concerned as to the possible impact this development would have on the value of our property and if the potential buyers of real estate at the time of sale would be discouraged by this development and the noise generated to an unhappy community.

Please do not approve this development and encourage Toll to develop in a more appropriate location.

Thanks

Darrell and Carol McKenzie

Dayle Stagg

From: PlanningAlerts <contact@planningalerts.org.au> on behalf of Murray Earnshaw
Sent: Sunday, 30 April 2017 9:29 PM
To: Council
Subject: Comment on application DA0175/2016

For the attention of the General Manager / Planning Manager / Planning Department

Application DA0175/2016
Address 35 Dowling Street Launceston TAS 7250
Description Transport Depot and Distribution - road and rail freight terminal; extension and refurbishment to existing buildings and construction of new buildings and rail link, new signage and 3-lot subdivision in 11 stages
Name of commenter Murray Earnshaw
Address of commenter
Email of commenter

Comment

My wife and I bought our home in _____ to enjoy a peaceful retirement with pleasant amenity, close to the city and its many services.

We are deeply concerned about our peace and amenity should the planning application be approved. Our main concerns include (but are not limited to) the increased noise from the TOLL site including fork lifts, trucks, wash bays and refrigeration on site but equally, the increased noise from the Tas Rail Depot and trains at the end of our street.

Currently we are disturbed at night by both the noise from TOLL and Tas Rail operations in the near vicinity of our property. If this development was to be approved and allowed to operate both day and night we cannot begin to imagine the sleep disturbance and potential harmful effects to our physical and mental health and wellbeing as a result of long term annoyance and sleep disturbance.

We believe the planning application lacks suitable noise/sound control measures and no restriction on hours of operation. We are concerned about the absence of any consideration of the impact of increased rail to service the development or the mention of any form of noise monitoring during or after construction.

We, as all residents in and around the proposed development, have the right to amenity and a good night's sleep. We are vulnerable to the impacts of noise and prey that our and our community's amenity is preserved.

Yours sincerely
Murray and Margaret Earnshaw

Dayle Stagg

From: PlanningAlerts <contact@planningalerts.org.au> on behalf of S Fenton
Sent: Monday, 24 April 2017 8:02 AM
To: Council
Subject: Comment on application DA0175/2016

Follow Up Flag: Follow up
Flag Status: Completed

For the attention of the General Manager / Planning Manager / Planning Department

Application DA0175/2016
Address 35 Dowling Street Launceston TAS 7250
Description Transport Depot and Distribution - road and rail freight terminal; extension and refurbishment to existing buildings and construction of new buildings and rail link, new signage and 3-lot subdivision in 11 stages
Name of commenter S Fenton
Address of commenter
Email of commenter -

Comment

Hi

I agree with all the comments by R Page. I have considering contacting council to find out what if any. noise restrictions are in place for this area. I live on the edge of this district and am regularly awoken by reversing beeps and trucks in the small hours of the night. Not to mention security alarms that constantly go off.

I would not support and further development of this area if there is any chance of more noise pollution.

This comment was submitted via PlanningAlerts, a free service run by [the OpenAustralia Foundation](#) for the public good. [View this application on PlanningAlerts](#)



Dayle Stagg

From: PlanningAlerts <
Sent: Sunday, 23 April 2017 1:18 PM
To: Council
Subject: Comment on application DA0175/2016

Follow Up Flag: Follow up
Flag Status: Completed

For the attention of the General Manager / Planning Manager / Planning Department

Application DA0175/2016
Address 35 Dowling Street Launceston TAS 7250
Description Transport Depot and Distribution - road and rail freight terminal; extension and refurbishment to existing buildings and construction of new buildings and rail link, new signage and 3-lot subdivision in 11 stages
Name of commenter R.Page
Address of commenter
Email of commenter

Comment

Given the close proximity of the "Light Industrial" Zoning to residential properties, major shopping centre, schools and college the upgrade of an already too busy and noise polluting business that disrupts traffic through the CBD and inner business precinct and residential streets. The business has no regards for normal business operating hours like all of the other businesses in the same "Light Industrial" area. Forklift reversing beepers and B-Double prime movers operating at 1am, 3am on weekends or week days waking sleeping children is causing this business to effect the nearby neighborhood. The flood lighting of the premises already impacts on nearby buildings as well. This is making the residential properties less desirable and devaluing properties with 5 minutes walk to the City Park and CBD. There is already an issue of this Transport business effecting the flow of traffic in the suburb, the unrestricted noise and light pollution is already unacceptable, so why make this worse? It is already unacceptable and disappointing that the Council will not impose restrictions on this already very busy business, that the Council will not act upon when questioned to reasonable operation hours. Imagine if we mowed the lawn at 1am the number of complaints would be huge and the action taken by the Council would be swift and decisive, but because it is a business why should this be acceptable? And now they want to make more noise with more truck AND Trains too!

This is not the Launceston that we would choose to live or invest in.

Dayle Stagg

From: Claire Fawdry
Sent: Thursday, 20 April 2017 8:28 AM
To: records
Subject: DA0175/2016 - 35 Dowling St - representation email 1/2

Good morning,

Can this email (1 of 2) be registered as a formal representation to DA0175/2016 please?

Thanks

Claire Fawdry | Town Planner | City of Launceston
T 6323 3378 | www.launceston.tas.gov.au

From:
Sent: Wednesday, 19 April 2017 7:50 PM
To: Claire Fawdry
Cc: Hugh McKenzie - Redirection to personal email
Subject: formalrepresentation to DA0175/2016 Rob Davies

Re DA0175/2016

This appears to be a major expansion of an existing business which in the past has not responded to problems when raised regarding noise emissions, hours of such noise (early mornings, weekends, public holidays) and air quality issues.

It seems to be just a shrug of the shoulders and business as usual. There appears to be no public accountability. This 3 lot subdivision in 11 stages including 2 warehouse sheds both of 6000sqm and over 13m tall is not suited to be alongside residential and community services, such as schools, hospitals, tourism and university.

With shutting down of storage at Bell Bay and this moved to Launceston, the rail link proposed would increase rail activity and intensify noise at site with the load/unloading. "Prepared in consultation with Tas-rail"

What projections do Tas-rail estimate on freight and routes of service and what hours of increased operation and noise emissions?

The noise study done by Alex Mcloud is out of date (2015) and totally inadequate in sample time and location of sensors to affected suburbs. No monitoring was done in residential sites up to 1 km away where noise is easily apparent on most days.

The DA has noise level **recommendations**, what happens when these are exceeded, what monitoring and recourse is in place? Nothing now!!

The DA States "the proposal WILL NOT result in an increase in traffic movements" this is a bold statement, what happens if this is proven wrong? It also states that there should be no increase in truck movements. The majority of people that I have spoken to consider that the **current level** of large truck movements in and through our city and suburbs is already an environmental nuisance.

External storage and stacking of containers is most likely to increase given the closing of Toll Bell Bay storage.

This is an eyesore already and is visual pollution. Take a look from Wildor Cres.
Hours of operation should be a major concern to nearby suburbs, tourism hotels, schools,hospitals,University.

The unlimited hours of operation that currently applies is out of character to site location, no other ratepayer so close to CBD and residential suburbs has free range to make as much noise as required with no restriction on hours of such.

Why in our small heritage city do we have to have the major northern Toll depot along side our residential suburbs and CBD, all other major Toll sites around the nation are located near airports, shipping ports and large industrial estates.

The above points are my objection to this Development, I make them not only on a personal level but for the betterment of all that live, holiday and move around in our lovely heritage city, now and into the future. I can only hope that the Town Planners and Aldermen that represent our city values have the same vision.

Respectfully
Robert Davies
Sent from my iPad

Dayle Stagg

To:
Subject:

From: Susan Hunte
Sent: Monday, 1 May 2017 8:45 PM
To: Contact Us
Subject: DA0175/2016

The General Manager
Dear Sir

I am writing to provide my objection to the above Development Application. I cannot accept the proponent's claim that there will not be any increase in use, and therefore it is implied that there will be no further impact on surrounding residential areas.

I have only been alerted to this development this evening. It is therefore impossible for me to gain a meaningful understanding of the 374 page proposal, nor am I able to provide my objections in what might be considered to be an acceptable format. I am not a professional in any of the applicable areas, just a concerned neighbour who wishes to continue to enjoy my home without further increase and intrusion from the noise we currently suffer from the Toll yard.

I attach the comments I via the planningalerts website.

kind regards Susan Hunter

I am most concerned about this proposed development. Astounded that nearby residents did not receive any notification of this, when a second storey addition to a residential dwelling would merit adjacent land owners being advised. Shame on the Council for not doing this. Such an action brokers a lack of trust in our elected representatives. I only became aware of this proposal due to an eleventh hour letter bc drop.

I accept the lost of amenity from the rail yards as they existed before I built my property and we have to tolerate Toll's constant noise from our property which is over one kilometre away, however as a city grows it is usual for industrial sites to be relocated -

the exact opposite of what is being proposed. Not only should this proposal be refused, but it is also Council's responsibility to ensure that current noise and traffic movements have some degree of restriction.

If this proposal is given the green light, it will probably be nigh on impossible for this business to be relocated in my lifetime. We can perhaps, have little right to complain about what currently exists even though historically, change can see the location of a business as being no longer appropriate, but we most certainly have the right to ask for our Council to protect us from a further erosion of the amenity of our residential area.