



1 October 2019

Michael Stretton
General Manager
City of Launceston
contactus@launceston.tas.gov.au

Development Application DA0312-2019: 2-4 Invermay Road, Invermay

Dear Mr Stretton

I am writing regarding the University of Tasmania development application for a pedestrian and cycling bridge over the North Esk River between the Inveresk campus and the corner of Boland and Willis streets.

Bicycle Network supports infrastructure that provides safe places for people to ride. Providing protected cycling routes that help people ride daily to get to work, school or services can improve individuals' health, reduce air and noise pollution, reduce traffic congestion and reduce transport expenses.

Our concern with the bridge proposed by the university is that it only seems to cater to cycling on one side.

On the southern side there is a 3 metre wide ramp leading up from the levee shared path onto the bridge which looks ideal for cycling, but this is not replicated on the Inveresk side where the lower cycling path is only connected by a set of stairs.

There are two paths on the Inveresk side of the river with the upper, narrower path for people walking and the lower, wider path for people riding. It may be that the University plans to request the City of Launceston swap the use of the paths so that people riding are permitted on the upper path, but it's not clear from the application.

If that is the case it would also cause some issues as that path is narrower than the lower cycling path and made more so by fencing on both sides, so mixing people walking and riding would be less comfortable.

The design for the Inveresk side of the bridge looks like it's been constrained by trying to use existing infrastructure, rather than the other side of the bridge which looks like it's been designed for purpose and has more elegance and practicality.



Mirroring the ramp from the levee path on the southern side up to the bridge would fix part of the problem on the northern side. Or else, allow people to walk and cycle on both paths so anyone wanting to cycle over the bridge can use the top path.

In terms of accessing the bridge from the campus, It looks like the university has opted to keep the existing ramps up to the top path rather than creating a wide central ramp to the bridge.

If the top path is not opened up to people riding, it means that the only option to access the bridge on your bike will be to get off and walk it up the stairs. Having to dismount will deter some people from using the bridge and if it's a genuine "pedestrian and cycling" bridge that shouldn't occur.

There seems to be available land for a central wide access ramp or spiral ramp rather than stairs, which would be more attractive to people on bikes. A central ramp instead of stairs would be a more obvious riding route than having to backtrack along the current access ramps and may also be more suitable for older people and people with mobility aids.

It would be a shame to lose the opportunity for a well designed bridge for cycling to be part of the university's campus move. Especially as it will provide another handy eastern link between the north and south banks for everyone in Launceston.

As Launceston City Council is set to take over the bridge once it's built, it makes sense to get it right now rather than having to retrofit it later on.

Yours sincerely

A handwritten signature in black ink, appearing to read "Alison Hetherington". The signature is fluid and cursive, with a long, sweeping tail that loops back under the main name.

Alison Hetherington
Public Affairs Adviser Tasmania



01 October 2019

FILE No.	DA0312/2019		
EO	✓	OD	Box ✓
RCV'D 02 OCT 2019		LCC	
Doc No.			
Action Officer	Noted	Replied	
C. Wranke			
e-copy: F. Glover			

Tamar Bicycle Users Group

Dear City of Launceston Planning Department.

Feedback regarding DA DA0312/2019 – UTAS Pedestrian Bridge on behalf of Tamar Bicycle Users Group, (TBUG).

As you may know TBUG is a community-based organisation that aims to promote bike riding across our community. We have worked closely with City of Launceston for many years to encourage the development of high-quality bike and pedestrian infrastructure. We have a membership and supporter base of around 550 across northern Tasmania.

We are fully supportive of the UTAS redevelopment at Inveresk and see this as a wonderful opportunity to promote active transport in the CBD and surrounding areas.

However, we have some concerns with the current design proposal for the bridge.

In essence it is not clear how cyclists will be able to use it on the Inveresk or northern side of the North Esk river.

On the southern city side there is a three metre wide ramp leading up from the levee shared path onto the bridge, but this is not replicated on the Inveresk side where in the first instance cyclists will need to use a set of stairs to connect to the lower cycling path or indeed the wider UTAS campus .

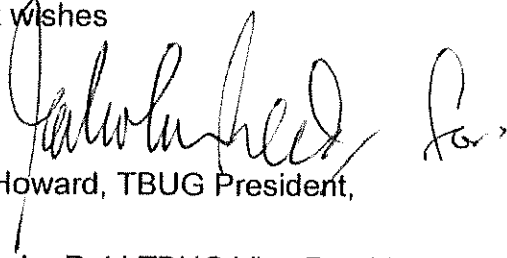
The plans do appear to show that cyclists could turn left or right off the bridge and travel along the narrow upper walking path and connect to the lower path or the wider campus.

We recommend strongly that:

1. A new ramp is incorporated to allow cyclists and wheel chairs easy access to the bike paths and the campus. This would allow for a replication of cycle and wheelchair access as designed for the southern end of the bridge giving a consistent design and therefore safer and less confusing for all users of the bridge.
2. Another, less ideal, option is that cyclists and others are allowed access to the current walking path and then access the ramps as shown on the plans. This would mean ensuring that the upper path is redesigned and signed appropriately to allow for an effective shared space to be established.

Please contact us if have any further comments and or questions.

Best wishes

A handwritten signature in black ink, appearing to read "Ian Howard", written in a cursive style.

Ian Howard, TBUG President,

Malcolm Reid TBUG Vice President

From: Harry Camplin
Sent: Monday, 7 October 2019 9:13 AM
To: Contact Us
Subject: Development Application

The General Manager,
Launceston City Council,
Launceston.

Ref: DA0312/2019

Dear Sir,

Despite the Don River Railway having a 99 year lease at Inveresk there has been no consultation with the University or notification from the Council with regard to this Development Application
We are worried that construction of the bridge cannot be undertaken without heavy vehicles intruding onto our lease. It is likely that this would damage our track and would certainly prevent us from undertaking the various stock moves necessary to continue our work. It is also a worry that in the future the increased use of the path across our lease may create safety problems.

Yours faithfully,
H. H Camplin,
Vice President and Coordinator, Inveresk,
DON RIVER RAILWAY

HERITAGE PROTECTION SOCIETY (TASMANIA) INC.

7 October 2019

The General Manager
Mr Michael Stretton
Launceston City Council
Town Hall
St John Street
LAUNCESTON TAS 7250

By email only to contactus@launceston.tas.gov.au

Dear Sir,

Re: DA0312/2019 2-4 Invermay Road Launceston and land over North Esk River adjacent to Scotch Oakburn Rowing Shed adjacent to Boland St Launceston – Construction of a pedestrian and cyclist bridge and associated infrastructure.

We refer to the advertised notice on 21 September 2019 in The Examiner newspaper.

This proposal is an incomplete project with no guarantee or surety that the Stage 2 works can or will be completed.

It is therefore currently a "Bridge to no-where".

There has not been a sufficiently plausible Statement of need or purpose provided.

The height of the proposed bridge is being determined by the likely height of a future tall building at 2 Willis Street. There are no details or likely impacts provided for this proposed building at Willis Street, leaving a situation where the impacts on the Willis Street and Gasworks sites cannot be assessed or determined. Accordingly, this proposal will compromise any future ability to question heights of future developments that cannot be proposed until necessary planning scheme amendments are proposed and determined by a future consideration by Tasmanian Planning Commission.

The proposed bridge exceeds the height limitations prescribed for the southern side of the North Esk River, and will prejudice future potential arguments for height limitations for any new developments at 2 Willis Street, should any new developments transpire.

The proposed bridge invades the height restrictions for the North Esk River Flood Plain Scenic Management Area, and establishes an unacceptable precedent for other developments that may also seek to impinge on these height restrictions.

The proposed bridge is to be redesigned on a Design/construct basis and accordingly may not relate in any way what-so-ever to the drawings and artists' impressions provided as part of the Application. This Application is incapable of assessment for that reason at the very least, and the

provision of the LUPA Act requiring certainty in planning matters cannot therefore be satisfied or sustained.

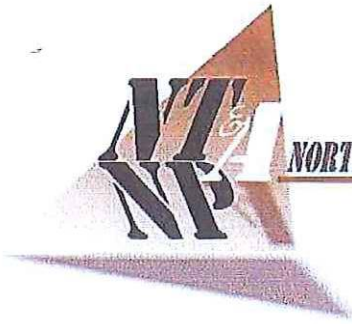
The construction of a high level bridge over the North Esk River is futile, as such a tall structure cannot be constructed without a Planning Scheme amendment being proposed, assessed and determined by the Tasmanian Planning Commission.

This proposed bridge application is invalid and in any event, is premature under all of the circumstances we have illustrated, and must be refused.

Yours faithfully

P. W. Reynolds

PUBLIC OFFICER
For and on behalf of
HERITAGE PROTECTION SOCIETY (TASMANIA) INC.



NORTHERN TASMANIAN NETWORK PARTNERS & ASSOCIATES

7 October 2019

Mr Michael Stretton
General Manager
City of Launceston Council
Town Hall
St John Street
LAUNCESTON TAS 7250

By email to contactus@Launceston.tas.gov.au

Dear Mr Stretton,

Re: Representation DA0312/2019 Proposed pedestrian bridge from 2-4 Invermay Road Invermay to 1 Willis St LAUNCESTON.

We refer to the advertisement in The Examiner newspaper and accordingly make this representation opposing the construction of Stage 1 of the proposed bridge.

In addition to the representation we have already made dated 25 September 2019 concerning the construction of a library and student support facilities, we add the following information.

The proposal is for a design and construct design and because of this there is no certainty that the proposal as advertised and illustrated, described and proposed, will in fact be the design for which a permit may be related.

The subject land is within the Flood Inundation Area and is not suitable for a bridge for which the City of Launceston Council will be assuming responsibility for upon completion.

The bridge discharges onto land on the northern side that is an active rail line and subject of a long-term lease to the Don Railway Group. This land is not available for the purpose that is proposed.

There is no certainty without planning scheme amendments for the associated uses for which this bridge is intended to serve and accordingly Stage 1 construction cannot be approved until all other elements of a relocate UTas facility intended to be served, are approved.

Yours faithfully,

Lionel J Morrell

Lionel J. Morrell
For Northern Tasmanian Network Partners and Associates
Copy to Ian J N Routley, Leigh Murrell, Jillian Koshin, Chris Penna