

From: David Boarder
Sent: Sunday, 24 February 2019 9:26 PM
To: Contact Us
Subject: Development Application DA0637/2018

Dear Sir or Madam,

I wish to register my concerns regarding the proposed development at 77 Victoria St and 24 and 24a Raglan St in Youngtown (DA 0637/2018).

My wife and I have lived in for over 40 years, during which time we have seen the development of the Youngtown School oval, the old market garden which is now covered by residences on Hubert Way and Nathan Place and those in Dundas St. Recently there was a development at the rear of the Glenara Homes precinct. All of the construction vehicles for these developments travelled up and down Victoria St.

The resulting residences (you would have a better idea than I as to the number) has seen a considerable increase in the traffic in Victoria St.

Victoria St is the only means of entry and egress to Hobart Road.

The residents who live around the Youngtown Primary School held a number of meetings during the development of the 'Bunnings' roundabout as we were concerned that, if Raglan Street was opened to the KM connector at the roundabout, it would create a 'rat-run'* for residents who live on the other side of Hobart Road as it would provide a quick route to the connector (rather than having to travel down Hobart Road to the Quarantine Road intersection and then back up the connector). The blocking of the end of Raglan Street means that ALL construction traffic moves up and down Victoria St. The current development of land at the end of Dundas Street (presently held up by the discovery of convict ruins) has also been accessed via Victoria St.

My reading of the current submission (DA0637/2018) – a hefty 194 pages – appears to show that all the 216 lots are accessed by links into Raglan Street. If this is the case, ALL the traffic must travel down and up Victoria St as Raglan St feeds only into Victoria St.

Combine this with the traffic that will be a result of the Dundas St development and a proposed development in the land between and behind 52-68 Victoria St and Victoria St will be carrying a huge number of vehicle movements each day.

The proposal suggests that there will be minimal impact. Try travelling up or down Victoria St at school closing time.

We are not against development, but there must be some consideration for those who are directly impacted by such development.

In the past few weeks there were a number of sewer pipe repairs undertaken due, I was told, to the compaction undertaken during the re-sealing of the footpaths (this worked out well – we waited years to have the footpaths fixed, only to have them dug up a few months later). The vibration from the compactors was apparently the culprit. I suspect that this vibration will be similar to the vibrations produced by hundreds of vehicle movements on the road.

May I respectfully suggest you speak to the local people BEFORE you make any decisions as we are better able to explain the ramifications of certain aspects of the development . Perhaps make individual contact rather than call a general meeting. I am happy to talk with anyone

- The rat-run would most likely be Hobart Road to Lockhart St, up Lockhart into Napier St (past the YT school), into Victoria St (again past the school), then down Victoria ,into Raglan St and on to the Bunnings roundabout. Vice versa for those travelling in the opposite direction.

This short cut alleviates the need to travel through the Quarantine road intersection. There are occasions when the traffic is banked from this intersection up to the top of the Youngtown hill. Best time to observe this is peak hour in the morning and just after 3 pm when the schools get out.

Please, speak to the locals.

Respectively,

David Boarder

From: Martin Hudson
Sent: Tuesday, 19 February 2019 11:17 AM
To: Contact Us
Subject: Re: DA0637/2018. Att. Iain Mare

Comment re Development proposal DA0637/2018, 24 Raglan St., Youngtown.

As a resident of I was concerned to read about the abovementioned residential development proposal. It appears this is in addition to another development taking place in the same location by DB Goodyer.

My main concern is the impact on traffic in the area, my points being:

1. Most of the traffic from both these developments will be travelling via the Kings Meadows Connector, and to a lesser extent, via Victoria Street.
2. From my experience, residents of Kings Meadows/Youngtown prefer to access the CBD and surrounds via Hobart Road rather than the Midlands Highway.
3. Hobart Road is already struggling to cope with traffic flow, particularly at peak times.
4. The nearby Mount Pleasant Estate is still under development and the pressure of the additional traffic movement from this area is yet to be fully realized.
5. In order to avoid the traffic snarl on Hobart Road, many motorists are now using residential side streets, particularly west of the Kings Meadows shopping precinct, which may impact pedestrian safety in this area.

I will probably think of other points after sending this comment, but my main concern is the impact on all residents of Kings Meadows and Youngtown if this large development goes ahead without consideration of the long term impact, particularly on increasing traffic movements in the area.

Forwarded for your consideration.

Martin Hudson

From: Potter, Mia
Sent: Friday, 22 February 2019 2:17 PM
To: Contact Us
Subject: State Roads submission on proposed subdivision at 24 Raglan Street, Youngtown

Good Afternoon,

State Roads provides the following comments on the proposed subdivision at 24 Raglan Street, Youngtown:

- The proposed concentration of drainage discharge to the Kings Meadows Rivulet will generate increased run-off to the rivulet upstream of the Kings Meadows Link culvert crossing. The Department's Professional Services Specification T8 Drainage Design Standards applies and requires a bridge soffit level flood protection of Q100 for this structure. This protection will need to be maintained and demonstrated through a drainage plan with calculated peak flows and also demonstrate no adverse impact to existing drainage infrastructure. Prior to discharging concentrated drainage on the State Road or commencing works in the state road reservation the consent of the Minister (or delegate) under *the Roads and Jetties Act 1935* is required.
- Although this subdivision proposal includes the large catchments upstream on the western side, it does not consider the runoff collected from table drains on the Midland Highway and Kings Meadows Link Road. The consultant should refer to AS5100.1 Section 11 for waterways and flood design of structures under the roadway and confirm that the additional discharge from the subdivision, the runoff from the roads and the backfill of the dams will not affect the hydraulic capacity of the box culvert structure. Drawings for the structure can be provided to the proponent on request. Furthermore, it is expected that the consultant should also assess for backwater effects from the dam downstream of the culvert as a result of proposed upstream dam removals and changed discharge volume.
- It is noted that the Planning Report states that it is intended that a noise assessment will be provided to the Department of State Growth prior to determination of the application. State Roads would appreciate the opportunity to review this assessment in order to provide meaningful commentary on the perceived level of land use conflict. Please note that in accordance with the *Tasmanian State Road Traffic Noise Management Guidelines 2015*, the Department does not mitigate for traffic noise impacts associated with a land use changes, including subdivision.
- It is unclear how the proposed buffer between the houses and the road provided by the vegetation strips along both the Midland Highway and Kings Meadows Main Road will be protected and the trees retained. State Roads queries whether building envelopes will be required for subdivision approval or conditions of the permit will require the retention of vegetation along these areas.

Please do not hesitate to contact State Roads to discuss any of the matters raised above.

Kind Regards,

Mia Potter | Environment and Planning Approvals Officer
Environment & Development Approvals
State Roads | Department of State Growth