

Council Meeting - 14 May 2020 - Agenda Item 9.4
Attachment 4 - Representations - 12 Windsor Street, Invermay

From: Glenn and Helene
Sent: Wed, 15 Apr 2020 15:36:36 +1000
To: Contact Us
Subject: Urgent Attention Mr Michael Stretton
Attachments: Concerns re Windsor St Development 2020.docx

Please find attached a response to **two Development Applications in Windsor St Inveresk.**

We would appreciate the attached document being forwarded to Mr Stretton asap as there is an imminent deadline for public comment.

Thankyou,

Helene Boyer and Glenn Smith



Attention:

Mr Michael Streeton, Chief Executive Officer, Launceston City Council

LCC Planning Dept - Duncan Payton, Catherine Mainsbridge

As ratepayers and longtime residents of [REDACTED], we write to express our concerns regarding two concurrent Development Applications which have the potential to impact very negatively upon the residents of [REDACTED] and neighbouring residential homes in Forster St, especially in relation to:

- Resident Parking (*Please note: info re current uncompleted Works Order for Windsor St via Nigel Coates/Cathy Williams [LCC Traffic Management] included later in this doc*).
- Safe Footpath Access for pedestrians
- Traffic Safety re transiting, entering, and exiting through the increasingly busy commercial western end and also re larger vehicles turning in this narrow dead end street
- Noise Increase for residents, including out of 9-5 business hours and weekends
- Negative impact upon the streetscape and the quality of life in this densely residential enclave surrounding Windsor St.

The responses in this letter about the two proposed developments are not meant to denigrate or to hinder commercial development in our area of Inveresk. **It should be possible to achieve outcomes that meet most needs for residents and developers and yet maintain the unique historic character of this inner city suburb.** However, as residents of a street which has special limitations and requirements in order for all to cohabit harmoniously, we have a right to expect that our City Council will protect and seek to enhance the safety and quality of life for all who use Windsor St, and especially for those in the 17 houses that call it home.

We would also like to draw LCC's attention to the fact that the time period for comment regarding these proposed developments has occurred during a 'public lockdown' and also over Easter when the Council offices are closed, and that this has meant that not everyone in the local community who might be affected by these developments may have been able to see the DA signs on the sites, seek more info and respond by the deadline.

Helene Boyer & Glenn Smith
[REDACTED]

PLEASE NOTE: THESE TWO DA SITES ARE DIRECTLY OPPOSITE ONE ANOTHER ON [REDACTED] STREET AND THEIR CUMULATIVE IMPACT MUST BE CONSIDERED.

The relevant DAs are:

(SITE 1) DA0107/2020 12 Windsor St Invermay "Service Industry – construction of a building for the use of a mechanical repair workshop" (Proposed Pre-fabricated Shed for Service Industry Use)
Attention: Catherine Mainsbridge LCC (deadline for public response April 20 2020).

This site contained a house and garden until February-March this year.

And

(SITE 2) DA0046 17-19 Windsor St Invermay - "Transport Depot and Distribution - change of use to transport depot" (Fastway Courier Hub)

Attention: Duncan Payton LCC (deadline for public response April 21 2020)

This site was previously a warehouse for pharmaceuticals storage.

RESIDENTIAL CONTEXT & STREET USE BACKGROUND

Windsor St and an adjacent part of the south side of Forster St is an historic, high density residential area as it contains co-joined terrace houses and cottages built 1890-1940s. **Windsor St** has **SEVENTEEN HOMES** with 8 co-joined single storey terraces having no driveways and so residents must park on the street. The remaining 9 cottages have limited parking spaces at the rear/side of properties. There is a lane off Windsor leading to the rear of 11 homes in Windsor and Forster streets to enable vehicular access.

This is a small, quiet residential Inveresk community street – ten years ago the homes were mainly student rentals with high annual turnover but in the past 5 years more owner-occupiers have moved in and renovated properties. In addition to those who have lived in the street for more than 20 years, there are now young families, retirees, new arrivals and professionals staying for extended periods rather than transitory students.

Although Windsor St is a **relatively short, no-through street** it contains very contrasting zones – quiet high density residential at the western end but a very busy commercial/workshop zone Mon-Sat at the eastern/Invermay Rd end (closer to the T junction entrance/exit to the street). This more ‘industrial’ zone contains seemingly ever-expanding vehicle-related businesses (including hazardous materials use and storage) on both sides of the street. Residents are required to pass through this busy zone when accessing or exiting their homes, either by vehicle or on foot, in order to get to/from Invermay Rd.



We feel like our quiet Inveresk residential zone is becoming ‘squeezed’ between the noisier and expanded footprint of auto-related/industrial businesses who have no respect for resident needs

PARKING, TRAFFIC & STREETScape ISSUES RELEVANT TO BOTH DAs

- Windsor St is narrow and a dead end. Residential parking is very limited as, due to the narrow street and no turning circle, there is parking only on the north side. Occupants of the 8 co-joined terraces (No 20-34) on the north side of Windsor St are forced to park in the street as they have no laneways/driveways attached to their homes for parking and, as most households now have more than one vehicle, **there are already not enough spaces available in the entire length of the street for all residents to park their vehicles.**
- In addition, employees from businesses at the western end of the street use the limited street spaces for free parking during work hours, their clients use these spaces too and UTAS students also see it as free parking. Events at York Park see the public choosing to use Windsor St as free parking at weekends.
- This means that during business hours in particular, those residents on the north side returning from the supermarket or with children after school, often have nowhere in the street to park and unload. This also applies to vehicles trying to deliver goods to homes or to visitors for residents.
- The pressure for parking spaces has definitely increased in the past 5 years along with frustration levels. This is why **any new developments in our street must include adequate parking for their clients and staff on their own business site.**
- Currently, despite residents' requests to LCC over years, there are not yet marked parking bays in the street. Since September 2019, residents have been corresponding with LCC's Nigel Coates and Cathy Williams in an attempt to achieve safer and more equitable parking in our street (email correspondence available on request). A survey of all residents in the street in November 2019 Re a Plan from Nigel for parking bays to be installed and a residential parking zone to be established achieved more than the required 80% support from those on the north side with no parking. However, in January 2020 Nigel (via Cathy) said that nothing would be happening after all as not all those on the south side who already have off-street parking had responded to/supported the plan. So, under LCC rules, without the required 80% of all street residents, the Plan could not be approved. However, subsequently, due to more instances of illegal parking and street crowding in Feb-March 2020, Mr Coates said that a Works Order to paint in parking bays had been generated but he did not say when this might occur.
- LCC should perhaps have been involved earlier in responding to what has happened to our streetscape. Perhaps the barren asphalt areas of the commercial zone at the Invermay Rd end causes others to think that not many people live in the street? Streetsweepers/washers for example don't seem to be able to carry out regular maintenance in the residential section of our street compared to other streets in Inveresk.



Auto Employee vehicles take up essential resident parking and Bridgestone-Boost parking on footpath areas

ITS NOT JUST WINDSOR ST RESIDENTS THAT ARE AFFECTED BY THE TRAFFIC AND PARKING ACCESS ISSUES IN THE STREET:

In order to reach the rear of their properties, the residents of No5-25 Forster St as well as the residents of No 18-34 Windsor St use a small access lane off Windsor (between Nos18 and 20 Windsor, originally a night soil lane). However, entering and exiting this lane can be very problematic when visitors park trucks/cars close to the lane entrance and if there are vehicles parked illegally along the south side of Windsor St (although there are No Parking signs right along the south side of the street, illegal parking happens frequently due to business overflow or visiting contractors).



Access lane leading to the rear of Windsor and Forster St properties

Example of Illegal parking and congestion



No Parking signs on the south side of Windsor St can't be seen? or are often ignored (needs a yellow line?)

CURRENT SAFETY ISSUES FOR VEHICLES AND FOR FOOT TRAFFIC:

In the past 15 years, due to a gradual 'site creep' of Tyre and Auto-related businesses on the Invermay Rd end of Windsor St we have seen:

- a significant increase in the numbers of client and delivery vehicles (including tow trucks and double length auto trailers) entering and exiting the street and frequently parking illegally or blocking the street (see pics). Relevant events like Targa mean that the volume of client vehicles utilizing these auto businesses increases at certain times of the year;

- increased auto business-related parking impacting upon the very limited resident parking spaces in the small narrow street (see pics);
- more vehicles choosing to try to turn at the residential end of the street (a dead end and no turning circle)
- encroachment/reduction/degrading of the residents' footpath areas on the north side adjacent to these businesses (see pics).
- Homes in our little street have young children and parents needing to use prams/strollers on the footpaths and children walking to primary schools to the north; currently it is not possible to use the footpath in front of No12 without needing to go into the road and during the week, more and more, when larger auto-related or trade vehicles are parked with their extra length jutting out onto the footpath in front of No 14-16 or along the Bridgestone site, pedestrians are forced into the road.



Examples of vehicles parked over footpath in front of No14-16 and on Bridgestone-Boost site



Footpath north side of Windsor St currently not accessible due to auto business parking and scaffolding



These pics showing footpath encroachment were taken at 2.30pm on Tuesday, April 14, 2020

STREET ACCESS & TRAFFIC SAFETY ISSUES AT/NEAR THE INVERMAY T JUNCTION

Drivers and Pedestrians using the T Junction to/from Windsor St need to be very observant and take extra care to avoid accident and injury. The scenarios described below are not an exaggeration of what has been occurring regularly for residents during busy business hours prior to Covid 19 lockdown.

Entering Windsor St to reach the residential zone –

- Before beginning to turn off Invermay Rd into Windsor St, you first you need to ensure that any vehicle exiting the Shell petrol station immediately on the left has seen you and doesn't drive into you as you turn!
- Then when you straighten into the street entrance, you must immediately check that both sides of the street adjacent to the Bridgestone Select and Boost Automotive site are clear– is there a truck/car/trailer either parked illegally blocking the road (in the No Parking zones)? or are there vehicles exiting or entering the very busy business to/from the cramped site parking areas?
- Continuing down the street, watch for a truck entering/exiting/parked at the gate of (1)Air Liquide and/or (2)formerly at the No 17-19 warehouse gate next door which DA0046 indicates is now to become a transit depot (this used to occur with trucks when it was a pharmaceutical warehouse but if Fastway use only the Robertson St entrance, then there will be one less issue)

Exiting Windsor St – if both these DAs are approved and the proposed Transport Depot is using Windsor St and not Robertson St to access their warehouse, then within 150 metres, in order to get to the Invermay Rd T junction, residents may need to navigate past the various trucks and vehicles exiting/entering/parked on the footpath or illegally near No 14-16, No 12, No 17-19, Air Liquide, Bridgestone Select-Boost Auto, as well as those cars entering the street from Invermay Rd.

SPECIFIC COMMENTS RELATED TO DA0046 17-19 Windsor St Invermay - “Transport Depot and Distribution-change of use to transport depot” (Fastway Courier Hub)

Attention: Duncan Payton

TRUCK AND TRAFFIC ACCESS & PARKING

The previous occupant of No 17-19 used the entrance gate off Windsor St to access their pharmaceutical storage shed and office. Delivery trucks were sometimes large but much less frequent than the daily schedule outline in the DA for the Fastway Transport Depot and never came out of hours or weekends.

There were rarely any related Windsor St parking issues though as they had few clients entering/exiting the premises and all staff vehicles were parked within the site.

The Fastway Transport Depot Application's associated map shows that their **trucks will enter/exit from Robertson St via a lane adjacent to Tasweld, into the Air Liquide site and presumably create another gate into the 17-19 yard to enter the storage centre through a side roller door.** Therefore **trucks will not use the Windsor St gate** but instead use Robertson St.

This would have much less impact upon nearby homes as there is only one house in Robertson St compared to 17 in Windsor St. The residents of Windsor would find this a very positive change.

If all the vehicles associated with the Fastway business will use the Robertson St entrance, then the increased traffic issues linked to a Transport Depot for our little street would not apply.

- Can we please have confirmation that this will be the case.
- Will employees enter and park on site from Robertson St?
- Will the clients collecting their parcels also enter from Robertson St and park on site?
- Might this mean that the gate (now the rear gate) onto Windsor St will be locked or replaced by fencing and landscaping? (residents would regard this as a **very positive outcome for the streetscape**)

If this is not what will be happening, then the increased volume of large trucks and many additional client cars than before needing to use Windsor St to access such a busy site, plus possibly taking up very limited resident parking, would be most concerning for residents for the reasons already outlined.

CONCERNS ABOUT INCREASED NOISE ISSUES FROM FASTWAY DEPOT

- Despite some soundproofing within the storage shed, ADDITIONAL Noise from **trucks reversing and forklifts at/inside** this Depot would still be an issue for residents, especially the **5.30am-8.00am** and **8.00pm-1.00am** daily.
- We note that the noise measuring device was sited near the home at No 18 Windsor (but not at adjoining No21) however, it is the experience of Windsor St residents that between 6.30pm-8.00am when vehicular traffic in nearby streets reduces significantly, and especially in the warmer months when windows/homes are opened up, that repetitive forklift and reversing beepers in particular are able to be clearly heard in our homes in low lying Inveresk for up to 400 metres and this is intrusive both for sleeping and open air recreation.

RE DA0107/2020 12 WINDSOR ST INVERMAY THE POTENTIAL FOR NOISE ISSUE CONCERNS - MECHANICAL/AUTO WORKSHOP.

- There is an auto/mechanical workshop (Austune Automotive) located in a similar prefabricated tin shed on the corner of Forster and Holbrook St (see Map on page 2), approx 100 metres from the 7-10 residences at the western end of Windsor St. **Especially at night when mechanics/tuners work out of hours**, if metal is being beaten as part of the Auto services or if **loud engine revving/tuning** is occurring, **electrical tools being used** or if **a forklift is utilized**, the tin shed amplifies the sound which travels readily and it can be clearly heard inside Windsor St residences.
- Despite the current application for No 12 asserting that no panel beating will occur in the large shed mechanical workshop (although no specific tenant has been confirmed and how can this be guaranteed?), there **will still be noise produced from auto mechanics, lifts and metal removal/sanding** which could be amplified without soundproofing. Although No 14-16 is currently being used as an Auto workshop (usually after hours/weekends), due to the fact that the building is much smaller and of brick construction, there is less noise produced than if it was a large tin shed.
- **What kind of soundproofing will be used inside this large shed?**
- **Will the roller doors be closed at most times so that sound does not escape?**
- **Will there be work carried out or trucks reversing after 6.00pm if the workshop is used for hobby-related activities?**

DA0107/2020 12 WINDSOR ST INVERMAY MECHANICAL/AUTO WORKSHOP. RE “VARIATION REQUIRED FOR STREET LANDSCAPING” – the application states “there is no landscaping on either side of this proposal”...“parking is up to the boundary on all properties immediately surrounding the proposed development”

As longtime residents of Windsor St we find this statement disingenuous for multiple reasons, the lack of adjacent landscaping and increased barren industrial streetscape at the Invermay Rd end has in fact recent causes linked to the DA applicant:

- Over the past three years the north eastern end of Windsor St has been progressively degraded in terms of landscaping and footpaths in a systematic manner by linked businesses expanding their operations without thought for the impact upon the streetscape or residents.
- Until the last three years, there has always been a well maintained accessible footpath clearly delineated along the length of the northern side of Windsor St from No 18 to Invermay Rd, currently this is no longer the case due to Bridgestone/Boost parking on the footpath.
- Until Feb 2020, at No 12 Windsor there was a weatherboard house and front garden with picket fence in the same style as that of the other early twentieth century residences in our street. The property may have been used as business storage and for parking at rear for a couple of years but the street view was of a home and garden in keeping with the other character homes on the street.
- When the current owner of No 12 and 14-16 Windsor St sold his adjacent business Bridgestone Select in 2019, the new owner installed a large container for storage which reduced onsite parking, so the footpath along the site has been ‘claimed’ for vehicles, including the painting in of parking bays which intrude onto the footpath (see earlier pics).

- Secondly, since acquiring the two sites next to his former business (No 12 and 14-16), the current occupant/owner has progressively removed all landscaping at the front of No14-16 (originally a rosemary hedge in a raised bed) when he began to use it as an auto store/workshop. This landscaping was apparently removed to enable increased vehicle access and parking which sometimes now also intrudes onto the footpath due to the longer length of tradie/commercial/auto vehicles (see earlier pic for an example).



You can see still see the area where a raised garden bed and rosemary hedge used to be in front of No14-16

- The front garden (large camellia tree, roses) and picket fence at No12 were also removed to enable demolition of the house this year and, instead of a footpath and garden, along the front of the site is now broken asphalt and intrusive scaffolding, making the footpath difficult to use for strollers and pedestrians. When the proposed tin shed is built, covering most of the site and with no greenery at the front, hard surrounds and a high metal fence, the aesthetics of this section of the street will be further degraded.

Maintained **plantings along the metal front fence** (e.g. perhaps a narrow hedge planted in a narrow trough external to the fence so as not to take up too much site space?) **would at least soften the frontage and partly replace what green space was lost.**

Thankyou for the opportunity to provide relevant historical, demographic and background information in commenting upon these proposed Development Applications.

If LCC officers or councillors would like a site meeting to discuss the matters in this letter further we would look forward to meeting with them.

From: Liz Christie
Sent: Fri, 17 Apr 2020 14:07:26 +1000
To: Contact Us
Subject: RE: Comments/objections re 2x current planning development proposals DA0107/2020 12 Windsor St INVERMAY, TAS, 7248 & DA0046/2020– 17-19 Windsor St INVERMAY, TAS, 7248.
Attachments: Launceston City Council - Objection & Comments (2) Commercial Development Applications (DA 0107 & 0046).docx

PRIVATE and CONFIDENTIAL

Note - I request you please keep my comments, name, and address/contact details Private and Confidential

To whom I may concern

As an residential property owner in [REDACTED], I would like to advise you of my concerns and my objections (see attached document) for the planned proposals of two (2) currently commercial development applications for sites in Windsor St, open for public comment/protest with the Launceston City council – Please accepts the attached comments, concerns and objections to the applications.

- **DA0107/2020 12 Windsor St INVERMAY, TAS, 7248;** and
- **DA0046/2020– 17-19 Windsor St INVERMAY, TAS, 7248.**

Kind regards

Liz Christie [REDACTED]

PRIVATE and CONFIDENTIAL

Note - I request you please keep my comments, name, and address Private and Confidential

To whom I may concern

As an residential property owner in [REDACTED] I would like to advise you of my concerns and my objections (see below) for the planned proposals of two (2) currently commercial development applications for sites in Windsor St, open for public comment/protest with the Launceston City council – Please accepts the below comments, concerns and objections to the project as outlined below.

- **DA0107/2020 12 Windsor St INVERMAY, TAS, 7248;** and
- **DA0046/2020– 17-19 Windsor St INVERMAY, TAS, 7248.**

DA0107/2020 12 Windsor St Invermay;

Issues/concerns include (but not limited to):

Landscaping and Style of build - concerns due to the Lack of landscaping and Style of the rebuild - being proposed on the site, and the change from a non on a non-residential dwelling to a commercial shed/business – (has zoning been changed from residential at some stage?).

- Concerns as that the applicant is not clear as per documentation, what the future use of the building will be, noting that **“it may be a workshop, the building doesn’t have a tenant as yet, so final use is hard to know, assuming, as a worst case scenario, that the use will be a small workshop as per the surrounding uses”**
- Replacing a house to a commercial shed is not only aesthetically unpleasant to the surrounds, it will potentially cause devaluation to residential properties in Windsor St and properties directly next door and or in close proximity and surrounds. I note that there was originally a house (residential building) on the site prior to its demolition, and the type of structure/rebuild (from a residential home and commercial business), should be taken into consideration as it will have an overall effect on people living directly next door and the vicinity.
- Size of the Shed could also potentially block sunlight from the adjoining residential housing and beyond.
- Note - my understanding is that owner/s notes that the landscaping is keeping in with the streetscape, but does not advise that they progressively removed the garden beds over a period of time, prior to also recently demolishing the house.
- Concerns and objections to the shed/commercial building being close to the rear and side boundaries of two (2) homes in Forster St, having an effect on owner/occupants view, value of house whatever the business. In addition, having a commercial business next door of any type and potentially workshop, when initially it was a residential house, with increase pollution (general, noise, toxic, traffic), potentially block sunlight, and having a large shed/commercial business very close, if not next door, will affect the owners/residents and their daily life, health and wellbeing.

Potential increase of traffic and effect on limited parking in the area - ultimately with any business/workshop there will be an increase in traffic and need for parking which will impact overall on the very small **no through road** street of Windsor St, which has currently increased, and residents

are seeing a continual problem and increase with non-residents parking in the St, and this business (staff/clients) will also impact on traffic and parking in Windsor Street, and on close surrounding streets.

Pollution – In short - Potential increase in general pollution/noise pollution/air/toxic smells through increased traffic and of works/traffic of the business, having an additional major impact on the health and wellbeing of residents living next door, in Windsor St, and close proximity/surrounds. This is a very big concern.

DA0046/2020 – 17-19 Windsor St Invermay – transport depot and distribution - change of use to transport depot (fastways couriers)

Issues/concerns include (but not limited to):

Business size - Concerns/objections to - Change of site being used from a relatively small business to being a major hub site which will:

- **Potential increase of traffic and effect on limited parking in the area** - ultimately with the transition of the business to a major business HUB – there will be an increase in the parking required by the depot, for staff and others relating to the business, putting pressures on the street and surrounds in an area which is already limited and stressed for parking. This will also impact overall on the traffic and available parking in the very small no through road of Windsor Street, with residents seeing a continual problem and increase with non-residents parking in the St, and this business will also impact on traffic and parking in Windsor Street on close proximity/surrounding streets.
- **pollution** – In short, due to the change of structure of business, transitioning to major hub, ultimately there will be an increase of general, traffic and traffic noise, air/toxic pollution. This will include noise created from the increased business hours/days, for example by equipment used, including but not limited to delivery trucks, and works/equipment including forklifts, use of roller door/s), various/all hours of the days and weekends, due to increased work/traffic /deliveries.
- In addition, increase in pollution – air/toxic – toxic smells, noise pollution through increased traffic and of works/traffic of the business, will have a an additional major impact on residents living in Windsor St and close surrounds, affecting the overall health and wellbeing for individuals living in the street and living in close proximity/surrounds. This is a very big concern.

From: Margaret Roberts
Sent: Fri, 17 Apr 2020 18:08:20 +1000
To: Contact Us
Subject: objection

I strongly oppose the proposal for (Site I) DAO107/2020 12 Windsor St Invermay.

I have a very small back garden. I grow vegetables along the fence-line of number 5 Forster Street. I grow spinach in winter & dwarf french beans in summer. In addition I grow 3 rose bushes alongside the garage/workshop fence. I live alone & am old (coming up to 83). I cut the roses to put on the kitchen table to cheer me up.

Anything that is likely to reduce the sunlight is not acceptable to me. Nor is the thought of increased noise.

Yours very sincerely
Margaret Roberts