

Re: Development DA0380/2019 5 and 7A Napier Street Youngtown

22/3/20

To the Chief Executive Officer of Launceston City Council,

I would like to make my representation against the proposed development at 5 and 7A Napier Street.

I am a pensioner and have lived in the street for many years. My parents owned the house before me since 1972. During that time I also owned number [REDACTED] where I brought my son up. My grandparents also owned number [REDACTED] [REDACTED] has been my home for all this time and I enjoy the peaceful lifestyle that I can have here. I have seen a lot of change since 1972. There were just paddocks on Lockhart Street back then.

I have limited access to the internet so it was difficult for me to access information on the development, and the notice was not displayed very well when I walked past. But when I found out the size of the development I was shocked at how many units were to be built on the land. The street is a nice quiet street with many happy families at the moment. I believe if this building work is allowed to go ahead the feeling of the street would change for the worst. The development is just too big for the street. It will add many more people to the street, which I fear will be noisy and disruptive to my quiet lifestyle.

I worry for the school children walking along the footpath as the street is very busy during school times. It has only ever been a driveway into that property and now they are trying to turn it into a supposed road, with 16 units and no other entrance or way out. Also it has to be two lanes for in and out for that many units to be practical. Otherwise they will not be able to pass and will have nowhere to back up (wishful thinking!). This development will cause many more cars to drive along the street and going into the driveway which is very close to the primary school. Not to mention all the extra traffic at other hours this will create. It is bad enough with all the extra traffic from the growth that has happened around the place so far. The visitors who will have to park on the street with only 6 parks for visitors there is just

not enough. Also, how on earth is the street going to manage all the wheelie bins on rubbish day with all the school kids walking past?

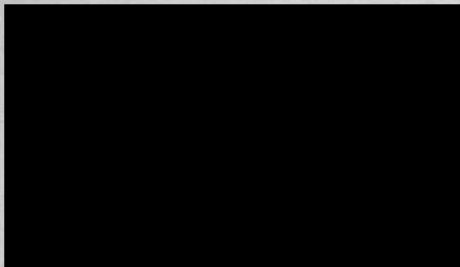
I don't agree with the plans at the moment, it is too big, it is too greedy, and is too many for the area. There are enough units in the street as it is.

I have been a rate payer for all these years and I wouldn't be very happy if this many units were to go ahead.

Yours Sincerely,



Kayleen Thorne



FILE No.	DA0380/2019		
EO	<input checked="" type="checkbox"/>	OD	Box <input checked="" type="checkbox"/>
RCV'D 23 MAR 2020 COL			
Doc ID.	AH		
Action Officer	Noted	Replied	
C. WRANKMORE			

E-copy: L. ROGERS

Attention: Chief Executive Officer

Planning Department

City of Launceston

20/03/2020

Regarding: DA0380/2019

To Whom It May Concern,

We wish to make representation against some aspects of the development proposed at 7A Napier St and we would like to make it known we are concerned with the following.

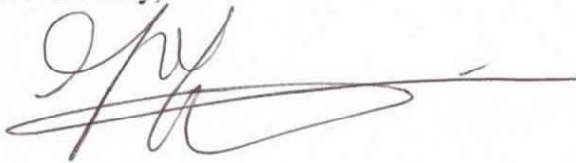
Our property at [REDACTED] is behind the proposed development at 7A Napier Street.

We are concerned that so many units in this small space will create noise disruption to us in our quiet neighbourhood. We also note that the development is of similar size to most of the surrounding streets which we think is just too high density for the neighbourhood.

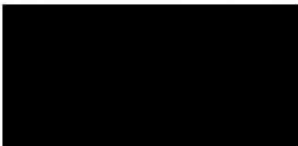
We would feel much more comfortable in knowing that the amount of units approved was much less so we can continue to enjoy our street for many years to come.

We implore council to consider that if this development were to go ahead it would have significant impact on the density and peace of the local area. We understand that there are multiple other parties unhappy with the proposed development plans.

Yours Sincerely,



Steve and Ginette Taylor



FILE No.	DA0380/2019		
EO	<input checked="" type="checkbox"/>	OD	Box <input checked="" type="checkbox"/>
RCV'D 23 MAR 2020 COL			
Doc ID.	AH		
Action Officer	Noted	Replied	
C. WRANKMORE			

E-COPY: L. ROBERTS

To the Chief Executive Officer, Launceston City Council.

22/03/2020

Dear Sir/Madam

We, as owners of [REDACTED] make written representation AGAINST granting permission for the proposed development at 7A Napier Street.

Our major concerns are:

- When the land was recently subdivided to the current land use, the “Traffic Impact Assessment“ (which was not available to view online, as stated on page 1 of the current application documents to be an attachment), stated minimal vehicle movements in the street based on the number of houses and average vehicle movements per day, per house. It did not appear to take into consideration the significant Youngtown Primary School traffic including buses and pedestrians during drop off and collection times or the through road use of the street for neighbouring streets. With an increased volume likely for the new subdivision of Oakden Park, there is likely to be a significant increase in traffic through the street. There has already been a noticeable increase in traffic along the street with earthwork vehicles relating to Oakden Park, and more recently the subdivision of 11 Napoleon Street and at 7A Napier Street. **Please see attached photos for examples of traffic volume during school times.*



- The proposed development does not comply with *Clause 10.1.1.4 To encourage residential development that respects the existing and desired neighbourhood character.*

The proposed development is too big and not in keeping with the surrounding density of Napier Street, which already consists of several internal driveways with multiple units (plus also multiple more in Lockhart Street). Napier Street consists of a mix of houses ranging between approximately 100 years and 40 years old, plus two internal driveways containing newer units. The applicant is also currently constructing two properties on land in Napier Street behind 11 Napoleon Street. With the proposed development, Napier Street will see at least a doubling of residents and houses within the street from 20 dwellings (plus 2 under construction) to 38 dwellings. The development will transform the street to contain 14 houses and 24 units. The proposed development does not comply with multiple requirements under *E6.0 Parking and Sustainable Transport Code*. The proposed development has 16 x 3 bedroom units, with only 6 available visitor parks for all 16 units. This is totally inadequate and will likely lead to multiple vehicles required to be parked on the street. The spaces are already in demand at school drop off and collection. We already experience issues with vehicles being parked over our driveway at these times, as do other residents in the street.

- The proposed development does not comply with *Clause 10.4.3 Site Coverage and private open space for all dwellings* as it has insufficient usable yard/outdoor areas on each property or the developments common property. There is also no parking on the individual unit lots for visitors, only double garages on each property, unable to be accessed by visiting vehicles.

Being 3 bedroom properties several likely stereotypical inhabitants may include:

1) Families. Two adults and two children (one child in each bedroom). There is minimal private open space for play and pleasure. Minimal outdoor space may lead to multiple children playing on an already tight street prone to a lot of traffic, particularly at school drop off and collection. This is a significant safety issue.

2) A couple with two dogs. Again there is minimal private open space for animals. If each property were to have the maximum allowable dogs per property there would be thirty-two dogs on the property.

3) Three housemates. Assuming they each own a car, one would have to be parked on the street, if use of "visitor parking" will be restricted to only the 6 visitors vehicles.

The above does not take in to consideration work/company vehicles of the potential occupants. If they own a work van, they will not fit in their garage or own driveway and will not be able to park outside their unit in the driveway. Further to this, service trade vehicles for each property will have no where to park if carrying out maintenance on the individual units. The proposed development does not comply with the requirements of *Clause 10.4.3 Site Coverage and private open space for all dwellings* Solution A2, therefore is relying on Performance Criteria P2. The application does not show shadow diagrams demonstrating that the development receives sufficient sunlight. The northern side units having a 1.8m fence on a retaining wall measuring up to 1.2m and the dwellings having a 1.5m setback (not including the eaves). We find it difficult to see the properties will receive sufficient sunlight which would also be relevant to *Clause 10.4.4 Sunlight and overshadowing for all dwellings*. *Clause 10.4.12 Earthworks and retaining walls* require retaining walls no greater than 1m. The proposed development calls for several retaining walls at a height of 1.2m (Unit 3 and 16) and these do not appear to be engineered retaining walls. There is also no proposed material for the use of such lengthy and substantial retaining walls within the current plans. Additional to this issue, there is inadequate drainage for the northern properties to allow rain water runoff downhill from the adjacent oval/school to the rear of the north properties, which could compromise the un-engineered retaining walls and the northern units themselves.

- The proposed development does not comply with *Clause 10.4.23 Neighbourhood road networks*. This Clause states the "subdivision does not create any new road". The development is essentially an entire street/road which only comes off an existing, inadequate driveway cross over. There are currently 14 houses, 2 units under construction and 2 internal unit blocks on Napier Street (Internal blocks have 2 units and 4 units respectively). There are 14 homes in Hubert Way at the rear of the proposed development therefore to propose another 16 units within this area is essentially "creating a new road". The proposed driveway does not allow two vehicles to pass each other, which will lead to vehicles having to reverse out the driveway to allow the passing of other vehicles. There is minimal pedestrian visibility when exiting the proposed development due to high fences on each side of the driveway. This poses safety concerns for students walking to and from school. A large amount of foot traffic goes past on school drop off and pickup. The driveway is only metres from the Youngtown Primary School kindergarten. *Please see attached photos for examples of pedestrian traffic volume during school times.*



- The proposed development does not comply with the Acceptable Solutions in *Clause 10.4.10 Common Property for multiple dwellings*, nor *Clause 10.4.13 Location of carparking*

The proposed development has an inadequate and impractical area in the plans for the storage of resident bins for storage and subsequent collection. It relies on each unit storing their waste bins within their respective site areas, then transferring them to a designated "collection area" on bin day. Allowing for Launceston City Councils one general waste and one recycling bin per household, on bin day there would need to be multiple bins placed on the property in the designated driveway "collection area". This does not include other residential bins such as green waste and the possibility of an increase in the range of bins demonstrated by other councils throughout Australia - such as separate glass and cardboard recycling bins (see <https://www.abc.net.au/news/2019-10-20/recycling-crisis-victoria-considers-increasing-kerbside-bins/11617258>). The inadequate location and size of the designated "collection area" would result in at least 16/32 bins needing to be placed on the street on collection days. The area for waste collection on the development plans shows the communal waste bin collection area that has little space for the required 1 metre bin spacing for collection by the waste collection contractor. The driveway design and designated collection area also does not allow for the waste removal truck to turn around on the property, therefore it would either have to reverse in or out to collect the bins, if they will even proceed onto private property for the purpose of collecting the bins. This is a safety issue for pedestrians and also the school children at drop off and collection times. These arrangements are likely to cause significant disruption in the street.

Further to *Clause 10.4.10 Common Property for multiple dwellings*. There is no design relating to individual mail boxes. Such a development calls for individual mail boxes which require significant structure, therefore should require plans for their construction and design in keeping with street appeal.

- The applicant currently owns 3 properties (plus an additional 2 under construction) out of 15 properties or 20% of the properties in the street; therefore there are fewer effected households in the street to make representations against this proposed development. The proposed development Notice of Planning was advertised on Saturday 7th of March, with Monday 9th of March being public holiday. Therefore availability for inspection of advertised plans at the Council Chambers were limited, making timeframes to prepare representations restrictive for the organising of professional planning advice unobtainable. The availability of access to the documents has been limited for multiple elderly persons in the street, something the council should address to comply with the requirements of the Anti-Discrimination Act. The council has provided online documents for advertised plans that are of poor download ability and are difficult to find for people without computer literacy such as the elderly people of the street. For alternative access, they are also only able to be viewed in council chambers on business days, which have been limited since the representation period commenced. We are still yet to receive correspondence from council requesting copies of additional documents available for viewing at the council chambers. Requiring to have written representations in by COB on 23/03/2020 via Australia Post is an unrealistic and optimistic expectation. If the proposed development were to proceed, the developer will own 21 out of 38 properties in the street. If the developer was to rent all the properties to affordable housing for example, the street could be turned into a ghetto. The onsite notice was subsequently placed at the property on an orange traffic cone and repeatedly turned around or moved to be hidden from view. This did not allow for sufficient community engagement of the notice, especially by passing school traffic and pedestrians. *Please see attached photos for examples*



- We wish to add in writing that there have been no considerations made by the developer during current construction at 11 Napoleon Street for the safety of school students or other pedestrians so far. There are construction vehicles constantly blocking the footpath and vision for cars pulling out of Napoleon Street or driveways. This sets a dangerous precedent for a potential building works of at least 8 times the size of current works at 11 Napoleon Street. With a projected increase in construction traffic for the proposed development, if the proposed development were to proceed, council should require significant traffic control provisions to allow safe access for delivery vehicles such as concrete trucks, which will need to enter the crossover, just metres from the Youngtown Primary School kindergarten. This is significant for the safety of school students and pedestrians of which the developer has not previously demonstrated any consideration for from what we have seen at 11 Napoleon Street or works so far on the proposed development site. *Please see attached photos for examples*



- We also wish to add in writing that the developer had already undertaken significant site preparations and works including earthworks and plumbing on the proposed site, without the apparent approval for such to proceed. These were partly undertaken during Prohibited Hours of Use including Christmas Eve when earthworks were still being performed at 2100hrs at night. There has also been considerable construction debris left on the road including gravel and mud which has the developer has made no attempt to rectify for convenience and the safety of local and school traffic. There has also been substandard civil works on the footpath where utilities have been placed outside the proposed development site. This is a safety issue for pedestrians, especially school students and must be rectified as soon as possible. Previous concerns raised to council have not been acted on.

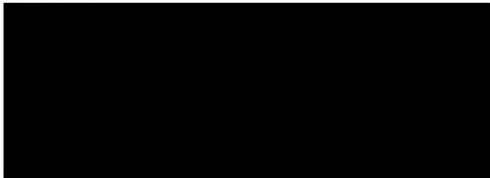
If this development is to be approved, we intend to lodge an appeal with the Resource Management and Planning Appeal Tribunal.

Yours Sincerely,



Jonathon Hayes and Kristin Ling

Owner Occupiers and Ratepayers



FILE No.	DA0380/2019				
EO	✓	OD		Box	✓
RCV'D 23 MAR 2020 COL					
Doc ID.	AH				
Action Officer		Noted	Replied		
C. WRANKMORE					

E-COPY: L. ROGERS

From: Maria
Sent: 23 Mar 2020 16:05:14 +1100
To: Contact Us
Subject: Fwd: Attention: Chief Executive Office

>

> ?Proposed development 7a Napier Street, Youngtown - DA 0380/2019

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>>> Dear Sir/Madam

>>> I wish to raise some concerns I have in regard to the proposed development at 7a Napier Street, Youngtown, for your consideration.

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>>> 1). Pedestrian safety is already an issue in this, and surrounding streets, especially around three pm on school days. I have contacted the school after witnessing a child nearly run over in front of my house. There are no crossings across, or south, of Napoleon Street, even though many parents have to park on the other side to collect their children. These streets are very narrow, allowing traffic in one direction only when cars are parked either side, forcing cars to pull over to let others through. It is common to see parents with prams and/or toddlers in tow, crossing these roads between parked cars to collect young children from the school. (When I spoke to the school they said that they recognise that there is a problem but their jurisdiction ends at the school gate.) Any extra cars parked in the Napier Street, and increased traffic load, would exacerbate this problem.

>>> This potential problem could be solved by reducing the number of dwellings in this development.

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>>> 2). Another potential safety issue raised by the development is the lack of safe play areas for any children. Considering that these are three bedroom dwellings close to a primary school, they will attract families with multiple children. Even though the plan includes private space in accordance with council regs, most of this space is made up by a narrow strip of land behind and on each side of the dwellings. I doubt, looking at the plans, that any of these spaces would be big enough for a swing set, trampoline, or for children to ride a bike round. (There is probably not even space to plant a tree in these areas.) This lack of play space would encourage children to play in the centre driveway, or near the visitor car spaces. These are designated vehicle access areas where cars would be regularly reversing, making them unsafe as play areas. I also note that there is no turning circle, meaning all vehicles, including trucks, that enter the site have to reverse at some point to exit the site.

>>> A well planned development would have given each dwelling more usable outside space, or put some space aside for a designated safe play area for the children.

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>>> 3). I am concerned that this development will not provide enough privacy for the residents who live there. Unless each dwelling has double glazed windows and very good insulation, (Which is not indicated in the plans), noise will carry from one dwelling in the next, in contravention to the council noise regs. (I have previously managed a housing development where there was insufficient sound proofing between the units, and it was the major cause of stress and angst between the residents, and impacted negatively on their quality of life.)

>>> Privacy and noise issues would be overcome by reducing the number of dwellings.

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>>> I believe that this development is too high in density, poorly designed with little regard for the safety and quality of life of the residents, and not in keeping with the surrounding suburban area. (Even the dwellings in the nearby retirement village have two to three times the garden space, many trees, and landscaped communal spaces.)

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>>> The developer acquired this land at a very low cost as it has been divided off a house which he purchased and then put back on the market. This means that it should be financially viable to develop this site with less dwellings, each with more usable private space, or a common communal recreation area, in keeping with the 'outer suburb' feel that Youngtown enjoys. I believe that the maximum number of houses that should be allowed on this site is probably ten.

>>

>>> Yours sincerely

>>> Maria Maloney

Chief Executive Officer
City of Launceston
contactus@launceston.tas.gov.au

22/3/2020

Re: DA 0380/2019

Dear Sir/Madam,

I wish to submit the following comments in relation to the development at 7a Napier Street Youngtown.

I reside at [REDACTED] I agree with the submission lodged by my neighbours Hayes/Ling of [REDACTED]

Of particular concern are:

Traffic/Parking/Child Safety/Density/Suitability/Rubbish

Traffic – Napier Street is a narrow street with approx. 20 residences and the main entrance to Youngtown Primary School Kinder and Prep. Having been a parent of students at Youngtown Primary School I have first-hand experience navigating this small street at school drop-off and pick-up times. Cars turning into Napier Street from Victoria Street, Lockhart Street or Napoleon Street, are ducking and weaving between parked cars if a vehicle is coming the other direction. I believe that 16 additional 3BR residences on this street could greatly affect the number of vehicles entering Napier Street at drop-off time. The crossover to the new development is only approximately 40m from Kinder.

Parking – Parking is a definite issue for parents, particularly when it is raining. A number of parents begin parking around 2.30pm. I believe that the minimal parking in the development (garage parking only) and only 6 visitor car spaces will mean that residences and visitors will inevitably park on Napier Street. The problem with this is that (a) parents will have to park further away including on the south side of Napoleon Street and the south/eastern side of Napier Street (neither of which have safety crossings) and (b) more parked cars mean more obstacles for children to navigate whilst crossing the road.

I have witnessed children and adults ducking around cars for many years. I know the school are vigilant in addressing this issue, but there's nothing they can do for areas that don't have a crossing.

Child Safety – Child Safety is a definite concern with regard to traffic and parking and I believe this development adds to this concern. There is a high fence on either side of the driveway of 7a limiting driver visibility and the fact that it is a crossover means that it looks like a driveway, but of course will have a much greater volume of traffic. As mentioned, the entrance is very close to the kinder and prep entrance.

Being so close to the school, these units will appeal to families of small children, but I am concerned that the safety of children is not being taken into account. I am concerned that the yards are not adequate for pets or children with the back yards being approx. 1.5m wide and being only a strip around each house. I believe that children will end up playing in the driveway, where there is no turning circle, and cars need to reverse in or out of their garages. I would not object to the land being sub-divided into 10 reasonable sized blocks which have room for trees and gardens, room for more parking, and room for children to play safely.

Density - I am greatly concerned about the density of the units and their suitability to be located in this quiet street which currently has only 20 dwellings. This development will double the number of dwellings and possibly pets and children too.

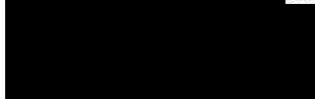
Suitability - Napier Street has some of the original buildings of the area and this development is directly behind a beautiful Victorian Cottage (7 Napier St, also owned by the developer). Although reasonably priced, this house has been on the market for many months, but I'm sure if owned by someone else they would not be impressed with a block of tightly squeezed in units on their back doorstep.

Rubbish – it is my understanding that council collects curbside from roads and streets. As this is not a road or a street, I am concerned that on rubbish night there could be 32 wheelie bins lining our street. This is unsightly, possibly smelly, and a nuisance that residences should not have to endure.

I realise that these dwellings may assist the current housing shortage (particularly for lower-income families who are struggling to find rentals) but in time, I hope we are not looking back and wondering why we provided such cramped accommodation when the alternative is to build homes with a decent yard, a proper driveway for each home and room to plant a few trees and have a yard for the children, and some privacy from the neighbours.



Neil & Amanda McEachen



22nd March 2020

Attention: Chief Executive Officer
Planning Department
City of Launceston

DA No. DA0380/2019

To whom it may concern,

I am concerned about some aspects of the development occurring at 7a Napier St and would like council to consider the following:

I live [REDACTED] There are 4 units [REDACTED] house already. There are 2 units being built about 5 properties along from me, and now, the subject of this DA, a probable 16 dwellings behind 7 Napier Street.

I note that considerable works have already been undertaken at 7a Napier Street. Parking is already an issue for me, and I feel that it will also be an issue for the residents and visitors to 7a Napier Street. I believe this development will cause additional parking problems in the street, particularly at school start and finish times.

It is a narrow street and vehicles are not able to pass each other at times that cars are parked on both sides of the street. This is a safety issue for drivers and pedestrians as cars are forced to pull in and out behind parked cars.

I have read the submissions written by my neighbours Hayes/Ling and McEachen and agree with their comments also.

I encourage council to consider this development and its impact on local residents.

Thank you

Damien Ryan
[REDACTED]
[REDACTED]