

Dear Sir/Madam

[RE: Notice of Application for a Planning Permit DA0368/2019](#)

Please accept my representation regarding this planning permit application for your consideration. I have resided at _____ since 1995 and believe I have a thorough understanding of the nuances of the vicinity, including various businesses, that over the years have been located at 108-112 High Street. I have concerns about the continuation of this business in its current location. I have addressed my concerns in response to the planning requirements documented in the application.

[D10.0 General residential zone](#)

[10.1.1.2 Zone Purpose statements](#)

The submission states there is a lack of similar services close by. There are 14 other purpose-built coffee outlets, clustered in shopping precincts, and/or with off street parking within a radius of less than 1.5 kilometres from this current operation in this residential area. These outlets are housed in purpose-built facilities that meet LCC planning requirements aimed to protect residents and businesses from potential adverse consequences of conducting business and facilitate ambiance and amenity of the area, without disrupting traffic flow. Provision of safe off-street parking for patrons is available for 11 of the operations. These businesses sell similar products to the operation proposed. Coffee and snacks are available in close proximity at:

- Tinnies Pies, Talbot Road (off street parking)
- Clove, Amy road (off street parking)
- Relax, Elphin Road (off street parking)
- Le Café, St Georges Square (off street parking)
- Mulgrave St coffee shop
- Aromas, Charles St
- The Mantra Charles St (off street parking)
- Launceston General Hospital (Franklands) Café (off street parking)
- Relish, Arthur St (off street parking)
- Alps and Amici food store
- Maple, Abbott St (off street parking)
- Gigi, Abbott St (off street parking)
- Cube Aqua, High St (off street parking)
- The Tower Café, High St (off street parking, dedicated 5 min takeaway parking).

This business is not housed within a purpose-built structure, so residents within the vicinity do not benefit from any building regulations provided to minimise any potential infringements of amenity or reduced ambiance of the area, including traffic flow created by the business. This business is retro-fitting into a garage with pedestrian access through a fully open door that does not enclose the noise from the business activities or the patrons that attend the premises (Image 1) as it cannot be closed when the business is open. Patrons stand on the pavement or street while waiting for their purchases to be prepared (Image 1). Considerable noise is generated by conversing patrons, mobile telephone conversations, barking or fighting dogs and music from the premises. The recent installation of the open fire near the main door has further increased the volume of noise as patrons congregate at the

doorway of the garage. The chimney is visible in Image 1 and the fireplace is situated behind the person seated in the chair, near the central figure in hi-vis vest. Additionally, the coffee machine and disposal of coffee grounds after each coffee is made can be heard outside on the street and inside my home.



Image 1. Patrons outside and seated inside the premises, and parking configuration.

10.3.1 Hours of operation

The proposed week day hours of operation of 0600-1230 are shorter than current opening hours. Trading is currently undertaken beyond these hours. Will trading cease at 1230 as proposed? The current opening hours in this residential area are earlier than most businesses in the CBD. A seven day per week business, opening at 0600 every week day and 0700 on weekends has negatively impacted the amenity of this residential area. There are no quiet times in the morning on the weekend anymore. My week day mornings start at 0555 as the garage door is noisily opened. My bedroom window is less than 20 metres from the front of the premises. There is no respite from the noise generated by the business activities, waiting patrons and vehicle generated noise until the premises close each day.

The application indicates there are two parking spaces added by the move inside the garage (10.3.5). (Image 2). I am confused by the application as it states there is a need for 6 parking bays as a drive-through business, but also claims it is not a drive-through business. There is no drive-through being undertaken in the manner indicated by the diagrams provided, nor is the parking configured in the way it is presented (Image 2). Currently vehicles do not angle park. Images 1 and 2 show there are no markings, bollards or signs to indicate parking or drive through instructions. From the images provided it is apparent vehicles park where there is space and there is no opportunity to drive through the premises as indicated in the diagram.

Please see image 2 for rubbish disposal (10.3.4). Currently three bins are put out for collection by all businesses at the site. There is no provision for safe disposal of cigarette butts. These are currently left on the pavement, gutter or flicked into the gardens of residents. Wrappers from food and beverages are left in the gutter or in the garden beds nearby. I collect the butts and rubbish each week before rubbish collection day. I clean my back garden as well as the rubbish blows down between the houses (Image 3).



Image 2. Parking and bins.

10.4 Development Standards

10.4.13 Location of car parking

There are residents within, adjacent and opposite the site. Image 3 was taken from the pavement outside the business shows two homes within 20 metres of the site. These residences have no off-street parking. There are 4 residences immediately adjacent or opposite this business that do not have off-street parking. Three of the residences are rental properties which may have up to three vehicles owned by tenants at each residence. Currently there is no LCC restriction to parking times. Employees and customers can park and block residents from parking near their homes as there are no time limits or preference given to local residents or their visitors, an amenity provided to residents in other streets within Launceston such as Batten St or Beulah Gardens.



Image 3. Proximity of residences to site.

There is considerable pressure for parking in the vicinity (Image 4). Which has been further impacted amenity of the area since the business opened. The changes include:

- Increased vehicular traffic and potential for congestion and reduced traffic flow on the street due to increased numbers of employees and customers parking;
- Increased parking pressure due to increased number of customers;
- Movement of the shipping container inside the garage and provision of heating via the newly installed open fire has increased the duration patrons spend at the premises;
- Mixing pedestrians and parking on the property and on the street, the diagram provided in the application is not truly representative of how people currently use the area. It is congested with parked cars and is not a drive-through operation as suggested in the application;
- Speed limit mixed with increased turning into and out of businesses and associated parking on the street has reduced traffic flow and increased the potential and number of minor vehicle accidents;
- Increased pedestrian traffic, increased hazard for school children crossing street from buses before school;
- Increased pedestrian traffic crossing the street between parked cars on the downward part of the hill has increased the potential for pedestrian injury;
- Reduced parking for residents, especially those without off-street parking and visitors to dwellings in the area;

- In the application two parking spaces are allocated to the café, employees at the other businesses and residents compete for parking onsite and often park on the street, which reduces traffic flow;
- Designated no standing zones on both sides of the premises creates parking pressure outside the residences;
- Bus zones on both sides of the premises creates parking pressure outside the residences;
- Churchill Crescent is a 'no through road' and the turning circle behind the High St homes on Churchill Crescent, prevents parking by the residents (or others) at the back of their properties, creating parking pressure outside the front of the residences.



Image 4. Parking congestion.

As previously stated in 10.3.5, the parking claimed in the submission does not match what is shown by images 1 and 2.

There are a range of delivery vehicles to the premises which due to the parking issues outlined in 10.3.5 creates traffic flow hazards and lack of safety for pedestrians and other vehicles in the area. Images 1 and 2 show current parking practices. Even though the application states no trucks deliver items to the business, Image 5 taken on 4 December at 0700 shows the second truck of the morning delivering items to the site. The vans and trucks have heavy doors that can be heard when they are opened and closed. Each vehicle is fitted with safety features such as beeping when in reverse. Due to the parking issues reversing frequently occurs when trucks or vans deliver items to the flower business as well as this business.



Image 5. Delivery truck delivering goods to the premises.

In addition to addressing the application contents, there is the issue of noise generated by the operation of the business that has negatively impacted on the amenity and ambiance of this residential area.

Noise abatement

As previously mentioned since operation of the business commenced noise levels have increased markedly. The noise emanates from the business activities and from the customers arrival, waiting and leaving the site. Those customers who arrive by car increase noise levels by

- Slamming vehicle doors;
- Leaving music playing with windows open;
- Leaving vehicle engines running;
- Electronic beeping from locking and unlocking vehicles;
- Beeping horns to exit the premises;
- Revving engines when starting vehicles;
- Beeping noises when reversing vehicles;
- Accelerating vehicles up the hill away from the business;
- Loud braking and horn beeping when vehicles turn across traffic into the business when travelling southbound.

Increased noise levels due to operation of the business include the thumping noise made by removal of coffee grounds after each beverage is made. The music from the operation can be heard across the road into my home and my backyard. Due to the topography, shape of the ridge and housing configuration the noise is channelled into my home. I am welcome the council's investigation of this claim by attending my premises and listening from inside my home and visiting my backyard.

Increased pedestrian traffic and loitering customers conversing loudly and yelling especially early in the morning before 0800 have negatively impacted on the noise levels I experience inside my home and when I go outside my premises.

I urge consideration of this application on merit of whether there is a need for this business to be present in this residential area. There are 14 other purpose-built food service businesses in close proximity to this site. The extended unsociable trading hours negatively impact the residents' well-being and quality of life, while contributing to decreased amenity of this residential area. Additionally, the impediments to traffic flow creates vehicle and pedestrian hazards that further detracts from the amenity of the area. I believe any changes to residential areas needs to enhance or impact positively on the quality of living for the residents in the surrounding properties, rather than detract amenity and ambiance of our chosen place of residence.

Please do not hesitate to contact me if you require clarification or further information.

Kind regards

Carey A Mather

Good Morning

Please accept these media clips as part of my submission regarding this application. Please find a link below that show 4 video clips. These were taken Thursday 5/12; Friday 6/12; Saturday 7/12 and this morning Monday 9/12 from my home. The clips reveal the noise levels emanating from the open garage door, the high noise levels that come from the business and from customers arriving, waiting and leaving the business; the vehicle noise including the reduced traffic flow and volume of traffic. The vehicle engines left running from the customers who order their coffee via the App and then collect it, can be seen in the last clip. Please do not hesitate to contact me if you require further information or cannot view the clips.

<https://cloudstor.aarnet.edu.au/sender/?s=download&token=6477c7c7-930b-45df-b6bf-854b94dee418>

I welcome the council to come and collect their own data regarding my claims.

Kind regards

Carey

Hi

I received a letter last week stating I will be contacted by a member of Council to discuss my concerns regarding the business at 108-1012 High St. I would like to let you know that I continue to be woken at 0555 each morning and the music is loud and the patrons are noisy. I wear ear plugs to try and reduce the interruption to my morning. The noise level seems to have increased markedly early in the morning and by closure is even louder. I would like you to know a very large Ashgrove truck has pulled up outside my home this morning at 0625 to provide deliveries to the business. This is a complete contradiction to the planning submission. I endure the loud banging and beeping associated with these industrial vehicles. I gave up going over the road in October to seek cooperation about the noise levels, and I am very saddened that where I live has been violated in this way.

Please ensure I am contacted prior to any Council meeting to discuss my concerns. I welcome the council to come and collect their own evidence to verify the 4 video clips I have sent and my claims.

Kind regards

Carey

Dear LCC

RE: Notice of Application for a Planning Permit DAO368/2019 for Food Services – Relocation of shipping container cafe at 108-112 High Street

Please accept my submission for consideration regarding the planning permit sought at 108-112 High St, Newstead.

I have listed my concerns below for your consideration.

Ambiance of residential area

There are currently three businesses and one residential dwelling located at this site. The permit requested will be the continuance of a seven day per week café business, which currently attracts customers who stay between 10 minutes and one hour, which impacts on the residents of this area.

Safety

Since the inception of this business contrary to the application I have found there is now increased vehicular traffic, congestion and reduced traffic flow on the street due to increased numbers of employees and customers. Increased parking issues have been created due to increased number of customers. Mixing pedestrians and parking on the property and on the street, the diagram provided in the application does not show what actually happens as cars park where the application states it is a drive-through area. There is increased pedestrian traffic, crossing the road which is a potential hazard for drivers on High St and can decrease traffic flow to accommodate people crossing the street. In the application two parking spaces are allocated to the café, employees at the other businesses and residents compete for parking onsite and often park on the street, which reduces traffic flow impedes amenity of the surrounding area. The speed limit mixed with increased turning into and out of businesses and associated parking on the street has reduced traffic flow and increased the number of minor vehicle accidents. I have witnessed and heard a number of collisions. Reduced parking for residents, especially those without off-street parking and visitors to dwellings in the area has reduced the amenity of the area. I have lived here all my life and it is much busier than before the business began operation.

Movement of the shipping container inside the garage and provision of heating via the open fire has increased the amount of time people spend at the premises.

Timing

The hours of operation sought by the operators are 0600-1230 each week day and 0700-1230 at the weekends. This is a shortening of current hours as the business currently operating after 1300 hours or later each day. These hours are earlier than the majority of Launceston businesses, which reduces the ambience of this residential area.

Noise

While the shipping container housing the cafe is now inside the garage (and the installation of an open fire) has led to an increase in the time patrons spend at the venue. The music is often loud and funnels out the open garage door across the road. The topography of the area and housing each side of the street traps noise which is amplified into the nearby residences. The number early morning of customers from opening has increased noise levels and also increased the number and volume of accelerating vehicles, car horns being used and vehicle radios being played on the street.

The application mentions there is no increase in noise levels. It does not account for the constant thumping of the removal of coffee ground waste after each coffee is made, noise of waiting patrons including loud conversations on mobile phones, barking or fighting dogs, vehicle engine starting, revving, accelerating, braking or shunting into each other.

Rubbish

Although the applications states rubbish bins are provided patrons do not necessarily place their cigarette butts or food beverage wrappers in them.

Easy access to alternative coffee businesses

There are 14 other coffee outlets, clustered in shopping precincts, and/or with off street parking within a radius of less than 1.5 kilometres from this residential area. These outlets are housed in purpose-built facilities that minimise noise and provide parking for patrons. They include:

- Tinnies Pies, Talbot Road (off street parking)
- Clove, Amy road (off street parking)
- Relax, Elphin Road (off street parking)
- Le Café, St Georges Square (off street parking)
- Mulgrave St coffee shop
- Aromas, Charles St
- The Charles (off street parking)
- Launceston General Hospital (Franklands) Café (off street parking)
- Relish, Arthur St (off street parking)
- Maple, Abbott St (off street parking)
- Gigi, Abbott St (off street parking)
- Alps and amici Food Store
- Cube Aqua, High St (off street parking)
- The Tower Café, High St (off street parking, dedicated 5 min takeaway parking)

This business is not housed within a purpose-built structure, so we do not benefit from any building regulations provided to protect nearby residents and minimise any potential infringements of amenity or ambiance of the area, including traffic flow.

Thanks in advance

Josh Bailey

Response to Application DAO368/2019

Flick the Bean, High St, Launceston

I am writing to disapprove of this planning application for the following key reasons:

1. Utter frustration at the inconsiderate behaviour and general nuisance presented by the Flick the Bean coffee business situated across the road from my home at 161 High Street, Newstead;
2. From 6.00am being awoken most mornings by loud music and patron noise emanating from that business. I have two children in the house, am studying law full time and mostly work from home. I am an insomniac and light sleeper at the best of times so any sleep I do manage to get is precious.
3. The noise, traffic, and parking issues that business has created has reached intolerable levels and it is not just on weekdays it is weekends as well.
4. It is unfair on residents particularly those with no off-street parking.
5. The loud cursing and smoking are also offensive.
6. We have complained directly to the business owner and workers but it seemingly falls on deaf ears – probably deaf because of the loud and awful music and traffic.
7. The traffic is annoying at best and dangerous at worst. It is a wonder that a child or other person has not been hit. I have nearly been t-boned at least twice the last month.

This single lane busy arterial road in and out of Launceston is not the place for such a business. The sooner it is moved elsewhere and somewhere more appropriate the better.

Yours in good faith

Angela Armstrong

To Whom it may Concern

I wish to lodge my objection to this proposal. While I love to see new businesses starting up – and being supported – the proposed location is not the place for a café.

My objections are as follows:

- Increased traffic flow and parking related to the coffee shop is already having an effect on the street. Our parking is very limited and some of us have no off-street parking at all. Increased café traffic will only add to what has already occurred.
- Increased parking has had an impact on the availability of parking for residents' visitors, delivery vans etc.
- It is a busy street in the morning, afternoon and school times and the traffic is often backed up. Increased customer traffic will add to this situation.
- Traffic coming in and out of the current coffee shop adds to the volume already on High Street. People park on the street as they are unable to get parking in the inadequate parking spaces in front of the premises. It is certainly not a drive-through venue.
- There is not enough parking for employees as well as coffee patrons in the current coffee venue.
- Rubbish has increased on the street (which may be coincidental).
- Quite a lot of noise carries from the current coffee shop. I believe this will increase should there be a café there as well.

I do not believe this is a suitable site for a café. There are already a significant number of coffee shops/cafes in the area with far better parking facilities and a more suitable location.

Thank you for your time.

Rose Parker

In regards to the above plan we objected to this in the first instance. The comments made to you by the resident at [redacted] are very similar to that what we said in the first place.

We thoroughly agree with everything he has said.

My other thought now they have moved into the old garage I wonder health wise how clean the building is?

Regards Brian and Helen Finn

In regards to the above plan we objected to this in the first instance. The comments made to you by the resident at [redacted] are very similar to that what we said in the first place.

We thoroughly agree with everything he has said.

My other thought now they have moved into the old garage I wonder health wise how clean the building is?

Regards Brian and Helen Finn

To whom it may concern,

I am writing in regards to Flick the Bean High St and their application DA 0368/2019.

I have a number of concerns about this application.

I have previously expressed my concerns regarding the original application DA0431/2017. As the application passed council, it is my understanding that there were some conditions to be met regarding signage for entry and exit points as well as demarcations to allow for pedestrians to pass safely. This has STILL yet to be addressed and the more recent development application fails to include this.

DA0368/2019 states that there is a "clear entry, exit and thoroughfare". I argue that this is certainly not the case. Cars continue to pull in through both points on the driveway.

As a local resident who often walks past the business, I have seen a number of near miss accidents with cars exiting the property in particular. This appears to be related to visibility when trying to pull back onto High St. Larger vehicles such as SUVs and utes obstruct the safe exit from the property when they are parked at the 2 on street car parks located directly in front of 108-112 High St.

I have also had cars pull into the property directly towards me when I have been walking my dog and 2 young children on the "sidewalk" at this property. There needs to be clear demarcation of the sidewalk. I ask why this still has yet to be implemented.

DA 0368/2019 also states that moving the container creates 2 more parking spaces "for employees". This is not the case and employees from the businesses operating at 108-112 High St are parking on High St reducing parking for residents.

I am concerned that moving the shipping container under cover will increase time patrons are spending at the business and as a result increase congestion. This application mentions nothing about the establishment of seating which now exists; this was also not mentioned in previous application DA0431/2017.

The current application does not mention the establishment of a fireplace at the property. Again this encourages increased time of patronage (and hence congestion) in the area. Is this fireplace up to code? How is this allowed to operate without council approval?

The current DA mentions that there are no dwellings "adjoining site". It is my understanding that there are apartment residences at 108-112 High St. The residents who have previously lived here have traditionally parked onsite which contributes to the lack of parking.

On a daily basis I have customers from Flick the Bean and the other businesses (both staff and customers) operating at 108-112 High St utilising the parking in front of my residence. I will certainly acknowledge that staff of Flick the Bean have kindly parked next to the Old Scottish Cemetery where there are no residences. However, at times I have had to carry my 1 year old and 3 year old across High St as there is insufficient parking for residents.

There are a number of issues that DA 0368/2019 fails to address. The business needs to be held accountable for the changes they have made since conditional approval of DA 0431/2017. This current DA and council need to address the pedestrian safety issues as well as residents concerns about traffic congestion and hazards. Furthermore please discuss the establishment of seating and the fireplace. It is essential that the conditions of the original DA are met; continued failure to do so (well over 1 year since the original application) makes a mockery of the development application process.

Please don't hesitate to contact me if you have any further queries.

Regards, Dr Kate McIntyre

I would appreciate an acknowledgment that this email has been received and forwarded to the appropriate party.

Dear Ian

I am writing regarding the above Development Application - **food services, relocation of shipping container café (retrospective) 108-112 High Street, Newstead** and would like to comment on the current vehicle parking arrangements for this business as well as the other two businesses. I feel that I can mention them together as it's a crowded space providing all day parking, short term parking for a myriad of services and a thoroughfare for a take away/stay awhile coffee shop. It is in a very busy street and in a zoned General Residential area with a Scenic Protection overlay. I would specifically like to mention:

1. the number of car parking space specified for each of the three businesses (reference the map below). The flats on the lower levels may also be occupied, maybe vehicles are attached to these. Where are they required to park?
2. the number of vehicles that squash into this area daily,
3. the number of vehicles parking along the street in front of residential properties with no regard for traffic safety and/or residents. Parking is short term and long term, Monday to Saturday and regularly on a Sunday, from early morning to evening
4. the way in which motorists park these vehicles with no regard to road rules, safety or other people - bumper to bumper and over driveways. It's a very busy road with vehicles, motorists, young and elderly walking, mothers and fathers with children in prams and walking young children to school, other school children crossing the road from the Metro bus stop travelling to schools elsewhere, visits to St Andrew Park, people of all ages walking dogs, and the usual things that happen at residential properties - food, furniture deliveries, essential service providers, gardening collections and to have these residential properties inaccessible is unfair .

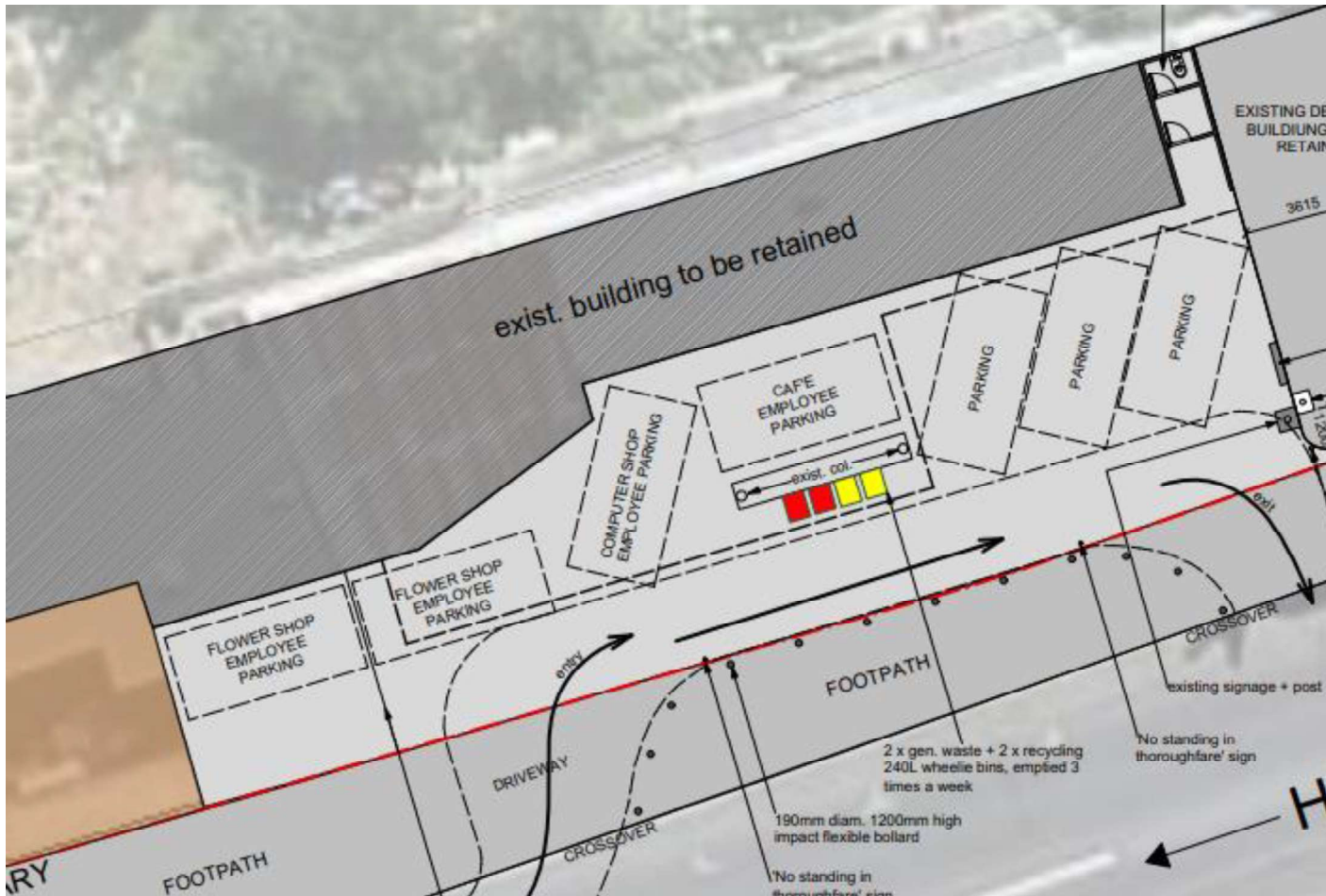
I am aware that many years ago successful businesses were run from this location but I can't help but wonder why there are now **three approved businesses in this location**. It is not a large space, it is along a busy road (13,500 vehicles daily flow, 2 way direction, figures as at September 2019) and all throughout the day from early morning there are many vehicles crossing High Street from Lawrence Vale Road to Wentworth Street and vice versa (just a few car lengths away from these two very busy driveways), vehicles travelling at speed down Talbot Road and local residents entering and leaving properties. All these vehicle movements are squashed into a **very short section of road**.

Is there sufficient space to provide parking for these three businesses - not just the 1-2 owners but employees, delivery vehicles, visitors, customers as well as **extended service to customers to the takeaway/stay awhile coffee shop**. The drawing shows space for four permanent vehicles and three customer parking and the through driveway. On many occasions, I have seen more than four permanent vehicles jammed into this space throughout the day which means coffee shop customers cannot use the driveway as a thoroughfare, instead park on the street in front of residential properties. It's a takeaway coffee shop but with the increased provision inside the shipping container, **it has become a takeaway/stay a while coffee shop**. That not only adds to the disruption to on-street parking and distress to local residents but the vehicles are parked with **no regard to safety and the road rules**.

Some residential properties in this immediate area rely on on-street parking for their vehicles. It is not fair to these people. They frequently are required to park further along this busy road notorious for its speeding, park on the other side of the road and ferry their children and groceries across the road, or go away and return when parked vehicles have gone. It is very difficult to have food, furniture delivered and to have essential services such as gardening carried out which requires trucks/trailers/small plant to be dropped off and wait for several hours while the work is being carried out. Visitors to properties are finding it increasingly difficult to park near the property they are visiting.

I have a driveway leading onto this section of street as do other residential properties and frequently I am unable to drive into or out of this driveway due to vehicles parked within the driveway boundary. To access my property I either park further along the street and wait until the area is safe or go and do something else before returning home. To add to this, a container is usually parked day and night along the kerb line near 108-112 High Street and it blocks all vision to southbound vehicles. That in itself is dangerous.

Motorists park with no regard to safety or road rules - bumper to bumper and over driveways. Long standing vehicles are usually parked over a section of my driveway making it very unsafe, dangerous and difficult to drive into and out of the property. The long standing vehicles are from very early morning until late afternoon and at times evening are most definitely **not visitors to a coffee shop whether it be a takeaway/stay a while coffee shop**. They would be **employees of one of the businesses located at the above address**.



The car spaces marked in this drawing are not what the reality is. The flower shop has employee parking which means their customers park any which way in order to go into the shop. Where do their delivery vans park? Why would the flower shop and computer shop have employee parking? Retailers in the CBD don't have parking directly out the front of their businesses.

The computer shop has many employees who appear to work all hours of the day. Is there not a required number of car parking spaces business owners are required to have, especially if the business is in a residential area.

The long standing vehicles are from very early morning until late afternoon and at times evening and appear to be **employees of one of the businesses located at the above address**.

I have a very healthy respect for small locally owned business in this city, and a very healthy respect for people who work long hours and have hesitated to write to council prior to this email but it has been brought to my attention that there is a Development Application *Retrospective* available for comment. Given the increase in kerbside traffic in this local residential area and my healthier respect for road safety and for my neighbours to be able to safely access their homes and for all of our visitors to be able to visit us safely and easily, I feel justified in responding with a Submission to the DA.

People going to work need to know they can park their vehicles somewhere safely and we have become a city where walking and all forms of activity are encouraged, but I wonder if this is the correct business for this location. Further down High Street, the City of Launceston took great care in regulating the area for food vans (Eat Street), and no residential properties were affected. I believe this area should be given the same attention. I feel that with the encouragement (of a fire during winter) for people to stay longer in the takeaway/stay awhile coffee shop that congestion in the area can only increase.

Sincerely
M L Brady

RE: Notice of Application for a Planning Permit DA0368/2019

Please accept my submission about this application.

If the application for the café is approved, the increased level of pedestrian and vehicular traffic will continue. This extra load is a potential safety issue for the surrounding area. The current speed limit mixed with increased pedestrian traffic, informal seating mixed with parking on the property and increased competition for parking compounds traffic congestion and a contribute to reduced safety for residents and customers.

It is my observation that each of the three businesses have employees that drive vehicles to their place of work. These cars remain parked on High Street for the duration of the workday. The floristry and computing business employees tend not park to their cars in the garage area of the property, as these seem to be reserved for couriers and customers to drive in or for the computing business car. The employees park their cars on High Street outside the residential dwellings.

There are four residential dwellings surrounding this address that have no driveways or off-street parking. One dwelling is adjacent to the property. Three dwellings are opposite 108-112 High Street and rely on parking bays on High Street outside their dwellings. Three of the five dwellings opposite 108-112 High Street are rental properties. Sometimes each of these rental properties have more than three cars per property, as each rentee owns/uses a car. There is competition for parking bays, especially during the workday when the businesses are operating. Due to the narrowness of the street, the southern and northern sides of 108-112 High Street are zoned as no standing areas. There are also two bus stops close by precluding any parking of vehicles. On the northern side there are also three garages adjacent to the premises, where no parking is permitted across the entrances. The lack of parking extends to Churchill Crescent where the boom gate-turning circle (to make it a no through road) also renders the area a no standing zone, meaning there is no capacity for the dwellings on High Street to park vehicles at the back of their residences.

The traffic congestion on this southern part of High Street is apparent each week day morning and afternoon. School children congregate to catch or alight from their buses and need to cross High Street which can be hazardous due to this being a major vehicle conduit to and from the CBD. The area is currently zoned as 60 Kmph, which can be problematic for pedestrians attempting to cross the road, and for drivers who fail to slow at the bottom of the hill (near Lawrence Vale Road) on the approach to the roundabout (at David St) or fail to see cars waiting to turn into, or back out from 108-112 High St.

I believe the increased vehicle traffic flow around 108-112 High Street has created more competition for parking by employees of the businesses and customers attending the café business. The increased visitor numbers creates a higher risk of pedestrian injuries and traffic accidents by mixing informal seating and vehicles on the property and increasing traffic congestion around the property and adjacent dwellings. The increased competition for parking has reduced the amenity and ambiance of the area.

This nexus of Newstead and South Launceston enjoys being a residential area. This part of the suburb is quiet during the weekend as the traffic flow slows. I understand the café hours are 0600-1330+ each day. I believe 0600 is an unsociable hour to open a business in a residential area, especially at the weekend. The extra noise generated by vehicles, car doors slamming and human gregariousness negatively impacts the surrounding residences. Noise in residential areas is limited through by-laws and I believe the residents in this area are entitled to the same provision as other residential areas in Launceston. Due to the topography (valley or dip between ridges) of the area, noise is trapped on the street, and seems to bounce off the dwellings and funnels out between the houses.

This operation is approximately 2 kilometres from the middle of Launceston and there are numerous opportunities to purchase coffee and snacks creating less congestion and reduced traffic flow, less intrusion to the life of residents, with safe off street parking provided.

Yours faithfully

Hannah Bailey