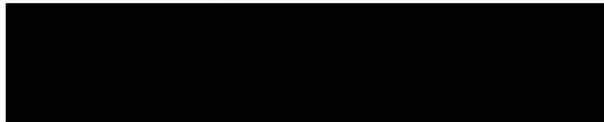


Launceston City Council
To the
Chief Executive Officer
P O Box 396 Launceston Tas 7250
Re Application for Subdivision DA0345/2020

Page 1 of 3

From Richard C Pearn



FILE No.	DA0345/2020				
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	Action Officer	Noted	Replied		

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October 30, 2020

Dear Sir or Madam,

I am most concerned about the implications of this proposed subdivision on the safety of traffic on Glenford Farm Road.

As Council well know the road is sub standard and we who use it have brought up this problem many times.

If two vehicles meet on the road one must "go bush" to allow the other to squeeze through. That is on the better parts where one has a view of the on coming traffic.

However there are several places where the road is very narrow and you have no view of on coming traffic and if you meet someone you must both stop (hopefully).

We have all had narrow scraps and scares and over the years I have had two crashes when I had no where to go.

With this proposed subdivision this public road will have potentially two more Families and friends travelling on this potentially lethal road.

Approximately how many are currently using this road ?

I have four adult children,
Chris and Ruth Mahnken have four adult children,
Warrick and Helen Morgan have two adult children.

Our grandchildren come to visit so cars often contain babies
and young people.

Two new families sharing the road will increase the risk and
danger to all.

Council must act to correct this ever-dangerous situation
Subdivision or no.

As I see things the road must be two lanes wide for vehicles to
pass safely.

What do the standards say of lane width ?

Current Australian and New Zealand practice is to provide
standard traffic lane widths of 3.5 m

The width of the standard road lane in the United States is
specified to be 3.7 m ... while the narrower lanes are used on
lower classification roads. In Europe the road and lane width
vary but the minimum width of lane is generally from 2.5 to
3.25 m.

Maybe we should have a $2 \times 2.5 \text{ m} = 5 \text{ m}$ road width ?

Being a Public Road any number of people may drive down to
fish in the river or for many other reasons Public is Public

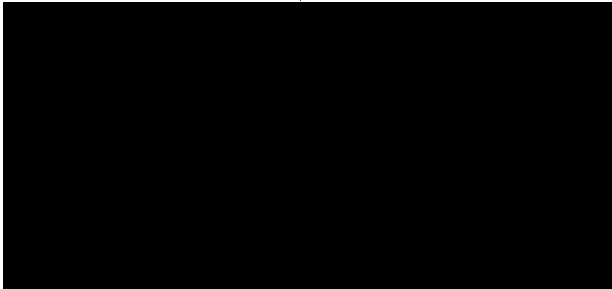
What types of vehicles commonly use the road ?

Chris has busses which come in for maintenance and servicing.
Warrick has horse floats and people with motor homes staying
on his property from time to time.
Council vehicles.

And of course the public may bring anything.

It is my view that Council has a duty of care to protect us,
new families and of course the Public as we use this very
dangerous Public Road.

Yours truly,



Richard C Pearn

4th November 2020

DA NO: DA0345/2020

Chief Executive Officer,

This is a written representation of objection regarding the application of the subdivision at 175 Glenford Farm Road, Underwood.

We appreciate the following points be taken into consideration:

- Glenford Farm Road at Underwood has several blind corners as stated by Launceston City Council signage, one of which is very narrow and the only preventative barrier from going over the edge is the remains of a wire netting fence (figure 4; figure 5). There would be a higher risk of motor vehicle accidents on these blind corners should there be higher traffic levels on the road. There has already been numerous near misses and vehicle accidents, consequences of which include vehicles leaving the road and ending up in the paddock or bush (figure 4). The road is already utilised at a higher level in season due to campers sublet by the proponents (<https://www.hipcamp.com/discover/tasmania/glenford-farm-tasmania>). We travel with our headlights on for safety reasons especially on the bad corners on Glenford Farm Road. We have concern for the safety of our family with infants and young children travelling in and out of Glenford Farm Road and this will be worse with increased traffic. Local Underwood residents and visitors either walk, ride push bikes or ponies along the road and there are not adequate laybys for them to get off the road for oncoming traffic.
- Within the proposal, entrances to each subdivision are simply marked areas of fencing. These entrances would require additional work in relation to drainage and widening the road at each point of entry to allow for safe turning into the proposed properties. The fences along Glenford Farm Road are not on the 20.12 metre survey mark, and therefore too close to the side of the road.
- The road is susceptible to adverse weather conditions, including flooding and wash outs and has sustained damage as a result on countless occasions over many years (figure 1; figure 2; figure 3; figure 6). Floods are regular occurrences and have been recorded approximately every two years. One of the proposed building sites has previously been more than a metre underwater. Images have been included for your reference. Please note boundary fence posts of the proposed subdivision are just visible above the water line during a recent flood (figure 1). Due to the road not being within the road reserve, we would assume a survey of both river and road to be completed as neither are in their original place.

- As described in proposal documentation, a rock shelf is present beneath the surface of proposed building sites. This raises concern of sewerage infrastructure and possible disposal of wastewater.
- Should another three or four dwellings be added to Glenford Farm Road, will a household rubbish collection be installed? Currently rubbish is collected from the entry point to Glenford Farm Road. This could cause obstruction if there were to be more bins left at this point. This situation also applies to future mailboxes. There is no turning circle on Glenford Farm Road for a garbage truck, fire brigade, ambulance or other vehicles. The last kilometre to the end of Glenford Farm Road is only one lane.
- There is a family of Wedge Tail Eagles (*Aquila audax subsp. Fleayi*) that roost in a tree on the proposed subdivision. These birds are an endangered species and building within these sites will cause disruption to them. 'Disturbance occurring even many hundreds of metres away can cause breeding birds to temporarily leave eggs or chicks at risk, or even to desert their nest site for years' (Department of Primary Industries, Parks, Water and Environment, 2020).
- It should be noted that a substantial bird reserve is on the southern side of the Pipers River adjacent to the proposed subdivision which is home to many different species of birds. Impacts to all species (not only birds) include noise, increased traffic, and more domestic animals (e.g. cats, dogs, horses). Invasive plants are also given new access to once undisturbed areas when roads and buildings are erected.
- We would suggest an independent assessment of the proposed subdivision be conducted. An unbiased assessment should be conducted by someone without a vested interest.

We look forward to hearing the outcome of this proposal from Launceston City Council.

Our contact details are as follows:

[REDACTED]

Day time contact number: [REDACTED]

[REDACTED]

Kind Regards,

Chris & Ruth Mahnken



Figure 1. Flood showing proposed building site under water in 2016.



Figure 2. Flood showing river flats and public road under water.



Figure 3. The flood damage on proposed building site.



Figure 4. Photo taken after vehicle accident on blind corner please see tyre marks in gravel indicating slide impact.



Figure 5. One lane blind hill on Glenford Farm Road.



Figure 6. Road closed due to flooding

References

Threatened Species Section (2020). *Aquila audax* subsp. *fleayi* (*Tasmanian Wedge-tailed Eagle*): *Species Management Profile for Tasmania's Threatened Species Link*.

<https://www.threatenedspecieslink.tas.gov.au/Pages/Wedge-tailed-Eagle.aspx>. Department of Primary Industries, Parks, Water and Environment, Tasmania. Accessed on 27/10/2020.