

To The General Manager
Launceston City Council
Box 396 Launceston Tas 7250

Re: DA 0260/2017 Dated 21.07.2017

This typed representation is to object to the above development application. Reasons of objection are as follows. As stated in the Ag report

1)The land of the proposed development site floods and is high risk erosion prone to mass movement (landslip)

2) The proposed development will impact local infrastructure.

3) Macquarie Franklin report could not respond to the capacity of the local road network to accommodate traffic generated by this proposed development.

4)The GHD traffic impact statement report states the access point introduces high level risk.

5) Under the planning scheme no new access or junction to roads in an area subject to a speed limit of more than 60kph. The site distance does not comply with the planning scheme requirements for a road frontage speed of 70kph.

6) Which land is being assessed for this proposal as on several documents in the Development Application the addresses range from John Lees Drive to Los Angeles Road to Windermere Road.

This is our assessment of the above points, presuming the proposed development is the one that is proposed to the rear of our property. Yes we agree that the proposed site for development does get wet in winter as does the entire

property due to the lie of the land. We dispute that it is low lying marsh. The site was recently resown and has been grazing cattle and sheep successfully. We can testify that due to the high banks (which are also landslip) that are to the rear of the proposal there is a lot of water runoff which inundate numbers 98, 100, 102, and 106 Windermere road properties. But this is only in winter. Any interference to ground near these banks could be catastrophic to the surrounding properties due to the landslip. The development will impact local infrastructure, any removal of vegetation 40 metres either side of the proposed access can only have catastrophic impact on the active landslip on Windermere Road. Coupled with storm water, grey water and effluent from the proposed three cabins directed to Windermere Road this will only exacerbate the active landslip and no amount of vegetation removal will improve site distance but will impact the active landslip. The existing rock wall outside 98 Windermere Road was repaired in the last 18 months and is already showing signs of movement. Any modifications to this wall could have catastrophic consequences on 98 Windermere Road. This is a volatile piece of ground. This part of Windermere Road is particularly dangerous, as a walker and driver I note the speed limit is regularly broken, corner cutting is prevalent, I have lost count of the times I have had to take evasive action on the corner of no 98 due to vehicles in my lane. This is why I asked for the white lines to be put on Windermere Road a couple of years ago, but it made very little difference. The traffic management report confirms what I have said by stating that the access point introduces high risk. To add to this it is often foggy in winter, so visibility is extremely poor.

We believe there will be impact to neighbouring properties, loss of privacy, peace and the enjoyment of the natural landscape, there will be noise, vehicle movements day and night, car lights sweeping around onto properties. This is 3 stand alone units with the capacity of at least 12 guests

and more if there are visitors.

Regardless of that fact we are not against the development,, but believe the proposed site has too many problems on so many levels.

already a footprint or anywhere else on his land that is not affected by landslip or access issues. Surely if there was to be a problem with guests, accommodation etc the closer the Bertrams are to the site the better to deal with it, not kms away, after all they are the people who will be running the proposed accommodation. This proposal is being put as far away from Bertrams as possible. Why?

There is also a question of whether there is need for anymore visitor accommodation, there is currently holiday lets at the Windermere store Amble Inn, Olives Cottage, and Windermere cabins all are under utilised. Some years ago there were studio units built at a property in Dilston for tourists, due to lack of tourists they are now rented to the general public.

On the basis of the proposal not meeting the planning scheme requirements, the high level risk with access, the impact in exacerbating an active landslip, loss of amenity to existing home owners, we believe council should not approve this development.

We enclose 8 photos of the active landslide on Windermere Road

Yours Sincerely

Oscar and Patricia Jackson



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Photo 1.

Outside NO 98 Windermere Rd

note landslip



Photo 2 Outside 98 Windermere Rd

note landslip



Photo 4

Frontage of proposed development
(note landslip)



Photo 5

Further down Windermere Rd.
note landslip



Photo 7

Windermere Rd
Council retaining wall



Photo 9

Windermere Rd
outside NO 98
(note landslip)



Photo 10

Outside NO 98 Windermere Rd.



Photo 12

98 Windermere Rd.
Top of bank (landslip)



Sent: 24 Jul 2017 22:32:27 +1000
To: Contact Us
Subject: DA 0260/2017
Importance: Normal

Dear General Manager,

Further to our written objection to the above development application, we believe consideration be given to this development as follows, as the Bertrams have a footprint with their house and access on category 6 land, would it not be appropriate to build the holiday lets on that part of the land and not on category 5 land. We believe if council continue to allow developments on land capable of grazing then the likelihood of the property not being viable is real. This proposal would be Ideal, would be no cost to ratepayers or council re roadworks, there would be no impact to the landslip and no impact on residents.

Kind Regards

Oscar and Patricia Jackson

Dear Mr White

I spoke to you recently about this development application and wish to indicate that while I have no concern with the proposed 3 units, I do have a concern about access to the property. I assume that there will be 3 units in maximum and would be concerned if this is just stage 1 of future units being built.

2 diagrams have been included in the application and I feel that the one with the driveway closer to the bridge would be the preferred option. The reason for this is that everyone has to slow down to 35km/hr to negotiate the bend and there is a good pull in area and access to the property already.

I do have a major concern with the proposed driveway nearer to 98 Windermere road and feel that this will pose unsafe access. I see the traffic management report indicates a line of sight of 90m on the right hand side of the proposed driveway but obviously have not been able to measure this myself due to this being a rather unsafe section of the road at present. As a resident of 27 years and a daily walker, I am unable to walk this section of the road facing oncoming traffic (no path of any kind to allow me to step off the road with my dog) as is the normal and legal way of walking as there is no clear line of sight as there is a bend in the road together with an increase of gradient at this bend. This is the bend where 98 Windermere road is and has always been a problem for motorists when people have to enter or leave 98 Windermere road and the proposed entrance is not far from here.

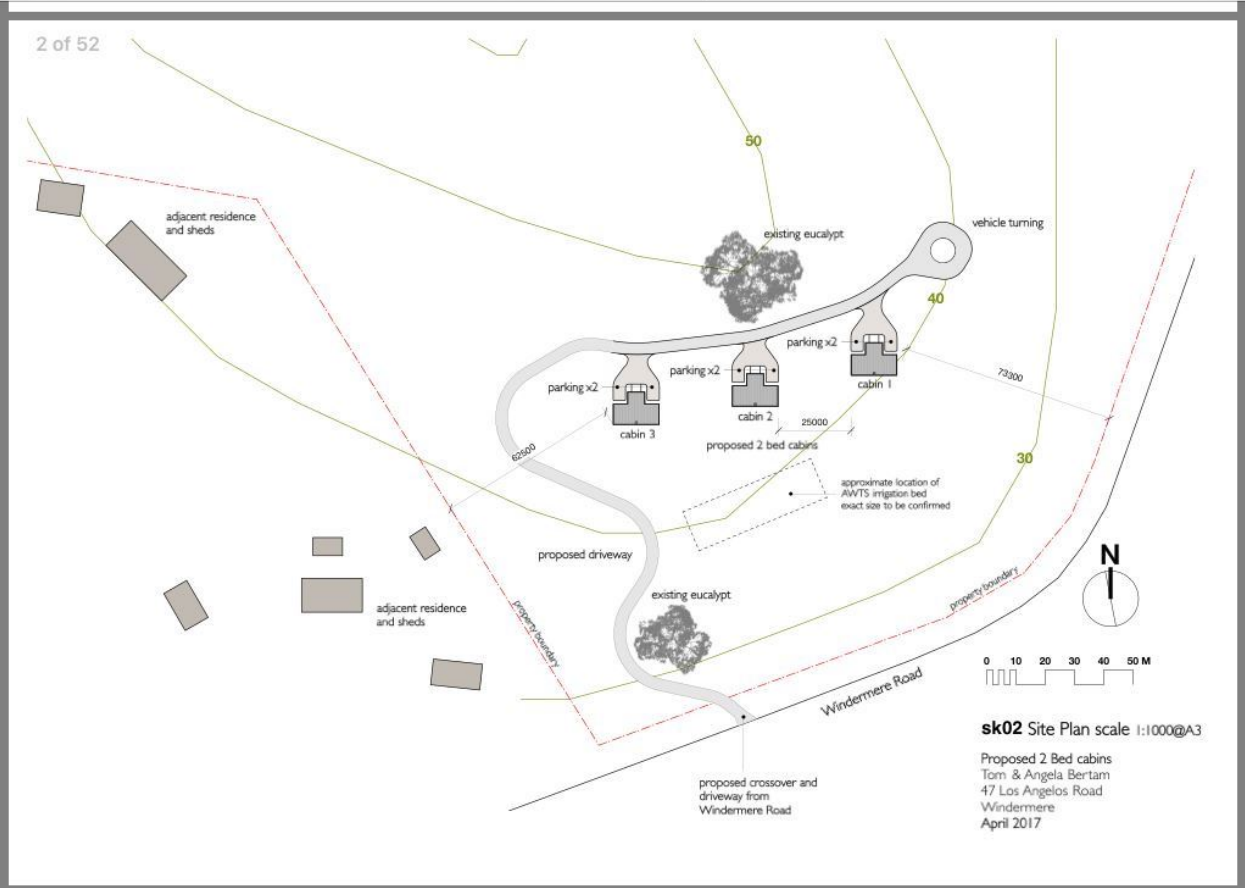
While the speed limit in this area goes down to 50km/h, in reality this rarely happens and people automatically speed up as they leave this zone leaving Windermere. The speed at the proposed driveway would be at least 60km/hr. No doubt the 50km sign could be shifted to allow for the proposed driveway but I still feel there will be a problem with the line of sight and keeping in mind these units will be catering to tourists who are totally unfamiliar with the roads in the area.

Thank you for your consideration of my comments and please contact me if you require any further clarification.

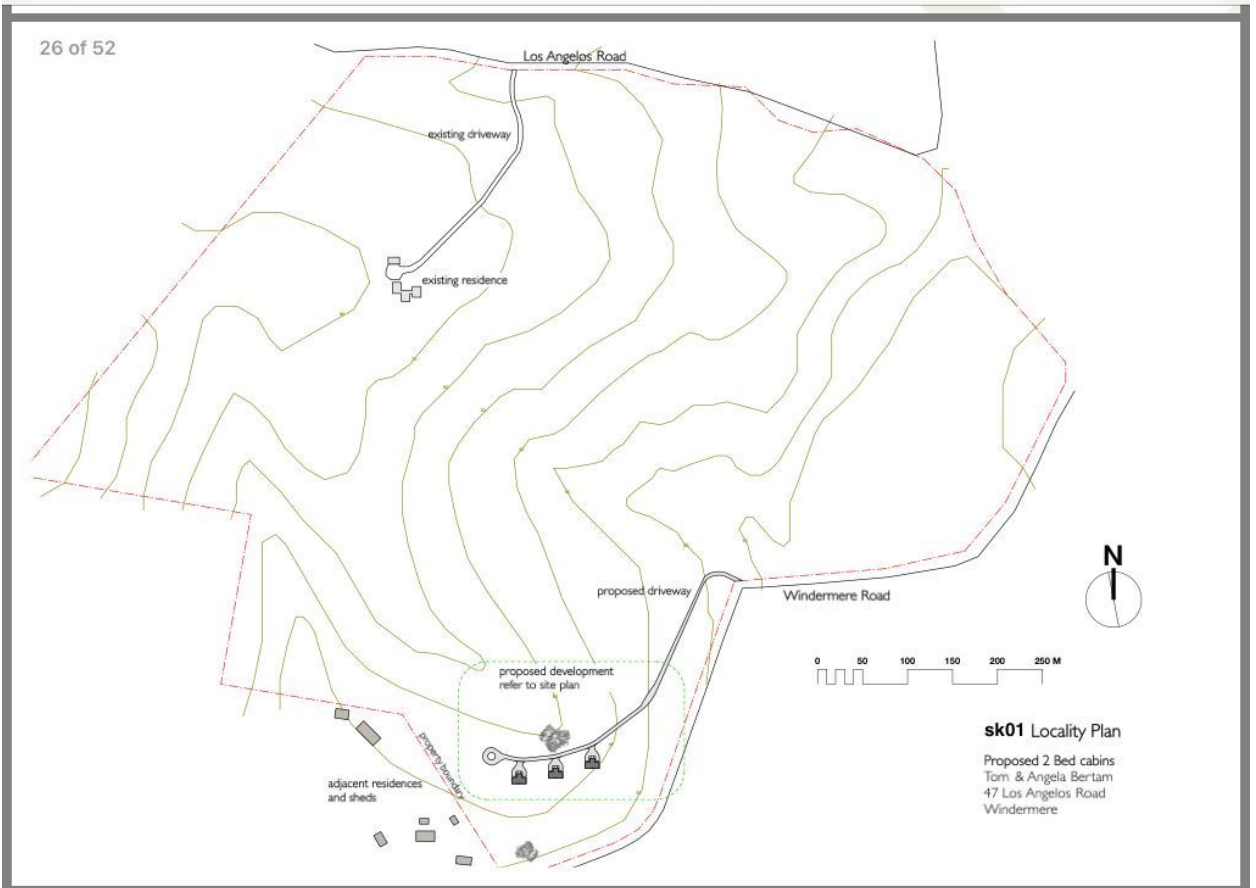
Please confirm receipt of this email.

Kind regards

Carolyn Gutteridge



2 of 52



110	130	140
80	165	175

The access is located approximately mid-way along the straight section on Windermere Road such that the available sight distance is as follows:

- Eastbound 90 m (subject to batter works – refer to Figure 6 and Figure 7)
- Westbound 120 m

The available sight distance is presented in Figure 5.



Figure 5 - Sight Distance Assessment

Launceston City Council DA0260/2017

Can my email please be forwarded to the Mayor and all Aldermen regarding this proposed development and to Brian White in Planning. I would be happy to meet with any Aldermen to further discuss the application and can be contacted on 0438 298 516.

I also wish to add that my attachment to this email indicates my suggestion of the stretch of road that should be considered for the access to the units. If the driveway was situated somewhere around the middle of this straight section of the road, I do not envisage any issue with safety upon entry/exit to the units.

Thank you for considering my submission.

Kind regards

Carolyn Gutteridge

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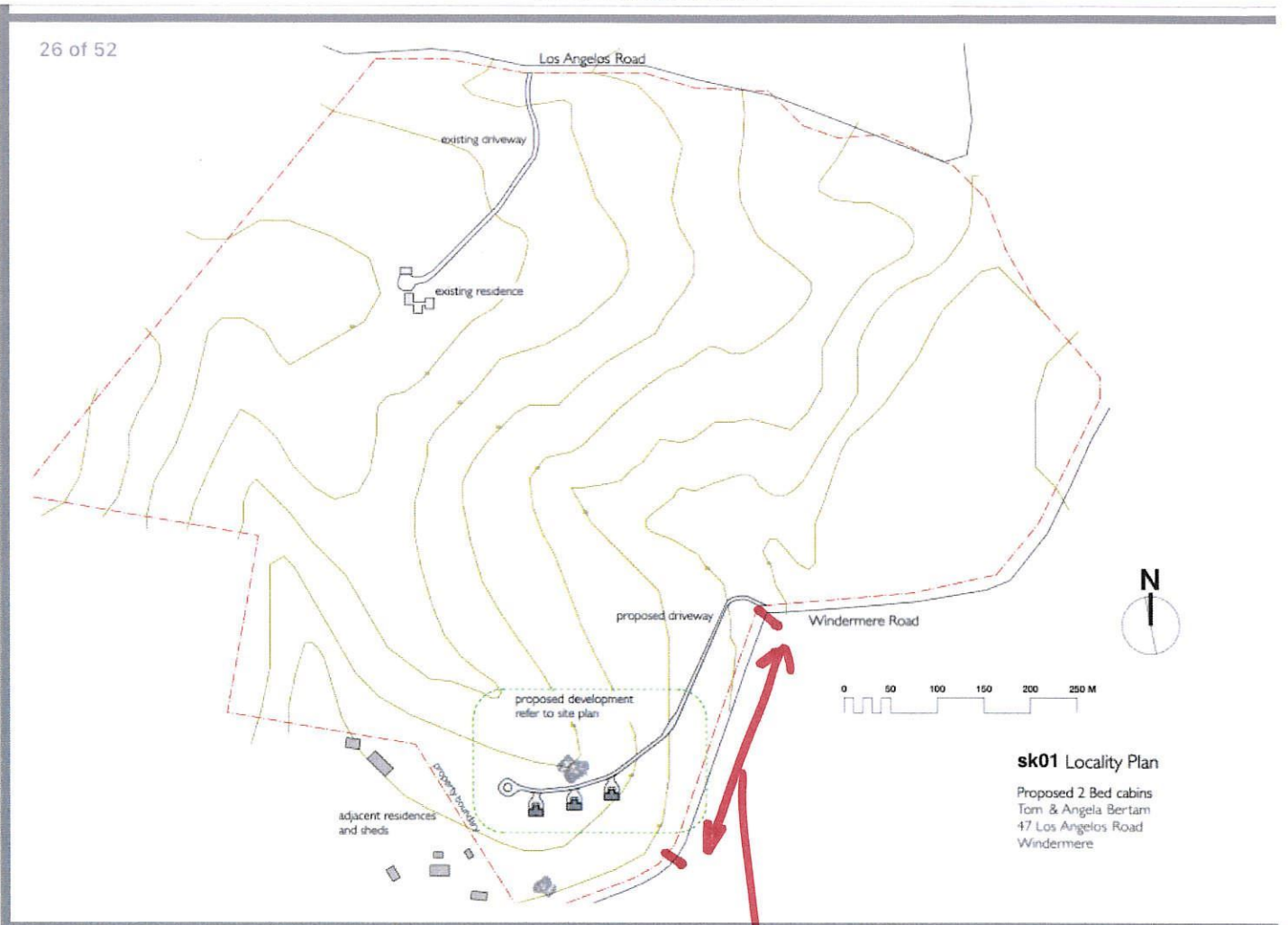
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Thank you for your consideration of my comments and please contact me if you require any further clarification.

Please confirm receipt of this email.

Kind regards

Carolyn Gutteridge



sk01 Locality Plan
Proposed 2 Bed cabins
Tom & Angela Bertam
47 Los Angeles Road
Windermere

This section of the road has the best visibility because it is straight.

8/8/17

Launceston City Council

Comments re Development Application DA026/2017
43 Los Angelos Rd, Swan Bay

To Whom it May Concern

In writing these comments, I would like to state that I have no objection to the proposal to build the three two bedroom cabins on the above property. My comments are directed to The Road Impact Statement.

I wish to comment and raise concerns about the assumptions made about sight distances and the actual speed traffic travels along Windermere Road in general and in the area of the proposed entry of the traffic for the cabins in the 70km/hr zone just east of the start of the 50km/hr zone. We also travel into and out of town at least on two other days in the week to do shopping, visit friends, or for entertainment at different times throughout the day.

1. My experience of vehicle speeds on Windermere Road is that there is a large proportion (ie over 50%) of the vehicles travelling along Windermere Road over the speed limit in both directions, both in the 70km/hr and 50km/hr sections.
2. The usual morning rush - people getting to work and taking children to school, results in an even higher proportion of the vehicles going east along Windermere Rd towards John Lees Drive travelling above the posted speed limits.
3. Some of the evening returning traffic also travels at a faster speed than the designated speed limits.
4. My experience of the drivers of these vehicles is that in general they are not polite and do not like other vehicles being in their way. This is especially a problem at night as the headlights of those travelling behind make it hard to see what is on the road in an area that has wildlife crossing the road, let alone follow the road, on a regular basis.
5. There has been a steady increase in traffic using Windermere Road in both directions including an increase in commercial vehicles as more development occurs further along Windermere Road. These commercial vehicles also tend to travel above the different speed limits.
6. My husband and I know vehicles travel above the posted speed limits as we travel at or just below the speed limits and are regularly tailgated and occasionally overtaken on Windermere Road.

The Road Impact Statement also makes comments about the sight distances in the area where the proposed driveway for the cabins. I find the sight distances do not seem to add up as someone who uses this road almost every day. I also walk along this section of the road on a semi-regular basis on the way to the local cafe. This section is one of the worst for pedestrians now because of the lack of care and speed many current vehicle users of Windermere Road. There is little room to get off the road unless you walk on the side closest to the downward slope, where there is a little more room in places. There is little visibility because of the curve of the road AND the sloping of the road as it rises and falls around this area.

The plans for the development also show a driveway which enters at a current gate to the property at the top of the rise above the bridge on Windermere Rd before it turns south to travel towards the 50km zone also listed as SK001 but dated April 2017. This would seem a better place for guests to enter the property apart from having to stop on the slope to turn into the property. Traffic does need to slow to some degree to navigate the corner.

I would ask Council to consider the above when considering the road impacts of the proposed development and to make sure that the safety of all road users is considered when approving the location of the entrance and exit for the property.

Yours faithfully,

Edwina Mulholland

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Doc No.				
Action Officer		Noted	Replied	
C. WATKINS				

E. C. B. WHITE