

September 10, 2021

Att: General Manager Sorell Council

Caroline Lindus, Strategic Planner Sorell Council

(Via email: sorell.council@sorell.tas.gov.au)

Dear Sir/Madam,

Your ref: 2294292 43.2021.1.1 MCGINNESS ROAD, CARLTON RIVER –
REZONE LAND FROM RURAL RESOURCE TO RURAL LIVING AND RURAL
LIVING B & 12 LOT SUBDIVISION – Q C Newitt

Representation regarding the proposed rezoning and subdivision of rural land

Ref: Executive Summary, Page 3

- *Extend the rural living area by a small number of lots in a logical manner that does not open up further rezoning opportunities.*

Comment: We are at a loss as to why the Proposer thinks this rezone/sub division would be justified as a means of consolidating our existing rural community.

In seeking to create creeping sub division by increments, this proposal is surely in utter dis regard of the Sorell Planning Scheme and the State Land Use Act.

There is NO justification in considering 'infill' housing as all the blocks in this area must be self reliant in water storage, waste water treatment.

As the proposed sub division is not adjacent to the township of Carlton there would be no need to develop this area as 'infill.'

The township of Carlton provides no services to Carlton River and even the Salvation Army church is relocating.

- *Facilitate a small amount of economic development through the future development of the land for residential purposes consistent with the Objectives of the Act*

Comment: We wonder what the Proposer has in mind - tourism businesses? Air bnb? A Bike trail?

These would increase the problems associated with the roads and identified in the following.

- *Provide a road network that serves the proposed lots and provides adequate width and turning (cul-de-sac heads) for emergency vehicles.*

1. (4.4) Road Network

Proposed road extension:

We are most concerned at the proposed extension of Baudin Road without due consideration being given to the overall poor quality of the current Baudin Road, the feeder road and drains from Brue Court.

When this sub division went in whoever developed it seemed not to have to comply with more recent sub division requirements. Over the years this has impacted on all the properties in Brue Court :-

- a). In Brue Court (#6) on the west side there is a poorly maintained ditch that does not adequately drain into Baudin Road. In all weathers the drain has an amount of water lying in it. This is a breeding ground for mosquitoes in all seasons

On the east side of Baudin Road, there is not even a ditch drain so any rain that falls exits through #5, our property. Rain also pushes the road base gravel on our drive down the hill creating streams of water that end in ponds thereby, on occasion making exiting the property difficult. It also requires us to regularly shovel the road base back up the drive.

- b) Contrary to the suggestion that Baudin Road ends in a 'spoon drain' there is no actual practical drain at all. The grass and stone filled ditch that currently suffices on both sides of the road is never maintained.

When it rains, what actually occurs is that the water flowing down Baudin Road pools at the bottom of the street and invades the Telstra pit there. This is frequently flooded thereby rendering void the landline wiring that runs up the nature strip on the south side of Baudin Road.

On 3 separate occasions this year the landline facility has been 'dead' for up to ten days. Presuming that everyone has a mobile phone is unacceptable and not all mobile phone coverage is good.

- c) The proposal argues that Baudin Road is 6 metres wide (and it may well be depending on how the measurements are taken) thereby suggesting that it is sufficiently wide enough for 2 vehicles to pass each other comfortably.

In practise, this is patently NOT the case. Many home owners in Brue Court/Baudin Road drive vehicles including SUV, pick up trucks, Kombi vans, tow boats, trailers etc. To have two such vehicles attempt to use Baudin Road at the same time or turn into Brue Court could well cause accidents

It would not be easy for two large vehicles to pass each other on Baudin Road without one having to pull over to the rough shoulder and risk slipping into the ditch. This would be more likely in extreme weather.

- e) Contrary to the submission, Baudin Road actually has considerable traffic throughout the day on ANY day. Postal vehicles, supermarket deliveries, house and garden maintenance vehicles, rubbish removal, other delivery vehicles including but not confined to water trucks, horse floats, couriers and visitors to the current residences in both Baudin Road and Brue Court.

Weekend and Summer holiday traffic is increased exponentially by people taking 'Sunday' drives.

- f) Because Tourism Tasmania has promoted Tasmania as a good place to ride motor bikes thereby increasing the number of bike clubs visiting Tasmania we now have an increased incidence of motor bikes along Carlton River Road. On many days I have counted 20 -30 + bikes all roaring along Carlton River Road to the detriment of the peace and quiet we all expected when relocating to this area.

- g) Another concern is that the sight lines at the bottom of Baudin Road and Carlton River Road are not good and presume on a low set sedan being able to see a motorbike – this is NOT necessarily the case.

Vehicles using Carlton River Road invariably speed and the incidence of vehicles overtaking others is both regular and disconcerting. The fact that few accidents occur is more by luck than design

We are disappointed that the proposer who does NOT live in the area should use such a limited assessment as the one they have included.

- h) Sight lines from Brue Court into Baudin Road are extremely bad..

Some years ago we invited Council Engineer to check this with us. He concurred that we were indeed correct – the sightlines are minimal. Yet refused to consider either a speed limit sign or a mirror or both.

Since then we have observed on occasion the potential hit/miss between vehicles exiting Brue Court onto Baudin Road.

The increased incidence of a minimum 24 vehicles (not including visitors or the numerous vehicles of those facilitating construction on the proposed blocks) will only add to the risk of a collision.

This risk will also increase for dwellings along Baudin Road as they attempt to enter/exit their properties.

- i) Regrettably many drivers who do access Baudin Road speed up and down the hill well in excess of recommended speed limits on domestic roads.

Unless chicanes/speed humps and appropriate signage is introduced this will not be improved by Baudin Road being extended.

- j) Neither does the submission consider that for the most part, residents from Primrose Sands use Carlton River Road to access the shopping village at Dodges Ferry or to travel into Sorell and Hobart.

- k) Our concern is also focussed on the proposed sum of money allocated for the continuation of Baudin Road towards the west and including the extension.

Does the proposed sum include sealing of the continuation and extension of Baudin Road? Does it include proper guttering and stabilised shoulders, appropriate speed limit signage?

If not then a further problem will develop regarding dust. Since moving here 15 years ago we have observed the change of direction from prevailing winds. In the last 5 years the wind direction has changed from south east to north north west.

Should the continuation/extension of Baudin NOT be appropriately constructed and sealed we are all at risk of extreme dust drift

- l) The argument on the part of the Proposer of this development to suggest that as we all live on acreage we have sufficient space in which to exercise, play, walk, etc. is specious.

Most blocks are steep and without creating flat platforms at considerable expense, most of those activities the Proposer thinks we can do on our properties are not possible.

Thus children ride bicycles, people walk dogs, jog on Brue Court Baudin Road and Carlton River Road.

Yet we have no footpath of any sort on either road nor indeed on Carlton River Road. Neither do we have a park where children can safely play. For any resident in this area to access a public amenity that our rates help pay for requires them to drive or be driven.

We need footpaths and we shall most certainly need proper footpaths should the extra residences go ahead. To have the Proposer argue that we don't need a footpath because we have acreage is ignorant and arrogant.

Council relies on the property owners to maintain these 'nature strips' offering but one casual and wide sweeping 'mow' once a year.

Although we pay some of the highest Land Rates in this Shire, we are poorly served by Sorell Council.

Neither is there any perceived opportunity for a small local park for the inhabitants of the area to congregate. It really is time that the outlying suburbs of Sorell Council received some benefits from the rates we pay.

- m) Having lived here during the January 2013 bush fires it became very clear that should another bushfire threaten there would be a major traffic jam on Baudin Road as more residents would be struggling to leave the area. The flow on effect would be more traffic issues on Carlton River Road.

We believe that before any proposed rezone/subdivision was approved the whole of the road systems in this particular area should be reviewed with a proper kerb and guttering from Brue Court into Baudin Road, implemented and installed.

4.2 Natural Values, (page 8)

“Wedge-tailed eagles also forage the property at random. Under the proposal 75% of the property will remain almost unchanged. There will be 3 10ha lots instead of 2 subminimum balance land lots. The eagles will still forage randomly over 100,000 sqm lots.”

We are disconcerted that the proposed sub division and re-zoning could have an impact on the Wedge Tail Eagles that live in that area.

We note that they are considered a threatened species in Tasmania. We also note that they are considered ENDANGERED by The Federal Government.

One asks why both government entities do NOT share the same policy.

We have contacted the Threatened Species staff at DPIPWE, Birdlife Tasmania and former DPIPWE staff member Nick Mooney regarding the use by the WTEs of this land.

We understand that although there is no nesting site the land, the WTEs use of the proposed subdivision is extensive as the nest is on an adjoining block.

There is every risk that should such extensive development go ahead, the birds will abandon the nest, maybe the chicks.

“Also, according to the applicant, he has observed Wedge-tailed eagles land in trees and on the paddock within 50m of his home and remain for approximately 30 minutes”

Comment:- We were surprised to read that the Proposer suggests he lives in the vicinity of the Eagle pair. Our understanding is that the Proposer does not live anywhere near the area as his registered address is elsewhere.

Conclusion:-

- Our preference would be that if the Council agrees to rezone the land that it should only be changed to an Area B Rural Living Zone with larger 10 ha blocks.
- That before any subdivision is finalized and approved that Baudin Road and Brue Court should have:-

proper drainage systems in place
footpaths on all sides

We also believe that whatever revised sub division is proposed it should include creating an area where the 2 stands of macro carpa trees and the eagle habitat can be preserved.

We therefore submit our objections to the current proposed re-zone/subdivision for Council's attention.

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