

Dear Rebecca

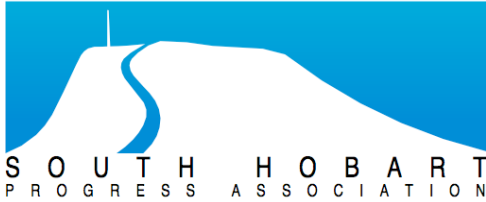
Thank you for your comments and interest in achieving sustainable, residential development on the historic, former Blundstone's site in Wynyard Street, S. Hobart. I assure you that the SHPA is NOT trying to block development of this site. What we are trying to achieve is precisely what you are suggesting-appropriate, eco-friendly, sustainable development for South Hobart. We have been trying to work with council officers and the developer since early 2016 when we first became aware that a multiple-dwelling, residential development was planned for this site. There some excellent examples of multiple-dwelling developments in South Hobart such as the co-housing and share housing in Marlyn Road, with which I have been familiar for many years.

However, the development in Wynyard Street is nothing like those. It consists of 24, two parallel rows of 3 bedroom, two storey units separated by a narrow roadway that runs down the site towards the rivulet, the units are surrounded by concrete across most of the site. There is very little open/green space, and less open space than required by the Hobart Interim Planning Scheme 2015. There is also not enough car parking onsite for the cars the developer estimates will be generated by residents. The developer estimates 168 cars per day in Wynyard Street alone- a 187% increase. The Interim Planning Scheme says a 40% increase is allowable.

Although there is less open space and fewer car parks on site than are required by the Interim Planning Scheme, Council approved the development. This means that some residents, their visitors and trades people will have to park in the narrow, 'no through road' of Wynyard Street, and in other streets near the South Hobart Village. As you will be aware, Macquarie Street and other streets in the Village area are already heavily congested by all-day parkers who are either employees of local businesses or, more particularly, are people who drive to South Hobart, park their cars in these streets and then either walk or cycle to work in the CBD, often along the rivulet track. This has turned much of the commercial end of South Hobart into a *de facto* car park.

If you are elderly, have young children, and come from some distance away to shop in the Village, you often cannot get a park close to the shops. Not everyone can walk or cycle to the shops. Several local businesses that I speak with regularly, estimate that over 40% of their business comes from outside South Hobart, including from Fern Tree, Mt Nelson, Dynnyrne, Sandy Bay and parts of South Hobart such as the Loudon Street area, Strickland Ave and Marlyn Road which are not within walking or cycling distance of the Village for most people.

When the SHPA heard about the proposed development in approximately April this year, we initiated contact with the developer to open discussions about the most appropriate



and sustainable design for this site, having in mind the co-housing model of Marlyn Road, or a similar approach that would fit in with the local character and amenity of the area. At that stage the developer said the plans were not ready for us to see, but that he would get back to us for further discussions when they were ready. This did not happen. The first we saw of the plans was when the planning application was submitted to the HCC. From then on we were all locked into the Interim Planning Scheme process which has no capacity for further discussions between the developer and representors. The SHPA representation makes clear reference to the need for appropriate development on the site, and we gave Council photos of several multiple-dwelling styles from around Hobart that might be suitable, or might be adapted, to the site.

While the Wynyard street site has good access to shops, community facilities and public transport infrastructure, as you will know, Metro has cut back its services in the past 12 months or so. Our public transport system will, hopefully, improve in the years ahead. However, not everyone is able to use public transport to go where they need around Hobart or further afield, especially if it is not on a bus route.

The SHPA is not opposed to multiple-dwelling, residential development on the Wynyard Street site. We have made this very clear. We absolutely support eco- friendly, sustainable development for the suburb, but this development, in its current form, is none of those things. We have tried very hard, but unsuccessfully, to work with the developer and with the HCC to encourage changes to a more appropriate and sustainable design and to lessen the traffic, parking and public safety impacts.

The Hobart Interim Planning Scheme and its successor the state-wide Tasmanian Planning Scheme which comes into effect by 2017, discourage positive interaction between developers, ratepayers and community groups, and force all parties into a confrontational situation, which, in the SHPA's view, is most disappointing and counterproductive to achieving a sustainable future for all Tasmanians.

I hope this helps to address your concerns. Please feel free to contact me on 0418 566 242, if you have any further queries.

Regards

Rosemary Sandford
President, SHPA Inc.

1 November 2016