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22<sup>th</sup> August 2018

Mr Tim Fry

Architect

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**TRAFFIC ENGINEERING RESPONSE TO REPRESENTATIONS RECEIVED IN  
RELATION TO PROPOSED LUNG CLINIC AT 6 NORMANSTONE ROAD,  
SANDHILL**

This letter is to provide traffic engineering advice on the representations received.

***1) References***

- A. Vehicular Access and Parking Assessment report for the proposed Lung Clinic at 6 Normanstone Road – by TCS, 25<sup>th</sup> June 2018.
- B. Report on compliance with regulations for the proposed accessible parking space for the proposed Lung Clinic – by TCS, 3<sup>rd</sup> July 2018.

***2) Representations received***

**Representation #1** (No Document Set ID apparent)

- 7page objection letter with photos – unsigned and undated.

**Representation #2** (Document Set ID: 3853949 dated 30 July 2018)

- 2page objection letter – unsigned and submitted by Tom McCourt (Bishops Barristers & Solicitors) on behalf of unnamed client, dated 27 July 2018 and emailed 30 July 2018.

**Representation #3** (Document Set ID: 3854718 dated 30 July 2018)

- 1page objection letter – unsigned

**Representation #4** (Document Set ID: 3854717 dated 30 July 2018)

- 1page objection letter – unsigned

**Representation #5** (Document Set ID: 3864964 dated 14 August 2018)

- 1page objection letter – unsigned

**3) Response to representations received**

**Representation #1**

Page #1-

*1. "The proposed use is non- residential in a general residential area"*

- Representor comments on previous parking controls.
- Representor comments on peak hour traffic queuing back from Wellington/ Normanstone intersection.
- Representor comments on accidents and traffic.
- It appears the representor is of the view that a solid white line does not allow vehicles to cross the line for property access purposes. This is not the case. Road Rule 134 (Tasmanian Road Rules 2009) allows vehicles to cross such lines to enter or leave the road. See Appendix A.
- Representor comments on Tasmania Police activity in the area.
- Representor comments on metro bus zones diminishing roadside parking. The bus zones are not considered as parking areas in Reference A.

*2. "The proposed use will adversely affect the amenity of the neighbourhood"*

- Representor is of the view that Normanstone Road is a high traffic vehicle thoroughfare.
- Representor is of the view quite nature of the community would be destroyed by the proposal.

The proposal makes provision for one accessible parking space and three general access off-street customer parking spaces at 6 Normanstone Road. It is estimated that up to 2-3 on-street spaces will be used by customers.

Reference A, requested by LCC in support of the application, found that there is adequate on street parking available to cater for the on-street demand generated by the proposal. Between 7 and 10 free spaces are available within 80m of the proposed clinic at peak times.

Page #2-

3. *"The proposed parking is inadequate"*

- Representor reiterates earlier comment on previous parking controls.
- Representor emphasises safety of all Tasmanians is paramount.

This is agreed. The access to #6 Normanstone Road has sight distance of 80m which meets the Launceston Interim Planning Scheme 2015 requirement for Safe Intersection Sight Distance in a 50km/h zone. Stopping sight distance in a 50km/h zone is 45m so it is considered reasonable for pedestrians to cross the road at #6 Normanstone Road if necessary. Pedestrian signals are also available at the Wellington Street intersection 60m north of #6 Normanstone Road.

- Representor advises Metro Bus stops should not be removed. Note that there is no intention of removing bus stops.

Page #3- photo showing continuous white line. This line can be crossed for residential access.

Page #4 – photos showing location of No Standing sign in the past.

Page #5 – 4 photos of No Stopping signs from the past.

Page #6 – photo showing continuous white line and unoccupied parking spaces

Page #7 – photo showing 2 occupied parking spaces.

To summarise, there does not appear to be any information presented in Representation #1 to suggest there are traffic or parking problems with the proposal.

## Representation #2

Page #1-

- Client concerns with impact on amenity and property access are explained.
- Last paragraph on page 1 suggests impacts of traffic circulation and parking have not been adequately taken into account. It is also stated that the plans do not demonstrate adequate parking for the operation of the business.

Reference A demonstrates that the parking demand generated by the proposal can be satisfied from off-street and on-street sources.

Page #2-

- First two paragraphs on page 2 dispute parking demand.

Reference A assesses the parking demand for two lung clinic practitioners.

- The third paragraph disputes adequacy of the accessible parking space

Reference B demonstrates that compliant access is achievable.

- The fourth paragraph disputes accessibility of the off-street parking spaces proposed.

Auto-turn software was used to simulate the manoeuvre space required by an Austroads standard car. The Austroads standard car provides a conservative estimate of the turning space required and in practice modern cars easily achieve turns required within the Austroads standard car footprint.

- The fifth paragraph disputes that the accessible bay is closest to the main entry point to the building.

Reference B, in part 4 of the report, justifies the location of the proposed accessible parking space. There is a parking bay 4025mm from the entrance to the clinic which is closer than the accessible bay which is some 4370mm from the entrance. However, the accessible bay is in a more prominent, conspicuous and better location for wheelchair access.

To summarise, the issues raised by in representation #2 are dealt with in references A and B.

### **Representation #3**

Page #1-

- Representor lists concerns with non-residential use, impact on amenity, proposed parking adequacy, disabled parking location are expressed without explanation.

In summary references A and B deal with the concerns raised.

### **Representation #4**

This representation is identical to representation #3

Page #1-

- Representor lists concerns with non-residential use, impact on amenity, proposed parking adequacy, disabled parking location are expressed without explanation.

In summary references A and B deal with the concerns raised.

### **Representation #5**

Page #1-

- Representor lists concerns with:
  - Impact on on-street parking availability.

This is dealt with in detail in reference A. To summarise for peak times:

- within 40m of the proposal 4-5 of 11 on street spaces are free.
- within 80m of the proposal 7-10 of 20 on street spaces are free.

2-3 of these spaces would be called on by the proposal at peak times.

- Impact on on-street parking availability for family members with modified vehicles (with lack of mobility).

Reference A indicates that the proposal will not significantly reduce on street parking supply.

- Illegal parking over driveway.

This is a matter for Tasmania Police.

- Business use in a residential area.

This is not specifically a traffic engineering issue.

- Traffic generated by the proposal making residential access more difficult.

The proposal will not generate enough traffic to disrupt residential property access.

In summary on street parking would remain available post development and property accesses should be largely unaffected.

#### **4) Concluding remarks**

The most common traffic and parking concerns expressed in the representations received related to:

- Impact on on-street parking
  - Expect 5-7 free on-street parking spaces post development within 80m of the proposed clinic at peak times
- Impact on residential amenity
  - There will be some additional on street parking (2-3spaces) due to the proposal however this will be during working hours during weekdays and would have minimal impact on residential amenity in the area.
- Impact on residential access
  - The proposal is not expected to impact residential access
- Parking demand
  - Parking demand would be satisfied by proposed off-street parking spaces (3), the accessible bay and by free on-street spaces.
- Proposed accessible parking bay
  - The proposed bay can be built to meet LCC requirements.
- Impact of traffic generated by the proposal

The proposal would generate a small volume of traffic with minimal impact

## 5) Assessor Credentials

Richard Burk is a qualified Traffic and Civil Engineer with over 30 years of experience with State and Local Government in the Roads and Traffic industry in Tasmania. Richard has also represented Tasmania on various national committees including Austroads Traffic Management Working Group and the National Pavement Marking Working group. Visit [www.trafficandcivil.com.au](http://www.trafficandcivil.com.au) .

Yours faithfully

**Richard Burk**

Director

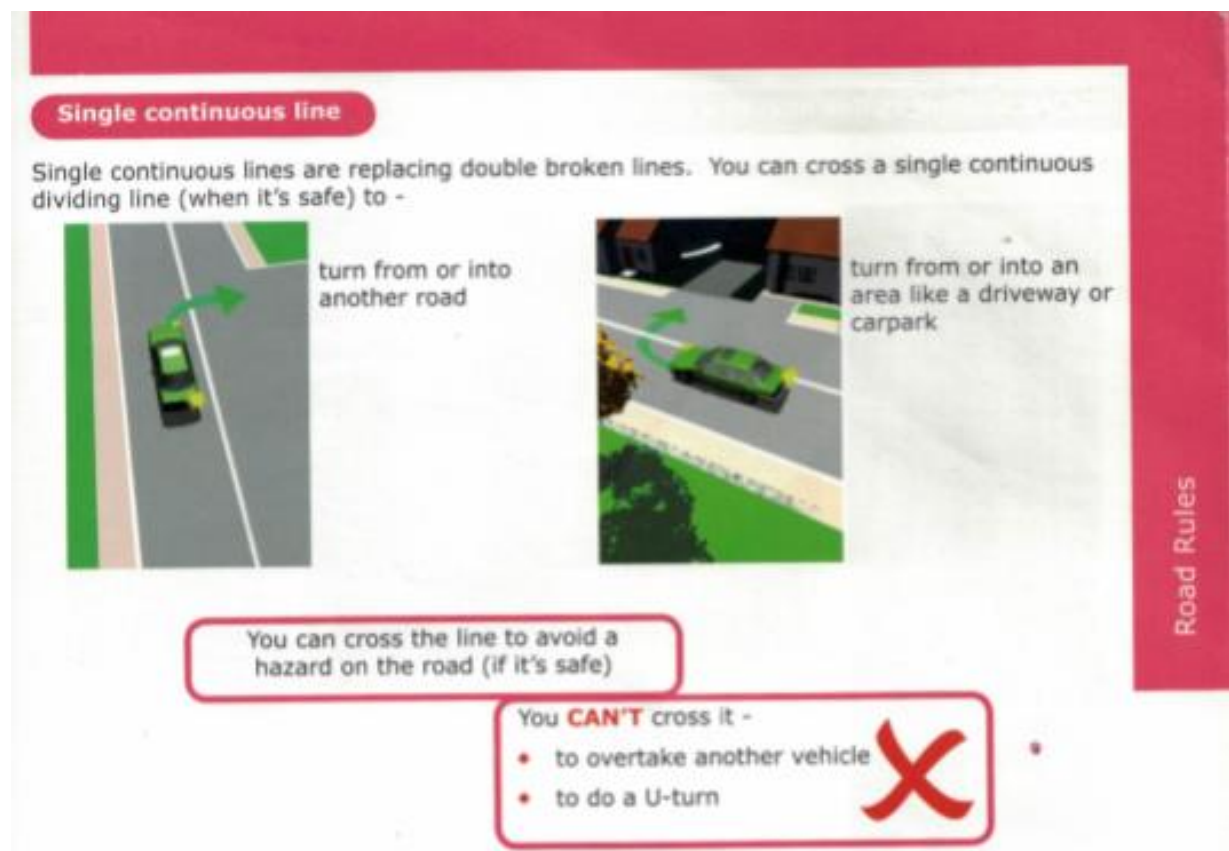
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## Appendix A – Diagrammatic explanation of relevant part of Road Rule 134



**From:** Timothy Fry <tim@sgroup.com.au>  
**Sent:** Wednesday, 22 August 2018 5:48 PM  
**To:** Brian White  
**Cc:** Patrick Salter  
**Subject:** Re: 6 Normanstone Road Response  
**Attachments:** image001.jpg

Hi Brian,

Please see the attached response from TCS.

Based on our understanding of the intensity of this project and the work completed by TCS, it is our firm belief that while it is a challenging site to deal with, it is an acceptable development for this property.

We also understand that it is less than ideal for the neighbour at the rear of the property to loose access to the small triangle of space that they are using for turning at the moment that in fact belongs to my client. But unfortunately one can't be expected to take on ownership of this problem on their behalf. If there is inadequate turning space to the property behind, this would point to a poor building set out on site with not enough room left over.

In regards to the right of way. Our proposal seeks to do some improvements to this area, at not cost to the owner. At no time do we propose that cars or other objects would be stopped in this space, thus effecting access of the owner, as per the conditions of a ROW. We do not regard the improvements to the surface of the ROW to be turning the space into a carpark and I reiterate that all we propose is that my client accesses the ROW that they have over the property. I am not aware of a condition that states that it is only to be used for residential purposes, and I'm not aware of a means for council to administer this based on the planning scheme or otherwise. For this reason I don't see that it should form a part of the consideration of the planning department.

Could you give us an indication of how this effects your recommendation?

Regards,

Tim



*Chase. Wonder.*

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