

Council Agenda Item 8.1
Attachment 4 - Applicant Response to Representations
25 Waveney Street South Launceston

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17 January 2018
Luca Fanti
Japara Healthcare Limited
Q1 Building Level 4, Southbank Boulevard
Southbank, VIC 3006

Dear Luca,

**Re: Response to Representations for Planning Application
DA0599/2017**

ThomsonAdsett completed the architectural design for the proposed Cosgrove Park Redevelopment at 25 Waveney Street, South Launceston. Since the preparation of the architectural drawings, a Development Application has been lodged and representations have been received by City of Launceston.

This letter responds to the concerns raised as follows:
Concerns Raised:

- 1. Looking at the plans units 3,4,5,6,11,12,13 are going to be on the south side of the main building and therefore in shadow. They will never get any sun, and this would have a negative impact on the residents of those units in their twilight years. It would also drastically reduce the amenity of those units.**

[Please refer to attached drawings]

As per sections A & B the structure referred to as the main building (Sandhill Nursing Home) is to the North West of the proposed units. The current site conditions mean that this building sits significantly lower than the proposed units. As can be seen on the sections, the proposed units will be at a higher level and significantly further south of this building. As such the shadow cast by the existing building, as can be seen on the extract shadow diagram, will fall short of said proposed new units and thus not affect the habitability of these units.

- 2. Thinking of amenity there appears to be very little space for residents to hang washing out, or spend any time in a nice garden area.**

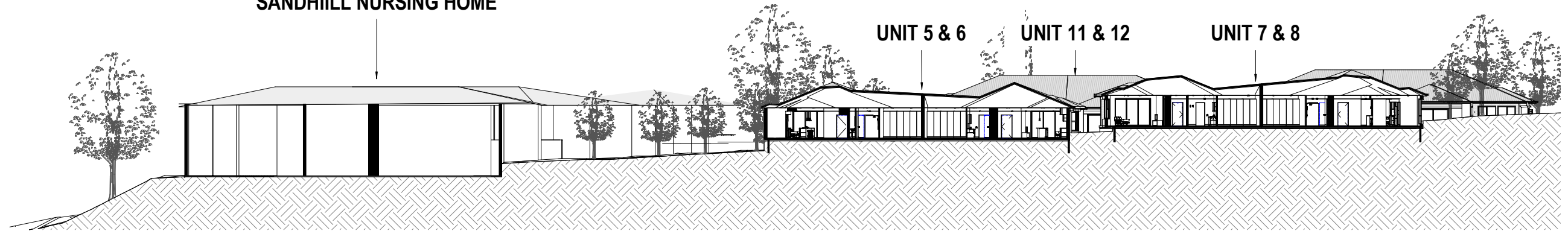
As shown on the attached landscape drawing extract, every unit will be provided with a dedicated area with a clothes line as well as dedicated garden area and shared lawn space. This is also combined with communal landscaped areas to the south and west of the existing chapel with ample amenity for all residents.

Regards,
Megan Rodgers
Architectural Graduate

**thomson
adsett**

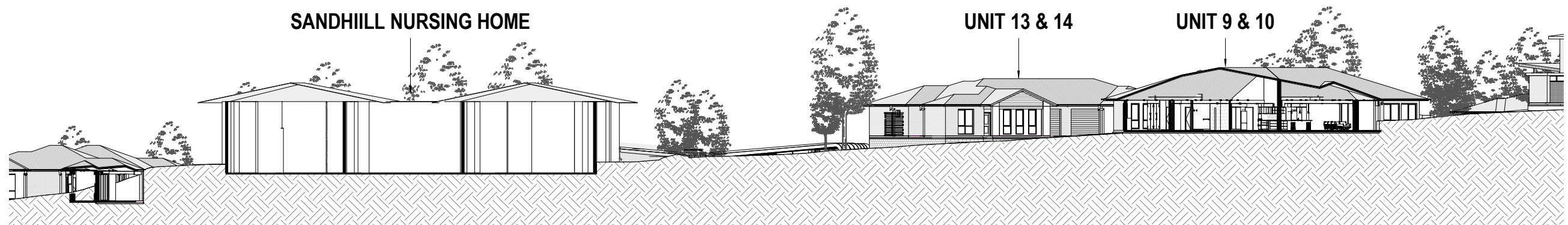
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SANDHILL NURSING HOME



1 SECTION A
1:200

SANDHILL NURSING HOME

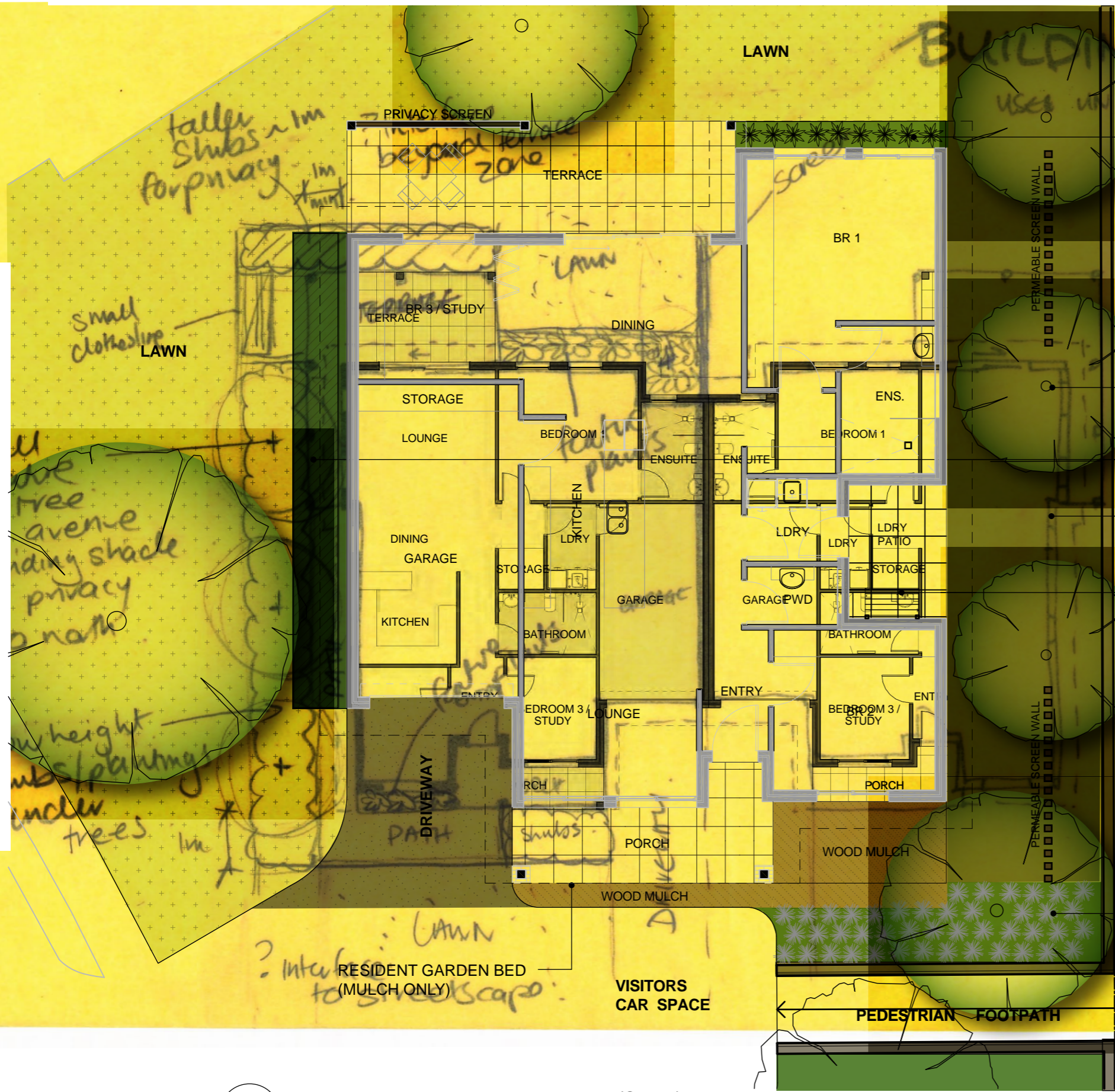


2 SECTION B
1:200



SANDHILL NURSING HOME

SHADOW DIAGRAM

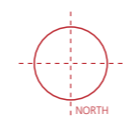


LEGEND

- Driveway
- Path
- Privacy Screen
- Retaining system
- Planting bed - resident
- Lawn
- Open Space Planting
- Plant - Groundcover
- Plant - Shrub
- Plant - Hedge
- Plant - Texture
- Proposed Tree - Indigenous/Native (Evergreen)
- Proposed Tree - Exotic (Deciduous)
- Plant - Texture

BUILDING - TYPE 3
 USES UNITS S7 & S8 AS EXAMPLE
 Lm
 NTS
 PcA
 WWG
 ACCENT PLANTING PANELS AND AVENUE TREES TO STREETSCAPE INTERFACE
 CLOTHES LINE IN PATIO
 RETAINING SYSTEM
 PERMEABLE SCREEN WALL
 PERMEABLE SCREEN WALL
 ACCENT PLANTING TO DEMARCAT PEDESTRIAN ENTRY FROM STREET
 ? Small tree to east??
 No trees in lawns
 Units (= too hard for residents to maintain
 ↳ put in garden beds)

1 Typical Landscape Plan - Unit Type 3 (Single)
 TP-08 1 : 100 @ A3



16 January 2018

Luca Fanti
Development Manager, Real Estate
Japara Healthcare Limited
Q1 Building Level 4, Southbank Boulevard
Southbank VIC 3006

Dear Luca,

Response to Representations for Planning Application DA0599/2017

pitt&sherry completed a Traffic Impact Statement (TIA), dated 10 November 2017, for the proposed Cosgrove Park Redevelopment at 25 Waveney Street, South Launceston. Since the preparation of the TIA, a Development Application has been lodged and representations have been received by City of Launceston.

This letter responds to the concerns raised as follows:

Concerns Raised:

- 1. Our particular concern relates to the increased traffic that is likely to occur on Waveney Street as a result of the increased number of residents and the closure of the Normanstone Road entrance to Cosgrove Park. Waveney Street is a relatively quiet suburban street which affords safety for children and elderly residents.**

Traffic surveys were undertaken by Matrix Traffic and Transport Data on Thursday 17th August 2017. It was determined from the survey results that Waveney Street has an existing traffic volume of 45 vehicles during the morning peak (between 08:00am and 9:00am) and 49 vehicles during the afternoon peak (between 4:30pm – 5:30pm). From the survey results, it was calculated that Waveney Street has a total daily traffic volume of 490 vehicles per day.

The aged care facility currently generates approximately 28 vehicle movements during the peak hour and approximately 143 vehicle movements daily. The proposed development will generate an additional 23 vehicle movements during the peak hour and 123 vehicle movements daily. It is expected that 30% of vehicles generated by the proposed development will travel along Waveney Street. This results in an increase of 7 vehicle movements during the peak hour and 37 vehicle movements daily.

The traffic generated by the development on Waveney Street is thus low when compared to the existing traffic volumes and is therefore not expected to compromise the function or safety of Waveney Street.

- 2. There are already issues with parking and visibility of vehicles entering and exiting Cosgrove Park Facility at the Peel Street end of Waveney Street.**

It is noted that at the intersection of Waveney Street and Peel Street, the sight distance to the west is obstructed by the alignment and guardrail on Merivale Street. This sight distance does not meet the Austroads SISD requirements but is noted as an existing issue.



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The Department of State Growth has provided crash data on Waveney Street, Peel Street and Merivale Street for the most recent 10-year period. The data indicated that only one crash has been recorded on Peel Street in 2013. The crash involved a parked car being hit and the driver failing to stop. The crash did not occur on Waveney Street, nor was it impacted by the Cosgrove Park Facility.

Based on the above, there does not appear to be any significant correlation between parking and visibility of vehicles entering and exiting the Cosgrove Park Facility and the recorded crash on Peel Street.

3. I also note that the proposed parking for the redeveloped Community Centre numbers only about one third of those currently provided for community activities at the current bowls club site. This would suggest that there will be increased parking on Waveney Street which may cause congestion.

It is noted that the lawn bowls facility is not expected to increase in size or intensity following the redevelopment. It is also noted that the community centre is generally to be used by residents. As a result, these facilities are not expected to generate any additional traffic to the site.

The current facility provides approximately 50 spaces in the vicinity of the lawn bowls facility. The proposed development is providing 50 parking spaces in the vicinity of the lawn bowls facility and 17 parking spaces in the vicinity of the community centre. This is an addition of 17 parking spaces. Based on this, the parking provision is deemed to be adequate.

4. Our concern is about the heavy work vehicles i.e cement mixers, trucks that will have come off Wellington Street to deliver to the worksite and if Lithgow Street is to be used continually the condition of the road will further deteriorate.

It is recommended that a visual condition assessment be undertaken prior to the commencement of any construction works. The visual assessment would include photographs of any defects or notable characteristics to obtain a complete overview of the roads condition prior to the commencement of construction.

5. Also, parking is only permitted on one side of the street due to the ambulance exit and even tho parking bays have been displayed on the road, at times due to vehicles parking either side of our driveways we residents have had near misses not being able to see around or over said vehicles.

Although parking bays have been displayed on the road, sometimes vehicles may park too close to either side of a driveway causing difficulties for vehicles exiting the driveway. This is noted as an existing issue.

The Department of State Growth has provided crash data on Lithgow Street for the most recent 10-year period. The data indicated that three crashes have been recorded on Lithgow Street. A summary of the crashes history is included in Table 1.

Table 1: Crash History on Lithgow Street

Location	Crash Type	Crash Severity	Unit Types
Lithgow Street/ Wellington Street Intersection	181 - Off right bend into object/ parked vehicle	Minor	Light Vehicle
Lithgow Street/ Wellington Street Intersection	121 – Right through	Minor	Bicycle/ Light Vehicle
Lithgow Street	120 – Wrong side/ other head on (not overtaking)	Property Damage Only	Light vehicle

Each of the crashes above resulted in a minor injury or property damage. The number of crashes is considered to be low for a local street carrying over 1,000 vehicles per day. Based on this, the additional traffic generated by the development is not expected to compromise the function or safety of Lithgow Street.

6. With the proposed building site we will be having much more traffic creating more stress when exiting our driveways and we feel that a Duty of Care to allow residents [of Lithgow Street] a clear and safe exit from our properties is paramount.

Traffic surveys were undertaken by Matrix Traffic and Transport Data on Thursday 17th August 2017. It was determined from the survey results that Lithgow Street has an existing traffic volume of 120 vehicles during the morning peak (between 08:00am and 9:00am) and 126 vehicles during the afternoon peak (between 4:30pm – 5:30pm). From the survey results, it was calculated that Lithgow Street has a total daily traffic volume of 1260 vehicle per day.

The aged care facility currently generates approximately 28 vehicle movements during the peak hour and approximately 143 vehicle movements daily. The proposed development will generate an additional 23 vehicle movements during the peak hour and 123 vehicle movements daily. It is expected that 40% of vehicles generated by the proposed development will travel along Lithgow Street. This results in an increase of 10 vehicle movements during the peak hour and 50 vehicle movements daily.

The traffic generated by the development on Lithgow Street is thus low when compared to the existing traffic volumes and is therefore not expected to compromise the function or safety of Lithgow Street.

7. We as home owners in Waveney street are very concerned about how busy Waveney St would become both during and after construction. This seems as though it would be exacerbated by the closure of the entrance onto Normanstone Road.

Vehicle movements generated during the construction phase are likely to be less than the vehicle volumes generated post completion.

The proposed development will generate an additional 23 vehicle movements during the peak hour and 123 vehicle movements daily. It is expected that 30% of vehicles generated by the proposed development will travel along Waveney Street. This results in an increase of 7 vehicle movements during the peak hour and 37 vehicle movements daily. Thus, traffic generated by the development during construction and post completion is low when compared to the existing traffic volumes on Waveney Street.

8. There is limited safe parking on Waveney St as it is due to the two blind and unsigned crests in the street. This is already exacerbated by staff who dump their cars on the west side of the street as they inform us they have no carpark and they can park where they like. As you can imagine a facility of this size needs considerable staff, and this is only going to grow.

It is understood that the highest need of staff is at the assisted living units which is currently located within the main building. The facility currently provides 39 car parking spaces for visitors and staff accessing the assisted living units and an additional 8 parking spaces in the vicinity.

The proposed development is maintaining the 39 car parking spaces provided. In addition, it is providing an additional 60 parking spaces in the vicinity of the assisted living units. This is considered adequate for the facility.

9. This practice is unsafe around the service entrance as the topography of the road means trucks need to take a wide ark to turn left or risk roll over. It is unsafe for them to turn right as the junction of Waveney/ Merivale and Peel streets is unsafe at the best of times and residents of Peel St park directly opposite the junction adding to the safety problem and making it impossible for trucks to navigate.

The current facility provides a total of approximately 100 car parking spaces on site. The proposed development provides 219 parking spaces within the facility. The additional on-site parking provided will reduce the demand for parking on Waveney Street.

The Department of State Growth has provided crash data on Waveney Street, Peel Street and Merivale Street for the most recent 10-year period. The data indicated that only one crash has been recorded on Peel Street in 2013. The crash involved a parked car being hit and the driver failing to stop. The crash did not occur on Waveney Street, nor was it impacted by the Cosgrove Park Facility.

Based on the above and taking into consideration the reduction in demand for parking on Waveney Street, the proposed development is expected to improve navigation for trucks on the street and is not expected to compromise the function or safety of Waveney Street.

10. There is limited staff parking now, what about the future?

The current facility provides a total of approximately 100 car parking spaces on site. The proposed development provides 219 parking spaces within the facility. This is deemed adequate for the development.

11. There is limited visitor parking for the main building already, what is being done to alleviate this?

The current facility provides 39 car parking spaces for the main building. The development proposes an additional 70 parking spaces within the site. This provides a total of 110 parking spaces for visitors and is deemed adequate for the development.

12. Two bedrooms per unit but one parking space, where are carers and family going to park as some will stay over night in the spare bedroom?

The retirement village units would generally house a single person or couple. Based on this, it is expected that the vast majority of units would have only one car. As the *Launceston Interim Planning Scheme 2015* does not specify car parking requirements for retirement village developments, the *Hobart Interim Planning Scheme 2015* and the *RMS Guide to Traffic Generating Development 2002* car parking rates were adopted. Both rates are shown in Table 2.

Table 2: Car Parking Requirement

Planning Scheme/ Guidelines	Car parking Rate	Car Parking Requirement
Hobart Interim Planning Scheme 2015	<ul style="list-style-type: none"> 1 space per dwelling 1 visitor space per 4 dwellings 	158 spaces
RMS Guide	<ul style="list-style-type: none"> 2 spaces per 3 units 1 visitor space per 5 units 	110 spaces

Based on the above, 158 car parking spaces are required in total for the units. The development is proposing 109 parking spaces in addition to the one parking space per unit which results in a total of 219 parking spaces. This is deemed adequate for the proposed development.

13. The bowls club is being robbed of parking, what about visitors that want to cheer their team on? Surely this would have a negative financial impact on the club?

It is noted that the lawn bowls club is not expected to increase in size or intensity of use for the proposed development. Based on current operation, it is understood the lawn bowls club has 3 home teams with 12 players per team. During a game, there are 12 players from the club against an opposition team of 12 players. It is understood that about two thirds of the lawn bowls club members reside at the Cosgrove park Retirement Village and the 12 opposition players travel to the site. It is understood that opposition players carpool to the game in 4 vehicles. If 4 car parking spaces are allowed for the remaining home team members to travel to the site, plus an additional 4 spaces are provided for the opposition team, this would result in approximately 8 spaces being required for a typical game.

The current facility provides approximately 50 spaces in the vicinity of the lawn bowls club. The proposed development is also providing 50 parking spaces in the vicinity of the lawn bowls club. Based on the above, parking for the lawn bowls club is not reducing and is considered to be adequate.

Yours sincerely



Leenah Ali
Graduate Roads and Traffic Engineer