

Council Agenda - 7 February 2019 - Agenda Item 8.2

Attachment 2 - Plans to be Endorsed - 368 and 378A St Leonards Road, St Leonards



DRAWING REGISTER

A000	DRAWING INDEX & LOCATION PLAN
A101	SITE PLAN
A102	DEMOLITION PLAN
A103	FLOOR PLAN LOWER
A104	FLOOR PLAN UPPER
A201 01	HOUSE ELEVATIONS & SECTIONS

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LAND TITLE REFERENCE
 VOLUME(PLAN): 152338
 FOLIOTITLE: 4

DESIGN WIND SPEED
 WIND LOADING TO AS 4055: n/a

SOIL CLASSIFICATION
 SOIL CLASSIFICATION TO AS 2870: n/a

CLIMATE ZONE FOR THERMAL DESIGN
 CLIMATE ZONE TO BCA FIGURE 1.1.4: 7

BUSHFIRE PRONE AREA BUL RATING
 BUSHFIRE ATTACK LEVEL (BAL) TO AS 3959: n/a

CORROSION ENVIRONMENT
 CORROSION ENVIRONMENT TO AS/NZS 2312: n/a

KNOWN SITE HAZARDS
 N/A

SCHEDULE OF AREAS
 EXISTING FLOOR AREA: 360.60 m²
 PROPOSED FLOOR AREA: 230 m²
 TOTAL FLOOR AREA: 592.60 m²
 SITE AREA: 19,422.77 m²
 PROPOSED SITE COVERAGE: 2.99 %

TAMAR VALLEY STEINER SCHOOL STAGE 01



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	morrisson & breytenbach architects 82 Hovells Street, Hobart GPO Box 723 Hobart TAS 7000 Australia T 03 6231 9600 F 03 6231 9094 E info@mabarchitects.com.au <small>© Morrison & Breytenbach Architects Pty. Building Practitioner Accreditation - James Morrison CC1005</small>	TAMAR VALLEY STEINER SCHOOL STAGE 01	9/10/2018 1808 A000 - DRAWING INDEX & LOCATION PLAN
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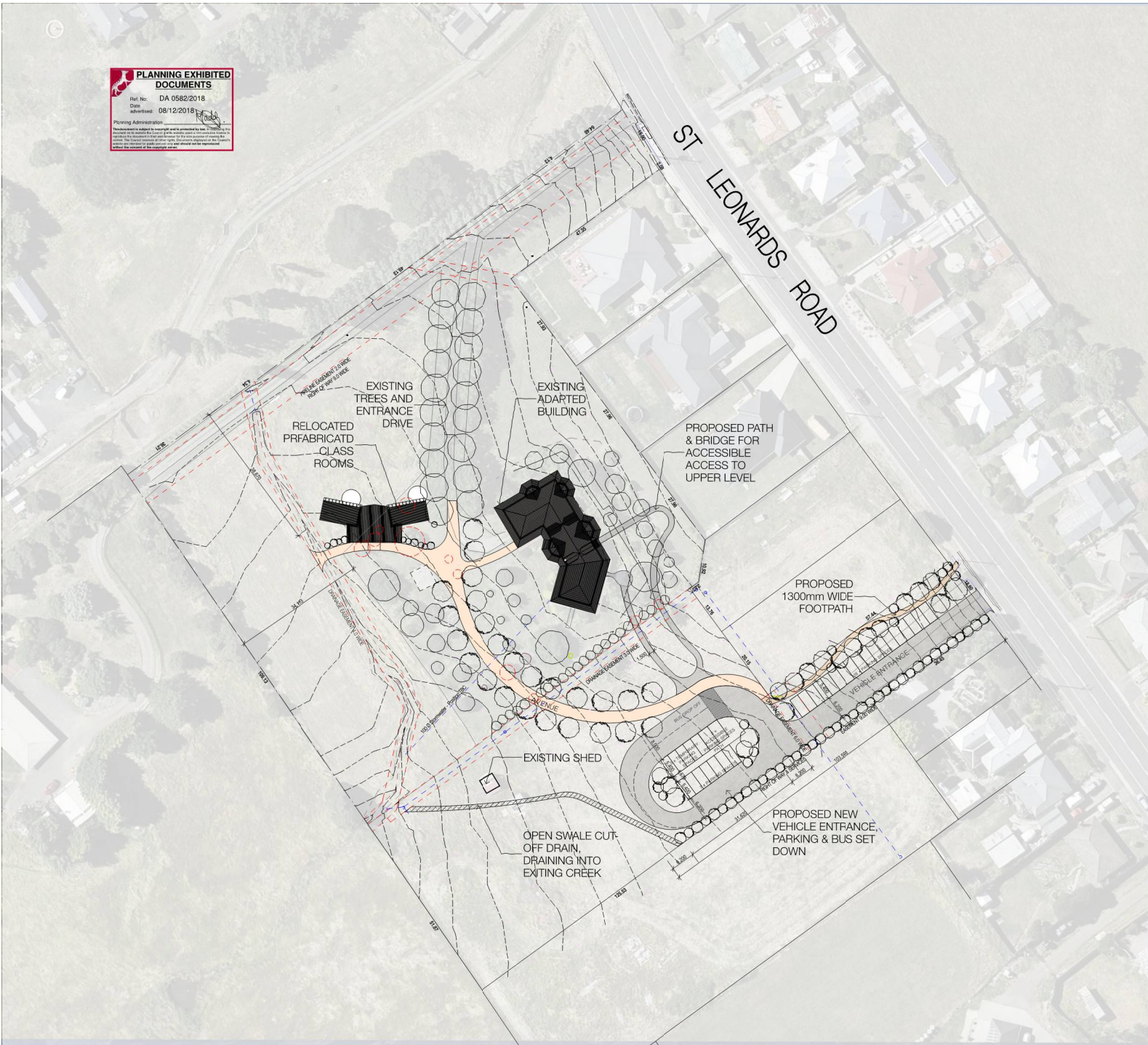
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STAGE 01
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 Tamar Valley Steiner School



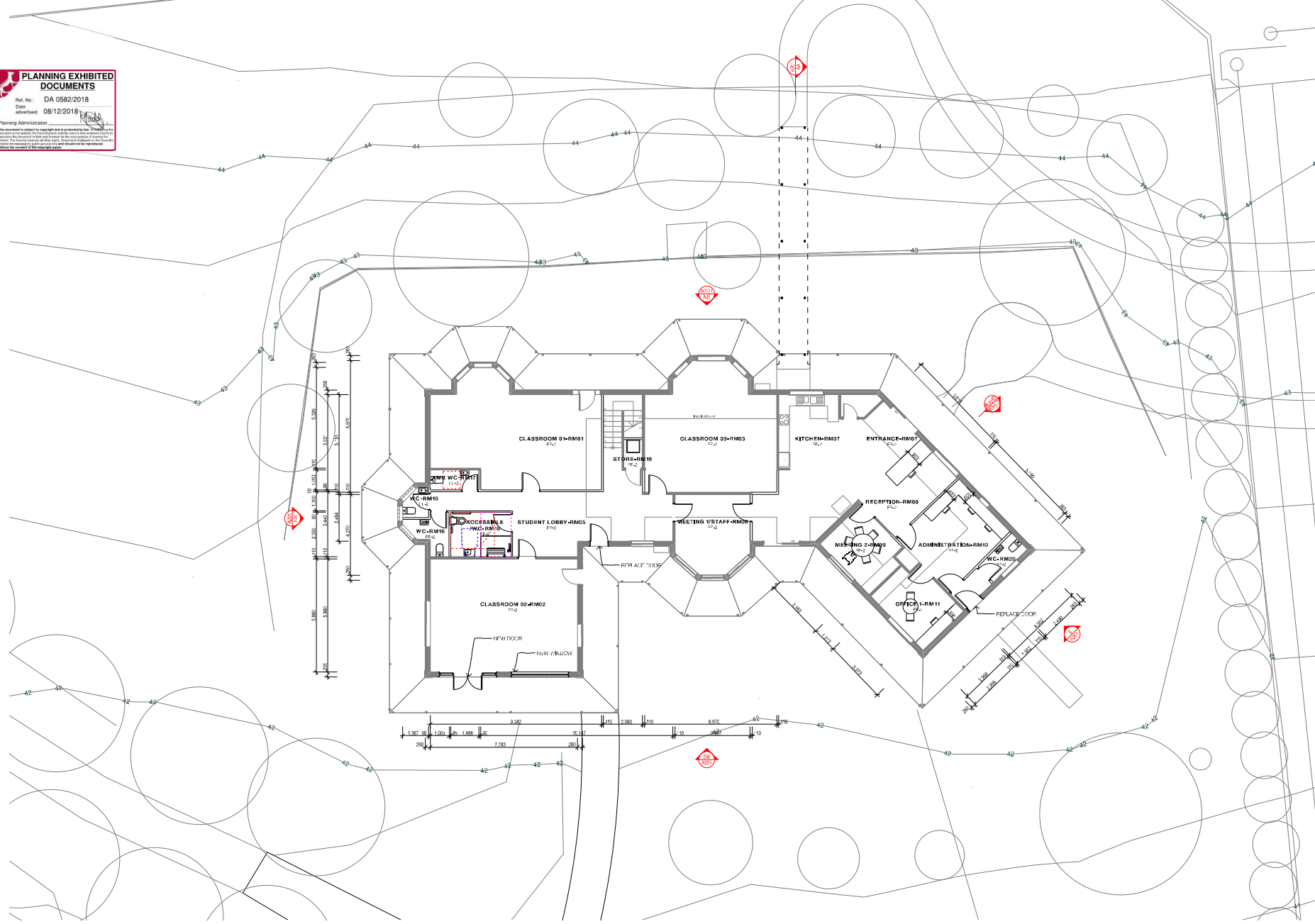
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 1808 A101 -
 SITE PLAN

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TAMAR VALLEY STEINER SCHOOL
STAGE 01

365 St Leonards Road, St Leonards, 7620
 Tamar Valley Steiner School

9/10/2018

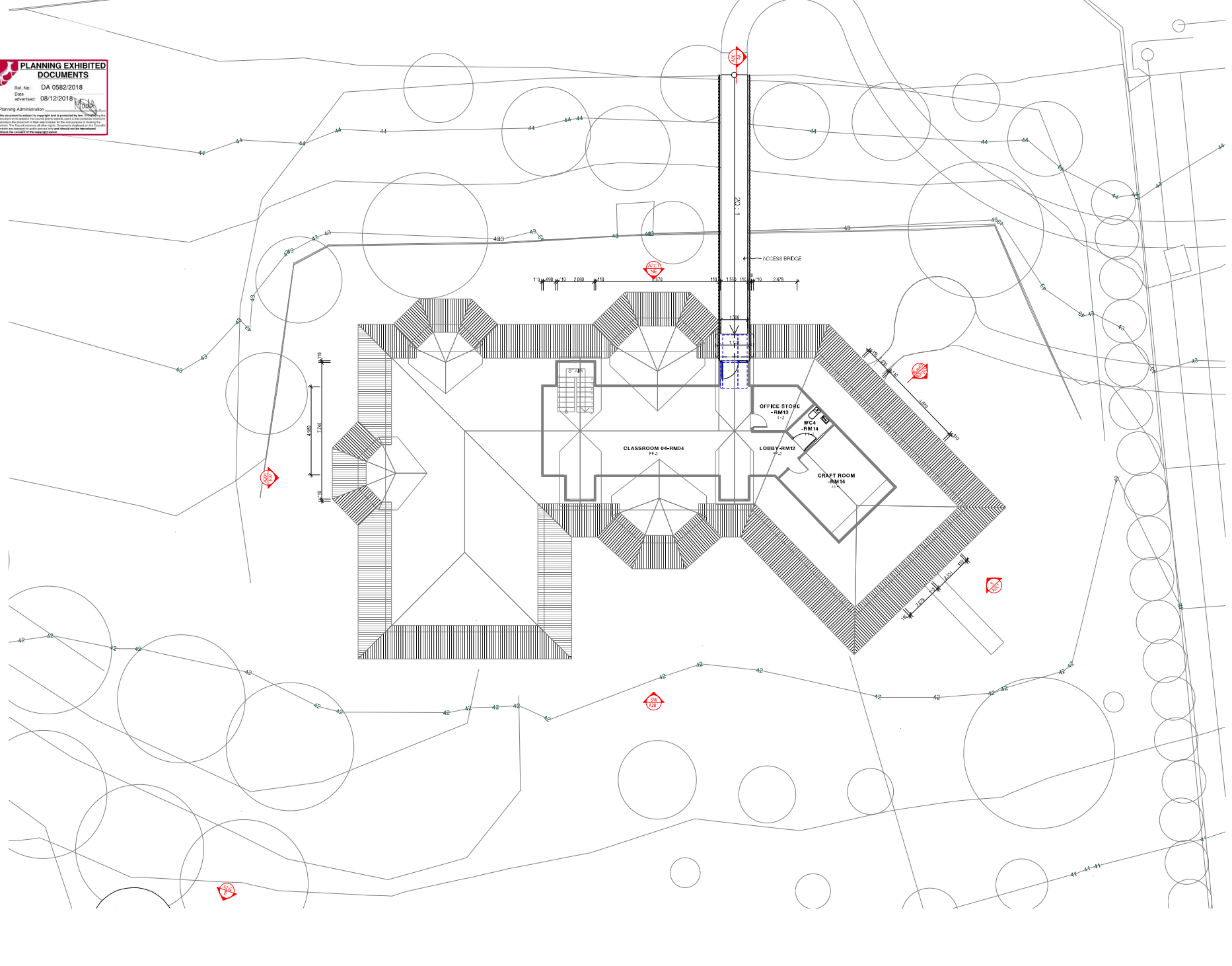
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STAGE 01**

385 St Leonards Road, St Leonards, 7620
Tamar Valley Steiner School

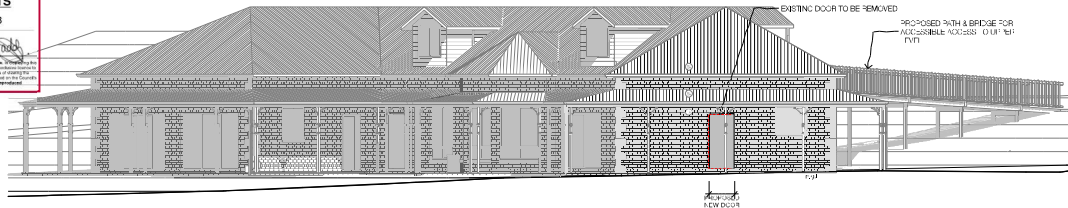
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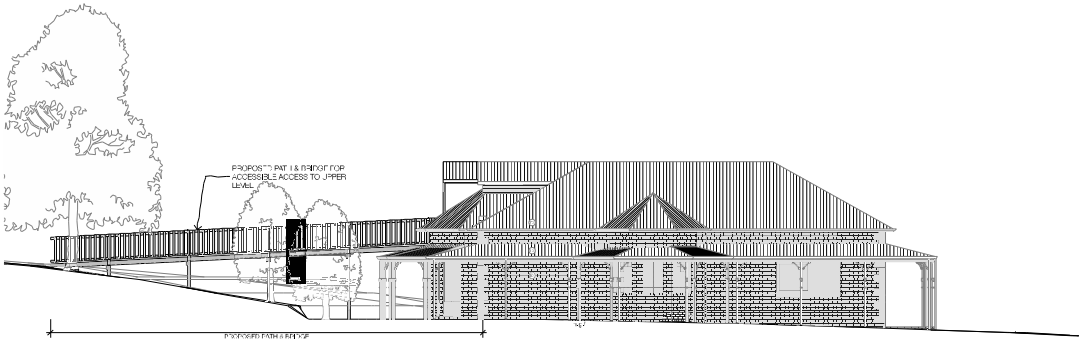
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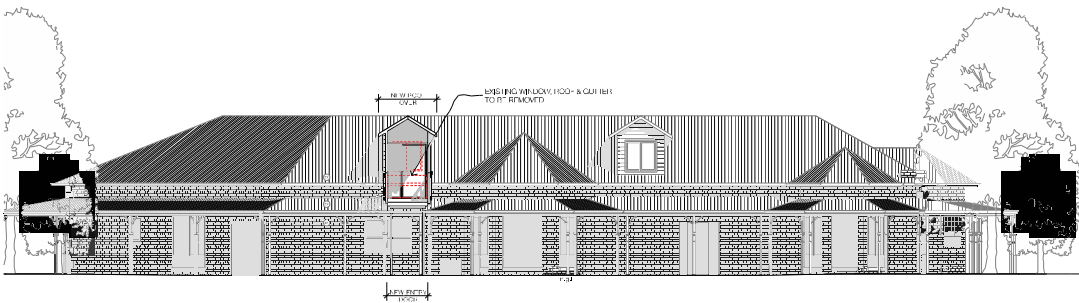
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 - ② SCHEDULED CEILING
 - ③ SCHEDULED ROOFING
 - ④ SCHEDULED WALL
 - ⑤ SCHEDULED JOINERY



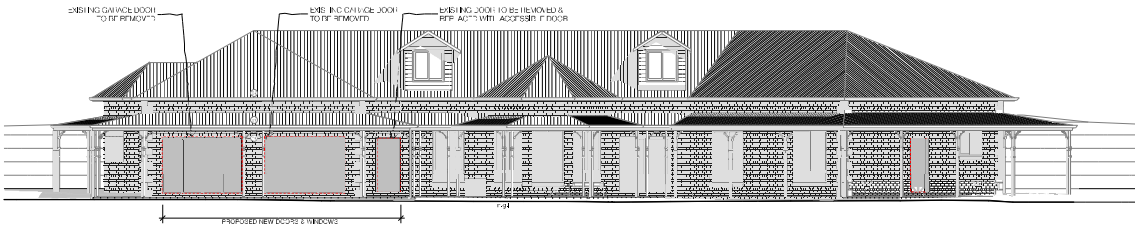
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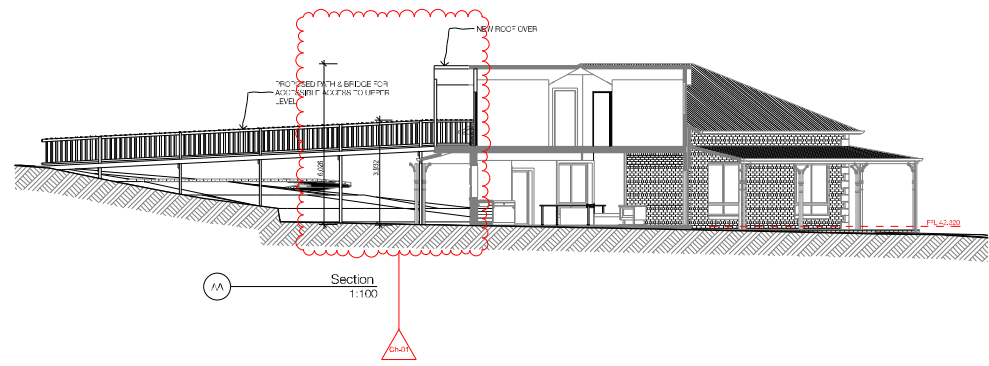
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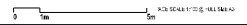


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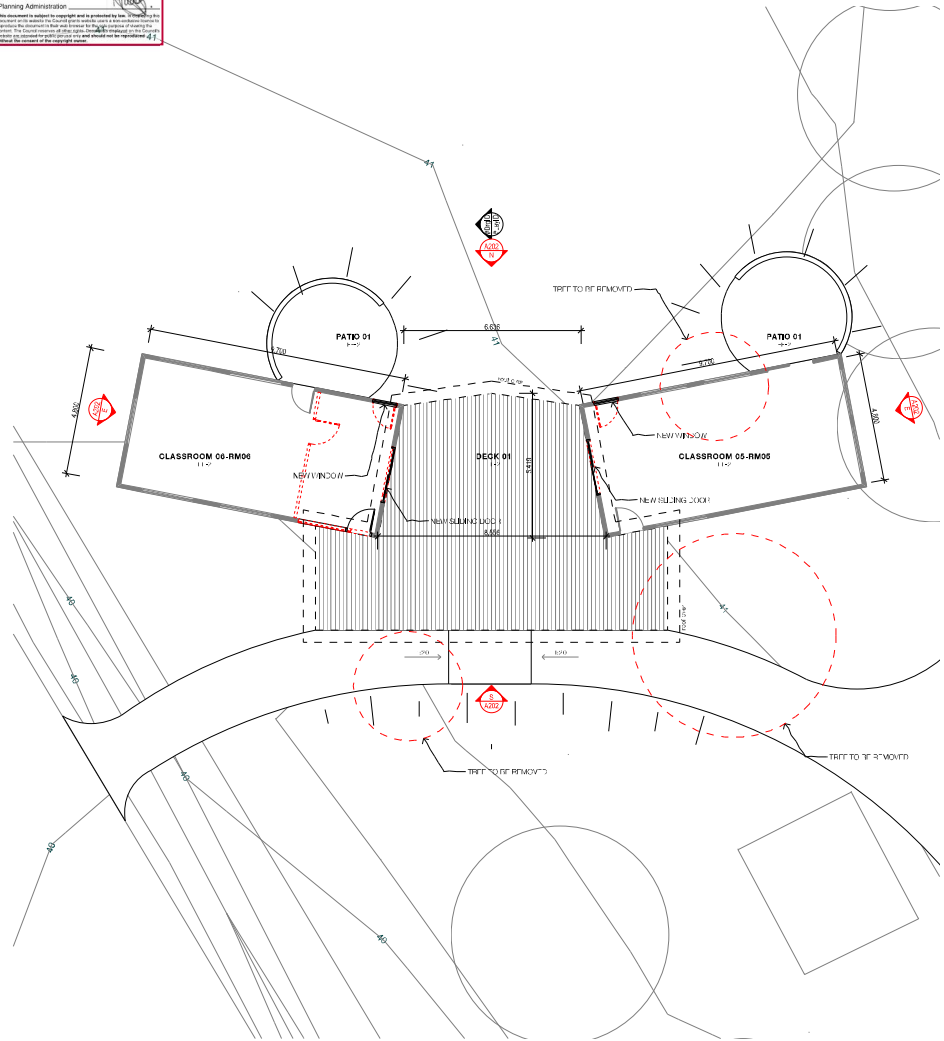
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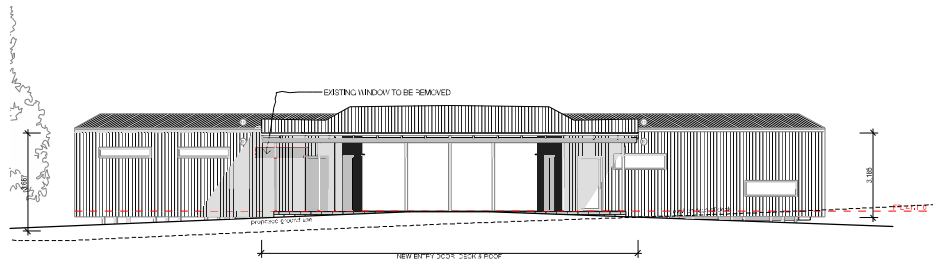
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 HOUSE ELEVATIONS & SECTIONS

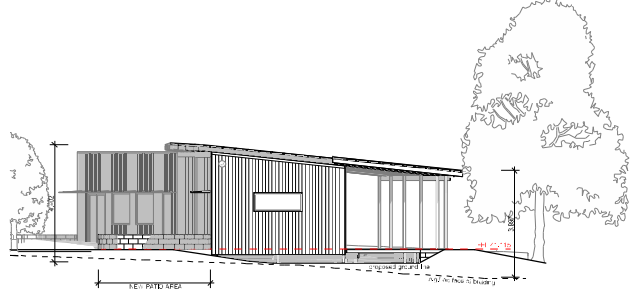
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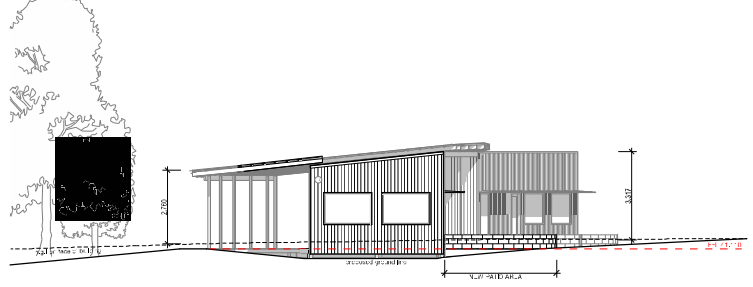
2. Ground Floor Transportables
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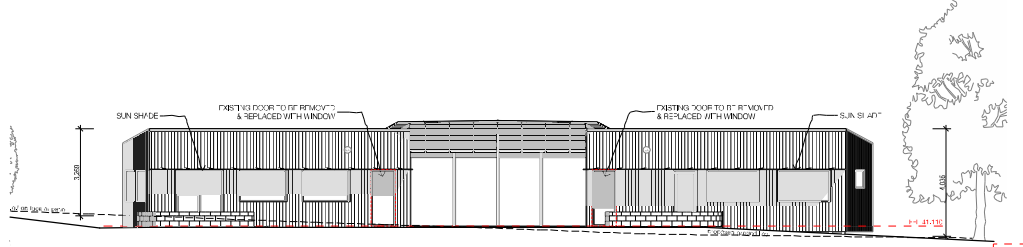
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Tamar Valley Steiner School

368, 376-378 St Leonards Road, St Leonards
Traffic Impact Statement

October 2018

Table of contents

- 1. Introduction..... 1
 - 1.1 Background..... 1
 - 1.2 Purpose of This Report..... 1
 - 1.3 Scope and Limitations..... 1
 - 1.4 Referenced Materials..... 1
- 2. Proposed Development..... 2
 - 2.1 The Site..... 2
 - 2.2 Road Network 2
 - 2.3 Proposal..... 2
 - 2.4 Traffic Generation 4
- 3. Traffic Impact Statement..... 5
 - 3.1 Safety..... 5
 - 3.2 Sight Distance Assessment..... 5
 - 3.3 Parking and Access Arrangements 5
 - 3.4 Bus Access and Parking..... 7
- 4. Conclusions..... 8

Table index

- Table 1 Traffic Generation Estimates 4

Figure index

- Figure 1 Site Location 2
- Figure 2 Site Layout 3
- Figure 3 Bus Access 7



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1. Introduction

1.1 Background

GHD were engaged by the Tamar Valley Steiner School to prepare a Traffic Impact Statement for the proposed development at 368 and 376-378 St Leonards Road, St Leonards.

1.2 Purpose of This Report

The purpose of this report is to address the relevant provisions of the Planning Scheme as they relate to traffic access and parking.

1.3 Scope and Limitations

This report has been prepared by GHD for Tamar Valley Steiner School and may only be used and relied on by Tamar Valley Steiner School for the purpose agreed between GHD and the Tamar Valley Steiner School as set out in this report.

GHD otherwise disclaims responsibility to any person other than Tamar Valley Steiner School arising in connection with this report. GHD also excludes implied warranties and conditions, to the extent legally permissible.

The services undertaken by GHD in connection with preparing this report were limited to those specifically detailed in the report and are subject to the scope limitations set out in the report.

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1.4 Referenced Materials

The following documents and resources were referred to during the preparation of this report:

- *Launceston Interim Planning Scheme 2015* (the Planning Scheme)
- Morrison & Breytenbach Architects, Tamar Valley Steiner School Stage 01 drawings
- *Guide to Traffic Management – Part 6: Intersections, Interchanges and Crossings*, Austroads 2017
- Traffic data, Department of State Growth



2. Proposed Development

2.1 The Site

The development site comprises 368 St Leonards Road and 376-378 St Leonards Road, at the southern end of St Leonards. It is located approximately 400 metres south of the Station Road intersection. The site location is provided in Figure 1.



Figure 1 Site Location

Base imagery obtained from <https://maps.thelist.tas.gov.au> © State of Tasmania

2.2 Road Network

St Leonards Road is a Category 5 State Road owned and maintained by the Department of State Growth. Near the development site, St Leonards Road has one lane travelling in each direction and a posted speed limit of 60 km/h. Footpaths and on-street car parking are provided along both sides of the road. St Leonards Road is marked with centre and edge lines.

Traffic data obtained from the Department of State Growth indicates an Average Annual Daily Traffic (AADT) of approximately 1,510 vehicles per day in 2016 with 9.3% heavy vehicles (defined as Austroads class 3 trucks and above). Peak volumes are in the range of 145 to 165 vehicles per hour.

2.3 Proposal

The proposed development is for a new primary school. The site layout is presented in Figure 2.



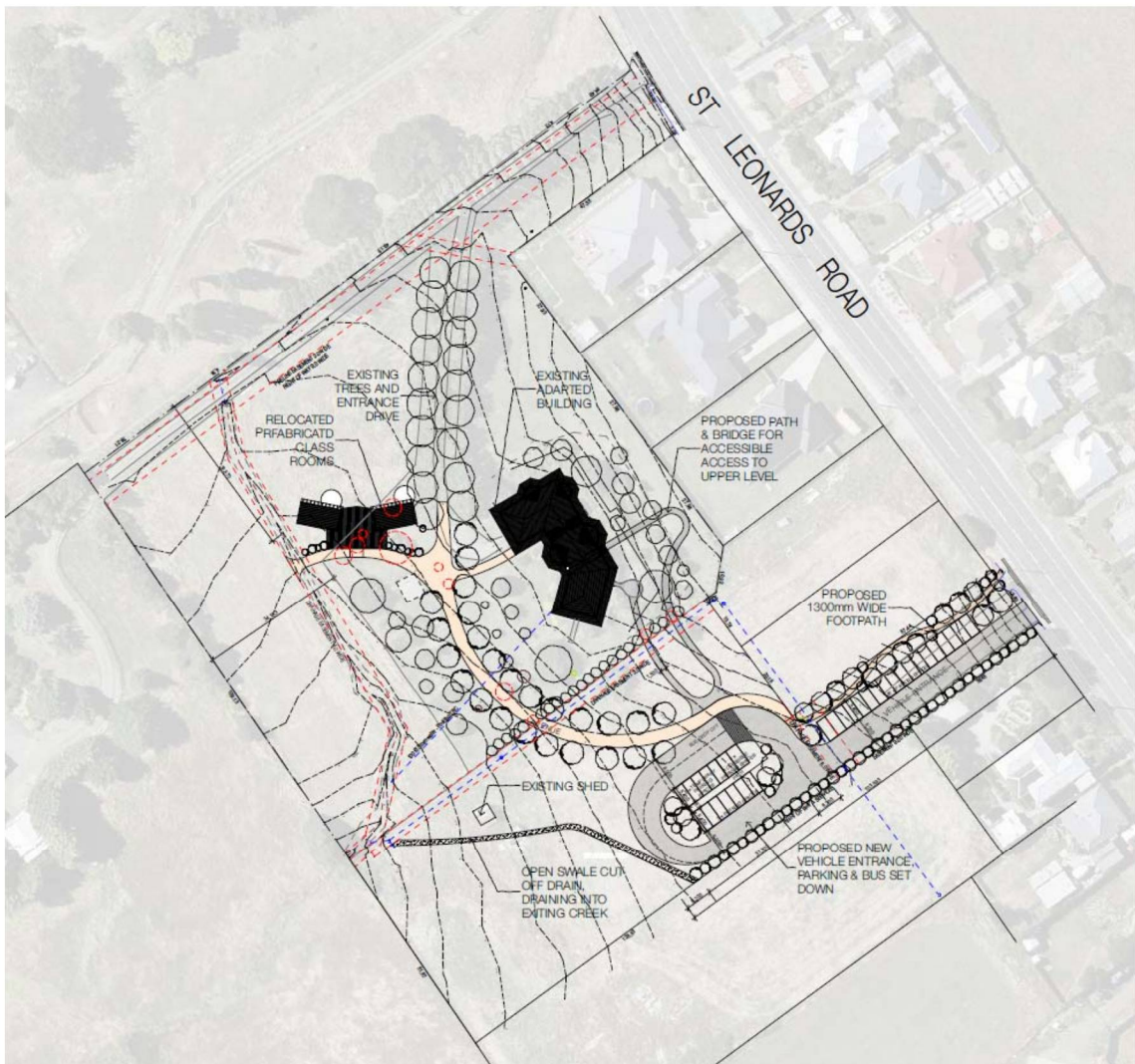


Figure 2 Site Layout

Source: Morrison & Breytenbach Architects, dwg no. 1808 2 – Site Plan, 09/10/2018

The school will have the following features:

- Staff 12
- Students 102
- Typical operating hours 8:30 am to 4:00 pm school days

Parking for staff, visitors and drop-off/pick-up is intended to be catered for within the site boundaries. In addition, there is on-street parking available along the site frontage on St Leonards Road.



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2.4 Traffic Generation

The potential traffic generation of the proposed school development has been estimated based on the following assumptions:

- All staff drive and park at the site in the morning peak and leave in the evening after the school pick-up period has ended
 - Morning Peak 12 entry movements
 - Afternoon Peak 0 movements
 - Evening Peak 12 exit movements
- Note that all staff parking is intended to be catered for at the northern end of the site, accessed via the existing driveway at 368 St Leonards Road. All other movements will be via the main access driveway at the southern end of the site.
- The first stage of the development (covered by this TIS) will not have a school bus service.
- Given the nature of the development as a primary school, all students are assumed dropped off and picked up. Average of 1.5 students per car. Approximately 10% activity on-street on St Leonards Road and the remaining 90% within the site.
 - Morning Peak 61 entry and exit movements plus 7 trips on-street
 - Afternoon Peak 61 entry and exit movements plus 7 trips on-street
 - Evening Peak 0 movements
- Outside of the peak periods (morning, afternoon and evening) there would be infrequent movements by visitors, couriers and staff. An additional 20 movements per day (10 entries and 10 exits) on average has been included to account for this.
- In addition, there will be occasional bus trips to and from the site (average of 4 bus movements per day). These will occur outside of the peak times.

Based on the above assumptions, the overall traffic generation is summarised in Table 1.

Table 1 Traffic Generation Estimates

Period	Entry	Exit	On-street
Morning Peak	73	61	7
Afternoon Peak	61	61	7
Evening Peak	0	12	0
Daily	146	146	14

Based on Table 1, the site is estimated to generate a total of 306 vehicle movements per day onto the surrounding road network. Traffic activity will be most intense during the morning peak period, with a total of 141 additional trips per hour coinciding with the morning commuter peak.

2.4.1 Planning Scheme Assessment

The estimated traffic generation of 306 vehicle movements per day exceeds the 40 vehicle movements per day specified in Clause E4.5.1-A3. Performance criteria are addressed broadly in Section 3 of this report.



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3. Traffic Impact Statement

3.1 Safety

The majority of drop-off and pick-up activity associated with the school is intended to be accommodated on-site within dedicated parking areas (see Section 3.3). The west side of St Leonards Road may also be utilised for drop-off and pick-up. Given the level of parking provided, it is considered unlikely that the opposite side of St Leonards Road will be used extensively and therefore a school crossing and 40 km/h school speed zone should not be required to support this development.

Note that as the school expands through future stages of development, the provision of infrastructure on St Leonards Road including footpath enhancements, bus stops, school crossings and school speed zones may need to be provided to maintain safety for students. However, it is considered that these provisions are not considered necessary in the immediate term given a total of 102 students and under the assumption that all students are dropped off or picked up from the site.

A footpath will be provided to connect all parking areas to the building entrances as well as existing footpaths on St Leonards Road.

3.2 Sight Distance Assessment

Clause E4.6.4 of the Planning Scheme requires a minimum SISD of 105 metres for a vehicle speed of 60 km/h in an area with a speed limit of 60 km/h or less. The available sight distance exceeds 150 metres in all directions and therefore complies with this requirement.

3.3 Parking and Access Arrangements

3.3.1 Access

The majority of traffic activity would be at the proposed main access on St Leonards Road at the southern end of the site. This access would be sealed with a width of 6.2 metres. 90 degree angle parking will be provided along the northern side of the driveway. It is recommended that the driveway be constructed with a concrete crossover so as to be clearly recognised by drivers as a driveway property access, rather than an intersection with vehicular priority.

Given an entry rate of up to 61 vehicle movements per hour and an opposing flow rate on St Leonards Road of around 150 vehicles per hour, the warrants for specific turn treatments (e.g. channelised turn lanes) as defined by Austroads (2017) are not met and therefore no specific treatment on St Leonards Road is required.



3.3.2 Parking Supply

Table E6.1 of the Planning Scheme requires 1 space per employee plus 1 space per 6 tertiary education students for *educational and occasional care* land use. Given a total of 12 staff, the parking requirement is for 12 spaces. It is noted that Table E6.1 does not account for drop-off and pick-up activity associated with school students and this is detailed below.

On-site parking is anticipated to attract around 61 vehicles for drop-off and pick-up in the morning and afternoon peak periods. This will typically occur over a 30-minute period (e.g. 8:30 to 9:00 am and 2:50 to 3:20 pm). Given the nature of the development as a primary school, it is recommended that parking be provided for:

- 15-minute drop-off/pick-up for parents that walk their children to the school building
- 2-minute drop-off/pick-up along the turning circle

The current site layouts show a total of 30 spaces for 15-minute parking and 7-8 kerbside parking spaces for drop-off and pick-up only. The total parking capacity is therefore around 155 vehicles over a half hour period which is considered sufficient to cater for the expected use. It is noted that the near side of St Leonards Road is also available for drop-off and pick-up.

3.3.3 Car Park Layout

The key recommendations for the design of the car park are listed as follows:

- Kerb-side parking within the turning circle should be restricted for buses only during the school day (e.g. between 9:30 am and 2:30 pm).
- Angle parking spaces should be designed to comply with Table E6.3 of the Planning Scheme for 90 degrees as follows:
 - Access and Manoeuvring width 5.8 to 6.2 metres
 - Car Park Widths 2.8 metres
 - Car Park Length 5.4 metres
- The pedestrian crossing provided within the turning circle should be accompanied by kerb outstand on the school side and may need to be staffed during school drop-off and pick-up periods depending on demand.



3.4 Bus Access and Parking

The turning circle and parking areas should be designed to accommodate the turning path of the 12.5 metre design bus (Austroads) without encroachment into parking areas. This is shown indicatively in Figure 3.

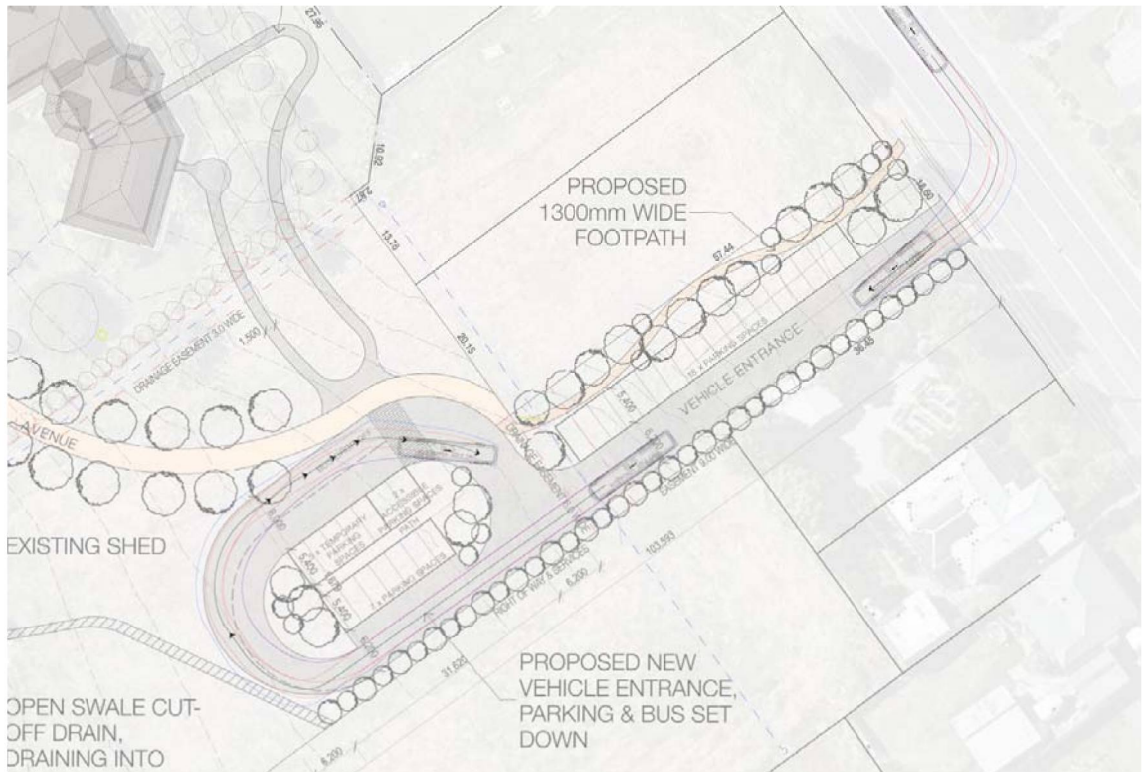


Figure 3 Bus Access

Source: Morrison & Breytenbach Architects, dwg no. 1808 2 – Site Plan, 09/10/2018



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Date advertised: 08/12/2018

Planning Administration _____

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4. Conclusions

This report has considered the traffic and safety impacts of a proposed primary school to be developed at 368 and 376-378 St Leonards Road, St Leonards. The key recommendations of this report are as follows:

- Infrastructure on St Leonards Road (including footpath enhancements, but stops, school crossing and school speed zone) should not be required for this current development, however the situation should be monitored as the school expands over future development stages and safety treatments implemented as required.
- The proposed access driveway should be constructed with a concrete crossover so as to be clearly recognised by drivers as a driveway property access, rather than an intersection with vehicular priority.
- On-site parking should be a mix of 15-minute drop-off/pick-up for parents that walk their children to the school building and 2-minute drop-off/pick-up along the turning circle.
- Dedicated bus parking should be provided along the turning circle between 9:30 am and 2:30 pm.
- Angle parking spaces should be designed comply with Table E6.3 of the Planning Scheme.
- The turning circle and parking areas should be designed to accommodate the turning path of the 12.5 metre design bus.

Subject to the recommendations outlined above, the proposal is supported on traffic and safety grounds.

