



09 January 2019

Iain More
Town Planner
City of Launceston
18-28 St John Street
Launceston TAS 7250

Our ref: 3218880-3208
Your ref:

Dear Iain,

DA0582/2018 - Tamar Valley Steiner School Response to Representations

I refer to the representations received by Council and provide the following comments relevant to the issues raised. In so doing I include a summary assessment from GHD's Traffic Engineer addressing the specific issues relevant to matters of traffic, road safety and parking.

It appears clear that the majority of concerns raised relate to traffic, road safety and on-street parking, which are broadly summarised below. The analysis and response from the traffic engineer is attached.

1. **Issue:** Dangerous traffic conditions on St Leonards Road along the site frontage.

Response: Crash data obtained from Department of State Growth indicates the following crashes within 300m of the development site:

- July 2003 rear end collision, no injury
- May 2007 U turn collision, no injury
- July 2009 crash into parked vehicle (unknown severity)
- February 2018 crash into parked vehicle, first aid required

There is a small cluster of crashes in the data between 350m and 650m south of the development site (2002 x 1 crash, 2003 x 3 crashes, 2008 x 1 crash, 2010 x 1 crash). It is noted that the most recent crash at this location was almost 9 years ago in 2010 and any safety issues that contribute to crashes at this location have likely been rectified since.

Similarly, there is a small cluster of crashes in the data further north around the intersections of Station Road and Binalong Avenue. At this location, 14 crashes have been recorded since 2001 with 5 crashes in the past 5 years. This is considered a relatively low crash rate given the traffic volumes and conflicting movements in the area and is sufficiently distant from the proposed development site that there should be no detrimental impacts to road safety.

Based on the above crash record the assertion that there are dangerous traffic conditions on St Leonards Road is not supported by historic crash data.

Additionally there are not considered to be any increased risk factors in the immediate area. While there is a crest in the vicinity of the site, the crest is relatively gentle and does not significantly limit forward sight distances.

Other concerns raised together with a response is provided below.

2. **Issue:** The development will not accommodate the proposed number of students (or potentially increased numbers of students).

Response: The proposed development will cater for up to 80 students and staff in 2019, with the potential to cater for growth to 102 students and staff in the future. The existing four (4) bedroom residential building will include three (3) classrooms, a meeting room, an office, an administration kitchen, and reception facilities on the ground floor; and a classroom craft room, an office/store room, a toilet facility, and lobby on the mezzanine level. Further to this two new classrooms will be constructed to the south-west of the existing building. Facilities proposed are considered adequate to meet demand.

3. **Issue:** The proposal has not considered access to "lot 3".

Response: Assuming the reference to "lot 3" is a reference to the property comprised in Certificate of Title Volume 174941 Folio 3, GHD has provided a response to this matter in a letter to the City of Launceston dated 12/11/2018. The proposed development of access to the school will not prejudice the provision of future access to the adjoining lot when it is required.

4. **Issue:** The school could be located somewhere else potentially better suited to its function

Response: The subject site has been selected based on its suitability for the projected number of students, accessibility, and the requirements of the Steiner education model. In addition to the existing building the site will accommodate two new classrooms, parking, and bus access, while maintaining a suitable amount of outdoor space for student activities. The existing site located within a vegetated environment is a preferred circumstance for the Steiner education model. The school location within a residential environment is common place.

5. **Issue:** The community does not want the school in its current or proposed location.

Response: The representation is generic and is largely an unsubstantiated claim, however the development application addresses the relevant zone standards and demonstrates compliance with the planning scheme.

It is also noted that two of the representations received by Council conditionally support the development of the school at the proposed site.

6. **Issue:** The school is unnecessary as there are other schools in the area.

Response: The Tamar Valley Steiner School offers a unique form of education that may be distinguished from other education providers in the area. The school is growing in popularity, which has prompted the proposed relocation to a larger and more suitable site. The offering represents an alternative education model for which the application self-evidently demonstrates a demand. It is suggested that the issue is not one of relevance to planning considerations. The St Leonards area has been recognised by Council as a significant growth corridor into the future and educational facilities will be a critical element in the provision of its support infrastructure for the future.

7. **Issue:** The area has a semi-rural character with which the proposed school is inconsistent. This concern relates to the perception that the proposed carpark, buildings, and access ramp will impact the streetscape.

Response: The subject site is within the General Residential Zone, which appropriately reflects the primarily residential use of the site and adjacent properties, notably those with access to St Leonards Road. These residential buildings form a development corridor connecting to St Leonard's business and community purpose areas.

The proposed carpark, new and existing buildings, and access ramp to the mezzanine level, will have little to no impact on the streetscape as they will be located behind existing residential housing development and or be screened by existing and proposed vegetation.

8. **Issue:** The value of surrounding properties will fall as a result of the proposed development

Response: Whilst the presumption that the proposed development would have negative impact on property values in the area is not supported by professional opinion, the issue of property valuation is not a valid planning consideration.

9. **Issue:** The existing school has prevented community access to the Soldiers Memorial Hall.

Response: Whilst the issue has no bearing upon consideration of the present application, the relocation of the school will result in the Soldiers Memorial Hall building being vacated and the City of Launceston/ community will have the opportunity to utilise the building for other community related purposes.

Sincerely

GHD

A handwritten signature in black ink, appearing to read 'John Ayers', written over a faint circular stamp or watermark.

John Ayers

Principal Planner

+61 3 6332 5508

Attached:

Response to Representations Regarding Traffic Matters



Memorandum

09 January 2019

To John Ayers

Copy to

From Mark Petrusma Tel +61 3 8687 8672

Subject Response to Representations Regarding Traffic Matters Job no. 3218880

Dear John

Please see below table addressing representations for DA0582 2018 368 & 376-378 St Leonards Road.

Table 1 Response Table

Issue	Response
Dangerous traffic conditions on St Leonards Road along the site frontage	<p>Crash data obtained from Department of State Growth from 2001 to 2018 indicates the following crashes within 300 m of the development site:</p> <ul style="list-style-type: none">• July 2003 rear end collision, no injury• May 2007 U turn collision, no injury• July 2009 crash into parked vehicle (unknown severity)• February 2018 crash into parked vehicle, first aid required <p>There is a small cluster of crashes in the data between 350 m and 650 m south of the development site (2002 x 1 crash, 2003 x 3 crashes, 2008 x 1 crash, 2010 x 1 crash). It is noted that the most recent crash at this location was almost 9 years ago in 2010 and any safety issues that contribute to crashes at this location would appear to have been rectified since.</p> <p>Similarly, there is a small cluster of crashes in the data further north around the intersections of Station Road and Binalong Avenue. At this location, 14 crashes have been recorded since 2001 with 5 crashes in the past 5 years. This is</p>

3218880-61752/32-18880-MEM_traffic response to representations

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Memorandum

Issue	Response
	<p>considered a relatively low crash rate given the traffic volumes and conflicting movements in the area and is sufficiently distant from the proposed development site that there should be no detrimental impacts to road safety.</p> <p>Based on the above crash record the assertion that there are dangerous traffic conditions on St Leonards Road is not supported by historic crash data.</p> <p>Additionally there are not considered to be any increased risk factors in the immediate area. While there is a crest in the vicinity of the site, the crest is relatively gentle and does not significantly limit forward sight distances.</p>
Crest of hill and sight distances at access point	<p>The available sight distance from each access point exceeds 150 metres in both directions as described in the Traffic Impact Statement and therefore complies with the acceptable solution of the Planning Scheme.</p> <p>The crest of the hill is relatively gentle and does not significantly limit forward sight distances.</p>
Width of driveway at 368 St Leonards Road and potential for entering/exiting conflict at this location due to intensification (staff parking), slope and limited sight distance	<p>The driveway could be widened to a minimum of 6 metres to allow passing for the first 30 metres from the edge of the roadway which will mitigate this issue. Or alternatively as suggested in the representation, a new driveway could be provided on the south side of the current driveway.</p>
No stopping restrictions, loss of parking	<p>The proposed No Stopping restrictions are recommended to satisfy the requirements for a BAR treatment as per Department of State Growth standard drawing SD-84.003. The No Stopping restrictions would be in effect during the typical school traffic periods between 8-9.30 am and 2-4 pm school days. Parking would be permitted with no restrictions outside of these times.</p>
Traffic generation and capacity of St Leonards Road	<p>Existing peak two-way traffic volumes on St Leonards Road are in the range of 145 to 165 vehicles per hour (Department of State Growth, 2016) with 9.3% of heavy vehicles (defined as Austroads Class 3 trucks and above).</p> <p>The proposed school is likely to generate up to 141 vehicle trips per hour in the morning peak</p>

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Issue

Response

period comprising staff entries, and student drop-off. The existing school is currently operating on Station Road and therefore these trips will be effectively 'moved' from Station Road to the development site at St Leonards Road.

The additional traffic therefore can be considered only to be applied to the section of St Leonards Road between St Leonards Village (i.e. Station Road) and the development site.

Traffic volumes in the immediate area may increase from 145-165 vehicles per hour to around 300 vehicles per hour. This is well within the capacity of the St Leonards Road and represents around 5 vehicles per minute (or 1 vehicle every 12 seconds) in the peak.

There should be no increased difficulty entering or exiting access points or side road junctions as there will be ample gaps available to perform forward or reverse manoeuvres.

Regards

A handwritten signature in black ink, appearing to read 'Mark Petrusma', written over a light blue horizontal line.

Mark Petrusma

Traffic Engineer

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