

Development Application Number

DA 0640/2015

Address of Development

34-40 HOWICK ST - LAUNCESTON

Details of Representor

Title

MAJ

Given Name/s

LYNN BAIN

Surname

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Reason for Representing

- QUESTIONS: How many people will be using this facility am + pm daily?
- The 3 nominated car spaces are for staff so where do the "clients" access it?
- What is the estimated traffic flow for French St?
- What is the estimated parking required outside of 3 spaces?
- Where are they?
- What are your plans to relieve French St from traffic

(b) parking

I object to the application based on the lack of information on the above

Representor's Signature

Lynn Bain

Date

23/12/15



From: PlanningAlerts <contact@planningalerts.org.au> on behalf of Susan Wright
Sent: Friday, 8 January 2016 4:24 PM
To: Council
Subject: Comment on application DA0640/2015

For the attention of the General Manager / Planning Manager / Planning Department

Application DA0640/2015
Address 34-40 Howick Street South Launceston TAS 7249
Description Educational and occasional care - kindergarten and playgroup; change of use of existing hall to kindergarten and playgroup (retrospective)
Name of commenter Susan Wright
Address of commenter
Email of commenter

Comment

I notice the increase in car parking provided for this application (compared to previous application) However I would like to make the following points:

1. these car parking spaces (both those adjacent to the recreation hall and in the accommodation carpark) are already being utilised, so by marking them for Steiner use, it removes them from nurses home residential use. Where are those people to park?
2. Children arriving at the school are going to be walking directly into the middle of the 4 car parking spaces (there is no footpath to the entrance gate), thereby being put at risk of being hit by cars reversing out and up hill, then turning at the end of French street.
3. The placement of the disabled parking spot is laughable. (It also is an already allocated parking spot, so there will be one less for others). It is nowhere near the entrance to the hall and is down a very steep slope which is treacherous for able bodied pedestrians at the best of times and worse in winter.

There is no mention in the revised application regarding the local resident's concerns of traffic congestion in the street. The Lord st/French street junction is narrow and prone to have the corner cut. An increase of possibly 72 extra traffic movements a day (18 children dropped and picked up) will surely impact upon the street. It is a dead end street so everyone coming in has to turn and come out the same way. There is no suitable "turning circle" at the end near St John street so once again children will be walking amongst cars which are reversing and turning to get out of the street.

The one way steep section of Lord Street is already subject to vehicles travelling against the traffic flow. It is likely this will be flouted more as the number of cars using the area increases. Traffic coming (legally) UP Lord street are blind to the (illegal) cars coming down the street and near misses have occurred.

Increasing the usage the hall is not sensible in a residential street which is already congested with parking and is a dead end through a tight intersection. The planner's opinion that "there are always traffic problems

when schools are in residential areas" should not be accepted, rather it is a reason to NOT put the school in a residential street.

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Attention George Walker

RAINBOW GARDEN PLAYGROUP APPLICATION

APPLICATION DA0640/2015 – 34 -40 Howick St/41 French St

As residents of this street we see firsthand the problems that are occurring on a daily basis.

The Increased traffic flow, we have already been in contact with Nigel Coats about this problem of parking and safety around our house which is on the corner of Lord and French Streets. This was before the application for the Rainbow Kindergarten. Council does not seem to be listening to the concerns that is happening in this street but were quick to get warning for parking in the lane to our property which we did because the parking spots were all full around us.

As we have already said the increase of traffic will greatly add more pressure to the corner of Lord & French St at certain times which seems to be at the same time everyone is trying to find parking for work, as this is a no through road all traffic has to pass on the corner twice making it busier.

We know it has not been a quiet residential street since the day parkers started due to Hospital and the Charles being built and it is getting worse, the kindergarten will just add to this.

As I do not work 9 till 5 where do I park when I return home at 3pm, I will have to wait till 5.30 when day parkers leave, as I will be fined if I park in my lane area.

As the playgroup is only open at certain times they do not see all of the problems.

Ken & Maree Garwood

RE APPLICATION FOR PLANNING PERMIT 41 FRENCH STREET REF. DA0640/2015 34-40
Howick Street (known as 41 French Street)

PARKING

- Does not meet the "Car Parking and Sustainable Transport Code"
- Insufficient provided regardless of the extra three spots they nominate.
- 4 allocated via permits in Carepark (not public - hospital permit only car park - attached to nursing home). The additional 2 spaces they will be utilizing are currently the spaces that are used by the nursing home residents who will then need to find other spaces in French Street as the area is a very difficult one to park in and does not allow for many cars.
- The access (disabled) does not meet the requirements of the DDA as it is not the closest provided parking to the building being used and access to the proposed school from the access parking would not be satisfactory for disabled. There is no compliant access from the footpath to the door (non-compliant also).
- In their submission they refer to being able to use the 2 hour car parking in the area to fulfill their drop off and pick up times as well their attendees who are present for the duration of time of the playgroup. From our personal observation the existing users ignore the two hour parking limit and, according to their application, the need it from 9.20am to 12noon (2.45 hours). Hence it is not possible to use the concept of two hour parking to fulfil the parking needs they require without going over the time period. The Steiner approach is for the parents to stay and participate, especially in the early years of playgroup/kindergarten, with babies and very young children; therefore there will be a number of cars trying to fit within a 2 hour space for a 2.45 hour period of time. See <http://www.steinerwaldorf.org/steiner-education/earlyyears/parent-child-provision/> & <http://www.steinerwaldorf.org/steiner-education/early-years/introduction/>
- Several local residents in French Street do not have any access to off street parking. The designated two hour parking will help them and should not be allocated as parking options for school patrons and staff.
- Current plans of existing would not meet the requirements of the "National Construction Code", "Education registration Board and "Tasmania Fire Service".

TRAFFIC MANAGEMENT

- Access - French Street has vehicle access only via Lord Street. Entry to Lord can be via Frankland and Howick Streets. Egress - is only through Lord to Frankland with Lord to Howick street blocked to cars entering. Drivers at the point where French Street begins, tend to use the entire road coming around the corner from Frankland into French, as it becomes very narrow, with cars parked along both sides of Lord Street most of the day. It is often when leaving French street; we have to stop quickly to avoid incoming cars. As residents we are aware of this and make sure we stay over to the side or slow down at this point, but others

coming in are not aware. Plus many do not expect any cars to come out of Lord Street from the Howick Street end, but they do. There are also driveways right on the roundabout point and cars can back out onto this same point suddenly, stopping traffic. The extra traffic movements is a contentious point as the proponents say there is a limited number however they state in their application that the current building referred to in their application can hold 18 children at the school. This number plus staff could contribute approx 80 movements per day (18 x 4 & 4 x 2) in an area (French street) that has four entrances and only one exit.

- It generally is a quiet street with no issues, but recently there have been a lot of cars coming through and doing u-turns at the point where St John Street crosses French street. We believe it is their GPS that takes people this way to get to St John Street as friends coming here have told us their GPS tries to bring them here via St John which has no vehicle access. This point, St John & French, is the only place that will allow for vehicles to turn and exit the street, other than into driveways, as the street finishes at the hospital carepark which has no space to turn. Not good for additional traffic coming and going at different times during the day because of the proposed school.
- Added risk at this point is current residents in St John Street from both sides of French come out of the streets, not expecting traffic to be coming through from the school end. As residents in this cul de sac, we know the risks at this corner, so tend to stop and look if other cars are coming onto French Street from both sides of St John. Cars coming through looking for car parks are not always so observant.
- Other properties in the street are rental with sometimes multiple tenants and more vehicles looking for parking. Plus servicing and maintaining these dwellings cause tradespeople to double park for access.
- Further stress will be placed on parking in the area when the original Matron's Home, currently being subdivided from the hospital property is sold and refurbished.