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CH Smith Development
Canal Street
Launceston

Recommended Planning Conditions



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1. Introduction

This report is a review of the proposed development of the CH Smith site located at 16-24 Charles Street and 9 Canal Street on the northern edge of the Launceston CBD.

The report is on behalf of the Launceston City Council Technical Services Department who have sought an independent review of the application and the drafting of recommended planning permit conditions.

2. The Proposed Development

The proposal is the development of offices and minor retail activities on a long disused site bounded by Canal Street, Cimitiere Street and Charles Street. The development reuses a number of historical buildings and incorporates a large car parking facility that the Launceston City Council will own and manage.

To support the application, the proposal includes a Traffic Impact Assessment and a series of plans showing the new building design, the layout of the car park levels and the access points to the various street frontages.

The land is located within the combined sewage district of Launceston and hence sewer, stormwater and water supply are all managed by Taswater. Launceston City Council is the planning authority and the road authority. As the road authority, Council needs to carefully consider the impact of the proposal on traffic in the area and the best measures to provide the required access to the site.

3. Access Requirements

The proposal for the land includes a large car park constructed over two levels and designed to provide both the private needs of the tenancies on the site as well as public car parking for the Launceston CBD area.

The lower level of car parking is some 248 spaces, accessed by an entrance from Cimitiere Street and a combined entrance/exit in Canal Street. The bulk of this (237 spaces) is to be a public car park owned by Council. The upper level car park has some 147 spaces which are accessed by a combined entrance/exit to Charles Street and an exit to Cimitiere Street. The upper car park is primarily a reserved space car park to service Council, the large tenancy on that level and provide a private car park for an offsite business. There is no internal vehicular connection between the two car park levels and the car parks will operate independently from each but both are to be managed by Council.

The entrance to the lower car park level will be predominately from a slip lane in the east bound lane of Cimitiere Street and sufficient room must be provided to allow for deceleration to join a queue of vehicles stopped at the entry boom gate. With a modern ticket dispenser, such a queue is unlikely to exceed a single car during the morning peak hour.

The alternative entrance to the lower car park level is via Canal Street which is also the sole exit. This will form the most desirable entrance for motorist arriving from the north and east of the city centre. Canal Street also provides access to two proposed tenancies as well as the adjoining property of 4-14 Charles Street and currently has no provision for the turning of vehicles within the formed pavement. The recommendation is for Canal Street to be reconstructed to that of a standard cul-de-sac turning head that provides for the turning of services vehicles without the traversing of pedestrian areas.

The upper car park is predominately reserved car parking for Council, the main office tenancy on that level and private parking for an offsite corporation rather than as public parking. It has a combined entrance exit on Charles Street and a single lane exit that left turns into Cimitiere Street. The relatively small size of this car park is not anticipated to require works in Charles Street other than a reduction in metered parking along the frontage of the site. A minor change to the exit lane to Cimitiere Street is recommended to enforce the give way nature of the exit.

Two loading zones are recommended for commercial vehicles, one on Charles Street and the other on Canal Street. This will allow larger vehicles to deliver and pick up goods without needing to enter the height restricted lower car parking level or the load restricted upper car parking level. This will see a net reduction on on-street metered parking for the frontage of the site compensated by the on-site parking.



Figure 1 - Cimitiere St Entrance (possible arrangement)

4. Car Park Operational Matters

The proposed mode of operation is via boom gates and ticket dispensers at the entrances with subsequent payment required to validate the tickets so that the exit boom gates will open. Payment is made at payment machines prior to leaving and the system is normally unmanned, minimising management costs. Such a system can also accommodate access passes for reserved car spaces and hence provides a flexible means of managing both levels of car parking.

Signage will be required in both Cimitiere Street and Charles Street to notify motorists of the current availability of parking as well as height restrictions, hours of operation and hourly rates.

The lower car park level will require lighting, fire sprinklers and signage directing pedestrians and vehicles to exits whilst the upper level will require lighting, hose reels and signage. In addition, some minor realignment of the parking layout is required on both levels so as to eliminate dead ended aisles that exceed the maximum length of the Australian Standard AS/NZS2890.1-2004.

The upper deck has an external stair case descending to Canal Street and the proposal plan shows that the initial riser and landing of the stair case is outside of the title and in the Canal Street road reservation. It is recommended that the design of this stairwell be altered to fully contain it within the title of the development site.

5. Recommended Conditions of Approval

1 AMENDED PLANS REQUIRED

Prior to the commencement of any work and/or use, amended plans must be submitted to show:

- a) Modification of the lower level car park layout to eliminate blind aisles greater than 16m in length and to provide for boom gate controlled entry and exit from the car park.
- b) Modification of the upper car park layout to eliminate blind aisles greater than 16m in length and to provide for boom gate controlled entry and exit from the car park.
- c) Realignment of the upper deck stair access to Canal Street ground level so as to be completely contained within the property title.
- d) Provision of an entry lane from Cimitiere Street to the lower car park of sufficient length to provide deceleration from 40 km/hr to a car queuing at the entry boom gate. The entry lane is to be a single lane but to provide for over height vehicles to leave the queue and return to Cimitiere Street via an emergency driveway. A flexible striker bar structure is to be installed within the laneway to discourage access by over height vehicles.
- e) Provision of an urban cul-de-sac turning head for Canal Street to provide for the car park entrance/exit and vehicle manoeuvring at the street end. The cul-de-sac is to generally comply with the LGAT-IPWEA standard drawing TSD-R08-v1.
- f) Modification of the upper deck exit to Cimitiere Street so as increase the approach angle to a minimum of 70^o and clearly be marked as an exit only.
- g) A lighting plan for both the car park levels to provide safe and convenient use of the site outside daylight hours. The lighting is to provide for both pedestrians and vehicles and is to be designed to minimize light spillage outside of the site.
- h) The provision of a signage plan for the car park and the approaches to the car park. The signage plan is to include variable message signs showing the current availability of car park spaces on each deck and additional fixed signage showing height restrictions to the lower level, directions to exits (pedestrian and vehicular), the location of payment machines and the load limits for access to the upper level of car parking.
- i) A revised street parking plan showing the provision of two short stay car spaces and a loading zone on both the Charles Street and Canal Street frontages to the site.
- j) A kerbing and footpath plan showing the provision of a footpath for the Cimitiere Street frontage including relocating the kerb outstand on Charles Street to the intersection. The footpath is to extend from the Cimitiere Street entrance to the lower car park level to Charles Street and is to have a minimum width of 1.5m widening to 2.5m where possible.

Once approved by the Manager Development Planning, these amended plans will be endorsed and will then form part of the Permit and shall supersede the original endorsed plans.

2 SUBMISSION AND APPROVAL OF PLANS

Prior to the commencement of the development of the site, detailed plans and specifications must be submitted to the Director Infrastructure Services for approval. Such plans and specifications must:

- a. Include all infrastructure works required by the permit or shown in the endorsed plans and specifications including:
 - I. Electricity infrastructure including car park lighting, illuminated signage and within Canal Street, street lighting.
 - II. A line marking plan for all entrances, parking aisles and parking spaces showing the direction of travel and the available turn options at intersections.
 - III. A fire fighting plan for the lower car park level including locations of sprinklers, hose reels and fire alarms.
 - IV. A pavement design for all trafficable areas including road extensions, car parking areas, aisles and footpaths.
 - V. A lower car park detail design showing a minimum clear height within trafficable aisles of 3.0m and 2.3m within individual car spaces.
 - VI. A stormwater plan showing the collection of stormwater from all buildings and paved areas and its conveyance to an approved point of discharge. (See Taswater conditions).
 - VII. A design of the Cimitiere Street batter to the lower car park level so as to provide a stable and maintainable surface in accordance with the recommendations of a geotechnical assessment.
 - VIII. A landscaping plan showing the planting of vegetation as shown on the endorsed plan, such plan is to show soil retaining structures, means of irrigation and a species list.
- b. is prepared strictly in accordance with the Tasmanian Subdivision Guidelines and the LGAT-IPWEA Tasmanian Standard Drawings applicable at the date of submission of the plans.
- c. is prepared by a suitably qualified and experienced engineer or engineering consultancy.
- d. is accompanied by:
 - i. an estimate of the construction cost of the future public works together with a schedule of the major components and their relevant costs; and
 - ii. a fee of 1.5% of the public works estimate (or a minimum of \$250). Such fee covers assessment of the plans and specifications, audit inspections and Practical Completion & Final inspections.

3. CONSTRUCTION OF WORKS

Private and public infrastructure works must be constructed in accordance with plans and specification approved by the Director Infrastructure Services

The required infrastructure works must be as shown in the application documents and endorsed plans and modified by the approval of the detailed engineering drawings and specifications. Works must include:

a. Stormwater

Provision of a drainage system to drain all roadways, footpaths and nature strips within the road reserves and all land draining onto the road reserve including the car park surfaces,

b. Roads

- I. Provision of a fully constructed road cul-de-sac termination of Canal Street with a typical diameter of 19.0 metres wide (measured from the face of kerb to the face of kerb), complete with KC type kerb and channel,
- II. Provision of 1500mm (minimum) wide footpaths in accordance with the endorsed plans, including all necessary pedestrian kerb ramps,
- III. All necessary line marking, signage and other traffic control devices.

c. Electricity, Communications & Other Utilities

- i. An underground reticulated electricity system and public area lighting scheme must be provided to service footpaths and parking areas and be installed to the approval of the Responsible Authority,
- ii. An underground telecommunications system must be provided to service remote signage and parking control equipment and installed to the approval of the Responsible Authority,
- iii. Provision of fire fighting system installed to the approval of the Responsible Authority.

All construction works must be undertaken in accordance with the relevant Australian standards and the LGAT-IPWEA Standard Drawings where applicable.

These documents specify:

- a. Construction requirements,
- b. Appointment of a suitably qualified Supervising Engineer to supervise and certify construction works, arrange Council Audit inspections and other responsibilities,
- c. Construction Audit inspections,
- d. Practical Completion and after a 12 months defects liability period the Final Inspection & Hand-Over.

4. CONSTRUCTION DOCUMENTATION

At the time of practical completion for the public works, the developer must provide Council with construction documentation sufficient to show that the works are completed in accordance with Council standards and are locatable for maintenance or connection purposes. The construction documentation is to consist of:

- a. An "as constructed" plan in accordance with Council's standard requirements for as constructed drawings. A separate copy of the requirements is available from Infrastructure Services Directorate.
- b. A Closed Circuit Television inspection report for all sewers or drains constructed or incorporated in the works.
- c. Compaction and soil test results for all earthworks or pavement works.
- d. An engineer's certificate that each component of the works comply with the approved engineering plans and Council standards.

5. COMPLETION OF WORKS

All works must be carried out to Council standards and to the satisfaction of the Director Infrastructure Services and under the direct supervision of a civil engineer engaged by the owner and approved by the Council. Certification that all works have been carried out in accordance with the approved engineering design plans and to Council standards will be required prior to issue of the Certificate of Practical Completion.