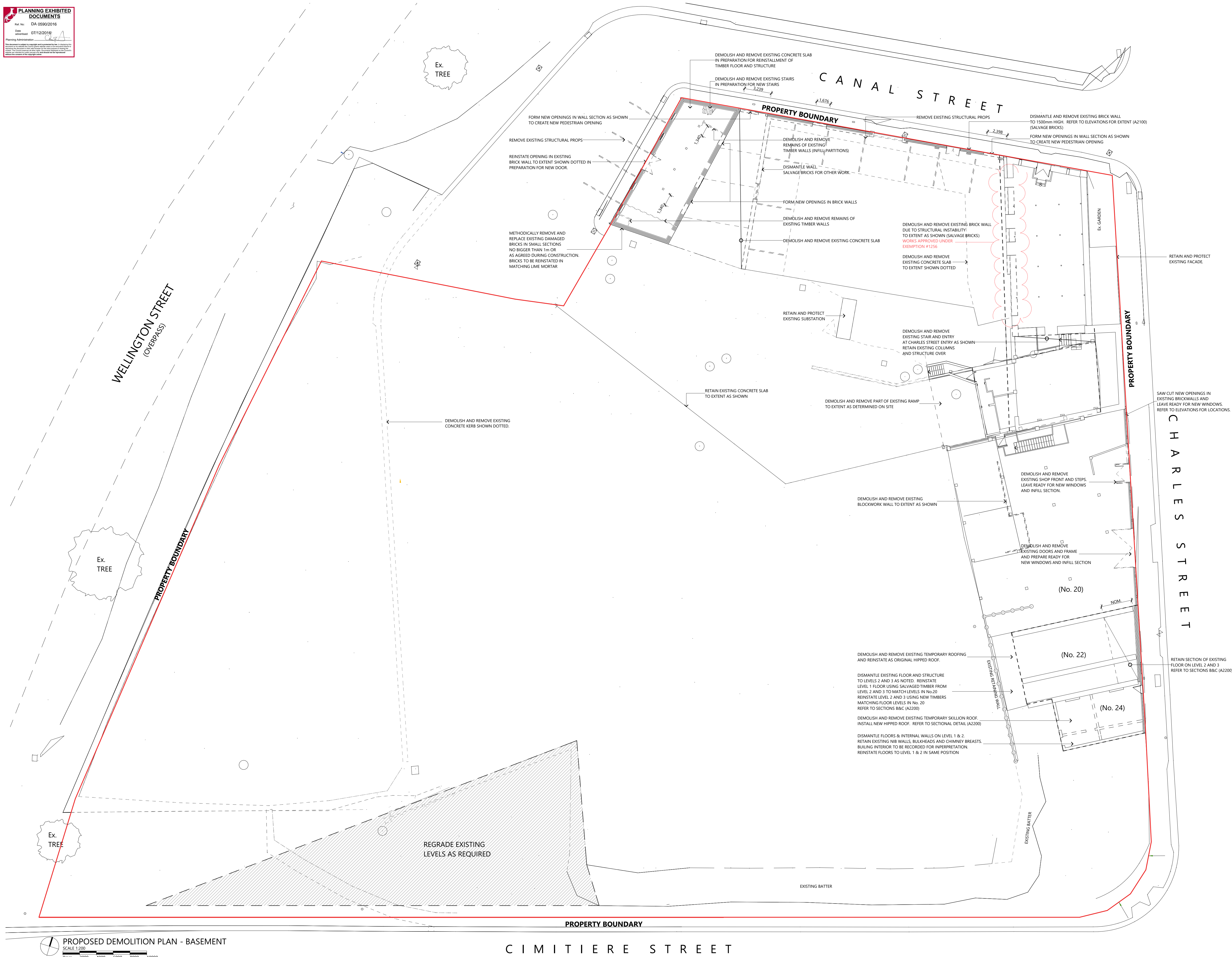




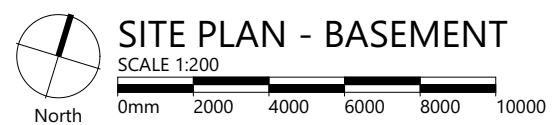


CH SMITH REVITALISATION PROJECT

CNR of CIMITIERE, CHARLES, & CANAL STREET, LAUNCESTON



	PLANNING EXHIBITED DOCUMENTS
Ref. No:	DA 0590/2016
Date advised:	07/12/2016
Planning Administration	
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TENANCY LEGEND

- PROPOSED CAFE/BAR
- PROPOSED TENANCY
- PROPOSED OFFICE TENANCY

CARPARK LEGEND

- PROPOSED COUNCIL PUBLIC CARPARKING
- PROPOSED COUNCIL RESERVED CARPARKING
- PROPOSED PRIVATE CARPARKING
- PROPOSED CAFE/BAR CARPARKING
- PROPOSED TENANCY CARPARKING
- PROPOSED TENANCY CARPARKING

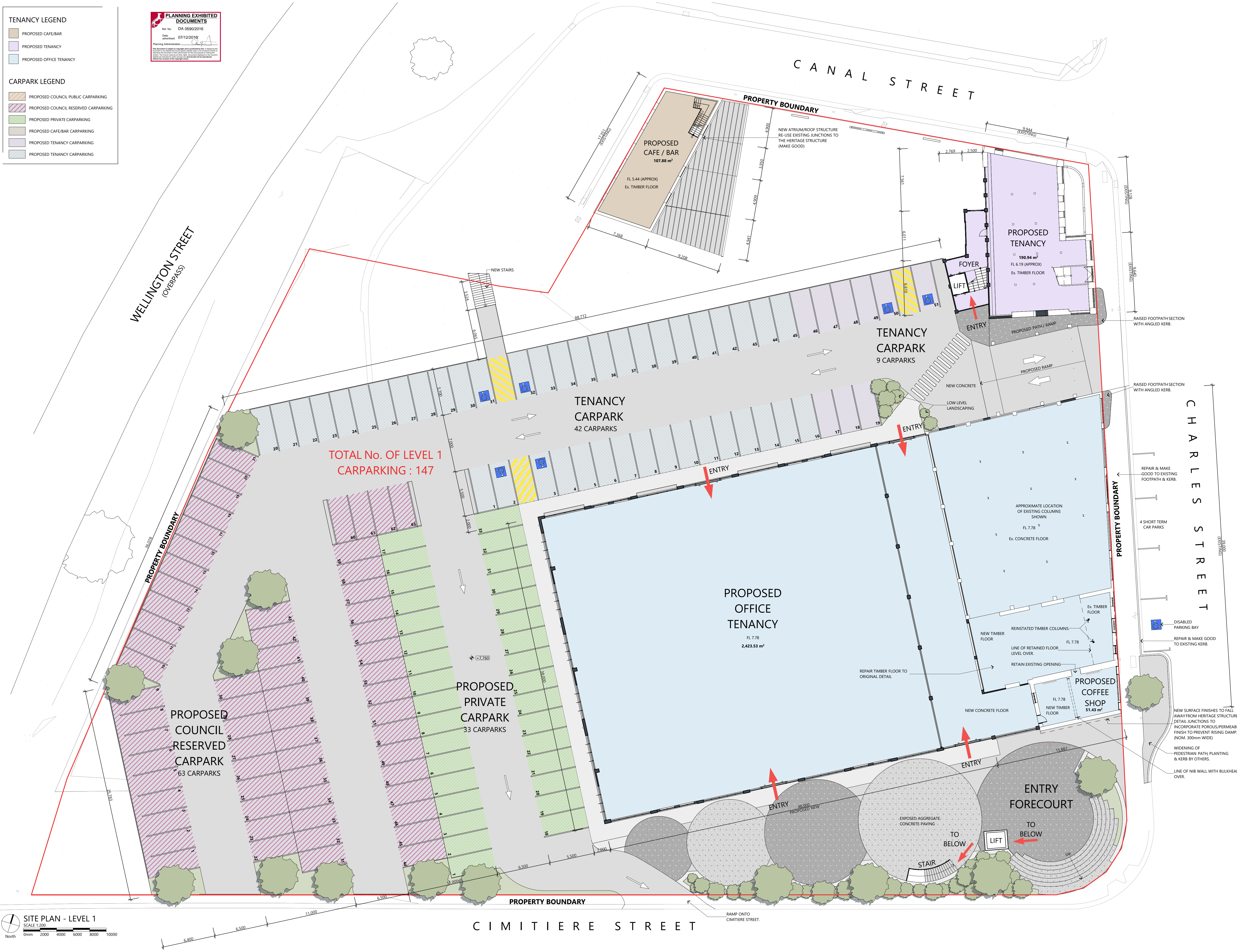
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Ref No: DA 0590/2016

Date: 07/12/2016

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SITE PLAN - LEVEL 1

SCALE 1:200

0m 2000 4000 6000 8000 10000

North

TENANCY LEGEND

PROPOSED CAFE/BAR

PROPOSED TENANCY

PROPOSED OFFICE TENANCY

CARPARK LEGEND

PROPOSED COUNCIL PUBLIC CARPARK

PROPOSED COUNCIL RESERVED CARPARK

PROPOSED PRIVATE CARPARKING

PROPOSED CAFE/BAR CARPARKING

PROPOSED TENANCY CARPARKING

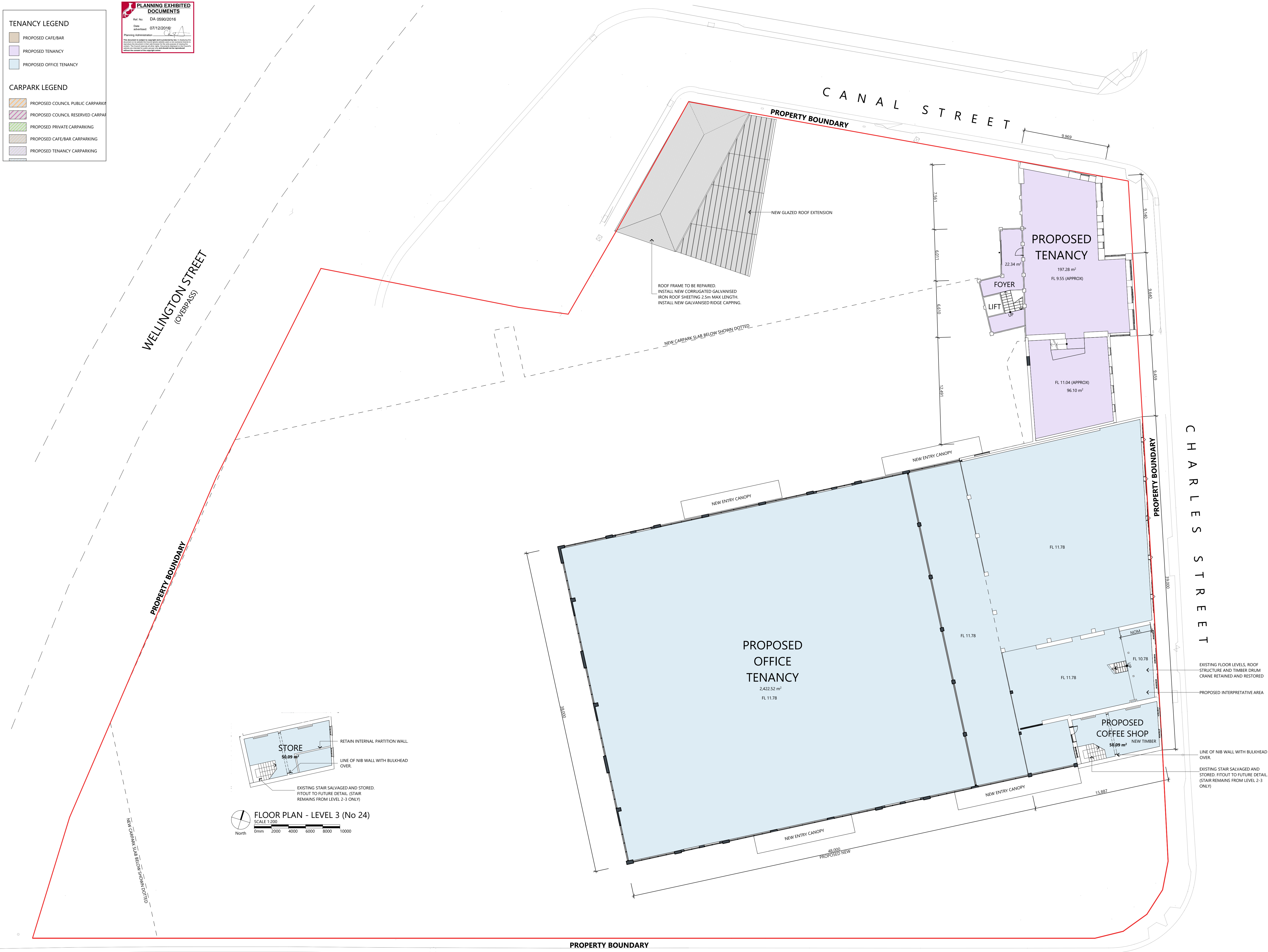
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SITE PLAN - LEVEL 2

SCALE 1:200

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North

CIMITIERE STREET



LEGEND

- SEWER LINE
- STORMWATER LINE
- WATER LINE

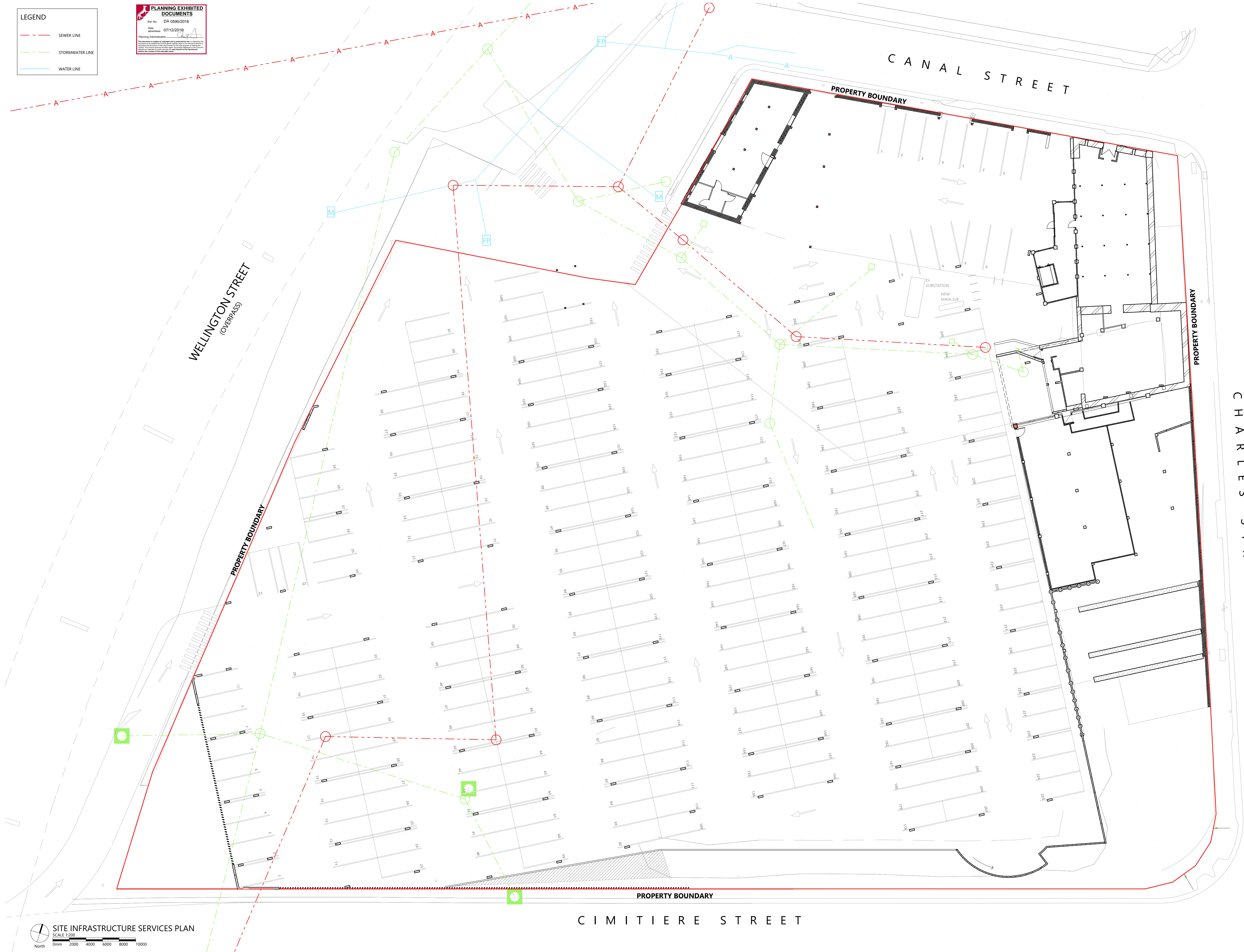
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SITE INFRASTRUCTURE SERVICES PLAN
SCALE 1:200
North 0m 2000 4000 6000 8000 10000

LEGEND

APPROX. ZONE OF ARCHAEOLOGICAL POTENTIAL
(ZONE B - THC DATASHEET)

NEW PILE CAPS UNDER COLUMN LOCATIONS.
3.6 x 3.6 x 0.9m DEEP NOM. SIZE

NOTE:

NEW PIERS/PILES IN LOCATIONS SHOWN. BULK EXCAVATION
NOT REQUIRED. ARCHAEOLOGICAL INVESTIGATIONS
COMPLETED UNDER DA0345/2011 (THC WAS875).
(Ref. CH Smith Site, Historical Archaeological Excavation and Artefact Report,
Austral Tasmania, October 2013).

PLANNING EXHIBITED
DOCUMENTS

Ref. No. DA 0590/2016

Date Submitted 07/12/2016

Planning Administrator

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HERITAGE ARCHAEOLOGICAL OVERLAY

SCALE 1:200

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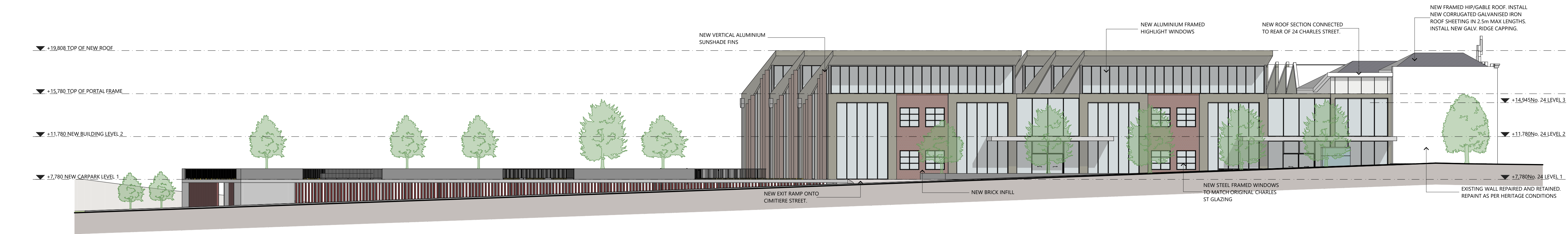
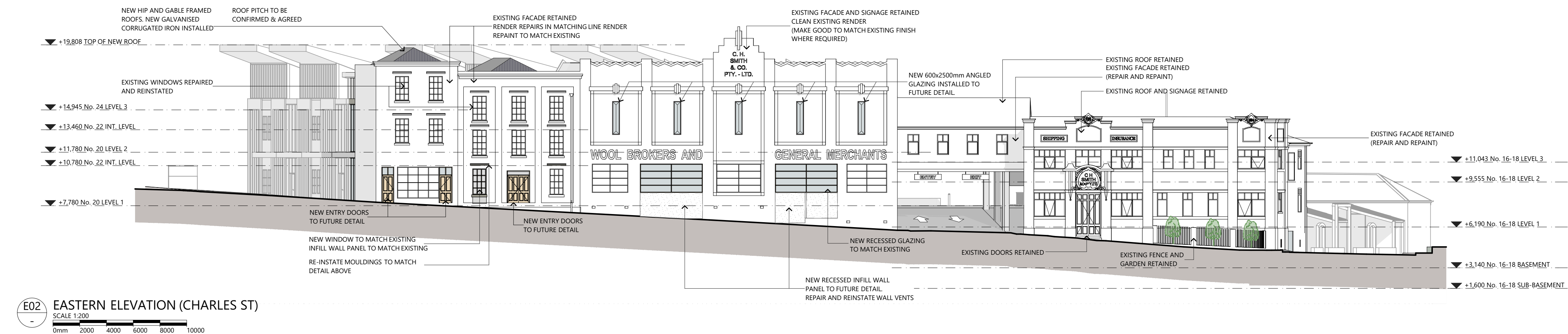
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Version: 2, Version Date: 07/12/2016

CH SMITH REVITALISATION PROJECT

ARTAS ARCHITECTS

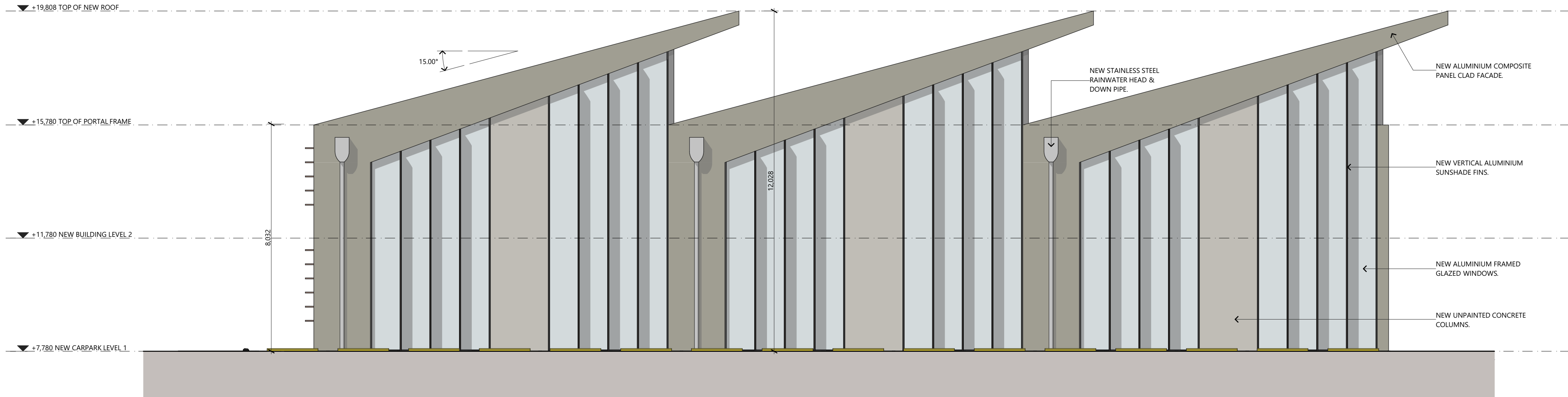
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E05 BUILDING 1 NORTHERN ELEVATION
SCALE 1:100
0mm 1000 2000 3000 4000 5000



E06 BUILDING 1 WESTERN ELEVATION
SCALE 1:100
0mm 1000 2000 3000 4000 5000



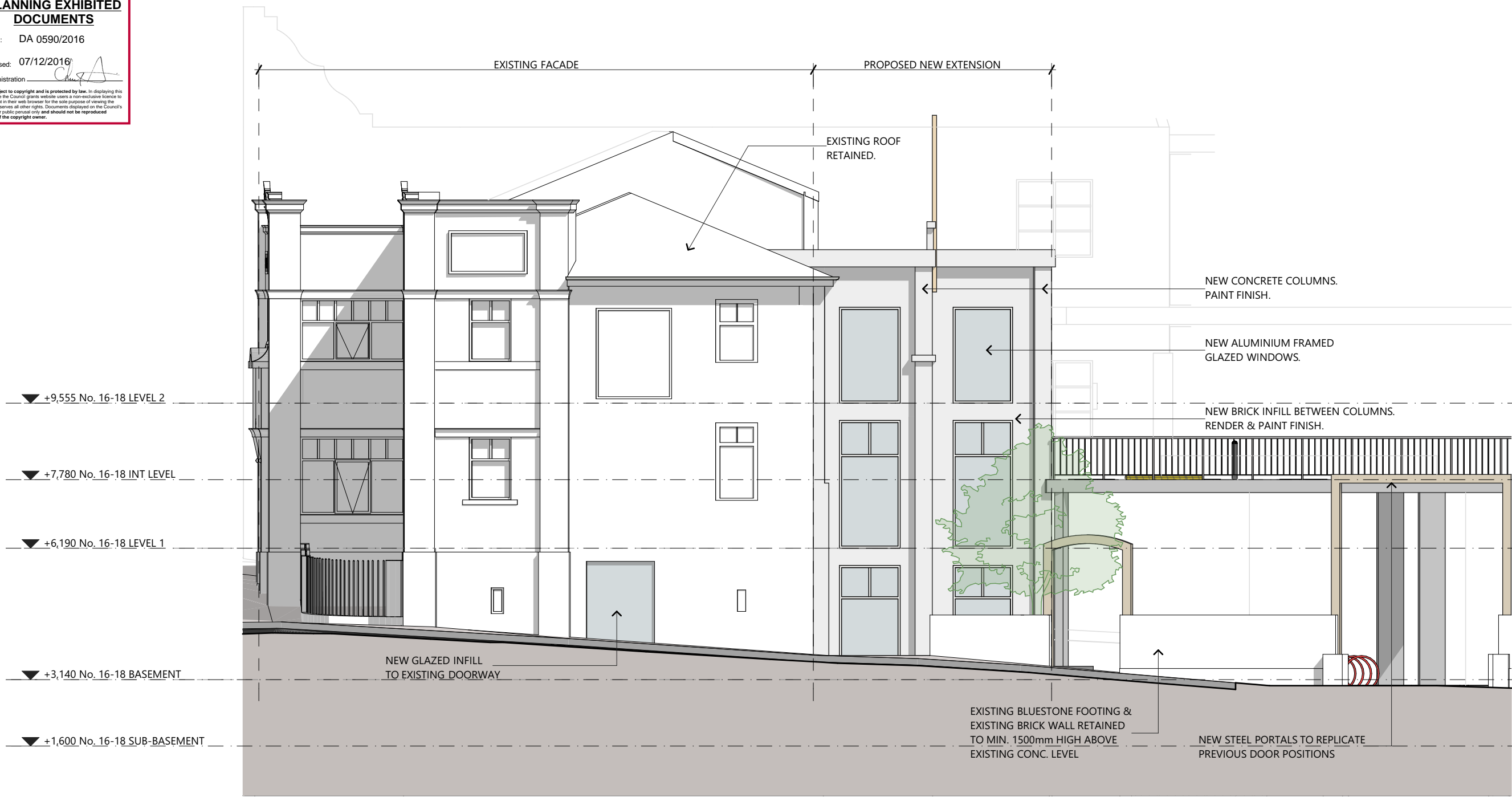
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SCALE 1:100
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CH SMITH REVITALISATION PROJECT

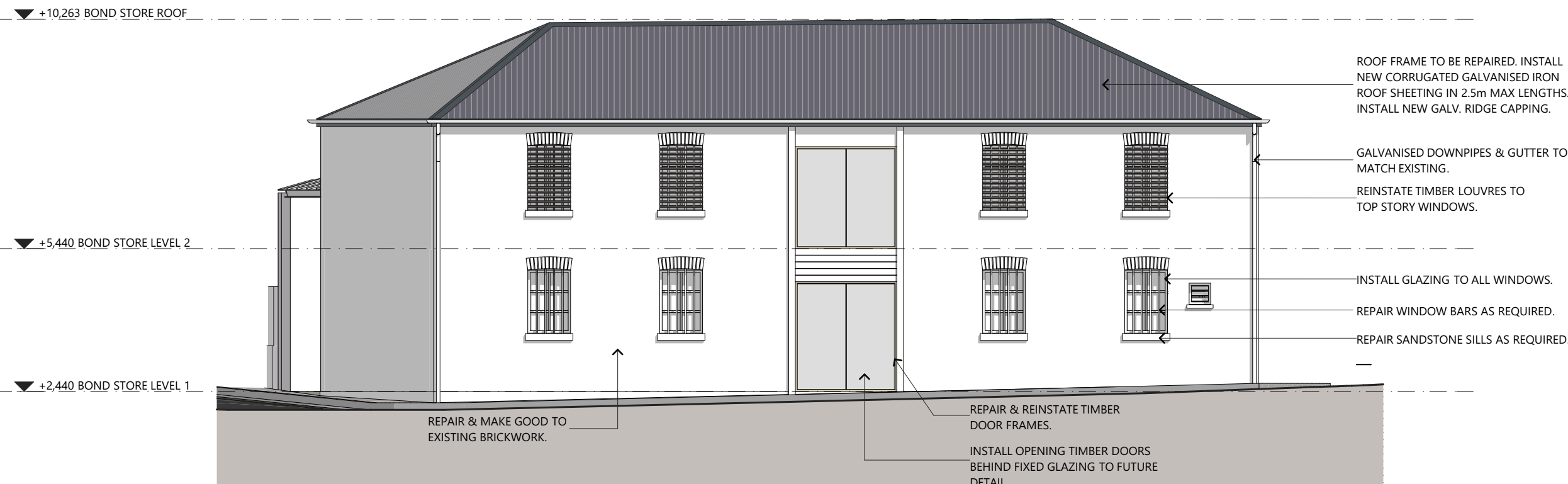
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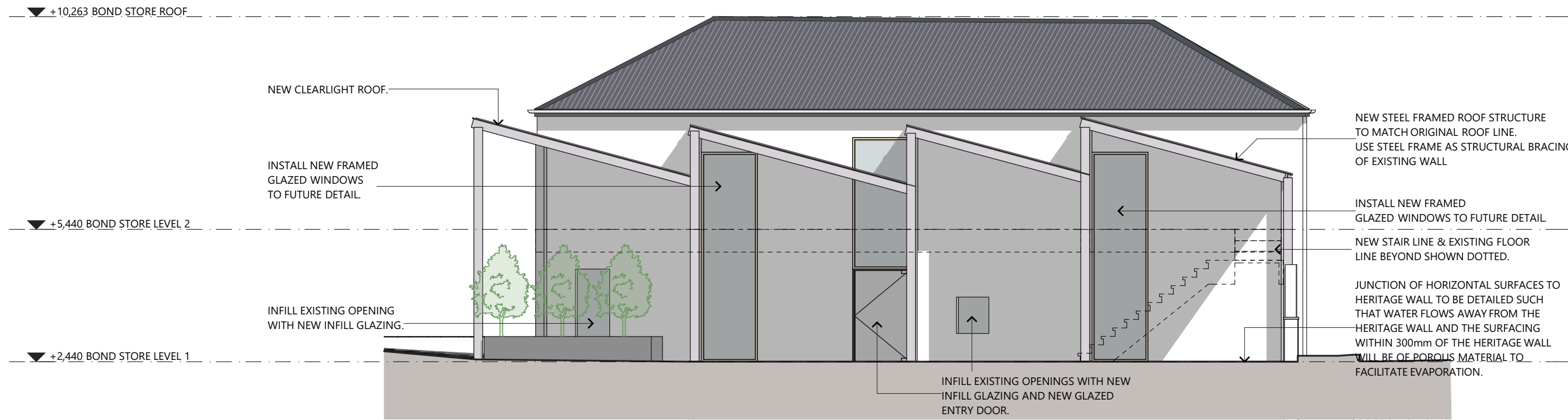
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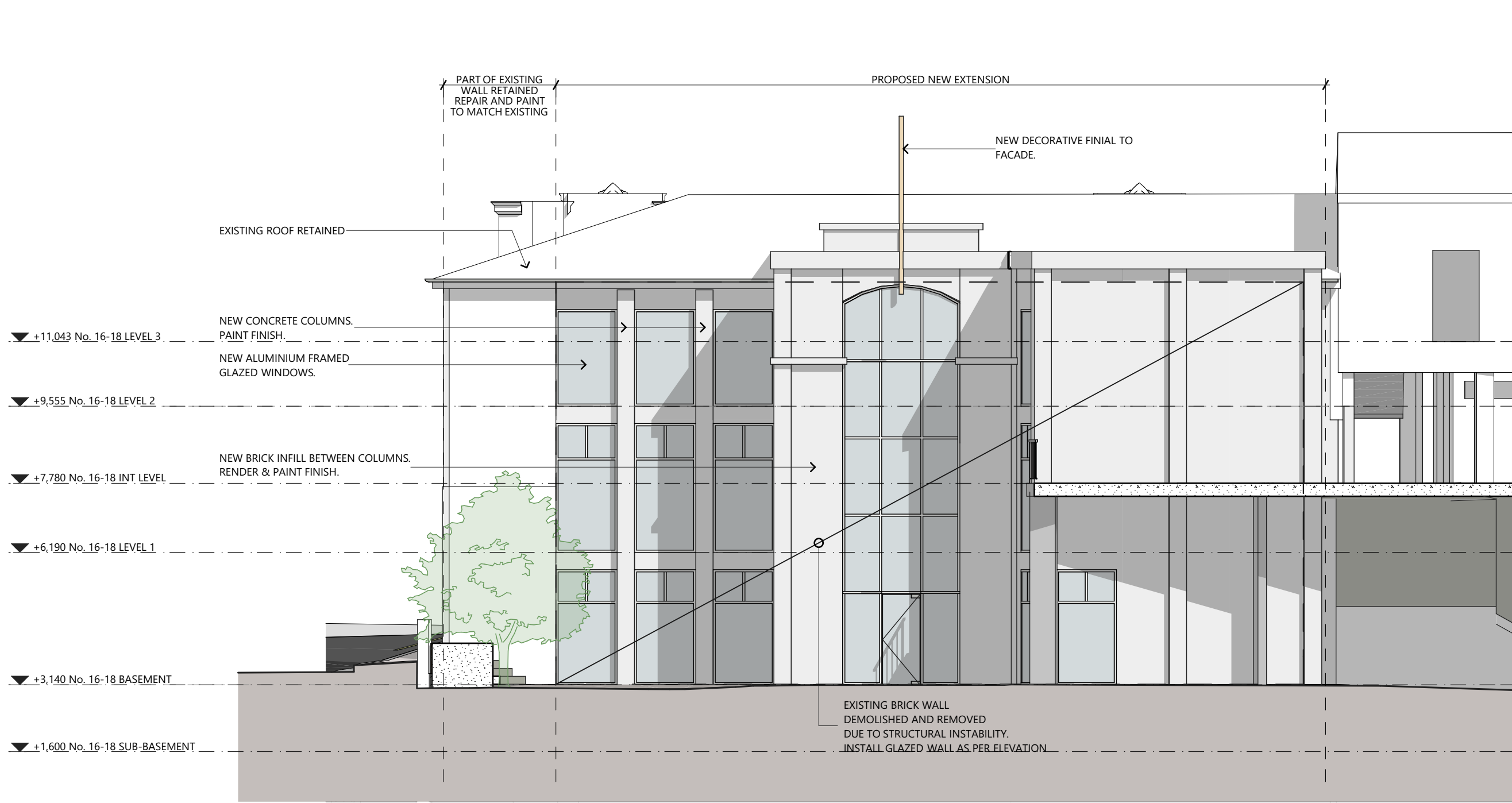
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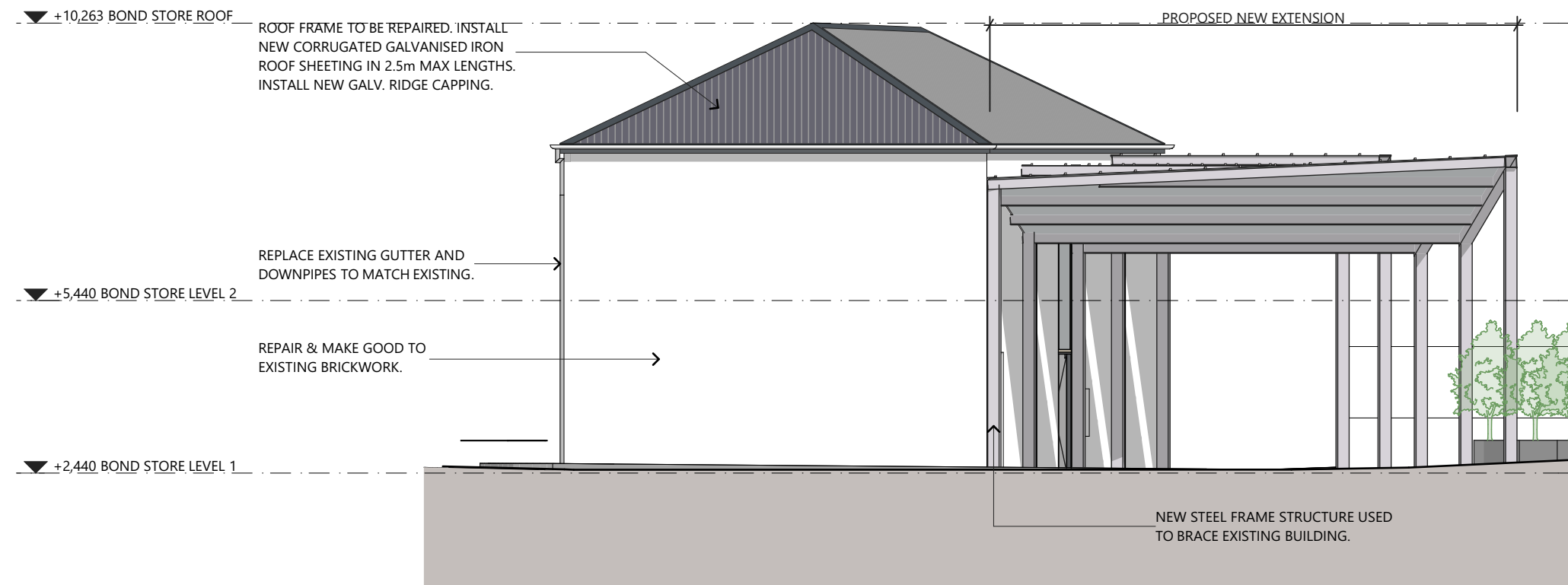
E10 BOND STORE WESTERN ELEVATION
SCALE 1:100
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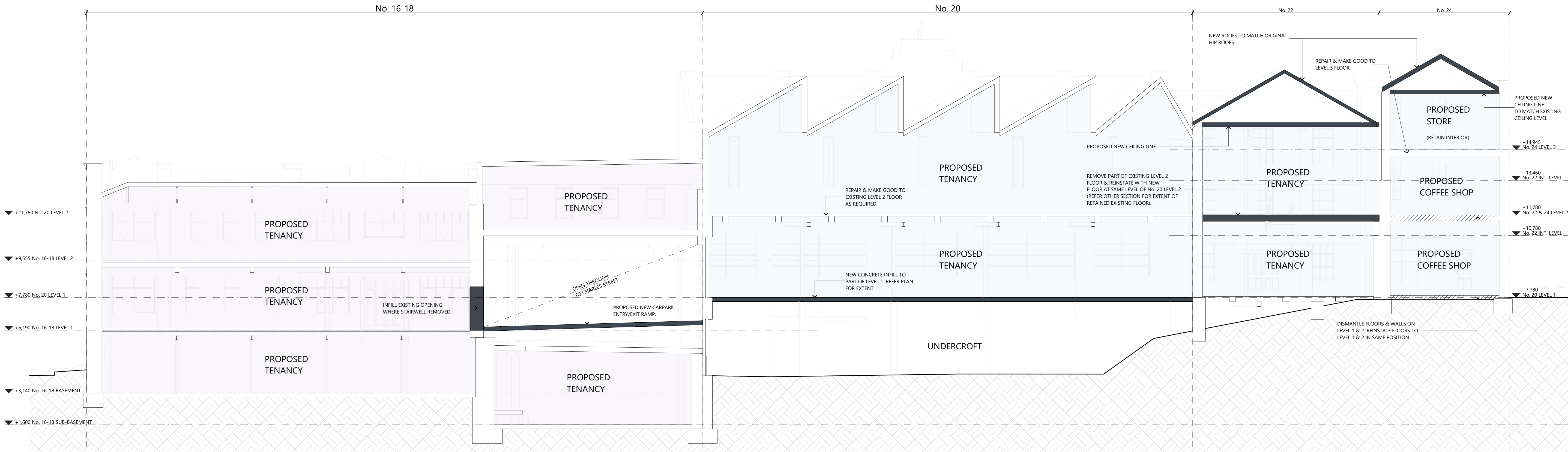
E12 BOND STORE EASTERN ELEVATION
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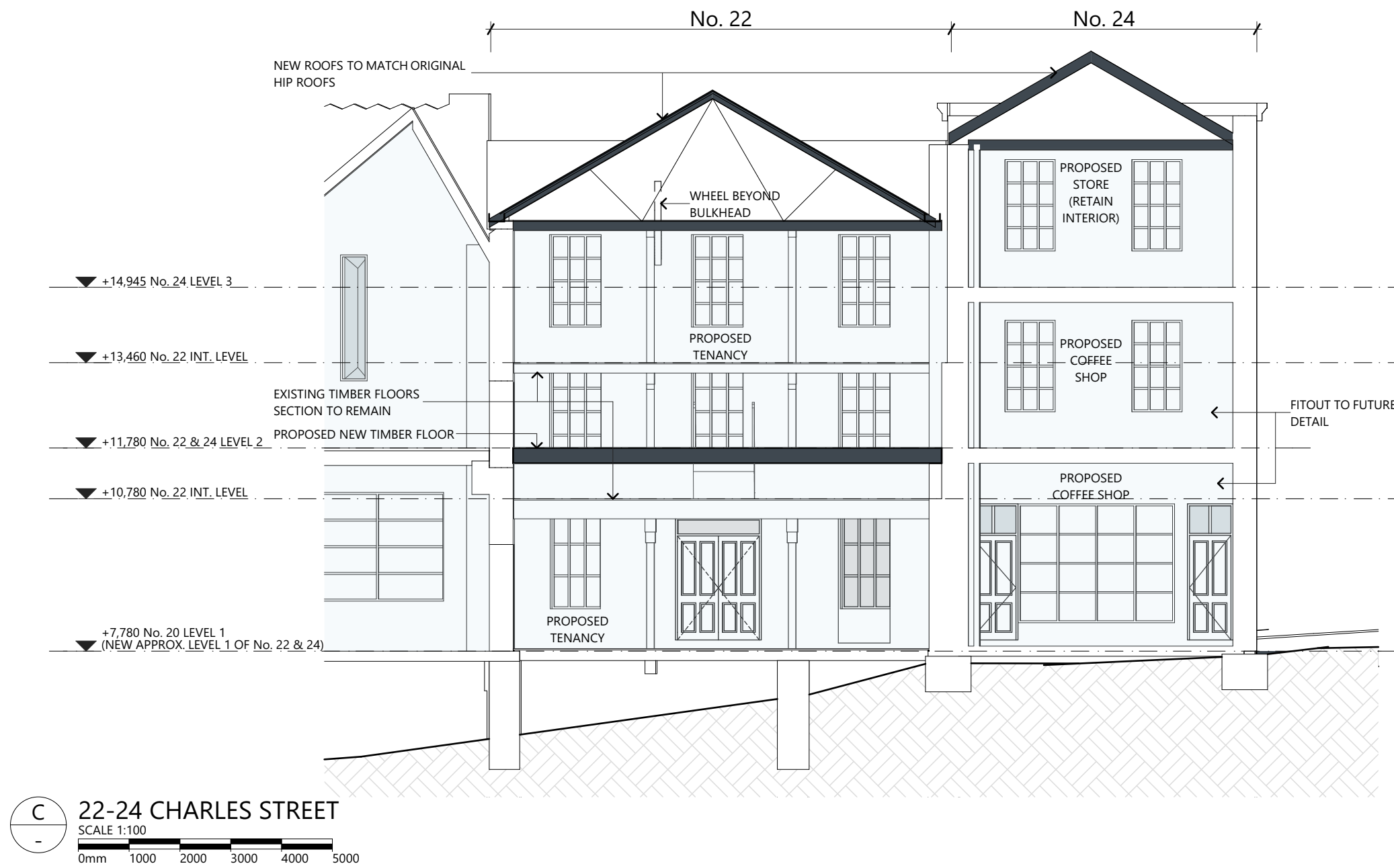
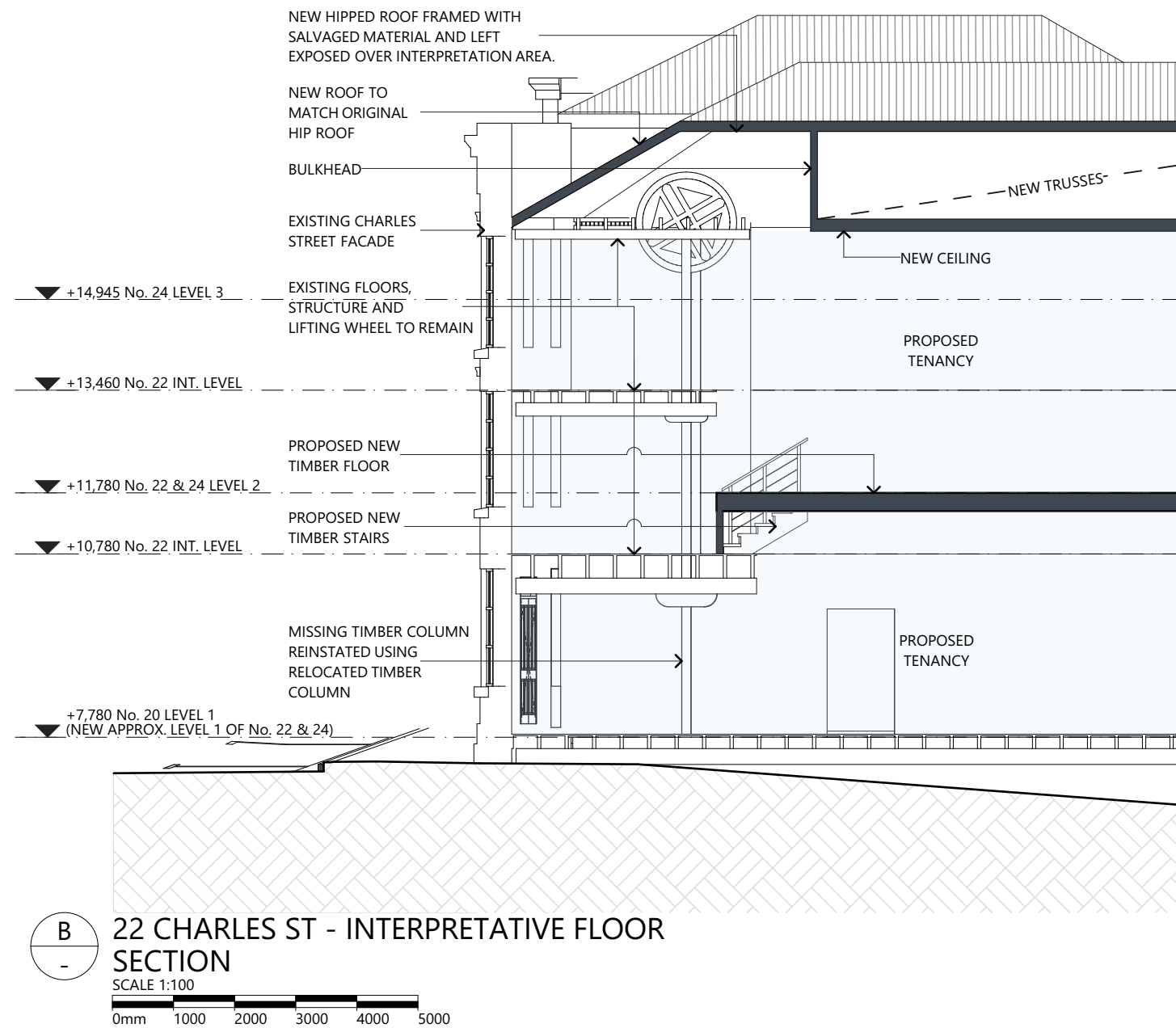
E09 BUILDING 2 WESTERN ELEVATION
SCALE 1:100
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E11 BOND STORE SOUTHERN ELEVATION
SCALE 1:100
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A CHARLES ST PARALLEL SECTION AA
SCALE 1:100
0mm 1000 2000 3000 4000 5000



CH Smith Revitalisation Project 16 – 24 Charles Street and 9 Canal Street Launceston

Report to Support a Development Application

transport | community | mining | industrial | food & beverage | carbon & energy



Prepared for:

Northern Outlet Developments

Client representative:

Scott Curran and Errol Stewart

Date:

**1 December 2016
Rev 00**

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Prepared by:



Leigh Knight

Date: 1 December 2016

Authorised by:



Ian Abernethy

Date: 1 December 2016

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Rev No.	Description	Prepared by	Reviewed by	Authorised by	Date
A	Client for comments	L Knight	I Abernethy	I Abernethy	29-11-16
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1. Introduction

This report supports a development application for the revitalisation of the CH Smith site. The site includes a collection of heritage listed buildings and is located on the visually prominent block of land bounded by Cimitiere St, Charles St, Canal St and Wellington St in Launceston. The site is largely vacant with the historic buildings located along the Charles and Canal St frontages. The proximity of the site to the central business district (CBD) and Royal Park, as well as its high visibility, has presented challenges in the past to the formulation of an appropriate development and use which respects the landscape and heritage values while satisfying strategic commercial intent.

This report is supported by a traffic impact assessment (TIA) and an assessment of the potential for risks associated with site contamination. The designs proposed reflect discussions with Council and the Tasmanian Heritage Council (THC) and incorporate both new and previously approved elements.



Figure 1 Charles St facades – the ground floor of the building on the left will be converted to a coffee shop

2. Background

The site has been granted two previous approvals for development. A mixed-use development incorporating residential apartments, hotel, gallery, public plaza, cafe, retail and parking for 530 cars was approved in 2005. A subsequent application in 2011 proposed retail tenancies including vehicle parts and sales, peripheral sales, four cafes/restaurants and parking for 270 cars. Both of those proposals incorporated some demolition and refurbishment of heritage listed buildings on site, including the removal of some floors, and received conditional approval from the THC.

Neither of the previous development approvals were acted upon and the land was recently sold. The new owner, Northern Outlet Developments, has prepared a development scheme which retains the majority of the historic elements of the site whilst taking full advantage of the available land and outlook to provide much needed large scale office accommodation and public parking. Council has announced its intention to operate the public car park acknowledging the demand for appropriate parking in the CBD area.

3. Proposal

The proposed development is predominantly office space with the building known locally as the old cordial factory (former Scott and Griffiths Tamar Brewery) being converted to a cafe/bar. A coffee shop is also proposed in the former cottage at 24 Charles St, occupying the bottom two floors. The building facades along Charles St and Canal St will be retained and many original features damaged during previous demolition attempts and through neglect will be restored. Large 1950's style shopfront windows will be re-instated and façade treatments used to delineate where other features, such as warehouse doors, once were. The wall connecting the building on the corner of Charles St and Canal St to the cordial factory is to be partially dismantled to a height of 1500 mm above the bluestone footing at the rear of 16 Charles St. The finished height of the wall adjacent the cordial factory building will be approximately 2200 mm above the bluestone footing. The internal wall, perpendicular to this one, will be totally demolished.



Figure 2 The rear of the site – these building will be extended toward the camera at the level of the existing first and second floors of the saw tooth roofed building



Figure 3 The Old cordial factory will be converted to a café/bar

The design of the proposed extension incorporates key elements from the existing buildings on site and in the locality, such as unpainted and painted brick, saw-toothed roof lines and strong vertical windows and glazing lines. The extensions are clearly distinguished from the original features of the site and the scale of the development and its location on multiple frontages creates a distinct separation of viewpoints.

The following are the key components of the proposed development as indicated on the attached plans:

- The former cottage on 24 Charles St will be opened up on the lower two levels and will include a coffee shop. The third level will be restored and used as storage by tenants of the coffee shop.
- One large single tenancy is proposed over two levels in the buildings on 20-22 Charles St. This building will be extended over a proposed ground level car park at the rear, following the lines of the existing building. A second elevated level of parking will extend from the first floor of this extension, above the ground level car park, finishing flush with a large entry forecourt but slightly lower than Cimitiere Street
- The buildings on the corner of Charles and Canal streets (16 – 18 Charles St), including the building over the entry ramp, will be retained as separate office tenancies with an extension at the rear to provide lift access from ground level. This will include three levels of office floor space including a dedicated ground level basement for use of that tenancy only under the entry ramp, and a level above the ramp.
- The former cordial factory is to be developed as a café/bar with an outdoor courtyard area.
- Parking is proposed for each tenancy as well as parking for clients visiting the businesses on site. A Council run public car park providing public and reserved spaces is proposed over the balance of the site. This car park will hold 300 cars
- Car parking on site is located over two levels. The lower level (237 council spaces plus 11 tenancy spaces) located on the existing ground level, will be accessed via Canal St and Wellington St. The upper level (63 council spaces plus 84 tenancy and client spaces) will be accessed from the existing ramp in from Charles St with an exit onto Cimitiere St. The Department of State Growth has given its approval for the lodgement of the DA with the Wellington St access.
- All titles on the site are proposed be consolidated under this application. A separate application will be lodged in the future for a strata subdivision of the development.

Plans of the proposed development identify tenancy areas and major building elements but do not include more detailed requirements such as stairs, toilets etc. These will be confirmed on building plans when tenants are secured and specific requirements are available. Key heritage features to be retained or impacted are identified on the plans (such as the stairs in 24 Charles St and the original floor to be retained at 22 Charles St). The proposed floor areas and parking allocations for each component of the development are shown in Table 1.

Table 1 Individual floor areas and parking provision

Component	Floor Area	Parking spaces
Coffee shop (24 Charles St)	103 m ²	0
Large office tenancy (20-22 Charles St)	4,846 m ²	42
Smaller office tenancy (16-18 Charles St)	791 m ² (including basement)	15
Café/bar (9 Canal St)	210 m ² plus 170 m ² courtyard	5
Client parking	N/A	33
Public car park	N/A	300
Total	5,950 m² plus 170 m² courtyard	395

The number of employees is difficult to estimate at this time as no tenants have been secured. Food services are a no permit required use and the number of employees for the café and coffee shop are of no relevance to this application. It is estimated that approximately 350 employees will be engaged in the business services and a maximum of 10 associated with the bar (overlaps with café use).

4. Heritage values

The site is listed under the Launceston Interim Planning Scheme 2015 (the planning scheme) as a heritage place and is permanently listed on the Tasmanian Heritage Register.

5. Tasmanian Heritage Council

The THC is responsible for the assessment of applications for developments which impact on properties listed on the Tasmanian Heritage Register. Approval was granted on 18 August 2011 for a proposed redevelopment of the site including archaeological excavation works. These excavation works were carried out and that permit is considered to have substantially commenced. Approval was granted on 17 June 2015 for works on the site involving partial demolition and restoration of features of the site. Certain aspects of the current proposal are consistent with that approval including:

- The modifications to the cottage at 24 Charles Street including removal of internal walls and replacement of floors
- Modifications to the building on 22 Charles Street - removal of internal walls and repair of floors.

Those modifications not included in the previous approval but discussed with the THC as part of this application process include:

- Partial dismantling of the wall along Canal St and demolition of the wall adjacent the old cordial factory
- Demolish all but the front bay of the first floor and erect a new first floor at a higher level to match the main floor space at 20 Charles St. The original timber floor will be restored at the original level behind the front façade of the building to create a stepped down interpretive area. This will include the roof structure and timber drum crane. This will avoid the need to encroach on window openings in this building.

The demolition of the Canal St wall was discussed with THC. Originally demolition to the bluestone capping was proposed however a negotiated outcome was reached whereby the wall is reduced to a level of 1500 mm above the bluestone plinth at the Charles St end to a height of 2200 mm above the plinth adjacent the old cordial factory.



Figure 4 the wall connecting 16 Charles St to the old cordial factory – this will be reduced in height to a minimum of 1500 mm in the left of the photo with steel features to mark the openings

6. Site Context

The property is legally described as:

Property Address	16-24 Charles St, Launceston	9 Canal St, Launceston
Property ID	6672617	6675615
Title Reference	123357/4 219736/1 41792/1 41793/1 246269/1	61902/1

The site is identified in the aerial image in Figure 5 and a copy of the title documents are attached to this application.



Figure 5 Aerial image showing location of the site

The site is located on the edge of the CBD and is separated from Royal Park by the northern extents of Bathurst and Wellington Streets. Land to the north, east and south is developed for a range of business and retail purposes including the JMC Group, Harvey Norman, Tasmanian Farmers and Graziers Association, the magistrates court and the TasWater offices. Land to the west includes Royal park and the Seaport development.

Adjacent development is a mix of historic, contemporary and functional civic buildings (such as the courthouse, police station and Service Tasmania). Buildings vary in bulk and scale with five storey municipal buildings built in the 1980's located adjacent centuries old commercial and administrative buildings of varying heights (see photos below). Newer commercial developments to the north are similarly unsympathetic to original buildings.



The site is highly visible from several major streets and any development on this site needs to accommodate views to the site from several perspectives while still achieving functionality and respecting heritage values. The Charles St facades of the buildings are not proposed to change apart from re-instatement of some original features and painting/repairs. It is noted that the current view of the site from Cimitiere St and from the west is of the side and rear of the buildings, some of which are in very poor condition, and a large gravel and concrete excavation. The determination of views from this outlook should also have regard to the former use of the site, as an industrial enterprise, and the extended period during which it has remained vacant and neglected.

The site is within a combined sewer area and discussions with TasWater indicate that services appear to be sufficient, subject to a detailed assessment as part of this DA process.



Figure 6 View of the site from corner of Charles St and Cimitiere St

Historically, the western elevation presented as the 'back of house' and did not offer significant aesthetic or historic values. In recognition of this, the site is not included in a scenic management area. The northern elevation will be altered in that the wall will be partially demolished. Views of the development site along this frontage beyond the extent of the existing building are largely obscured by the building which currently house the Telstra Business centre.



Figure 7 Views of the site from the edge of Wellington St

7. Launceston Interim Planning Scheme 2015

The site is zoned Urban Mixed Use under the planning scheme as shown in Figure 8.

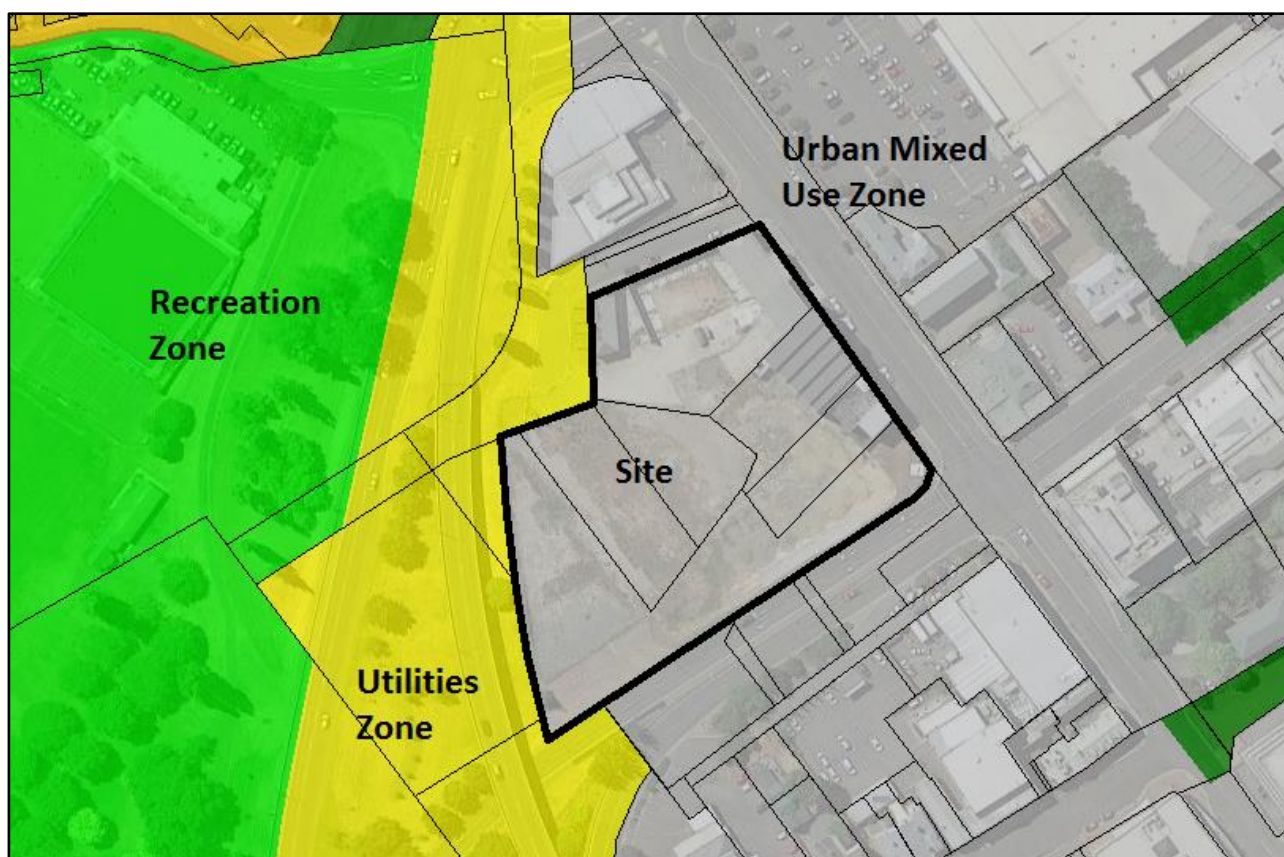


Figure 8 – Land zoning

The proposed development meets the following definitions which are all possible within the zone subject to approval. Demolition and works impacting a heritage listed place are also Discretionary and require referral to the THC. The proposal is discretionary.

Use	Definition	Status
Business and professional services	use of land for administration, clerical, technical, professional or similar activities. Examples include a bank, call centre, consulting room, funeral parlour, medical centre, office, post office, real estate agency, travel agency and veterinary centre	Discretionary
Vehicle parking	use of land for the parking of motor vehicles. Examples include single and multi-storey car parks	Discretionary
Hotel industry	use of land to sell liquor for consumption on or off the premises. If the land is so used, the use may include accommodation, food for consumption on the premises, entertainment, dancing, amusement machines and gambling. Examples include a hotel, bar, bottle shop, nightclub and tavern.	Permitted
Food services	use of land for preparing or selling food or drink for consumption on or off the premises. Examples include a cafe, restaurant and take-away food premises.	No permit required

7.1.1 Zone Purpose

Purpose statements applicable to the Urban Mixed zone are:

- 15.1.1.1 - To provide for integration of residential, retail, community services and commercial activities in urban locations
- 15.1.1.2 - To provide for a diverse range of urban uses and increased intensity of development including residential densities that support the role of activity centres
- 15.1.1.3 - To encourage residential, visitor accommodation and tourist operation uses as a means of increasing activity outside normal business hours
- 15.1.1.4 - To create:
 - (a) activity at pedestrian levels, with active road frontages offering interest and engagement to shoppers; and
 - (b) appropriate provision for car parking, pedestrian access and traffic circulation.

The proposed development is located on the periphery of the CBD in an area dominated by retail and business uses. The nearest residential development is located at the Seaport however there is typically limited residential development within the CBD itself. The proximity to the main roads to the west and the industrial nature of the historic elements of the site have influenced the decision not to incorporate residential components into the design.

The proposed development will improve the availability of office space within the CBD, particularly large tenancy space. The development incorporates a café/bar and coffee shop which will contribute to dining opportunities at this end of the CBD and service tenants. The retention of the buildings and the creation of a large forecourt creates an active pedestrian environment and maintains the streetscape. The car parking and pedestrian areas are well defined and separated with two accesses to parking areas provided to reduce pressure on the Charles St entrance.

It is considered that the proposed development is consistent with the purpose of the zone.

7.1.2 Local area objectives

No Local Area Objectives are applicable.

7.1.3 Desired future character statements

No Desired Future Character Statements are applicable.

7.1.4 Use Standards

The following use standards are applicable to the proposed food services; hotel industry and vehicle parking uses as specified in Table 15.3 of the planning scheme. There are no use standards applicable to business services.

Use Standards	
15.3.1 Hours of Operation	
Objective	
To ensure that non-residential uses do not cause unreasonable loss of amenity to nearby sensitive uses	
Acceptable solution	Comment
A1 Commercial vehicles must only operate between 6.00am and 10.00pm.	Complies The café/bar and coffee shop will be accessed during the day and will not have commercial vehicles on site after 10:00 pm. No commercial vehicles will be associated with the use of the public car park.
15.3.2 Mechanical plant and equipment	
Objective	
To ensure that the use of mechanical plant and equipment does not cause an unreasonable loss of amenity to sensitive uses.	
A1 Air conditioning, air extraction, heating or refrigeration systems or compressors must be designed, located, baffled or insulated to prevent noise, odours, fumes or vibration from being received by adjoining or immediately opposite sensitive uses.	Complies The nearest residential use is well separated from the development site. The nearest sensitive uses to the café/bar are located approximately 170 m from the site at Seaport and Home Point Parade however these dwellings are located immediately adjacent similar uses and are unlikely to be impacted by the proposal.
15.3.3 Light spill and illumination	
Objective	
To ensure that light spill and levels of illumination from external lighting does not cause unreasonable loss of amenity to sensitive uses.	
Acceptable solution	Comment
A1 The use must: (a) not include permanent, fixed floodlighting where the zone adjoins the boundary of the General Residential, Inner Residential, and Low Density Residential zones; and (b) contain direct light from external light sources within the boundaries of the site.	Complies The site does not adjoin the boundary of any General Residential, Inner Residential or Low Density Residential zones. Lighting associated with the café/bar will not impact on any sensitive uses due to the separation. Lighting within the car park will be designed to reduce spill.
15.3.4 Noise level	
Objective	
To ensure that noise levels from uses do not unreasonably impact on the amenity of nearby sensitive uses.	
Acceptable solution	Comment
A1 Noise generated by a use on the site must: (a) not exceed a time average A-weighted sound pressure level (LAeq) of 5 dB(A) above background during operating hours when measured at the	Complies There are no sensitive uses adjoining or opposite the site. No permit is required from the Environment Protection Authority for the uses.

Use Standards	
boundary of an existing sensitive use adjoining or immediately opposite the site; or (b) be in accordance with any permit conditions required by the Environment Protection Authority or an environmental protection notice issued by the Director of the Environment Protection Authority.	

7.1.5 Development Standards

The following development standards are applicable to the proposed development as specified in Table 15.4 of the planning scheme.

Development Standards	
15.4.1 Building height, setback and siting	
Objective:	
To ensure that building bulk and form, and siting: (a) is compatible with the streetscape and character of the surrounding area; (b) protects the amenity of adjoining lots; and (c) promotes and maintains high levels of public interaction and amenity.	
Acceptable solution	Comment
A1 Building height must be no greater than: (a) 12m; or (b) 1m greater than the average of the building heights on the site or adjoining lots; whichever is higher. Building height is the vertical distance from the natural ground level. Although the proposed large building extension meets the above requirements (being approximately 12 m and the original building being approximately 11 m) it is expected that the height above natural ground level will be greater. This aspect is assessed against performance criteria. The addition to the building on the corner of Canal St is not taller than the original building.	The site would originally have sloped toward the north west as indicated by current street frontages however the extent of excavation makes an actual measurement difficult. It appears however from the level on the opposite side of Cimitiere St that the ground level under the existing buildings would have extended some way under where the proposed extension is located. The proposed main building extension continues the roofline of the existing buildings which is consistent with the scale of buildings opposite the site. The bulk of the roof is broken by the saw-tooth design. When viewed from Cimitiere and Charles streets the buildings will appear consistent with the existing buildings on site.
P1 Building height must be compatible with the streetscape and character of the surrounding area, having regard to: (a) the topography of the site; (b) the height of buildings on the site, adjoining lots and adjacent lots; (c) the bulk and form of existing and proposed buildings; (d) the apparent height when viewed from roads and public places; and	The stepping down of the development onto the first level of parking, then down again onto the ground level parking, creates a gradual transition from the roof line to the ground, as opposed to a severe full height rear wall. This reduces the visual impacts of the extension when viewed from Canal St, Bathurst St and Wellington St.

Development Standards	
(e) any overshadowing of adjoining lots or public places.	<p>There will be no overshadowing of adjoining buildings or public places as a result of the proposed development.</p> <p>The proposed buildings satisfy the performance criteria.</p>
A2 Setback from a frontage: (a) must be built to the frontage at ground level; or (b) be setback a distance that is not more or less than the maximum and minimum setbacks of the buildings on adjoining lots.	<p>Complies</p> <p>The original facades are located on the street boundaries and are not to be altered.</p>
A3 Setback from a side boundary: (a) must be built to the side boundaries at ground level; or (b) be setback a distance that is not more or less than the maximum and minimum setbacks of the buildings on adjoining lots.	<p>Complies</p> <p>The proposed large extension is to be built to the side boundary of the lots containing the original buildings. The entry forecourt area is located on a separate lot.</p> <p>The foyer/lift extension to the smaller building is set in from the boundary for practical purposes and to respect the prominence of the corner (being less visible from Charles St if located off the boundary).</p>
15.4.2 Location of car parking Objective:	
To ensure that car parking: (a) does not detract from the streetscape; and (b) provides for vehicle and pedestrian safety.	
Acceptable solution	Comment
A1 Car parking must be located: (a) within the building structure; or (b) behind the building.	<p>Complies</p> <p>The site is unusual in that it has four frontages however the heritage listed buildings forming the 'front' of the development present to Charles St and Canal St and the proposed parking is located in the back of house area behind the buildings.</p> <p>The rear façade of the building is parallel to the Charles St frontage and due to the shape of the lot is setback approximately 55 m from Wellington St at the south west corner. The car park deck extends to the boundary for a portion of its area but is staggered on the north western edge creating a gradual increase in height when viewed from Wellington St.</p> <p>The north western corner of the main building is setback slightly more than the old cordial factory from Wellington St at its closest point.</p>
15.4.3 Active ground floors Objective:	
To ensure that building facades promote and maintain high levels of pedestrian interaction and amenity.	

Development Standards	
Acceptable solution	Comment
A1 New buildings with non-residential uses on ground floors must: <ul style="list-style-type: none"> (a) have clear glazing, display windows or glass doorways for a minimum of 80% of all ground floor facades to, roads, malls, laneways or arcades; (b) not have security grilles or screens that obscure the ground floor facades to roads, malls, laneways or arcades; (c) not have mechanical plant or equipment, such as air conditioning units or heat pumps located on the facade; and (d) not have blank walls, signage panels or blocked out windows, wider than 2m on ground floor facades to roads, malls, laneways or arcades. 	Complies No new buildings are proposed on the frontage of the site. Existing heritage listed buildings are to be repaired and restored with original features re-instated where possible. The proposed extension adjacent the forecourt area contains extensive areas of glazing broken by raw brick to tie in with heritage elements of the original buildings. This is not however a public space. No plant or equipment will be located on the facade and no changes are proposed to the facades to comply with these requirements.
A2 Alterations to ground floor facades of non-residential buildings must not: <ul style="list-style-type: none"> (a) reduce the level of glazing on a facade to a road, mall, laneway or arcade that is present prior to alterations; (b) have security grilles or screens that obscure the ground floor facade; (c) introduce new or additional mechanical plant or equipment such as air-conditioning units or heat pumps located on the facade; and (d) increase blank walls, signage panels or blocked out windows, wider than 2m on ground floor facades to roads, malls, laneways or arcades. 	Complies No alterations are proposed to the ground level facades of the buildings.
A3 The building must: <ul style="list-style-type: none"> (a) provide a direct access for pedestrians from the road or publicly accessible areas; and (b) be orientated to face a road, mall, laneway or arcade, except where the development is not visible from these locations. 	Complies Direct access to the development is provided through the forecourt on the corner of Charles and Cimitiere streets as well as from the car park to the rear and the lift foyer off the corner of Canal St. The existing buildings front Charles St and Canal St and where practical existing entrances will be used.
A4 The total width of the door or doors on a garage facing a frontage must be no wider than 6m.	Complies No garages front the street. The existing entrance ramp is to be used and cannot be altered.

7.1.6 Overlays

Overlays impacting the site are identified in Figure 9. These include the listing of CH Smith as a heritage place and inclusion of the site within the CBD Parking Exemption Area. It is noted that all lots on site are included in the heritage listed despite the buildings being located on Charles and Canal streets.

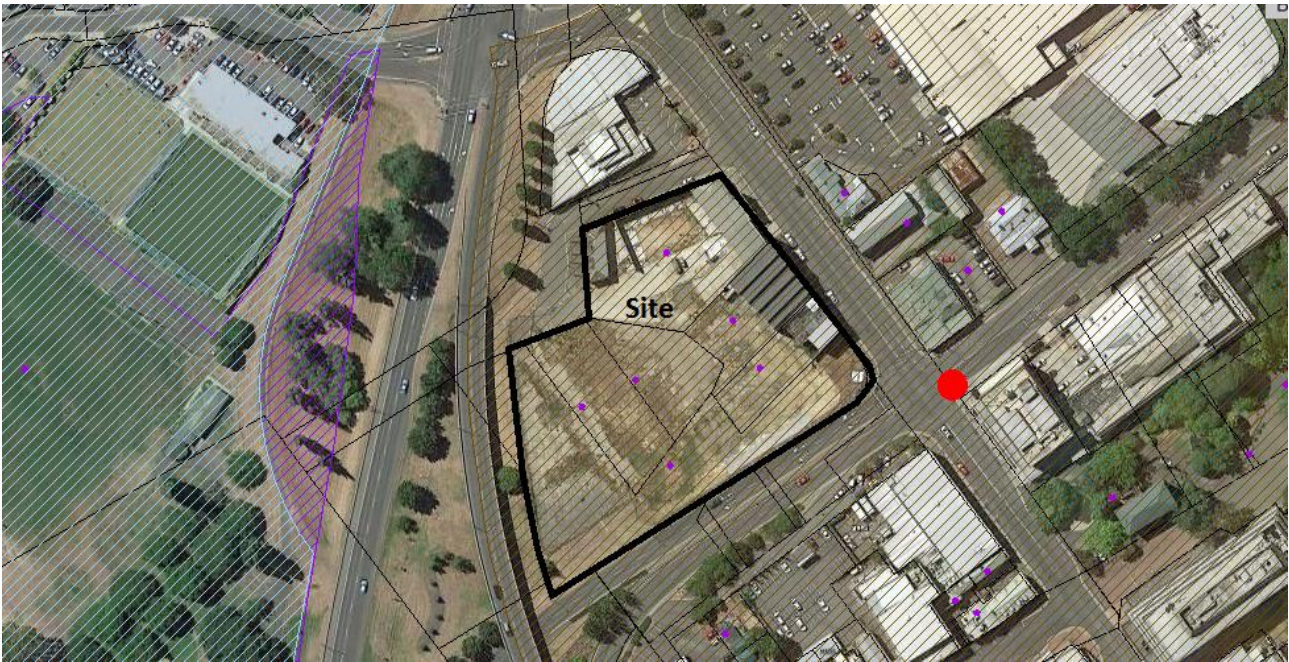


Figure 9 Overlays under the planning scheme

The CBD Parking Exemption area is addressed in the Parking and Sustainable Transport Code (also below).

The intersection of Cimitiere and Charles streets is identified in the planning scheme as a Prime View Point. This relates to the views to development within the Cataract Gorge Management Area and not the areas in the immediate vicinity of the view point. Views from Cimitiere St to the Gorge will not be impacted by the proposed development as no buildings are proposed between the existing cottage and road. Due to the alignment of the existing walls the new construction will be closer to the road frontage however will still not impact on views of the Gorge.

7.1.7 Codes

Within the Interim Planning Scheme there is a number of Codes which need to be considered. These are addressed below and comments provided where applicable.

Code	Comment
E1.0 Bushfire-Prone Areas Code	Not applicable
E2.0 Potentially Contaminated Land Code	See below and attached advice from Tangney
E3.0 Landslide Code	Not applicable
E4.0 Road and Railway Assets Code	See below and attached TIA
E5.0 Flood prone areas code	Not applicable
E6.0 Parking and Sustainable Transport Code	See below
E7.0 Scenic Management Code	Not applicable
E8.0 Biodiversity Code	Not applicable
E9.0 Water Quality Code	Not applicable – the site is approximately 200 m from the Tamar River
E10.0 Open Space Code	Not applicable
E11.0 Environmental Impacts and Attenuation Code	Not applicable
E12.0 Airports Impact Management Code	Not applicable
E13.0 Local Historic Heritage Code	Heritage impacts to be assessed by THC
E14.0 Coastal Code	Not applicable
E15.0 Telecommunications Code	Not applicable
E16.0 Invermay/Inveresk Flood Inundation Area Code	Not applicable
E17.0 Cataract Gorge Management Area Code	Not applicable
E18.0 Signs Code	Not applicable
E19.0 Development Plan Code	Not applicable

E2.0 Potentially Contaminated Land Code

The purpose of this code is to ensure that use or development of potentially contaminated land does not adversely impact on human health or the environment. The code applies to development on potentially contaminated land and the CH Smith site has been identified previously as having the potential for contamination.

A suitably qualified person is defined in the code as a person who, in the opinion of the planning authority, meets the criteria set out in section 6 of Schedule B9 of the *National Environment Protection (Assessment of Site Contamination) Measure 1999*, as amended 16 May 2013.

A site contamination assessment was undertaken by Coffey Associates in 2007 to support a proposed integrated development and use of the site incorporating residential (sensitive) components. That report found that the development proposed at that time did not pose a substantial risk from contamination. That report has been reviewed in light of the current proposal and was determined to comply with current standards (see attached assessment by Doug Tangney). Both of these assessments have been conducted by suitably qualified persons as defined.

No additional potentially contaminating activities have been conducted on site and the current application does not include any sensitive uses. The site will be entirely developed and there will be no exposed areas. The assessment recommended the preparation of a construction environmental management plan to manage risks during the construction phase however concluded that the risk to future users of the development is low given the absence of any interaction between users and existing site soils.

E4.0 Road and Railway Assets Code

The purpose of this code is to protect the safety and efficiency of the road and railway networks and reduce conflicts between sensitive uses and major roads and the rail network. The site does not adjoin any railway or directly access any Category 1 or 2 road. The proposed development will however intensify the use of an existing access and is subject to the provisions of the code apply. A TIA has been prepared by GHD in support of the application.

The following use standards apply under this code.

Use Standards	
Objective:	
To ensure that the safety and efficiency of roads is not reduced by increased use of existing accesses and junctions	
Acceptable solution	Performance Criteria
A1 The annual average daily traffic (AADT) of vehicle movements, to and from a site, onto a category 1 or category 2 road, in an area subject to a speed limit of more than 60km/h, must not increase by more than 10% or 10 vehicle movements per day, whichever is the greater.	Not applicable
A2 The annual average daily traffic (AADT) of vehicle movements, to and from a site, using an existing access or junction, in an area subject to a speed limit of more than 60km/h, must not increase by more than 10% or 10 vehicle movements per day, whichever is the greater.	Not applicable
A3 The annual average daily traffic (AADT) of vehicle movements, to and from a site, using an existing access or junction, in an area subject to a speed limit of 60km/h or less, must not increase by more than 20% or 40 vehicle movements per day, whichever is the greater. The proposed development incorporates parking for in excess of 400 cars some of which will be occupied by more than one vehicle throughout the day. The use relies on performance criteria: P1 Any increase in vehicle traffic to a category 1 or category 2 road in an area subject to a speed limit of more than 60km/h must be safe and minimise any adverse impact on the efficiency of the road, having regard to: (a) the increase in traffic caused by the use; (b) the nature of the traffic generated by the use; (c) the nature of the road; (d) the speed limit and traffic flow of the road; (e) any alternative access to a road;	Refer to supporting TIA

Use Standards	
(f) the need for the use; (g) any traffic impact assessment; and (h) any written advice received from the road authority.	

The following development standards apply to development covered by this code.

Development Standards	
E5.6.1 Development adjacent to roads and railways	
Objective:	
To ensure that development adjacent to category 1 or category 2 roads or the rail network: (a) ensures the safe and efficient operation of roads and the rail network; (b) allows for future road and rail widening, realignment and upgrading; and (c) is located to minimise adverse effects of noise, vibration, light and air emissions from roads and the rail network.	
Acceptable solution	Comment
A1.1 Except as provided in A1.2, the following development must be located at least 50m from the rail network, or a category 1 road or category 2 road, in an area subject to a speed limit of more than 60km/h: (a) new buildings; (b) other road or earth works; and (c) building envelopes on new lots.	Not applicable
A1.2 Buildings, may be: (a) located within a row of existing buildings and setback no closer than the immediately adjacent building; or (b) an extension which extends no closer than: (i) the existing building; or (ii) an immediately adjacent building.	
E5.6.2 Road accesses and junctions	
Objective:	
To ensure that the safety and efficiency of roads is not reduced by the creation of new accesses and junctions.	
Acceptable solution	Comment
A1 No new access or junction to roads in an area subject to a speed limit of more than 60km/h.	Not applicable
A2 No more than one access providing both entry and exit, or two accesses providing separate entry and exit, to roads in an area subject to a speed limit of 60km/h or less.	P2 Complies – one combined access point is proposed on the Charles St frontage and at the end of Canal St. Access into the site is proposed on the Wellington St frontage with an exit on to Cimitiere St as requested by Council.

Development Standards	
E5.6.3 New level crossings	
Objective:	
To ensure that the safety and the efficiency of the rail network is not reduced by access across part of the rail network.	
Acceptable solution	Comment
No acceptable solution	N/A
E5.6.4 Sight distance at accesses, junctions and level crossings	
Objective:	
To ensure that accesses, junctions and level crossings provide sufficient sight distance between vehicles and between vehicles and trains to enable safe movement of traffic.	
Acceptable solution	Comment
A1 Sight distances at: (a) an access or junction must comply with the Safe Intersection Sight Distance shown in Table E4.6.4; and (b) rail level crossings must comply with AS1742.7 <i>Manual of uniform traffic control devices - Railway crossings</i> , Standards Association of Australia.	Refer to supporting TIA

The proposed development is considered to satisfy the purpose of the code.

E6.0 Parking and Sustainable Transport Code

The purpose of this code is to ensure an appropriate level and standard of car parking is provided to service developments. This development is complication in that while located within the CBD car parking exemption area, it proposes 395 spaces. This is an acknowledgement of the need for parking within the CBD, particularly for a development of this scale. Compliance with relevant provisions of this code is demonstrated below.

Use Standards	
E6.5.1 Number of Car Parking Spaces	
Objective:	
To ensure that an appropriate level of car parking is provided to meet the needs of the use.	
Acceptable solution	Comment
A1 The number of car parking spaces must: (a) not be less than 90% of the requirements of Table E6.1 (except for dwellings in the General Residential Zone); or (b) not be less than 100% of the requirements of Table E6.1 for dwellings in the General Residential Zone; or (c) not exceed the requirements of Table E6.1 by more than 2 spaces or 5% whichever is the greater, except for dwellings in the General Residential Zone; or (d) be in accordance with an acceptable solution contained within a parking precinct plan.	Complies The site is within the Launceston CBD Parking Precinct Plan. Compliance with this plan is demonstrated below.
A2 The number of accessible car parking spaces for use by persons with a disability for uses that require 6 or more parking spaces must be in accordance with Part D3 of the National Construction Code 2014, as amended from time to time.	Eight accessible parking spaces will be provided within tenancy and client parking areas. The number of accessible spaces e provided within the public car park will be determined by the operator. An accessible space could also be provided on Charles St as shown.
E6.5.2 Bicycle parking numbers	
Objective:	
To ensure that an appropriate level of bicycle parking spaces are provided to meet the needs of the use.	
Acceptable solution	Comment
A1 The number of bicycle parking spaces must be provided on either the site or within 50m of the site in accordance with the requirements of Table E6.1. 12 spaces are provided on site and the proposal relies on the performance criteria: Bicycle parking spaces must be provided to meet the reasonable needs of the use, having regard to: (a) the likely number and characteristics of users of the site and their opportunities and likely need to travel by bicycle; (b) the location of the site and the likely distance a cyclist needs to travel to reach the site; and (c) the availability and accessibility of existing and planned parking facilities for bicycles in the vicinity.	1 space per 500 m2 of GFA is required for business services – this equates to 11 spaces. The coffee shop will primarily service tenants and visitors to the site and is considered unlikely to draw any additional bicycle traffic – that is, users will already be on site or passing on foot – they are unlikely to ride to the coffee shop as a sole destination. Similarly, café/bar customers are likely to be users of the development or from the CBD during the day and not likely to be travelling to the site by bicycle. At night the facilities provided will be available for use by café/bar customers if required. paces will be provided.

Use Standards	
	It is considered that the number of bicycle parking spaces provided satisfies the performance criteria
E6.5.3 Taxi spaces	
Objective:	
To ensure that access for taxis is provided to meet the needs of the use.	
Acceptable solution	Comment
A1 Except for dwellings in the General Residential zone, uses that require greater than 50 car spaces by Table E6.1 must provide one parking space for a taxi on site, with one additional taxi parking space provided for each additional 50 car parking spaces required.	Not applicable – the proposed development is not required to provide any car spaces as it is in the CBD parking exemption area. Table E6.1 is enacted by points (a) – (c) of the acceptable solution. The development is claiming compliance with point (d). Notwithstanding this four short term spaces are indicated on Charles St which will be available for taxis.
E6.5.4 Motorcycle Parking	
Objective:	
To ensure that motorcycle parking is provided to meet the needs of the use.	
Acceptable solution	Comment
A1 Except for dwellings in the General Residential zone, uses that require greater than 20 car parking spaces by Table E6.1 must provide one motorcycle parking space on site with one additional motorcycle parking space on site for each additional 20 car parking spaces required.	Not applicable – the proposed development is not required to provide any car spaces as it is in the CBD parking exemption area. Table E6.1 is enacted by points (a) – (c) of the acceptable solution. The development is claiming compliance with point (d).
E6.5.5 Loading Bays	
Objective:	
To ensure adequate access for goods delivery and collection, and to prevent loss of amenity and adverse impacts on traffic flows	
Acceptable solution	Comment
A1 A loading bay must be provided for uses with a gross floor area greater than 1 000m ² in a single occupancy.	A loading bay is provided adjacent the café and would be required for the large tenancy under this provision. However, the use in the large tenancy is business services which is unlikely to warrant any delivery vehicle larger than a standard van. There are a number of options for access into the building and the allocation of an area for a loading bay is not only considered unnecessary but could potentially be in the wrong location. Deliveries are more likely to be managed by operational actions as they will be occurring within the private car park areas associated with each tenancy. This is considered appropriate.

Parking Precinct Plan – Precinct 1 Launceston Central Business District	
Objective:	
To limit on-site car parking within the Launceston Central Business District Parking Exemption Area	
Acceptable solution	Performance Criteria
A1 On-site car parking is: (a) not provided; or (b) not increased above existing parking numbers. The proposed development includes parking for tenants and clients as well as a public car park.	P1 On-site car parking must demonstrate: (a) that it is necessary for the operation of the use; and (b) parking must not exceed the minimum provision required by Table E6.1.

Comment

The site is located on periphery of the parking exemption area. Unlike most land within the CBD the CH Smith site has capacity for a large development generating parking demands of a much higher magnitude. The office spaces are primarily to be occupied by a large single tenant generating a demand for parking for clients and for fleet vehicles. The number of staff expected is also more than that likely to be associated with most potential uses throughout the CBD generating specific needs for on-site parking. It is considered that the parking is necessary for the operation of the business services use.

The amount of parking associated with the café/bar is minor but considered necessary for staff associated with the use. Parking is the purpose of the proposed Vehicle parking use and as such is considered necessary.

Parking requirements for the proposed uses as required by Table E6.1, and the numbers proposed, are shown in the following table.

Use	Requirement	Provided
Business services	1 space per employee plus 1 per 50m ² of gross floor area (GFA) 462 spaces if calculated on estimated employees and GFA	90 – this does not exceed the requirements of Table E6.1
Café/bar	Food services – 1 space per 15 m ² of GFA Hotel industry – 1 space per 20 m ² 15 spaces if calculated at the food services rate; 11 if calculated at the hotel industry rate	5 - this does not exceed the requirements of Table E6.1. No parking is provided for the coffee shop as this is assumed to be used primarily by tenants.
Vehicle parking	No requirement set	As no requirement is set this requirement does not apply to this use

The proposal is considered to satisfy the purpose of the Parking Precinct Plan. The level of parking provided is necessary and does not exceed the minimum requirements that would normally apply and as such satisfies the performance criteria.

Development standards

Compliance with the development standards for car parks is demonstrated in the supporting TIA.

8. State Policies

No state policies are applicable to this proposal. The THC is involved in the assessment of the application due to the listing of the site on the Tasmanian Heritage Register. The Department of State Growth has granted approval for the lodgement of the DA in respect of the slip road within the Wellington St road reserve.

9. Conclusion

Northern Outlet Developments plans to revitalise the CH Smith site proposing a development which retains the heritage listed buildings on site and incorporates them into a complex providing office space, café and coffee shops and parking. Significant components of the development are a large single tenancy in the main building and a 300 space public car park to be acquired and managed by Council.

The proposed development retains the historic facades along Charles and Canal Streets and will restore these to preserve original features. The old cordial factory will be re-purposed as a café/bar with the addition of a large courtyard space. The THC has been consulted throughout the design process to ensure appropriate outcomes for the protection and preservation of heritage values are achieved. This includes retention of the Canal St wall in a modified form and the provision of an interpretive space behind the façade of 22 Charles St where the original floor level and internal mechanisms will be restored and protected. Archaeologically significant areas will be protected during construction with limits on bulk excavation.

The proposed development has been assessed against the requirements of the planning scheme and either satisfies the acceptable solution or meets performance criteria to achieve the purpose and intent of the scheme. The proposal represents a major opportunity for a viable and aesthetically desirable development on this site which meets heritage and streetscape considerations.

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pitt&sherry

TO: Errol Stewart, Scott Curran

FROM: Douglas Tangney

DATE: 06/12/2016

MEMO NO: Rev D

RE: former CH Smith site environmental assessment

Dear Errol and Scott,

I understand you are redeveloping the CH Smith site at 16-24 Charles Street Launceston into a commercial and retail prescient and public carpark. Prior to Launceston City Council considering the application to redevelop the site, Council required you to review the potentially contaminated land code of the planning scheme with respect to the proposed development and an environmental report prepared by the previous site owner for commercial use of the site.

2007 Assessment

A 2007 assessment of the site was undertaken by Coffey Environments, 26 June 2007 *Preliminary Results of Environmental Site Assessment of CH Smith Site, 16-24 Charles Street Launceston, TAS*. We understand this report was provided to and accepted by Council during assessment of historical development applications by previous site owners.

This assessment included the collection and analysis of soil and groundwater samples across the site and comparison of results against commercial/industrial criteria contained within the below references. These criteria were appropriate to the redevelopment strategy in 2007.

- NEPM 1999 National Environmental Protection (Assessment of Site Contamination) Measure threshold concentrations for commercial/industrial; and
- ANZECC (1992 and 2000) National Water Quality Management Strategy. Australian and New Zealand Guidelines for Fresh and Marine Water Quality (95% Species Protection).

We note the NEPM has been updated in 2013, however historical results are compatible with commercial criteria. It is noted that the analytical data summary tables, NATA laboratory reports or site plans relating to the 2007 report were not made available to Jemrok as part of this review.

The 2007 ESA report concluded:

- All soil samples submitted for analysis contained contaminant concentrations below the laboratory limit of reporting (LOR) or below the nominated investigation criteria with the exception of chromium, copper, nickel and mercury.

- The results of the groundwater sampling program were reflective of background concentrations and not attributable to the site land uses and unlikely to present a risk to human health or future users of the site.
- Some soil samples exceeded ecological criteria in the NEPM, however the site is industrial in nature, it has been significantly disturbed and does not support any local ecology. Any vegetation is man made and likely to be removed during redevelopment. Any future vegetation on the site (if any) is likely to be constructed gardens in raised beds using imported topsoil (not soil sourced on site) to soften the commercial look and feel of the site.
- The report mentioned some soil may be Level 2 Contaminated Soil according to Information Bulletin # 105. This is only relevant if soil is removed from the site (the current plan by yourselves is likely to retain soil on site). IB # 105 criteria cannot be used to assess land use suitability, the criteria is used to confirm if soil nominated for offsite disposal is suitable for reuse or must be disposed of at a suitable landfill.
- Groundwater chemistry does not pose a risk to future industrial/commercial use of the site and only a low risk to regional ecology because the concentrations are likely to reflect regional groundwater chemistry.
- The measured groundwater level was between 1.19m-2.20m across the site.

Based on information in the report provided to Jemrok, it appears to have been undertaken appropriately and the conclusions remain valid in 2016.

Use of the Site since 2007

The site has been vacant since 2007 with no formal use. A site walk over on 1/12/2016 did not identify any surface material with potential to cause contamination. Non-putrescible rubbish (plastic, glass) was observed in isolated areas.

A long term use for the site was unable to be reached from 2007-2016, accordingly the site has remained unused with the exception of rubble and soil being removed to make the site tidy following the archaeological investigation.

Proposed Development

I understand the proposed development strategy will comprise a car park, retail and office space consistent with the zoning requirements and surrounding land uses. No residential use is planned as this would be inconsistent with the commercial zoning provisions in the Launceston Planning Scheme.

The carpark extends across the existing visible surface, abutting the existing buildings. The car park will seal the existing disturbed surface with either concrete or asphalt. Retail and office space is likely to be located above the car park area as detailed in site plans provided by Artas Architects (project reference 161059 05/12/2016)

Due to the presence of historical piles within the footprint of the car park, the current design indicates the existing surface may be raised (nominally 300 mm) to reach a suitable grade, providing further vertical separation from the existing surface, before a permanent concrete slab/asphalt seal.

Future site users will have limited opportunity to interact with existing site soils due to the imported fill layer to raise the site and the permanent surface seal acting as a physical barrier.

Planning Scheme Discussion

The Launceston Planning Scheme (scheme) has triggered the contaminated land code (Code E2.0) due to the potential for historical uses causing contamination according to Council records.

Provisions E2.5 (use and development) and E2.6 (excavation) performance criteria are triggered by the proposed redevelopment because the Coffey 2007 report has confirmed the land is suitable for commercial/industrial use according to the NEPM criteria, however the performance criteria are relied upon due to the time period between when the report was written (2007) and present day with the proposed redevelopment to ensure no new risks to the future use and users of the site have occurred.

The performance criteria for use and excavation are below:

Land is suitable for the intended use, having regard to:

- (a) an environmental site assessment that demonstrates there is no evidence the land is contaminated; or*
- (b) an environmental site assessment that demonstrates that the level of contamination does not present a risk to human health or the environment; or*
- (c) a plan to manage contamination and associated risk to human health or the environment that includes:*
 - (i) an environmental site assessment;*
 - (ii) any specific remediation and protection measures required to be implemented before any use commences; and*
 - (iii) a statement that the land is suitable for the intended use.*

Excavation does not adversely impact on health and the environment, having regard to:

- (a) an environmental site assessment that demonstrates there is no evidence the land is contaminated; or*
- (b) an environmental site assessment that demonstrates that the level of contamination does not present a risk to human health or the environment; or*
- (c) a plan to manage contamination and associated risk to human health and the environment that includes:*
 - (i) an environmental site assessment;*
 - (ii) any specific remediation and protection measures required to be implemented before excavation commences; and*
 - (iii) a statement that the excavation does not adversely impact on human health or the environment.*

Compliance for use and excavation can be obtained against criteria 'b' and 'c' as:

- The 2007 report concluded the soils and groundwater are suitable for commercial/industrial use according to the NEPM criteria;
- The site has not been used since 2007 and the conclusion remains valid because there is a very low risk of a new contamination source being established on site that would change the conclusions from 2007;
- The proposed development will use imported fill to raise the existing surface level, provide a permanent and impenetrable barrier over the site providing no opportunity for future site users to interact with site soils;
- The risk to local ecology noted in the Coffey 2007 report will be mitigated because the site does not support any known ecology (due to historical industrial use) and any future landscaping will use imported topsoil in raised garden beds;
- Residential use is not planned with the current development; and
- Groundwater will not be intercepted during construction or abstracted during the future use of the site.

To confirm compliance with 'ci' it is recommended:

- An environmental management plan is prepared to the satisfaction of Council detailing management strategies during the bulk earthworks periods to mitigate potential environmental risks and strategies to reduce impacts during the construction period.

The plan will also provide a framework to respond to any unanticipated environmental issues (if any) to ensure the correct protocols are followed and potential environmental risks are mitigated to protect the construction team, surrounding retail community and future users of the site.

Conclusion

The 2007 Coffey can be used to support the Development Application for the proposed car park and office space at the former CH Smith site. The 2007 report confirmed the site is suitable for commercial/industrial use. The conclusions in the report remain valid.

The risks to future users of the site is low based on the conclusions in the 2007 report and the proposed development of a carpark and office space. At the completion of the development, there will limited potential for interaction between users and existing site soils.

Compliance is claimed against the relevant planning scheme provisions with a construction environmental management plan to apply during the construction period. The plan will provide a framework to manage any offsite soil disposal and interactions with groundwater.

Douglas Tangney
Environmental Scientist
Jemrok Pty Ltd

Brad May
Principal Environmental Engineer
NSW and QLD Site Auditor
SCP Certification ID 15008



Artas Pty Ltd

CH Smith Revitalisation Project

Traffic Impact Assessment

December 2016

This report has been prepared by GHD for Artas Pty Ltd and may only be used and relied on by Artas Pty Ltd for the purpose agreed between GHD and the Artas Pty Ltd as set out in this report.

GHD otherwise disclaims responsibility to any person other than Artas Pty Ltd 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.

The opinions, conclusions and any recommendations in this report are based on conditions encountered and information reviewed at the date of preparation of the report. GHD has no responsibility or obligation to update this report to account for events or changes occurring subsequent to the date that the report was prepared.

The opinions, conclusions and any recommendations in this report are based on assumptions made by GHD described in this report. GHD disclaims liability arising from any of the assumptions being incorrect.

GHD has prepared this report on the basis of information provided by Artas Pty Ltd and others who provided information to GHD (including Government authorities), which GHD has not independently verified or checked beyond the agreed scope of work. GHD does not accept liability in connection with such unverified information, including errors and omissions in the report which were caused by errors or omissions in that information.

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Appendices

Appendix A – Development Plans

1. Introduction

1.1 Background

GHD were engaged by client to prepare a Traffic Impact Assessment report for the CH Smith Revitalisation Project located on the corner of Canal Street, Charles Street and Cimitiere Street, Launceston.

1.2 Subject Site

The subject site comprises 16-24 Charles Street and 9 Canal Street, Launceston. Existing accesses are located on Canal Street and Charles Street. The subject site and surrounds are presented in Figure 1.

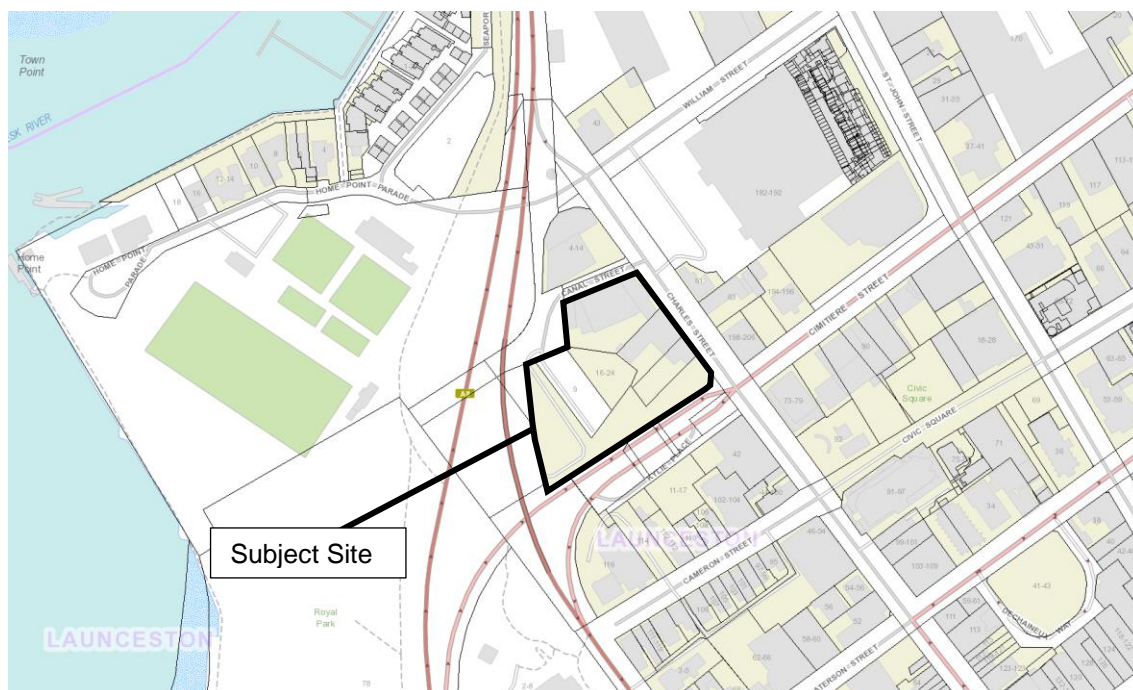


Figure 1 Subject Site

Base image source: LISTMap, DPIPW

1.3 Referenced Materials

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

- *Launceston Interim Planning Scheme 2015* (the Planning Scheme)
- *Guide to Traffic Generating Developments, Version 2.2*, Roads and Maritime Services (RMS), 2002 (the RMS Guide)
- *Guide to Traffic Generating Developments, Updated Traffic Surveys, TDT 2013/04*, Roads and Maritime Services (RMS), 2013 (the RMS Update)
- Australian Standard AS2980.1, *Parking facilities – Part 1: Off-street car parking*, 2002
- Charles Street crash data, Department of State Growth, 2011-2016
- SCATS count data, Department of State Growth, 2016
- Turning movement surveys, GHD, 2013-2016

2. Existing Conditions

2.1 The Site

The site contains a number of heritage buildings which have been vacant for several years. The most recent use of the site was for long-term (permit) parking with approximately 150 car parking spaces across the site. Recent work on the site includes demolition of existing buildings, clearing and excavation. Aerial photographs showing the recent history of the site is presented in Figure 2.

CH Smith Site in 2008



CH Smith Site in 2016



Figure 2 Site Aerial Photographs

Image source: Google Earth Pro

2.2 Transport Network

Key roads include Cimitiere Street, Charles Street, Canal Street and William Street. These roads are described in the following sections.

2.2.1 Cimitiere Street

Cimitiere Street connects between the Launceston Couplet (Bathurst and Wellington Street) and Racecourse Crescent. It runs in a predominantly east/west direction and provides a key arterial road link around the northern side of the Launceston CBD. West of the Charles Street intersection, Cimitiere Street has a dual carriageway with two lanes travelling in each direction. Eastbound traffic connects to Cimitiere Street from Bathurst Street whereas westbound traffic connects to Wellington Street.

To the east of Charles Street, Cimitiere Street is currently a two-lane, two-way road. Future road network changes in the Launceston CBD which are currently being considered by Council as part of the Launceston City Heart Project are expected to result in increased traffic volumes travelling eastbound on Cimitiere Street.

Council have identified the following options for insuring traffic performance on Cimitiere Street against increasing volumes:

- Provide an additional eastbound traffic lane on Cimitiere Street between Charles Street and St John Street; and
- Ban right turns from Cimitiere Street (eastbound) into Charles Street.

While these options have not yet been confirmed or implemented, they would have particular relevance for this project as they will result in a significant change in capacity and operation of Cimitiere Street.

The view along Cimitiere Street from the subject site frontage looking west, towards Wellington Street, and east, towards Charles Street, are provided in Figure 3 and Figure 4 respectively.

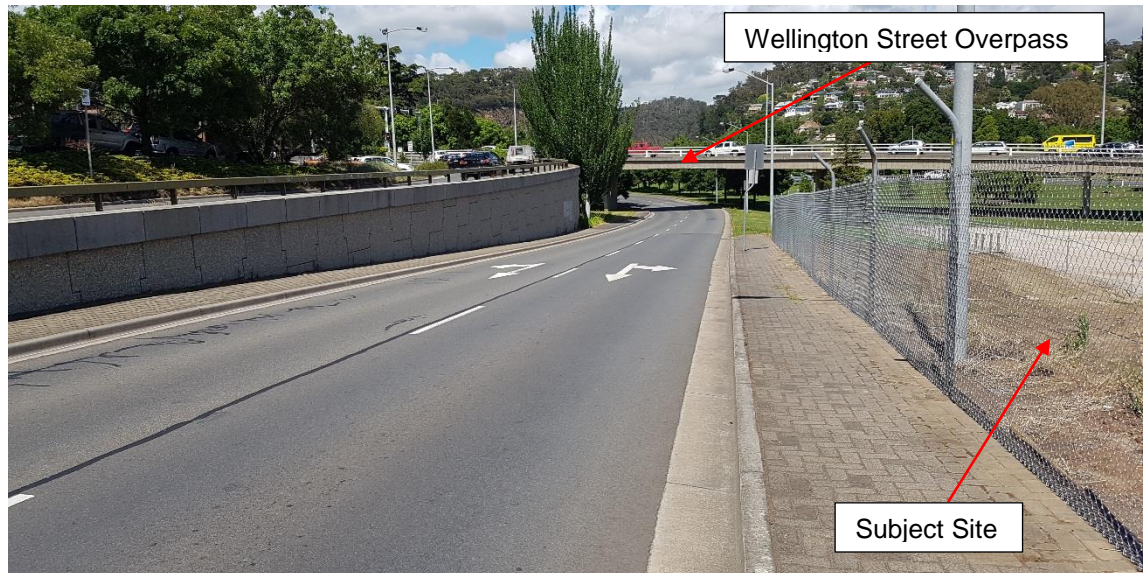


Figure 3 Cimitiere Street Looking West



Figure 4 Cimitiere Street Looking East

2.2.2 Charles Street

Charles Street connects between Howick Street, in South Launceston, and William Street near the subject site, having a total length of approximately 1.7 km. For most of its length, Charles Street is a typical city street with one lane travelling in each direction and signalised intersections at regular intervals. Between York Street and Paterson Street, Charles Street is one-way with two lanes travelling in the northbound direction.

Near the subject site, Charles Street has a width of approximately 14 metres, with a centre-line and metered on-street car parking bays, on both sides of the road, subject to a 3-hour time limit. The existing Harvey Norman car park access is located opposite, and slightly offset from, the subject site access.

The view along Charles Street looking north, towards William Street, and south, towards Cimitiere Street, are provided in Figure 5 and Figure 6 respectively.



Figure 5 Charles Street Looking North



Figure 6 Charles Street Looking South

2.2.4 William Street

William Street is a minor, two-lane road connecting between Tamar Street and Wellington Street. Charles Street connects to William Street at a give-way controlled intersection which allows left-in and left-out movements only. This junction is located approximately 30 metres upstream of the major signalised intersection of Wellington Street, William Street, Home Point Parade and Lower Charles Street. Queuing at the traffic signals often restricts movements out of Charles Street during peak periods.

2.3 Traffic Flows

A summary of existing two-way traffic flows on key roads is provided in Table 1.

Table 1 Existing Two-way Traffic Flows

Location	AM Peak	PM Peak
Cimitiere Street ¹	1,073 vph	945 vph
Charles Street ¹	198 vph	297 vph
William Street ¹	270 vph	468 vph
Canal Street ²	~20 vph	~20 vph

Notes:

1. Based on 2013 turning movement surveys by GHD
2. Estimated based on available parking supply

The posted speed limit on all roads within the assessed transport network is 50 km/h.

2.4 Road Safety Performance

Crash data was obtained from the Department of State Growth for the most recent 5-year time period (1 November 2011 to 31 October 2016) for Cimitiere Street and Charles Street within a 250 m radius of the development site. A summary is provided in Table 4.

Table 2 Crash History (2011-2016)

Location	Number of crashes		Dominant crash type(s)
	Total	Casualty	
Charles Street	4	1	Parked/parking (2)
Cimitiere Street	9	1	Parked/parking (4), Side swipe (2),
William St / Charles St	1	0	Rear end (1)
Canal St / Charles St	1	0	Right turning (1)
Cameron St / Charles St	2	0	Right turning (2)
Cimitiere St / Charles St	8	4	Right turning (4), Pedestrian (3)
St John St / Cimitiere St	9	4	Cross traffic (4), Rear end (2)
Total	34	10	

assessment has been undertaken for uses not covered in the above publications, including commercial car parking.

Office Tenancies

From the 2013 RMS Update, the following trip generation rates have been adopted:

- Daily trips 11 trips per 100 m² floor area
- AM Peak trips 1.6 trips per 100 m² floor area
- PM Peak trips 1.2 trips per 100 m² floor area

Given a total office floor area of 5,634 m², the proposed office tenancies are likely to generate up to 620 vehicle movements per day, with up to 90 trips per hour in the morning peak period and up to 68 trips per hour in the evening peak period.

Traffic flow would be highly directional. For the purpose of this report, it is assumed that around 80% of traffic would be entering in the morning peak and 80% of traffic exiting in the evening peak.

Car Parking

The proposed development includes a large supply of long-term car parking. This will be a mix of private parking, reserved parking and public parking and is most likely to serve as commuter parking. The total number of spaces for this purpose is 333.

It is estimated that the majority of the car park will fill in the morning (between 7:00 and 9:00 am) and empty in the evening (between 4:00 and 6:00 pm). If it is assumed that around 60% of all car parking spaces would fill or empty within a one-hour peak period, the peak traffic generation will be as follows:

- AM Peak trips 200 vehicle entries
- PM Peak trips 200 vehicle exits

With regard to daily trip generation, it is estimated that around 75% of the 333 parking spaces would turn over only once throughout the day with a vehicle entering in the morning, parking all day and then exiting in the evening. The remaining 25% of spaces may turn over up to two or three times per day with vehicles parking for 2 to 3 hours at a time.

On this basis, the average daily trip generation for the private, reserved and public parking on the site is estimated at 2.75 trips per space per day. The daily trip generation is therefore around 916 vehicle movements per day.

Coffee Shop

The proposed coffee shop will primarily cater for takeaway sales with only a small amount of seating proposed. A significant portion of customers will be people working in the proposed office tenancies (or the immediate surrounding area) or parking in the proposed car parks and therefore most trips generated by the coffee shop will be on-foot.

Notwithstanding, the coffee shop may generate a small amount of vehicular activity due to the provision of 4 short-term on-street car parking spaces along the site frontage adjacent to the coffee shop. The traffic generation of this component has been estimated as follows:

- Daily trips 50 trips per day
- AM Peak trips 6 trips per hour
- PM Peak trips 6 trips per hour

Café/Bar

The RMS Guide provides indicative traffic generation rates for restaurants as follows:

- Evening peak hour vehicle trips = 5 per 100 m² gross floor area
- Daily vehicle trips = 60 per 100 m² gross floor area

Given a floor area of 210 m², the proposed café/bar is likely to generate up to 126 vehicle movements per day, with up to 11 trips per hour in the evening peak period. The traffic generation in the morning peak has been taken as 0.

Summary

The traffic generation calculations detailed above are summarised in Table 4.

Table 4 Traffic Generation Summary

Component	Daily	AM Peak Hour		PM Peak Hour	
		Entry	Exit	Entry	Exit
Offices	620	72	18	14	54
Parking	916	200	20	20	200
Coffee Shop	50	3	3	3	3
Café/Bar	126	0	0	6	5
Total	1,712	275	41	43	262

3.3.1 Assessment Against Previous Development Approval

As a point of reference, the most recent development approval for this site was for a mixed use development including retail, offices and restaurants. The traffic impact assessment which was prepared for the development by Cardno Grogan Richards in July 2011¹ suggested total traffic generation might be around 233 vehicles per hour in the PM peak period, evenly split between inward and outward movements.

The Cardno Grogan Richards report did not specify a daily traffic volume, however a typical conversion factor is around 8-10 times the evening peak volumes, therefore the daily traffic generation of the previous development might be around 2,300 vehicle movements per day.

Therefore, this current proposed development represents a significant reduction in the total daily traffic activity at the site, compared to the previous development, due to the provision of predominantly long-term car parking. However, the evening peak hour traffic generation will be around 30% higher, with a highly directional outward traffic flow.

3.3.2 Assessment Against Planning Scheme

Clause E 4.5.1-A3 of the Planning Scheme states that: *“The annual average daily traffic (AADT) of vehicle movements, to and from a site, using an existing access or junction, in an area subject to a speed limit of 60km/h or less, must not increase by more than 20% or 40 vehicle movements per day, whichever is greater.”*

¹ Mixed Use Development, Charles Street, Launceston, Traffic Engineering Assessment, Cardno Grogan Richards, July 2011

In this case the proposed development is expected to generate up to 1,712 vehicle movements per day and therefore relies on performance criteria as follows:

“Any increase in vehicle traffic at an existing access or junction in an area subject to a speed limit of 60km/h or less, must be safe and not unreasonably impact on the efficiency of the road...”

The performance criteria are addressed in Section 6 of this report.

3.4 Traffic Distribution

The proposed development is located to the north of the Launceston CBD. As a result, much of the traffic accessing the site would be to and from the south and west, including traffic approaching from Midland Highway and West Tamar Highway.

For the purpose of this traffic impact assessment, the following general traffic access distribution has been adopted:

- North 20%
- East 15%
- South and west 65%

4. Site Access

The proposed development will include an access on Canal Street, a left-in/left-out only access on Charles Street and two, one-way accesses on Cimitiere Street. Clause E4.6.2-A2 of the Planning Scheme requires the following with regard to road accesses and junctions: *“No more than one access providing both entry and exit, or two accesses providing separate entry and exit, to roads and an area subject to a speed limit of 60km/h or less.”*

Since the proposed development will include several accesses it relies on performance criteria as follows:

“For roads in an area subject to a speed limit of 60km/h or less, accesses and junctions must be safe and not unreasonably impact on the efficiency of road...”

Compliance with performance criteria for each proposed access point are addressed in Sections 4.1 and 4.2 of this report.

4.1 Basement Access

4.1.1 Canal Street

During peak periods, the Canal Street access is expected to attract up to 90 vehicle movements per hour in the morning peak and up to 166 vehicle movements per hour in the evening peak. Traffic flow will be highly directional with predominantly inward movements in the morning and outward movements in the evening. All movements are permitted at the Canal Street junction.

Clause E6.6.2-A1.1 of the Planning Scheme states that: *“Car parking, access ways, manoeuvring and circulation spaces must ... have a width of vehicular access no less than the requirements in Table E6.2 and no more than 10% greater than the requirements in Table E6.2.”* From Table E6.2, the allowable access widths for an access serving 21 or more parking spaces are between 5.5 and 6.05 metres. The proposed access has a total width of 6.0 metres (comprising a 3.0 metre entry lane and a 3.0 metre exit lane) and therefore complies with the acceptable solution.

Turning

Canal Street, being a public road, requires the ability for vehicles to turn around without entering the site. The swept path of the 6.4 metre SRV design vehicle as defined in AS2890.2 is demonstrated in Figure 9.

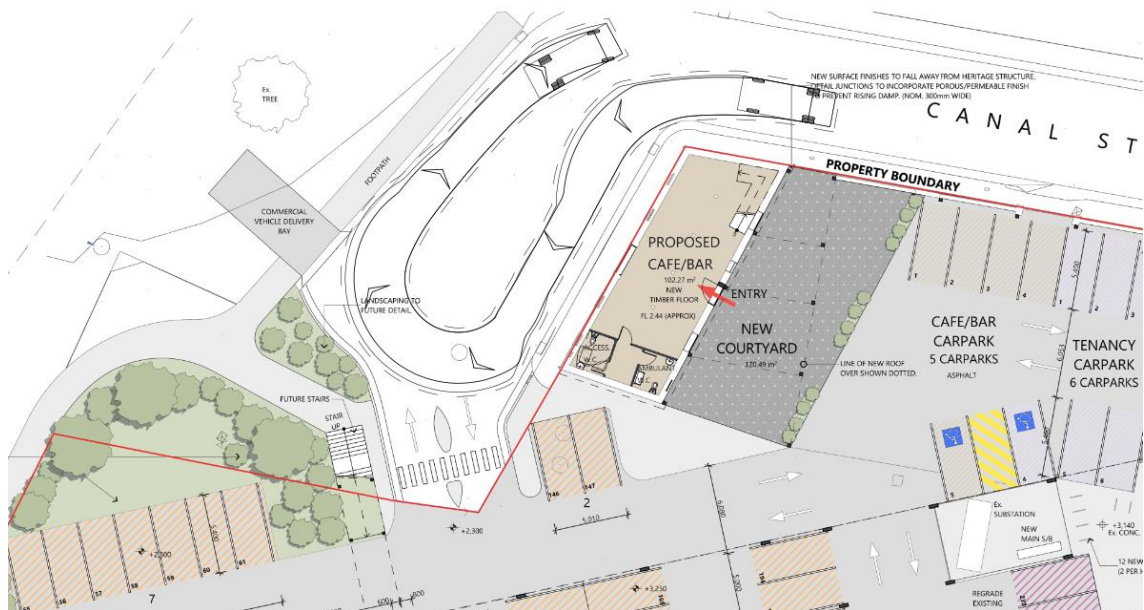


Figure 9 Canal Street Turning – 6.4 metre SRV Design Vehicle

Base image source: Artas Architects

Larger vehicles may be required to undertake a three-point turn, utilising the proposed commercial vehicle delivery bay, in order to turn around as demonstrated in Figure 10 for the 8.8 metre MRV design vehicle. Three-point turns by large vehicles would be very infrequent, as there are no major generators of heavy vehicle activity on Canal Street, and would not justify the provision of a full-sized turning head. The proposed arrangements are therefore considered satisfactory.



Figure 10 Canal Street Turning – 8.8 metre MRV Design Vehicle

Base image source: Artas Architects

Sight Distance Assessment

Clause E4.6.4-A1 of the Planning Scheme states that: *“Sight distances at ... an access or junction must comply with the Safe Intersection Sight Distance shown in Table E4.6.4.”* From Table E4.6.4, the minimum sight distances are 80 metres and 105 metres for a vehicle speed of 50 km/h and 60 km/h respectively.

The available sight distance is 30 metres; therefore, the proposal relies on performance criteria. The proposed basement access is located at the end of Canal Street such that any potential conflict would occur at very low speed, as vehicles perform turn around at the end of the road. There is no conflict between entering and exiting vehicles. There is considered to be sufficient sight distance at the access to maintain an adequate level of safety.

4.1.2 Cimitiere Street

The basement entry on Cimitiere Street would allow left-in movements only, and is expected to attract up to 79 entering movements per hour during the morning peak period and up to 11 entries in the evening. Vehicles in the left-lane on Cimitiere Street would slow down to access the site, however the overall impacts to traffic efficiency on Cimitiere Street would be negligible as capacity is dependent on the Charles Street traffic signals.

It is recommended that a speed hump be provided on the driveway to reduce vehicle speeds before entering the car park.

It is noted that there may be potential for larger vehicles to enter the Cimitiere Street access and be unable to enter the basement car park due to height restrictions. These vehicles would then be required to reverse back out onto Cimitiere Street causing disruption to traffic flow and potential safety issues.

It is recommended that signage be provided in advance of the access warning drivers of the height restrictions to prevent incidence of this occurring. Alternatively, space for an errant vehicle to turn should be provided alongside the access driveway.

4.2 First Floor Access

4.2.1 Charles Street

The first floor car park will be accessed via the existing driveway on Charles Street, approximately 20 metres south of the Canal Street junction, which will be subject to left-in / left-out movements only. While there may be additional circulation required for some vehicles, the banning of right turns will remove several key potential conflict points between the Canal Street junction, the existing Harvey Norman site access and the proposed site access.

It is noted that the proposed first floor exit point on Cimitiere Street allows alternative routes for exiting vehicles via the Charles Street / Cimitiere Street traffic signals.

The right turn restrictions could be enforced by providing a narrow median on Charles Street as demonstrated in Figure 11.

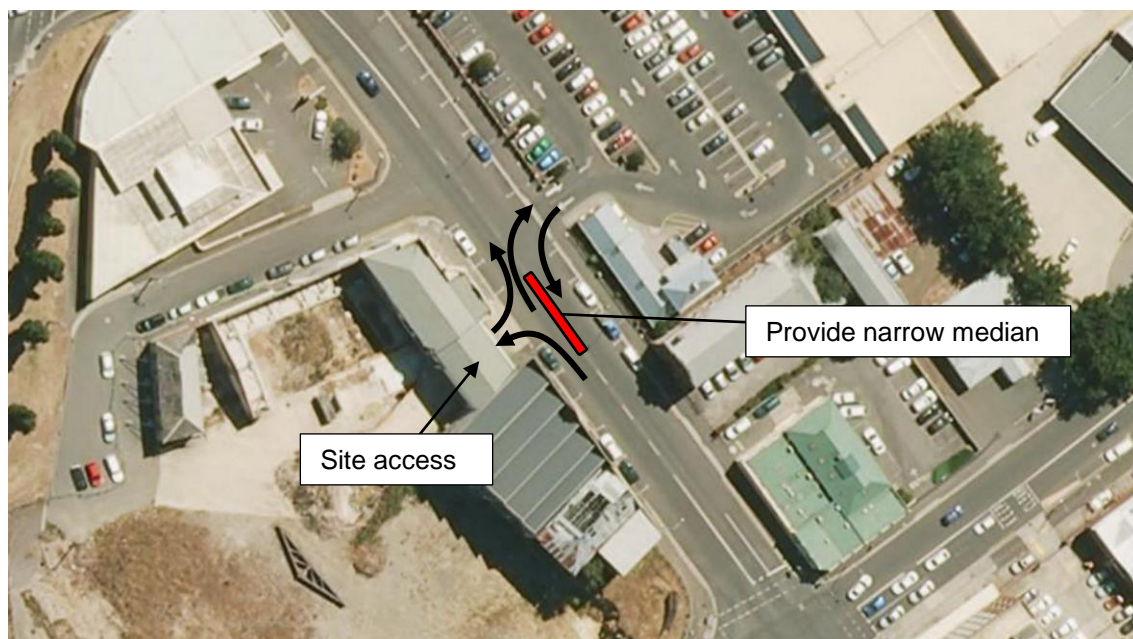


Figure 11 Charles Street Access Restrictions

Base image source: LISTMap, DPIPW

During peak periods, the Charles Street access is expected to attract up to 122 vehicle movements per hour in the morning peak and up to 36 vehicle movements per hour in the evening peak. Traffic flow will be highly directional during the morning peak, with almost all movements being left-in. Traffic exiting the site and travelling towards the south or east will typically utilise the Cimitiere Street access or, alternatively, circulate via William Street and Wellington Street.

Clause E6.6.2-A1.1 of the Planning Scheme states that: *“Car parking, access ways, manoeuvring and circulation spaces must ... have a width of vehicular access no less than the requirements in Table E6.2 and no more than 10% greater than the requirements in Table E6.2.”* From Table E6.2, the allowable access widths for an access serving 21 or more parking spaces are between 5.5 and 6.05 metres. The proposed access has a width of approximately 7.8 metres and therefore relies on performance criteria.

Under AS2890.1, the Charles Street access is considered a Category 2 access which requires a combined entry / exit width of 6.0 to 9.0 metres. The proposed access falls within this range and is therefore considered to comply with the standard. A wider access would also improve the ability for vehicles to negotiate the bend in the driveway located around 20 metres into the site.

The proposed access is considered to comply with performance criteria, however it is recommended that centre-line marking be provided on the driveway to delineate access and egress paths and to assist vehicles negotiating the bend in the driveway.

Sight Distance Assessment

Charles Street is subject to a speed limit of 50 km/h which results in a SISD requirement of 80 metres. On-street car parking is proposed to be banned on Charles Street adjacent to the access so as to ensure sight distance for exiting vehicles. Without on-street parking, the available sight distance is approximately 90 metres along Charles Street, beyond the Cimitiere Street junction. The proposed access will therefore have sufficient sight distance in compliance with the Planning Scheme.

AS2890.1 requires that minimum sight lines be provided for pedestrian safety which are defined by sight triangles having dimensions of 2.0 metres by 2.5 metres. The proposed access

includes a 1.4 m wide pedestrian footpath between the exit driveway and the building which allows sufficient clearance such that the required sight triangles are available. Note that sight triangles are not required on the entry side of the access.

It is recommended that a speed hump be provided on the exit driveway to limit vehicle speeds exiting the site.

4.2.2 Cimitiere Street

A new access is proposed on Cimitiere Street to cater for left turns out of the site only, allowing vehicles to turn left, through or right at the Charles Street / Cimitiere Street junction. The access will be located approximately 50 metres upstream of the traffic signals, which is sufficient distance such that any queuing from the signals will generally be contained downstream of the access and there is sufficient distance for diagonal movement for those vehicles exiting the site and turning right onto Charles Street.

The Cimitiere Street egress is expected to cater for up to 19 exiting movements per hour during the morning peak period and up to 86 movements per hour in the evening. Vehicles exiting the site directly onto Cimitiere Street would not need to circulate via Charles Street, William Street and Wellington Street, thereby relieving both the intersections of Charles Street / William Street and William Street / Wellington Street.

It is noted that there would be additional traffic added to the Cimitiere Street / Charles Street junction, however this is primarily in the evening peak period, when overall eastbound traffic volumes on Cimitiere Street are relatively low compared to the morning peak.

To maintain safety for vehicles exiting the site, it is recommended that:

- A speed hump or similar be provided to reduce speeds of vehicles exiting the site
- The access be aligned as close to 90 degrees as possible to Cimitiere Street to improve sight angles for exiting vehicles

Sight Distance Assessment

The available sight distance along Cimitiere Street to the proposed access point is approximately 130 metres which exceeds the Planning Scheme requirements for a vehicle speed of 60 km/h.

4.3 Pedestrian Access

Clause E6.6.3-A1.1 of the Planning Scheme states that: *“Uses that require 10 or more parking spaces must: (a) have a 1 m wide footpath that is separated from the access ways or parking aisles, except where crossing access ways or parking aisles... and (b) be signed and line marked at points where pedestrians cross access ways or parking aisles.”*

The primary pedestrian access to the proposed development will be via a large forecourt on the corner of Cimitiere Street and Charles Street. An additional pedestrian access is provided in the form of a 1.4-metre wide footpath alongside the Charles Street access, which includes:

- Separation from the access driveway by means of columns, and
- A marked pedestrian (zebra) crossing on the driveway.

The acceptable solution A1 of Clause E6.6.3 is therefore considered to be met.

Clause E6.6.3-A1.2 states that: *“In parking areas containing accessible car parking spaces for use by persons with a disability, a footpath having a minimum width of 1.5m and a gradient not exceeding 1 in 14 is required from those spaces to the main entry point to the building.”*

4.4 Service Vehicle Access

The café/bar on Canal Street would typically be serviced by vans and light trucks (up to the 6.4 metre SRV design vehicle). A commercial vehicle delivery bay will be provided on Canal Street as shown on the site plan for this purpose. Service vehicles are capable of turning around on Canal Street as demonstrated in Figure 9 and Figure 10.

5. Parking Assessment

5.1 Planning Scheme Assessment

The proposed development site is located within the CBD Parking Exemption Area as defined in Clause E6.7.1 of the Planning Scheme. The acceptable solution Clause E6.7.1.3-A1 is as follows: “On-site car parking is: (a) not provided; or (b) not increased above existing parking numbers.”

The proposal relies on performance criteria P1 which are as follows:

“On-site car parking must demonstrate:

(a) that it is necessary for the operation of the use; and

(b) parking must not exceed the minimum provision required by Table E6.1.”

The car parking requirements calculated in accordance with Table E6.1 of the Planning Scheme are provided in Table 5 below.

Table 5 Planning Scheme Parking Requirements

Use	Table E6.1 Rate	Units	Minimum Provision	Parking Supply
Office	1 space per employee, plus 1 space per 50 m ² of gross floor area	350 employees 5,634 m ²	463 spaces	57 spaces
Vehicle Parking	No requirement set	NA	NA	333 spaces
Food services	1 space per 15 m ² of gross floor area	102 m ²	7 spaces	0 spaces
Hotel industry	1 space per 20 m ² of floor area available to the public	210 m ²	11 spaces	5 spaces

Based on the above, the parking supply allocated to each use does not exceed the minimum provision required by Table E6.1, noting that there is no requirement specified for the vehicle parking land use.

The proposed parking supply is considered necessary for the operation of the use as follows:

- Parking allocated to the office tenancies will be primarily for fleet vehicle parking to service the needs of the development, as well as a small supply of visitor parking, and is considered necessary for the operation of the use
- Parking allocated to the café/bar (hotel industry) will be mainly for staff, with some accessible car parking

Based on the above, the performance criteria P1 of Clause E6.7.1.3 are considered to be met.

5.2 Special Parking Requirements

Accessible Car Parking

Clause E6.5.1-A2 of the Planning Scheme states that: *“The number of accessible car parking spaces for use by persons with a disability for uses that require 6 or more parking spaces must be in accordance with Part D3 of the National Construction Code 2014, as amended from time to time.”* The current document is the National Construction Code 2016.

From the Code, the proposed development includes Class 5 buildings (offices), a Class 6 building (bar/café) and a class 7a building (car park). The requirements are as follows:

- Class 5 1 space for every 100 car parking spaces or part thereof
- Class 6 1 space for every 50 car parking spaces or part thereof
- Class 7a 1 space for every 100 car parking spaces or part thereof

With 5 car parking spaces allocated to the café/bar, and the remaining 390 spaces allocated to the other uses, the proposed development requires 5 accessible car parking spaces to be provided. A total of 8 accessible car parking spaces are provided within the proposed car park which satisfies the requirements of the National Construction Code 2016 and the Planning Scheme.

Bicycle Parking

Clause E 6.5.2-A1 of the Planning Scheme states that: *“The number of bicycle parking spaces must be provided on either the site or within 50m of the site in accordance with the requirements of Table E6.1.”* While the proposed development site is located within the CBD Parking Exemption Area, this is applicable to car parking only and therefore Clause E6.5.2 applies.

From Table E6.1, the proposed development would require a total of 15 bicycle parking spaces to be provided. 12 bicycle parking spaces are currently provided in the basement level car park. It is recommended that some additional bicycle parking be provided in the entry forecourt on the first floor to bring the total supply to 15 bicycle parking spaces in compliance with the acceptable solution.

Taxi Parking

Clause E6.5.3-A1 of the Planning Scheme states that: *“Except for dwellings in the General Residential zone, uses that require greater than 50 car parking spaces by Table E6.1 must provide one parking space for a taxi on site, with one additional taxi parking space provided for each additional 50 car parking spaces required.”*

From Section 5.1 of this report, the proposed development would require a total of 481 car parking spaces when calculated in accordance with Table E6.1 of the Planning Scheme. This generates a requirement for 9 taxi car parking spaces. The proposed development will rely on performance criteria which are as follows:

“Taxi parking spaces must be provided to meet the reasonable needs of the use, having regard to: (a) the nature of the proposed use and development; (b) the availability and accessibility of taxi spaces on the road or in the vicinity; and (c) any site constraints such as existing buildings, slope, drainage, vegetation and landscaping.”

While no existing taxi spaces are located near the site (with the closest being at Charles Street approximately 380 metres to the south), there is short-term on-street car parking on both sides of Charles Street which could be utilised by taxis if required.

Furthermore, when calculated using Table E6.1, the office tenancies are the main generators of taxi parking demand. In the event all on-street car parking spaces are occupied, there would likely be vacant spaces within the tenancy car parks to allow occasional short-term parking for taxis.

On the above basis, the proposed use should not be required to provide dedicated taxi parking.

Motorcycle Parking

Clause E6.5.4 of the Planning Scheme states that: *“Except for dwellings in the general Residential zone, uses that require greater than 20 car parking spaces by Table E6.1 must provide one motorcycle parking space on site with one additional motorcycle parking space on site for each additional 20 car parking spaces required.”*

As previously, the proposed development would require a total of 481 car parking spaces when calculated in accordance with Table E6.1 of the Planning Scheme. This generates a requirement for 24 motorcycle parking spaces. The proposed development will rely on performance criteria which are as follows:

“Motorcycle parking spaces must be provided to meet the reasonable needs of the use, having regard to: (a) the nature of the proposed use and development; (b) the availability and accessibility of motorcycle parking spaces on the road or in the vicinity; and (c) any site constraints such as existing buildings, slope, drainage, vegetation and landscaping.”

From Table 5 of this report, the proposed development will provide a total of 62 car parking spaces for those uses which generate parking demand when calculated in accordance with Table E6.1 (noting that the ‘vehicle parking use’ does not generate a parking requirement). This parking will typically be allocated to fleet vehicles and visitors.

It is considered unreasonable to remove up to 12 car parking spaces to replace with motorcycle parking, however it would be appropriate to provide some motorcycle parking within the car park to cater for this mode of transport.

Applying the acceptable solution to the amount of car parking provided rather than that required by Table E6.1 results in a more reasonable total of 2 motorcycle parking spaces. It is therefore recommended that a total of 2 motorcycle parking spaces be provided on the site within areas allocated to office tenancies and the café/bar.

5.3 Car Park Layout and Circulation

The proposal includes separate car parks on the basement and first floor. These are assessed individually in the following sections.

5.3.1 Basement Car Park

The basement car park has dimensions as follows:

- Space length 5.4 m
- Space width 2.5 m
- Aisle width 6.2 m

These dimensions satisfy the requirements of AS2890.1 for employee and commuter parking (User Class 1). It is noted that the car park also exceeds the minimum requirements for User Class 2 which includes long-term city and town centre parking.

Blind Aisles

AS2890.1 states the following with regard to blind aisles (or dead ends): *“In car parks open to the public, the maximum length of a blind aisle shall be equal to the width of six 90 degree spaces plus 1 m, unless provision is made for cars to turn around at the end and drive out forwards.”*

The proposed basement car park has several blind aisles in the publicly accessible portion of the car park with a maximum length of 6 spaces. While the small café/bar and tenancy car parking area has a blind aisle with a length of 7 spaces, this is considered acceptable since the end spaces would be allocated to the tenancy and not publicly accessible.

The reserved council car park noted on the site plan has a total of 43 parking spaces, accessed from a single point. No turning facility is provided. It is recommended that access to this car parking area be fully restricted through provision of a boom gate and card reader to prevent any public vehicle access to this area which might need to turn around.

5.3.2 First Floor Car Park

The first floor car park has dimensions as follows:

- Space length 5.5 m
- Space width 2.5 m
- Aisle width 6.5 m

These dimensions satisfy the requirements of AS2890.1 for long term parking (User Class 1). It is noted that the car park also exceeds the minimum requirements for User Class 2 which includes long-term city and town centre parking.

Blind Aisles

The proposed first floor car park does not provide full circulation. To ensure compliance with AS2890.1, it is recommended that the two parking aisles at the southern end of the first floor car park be clearly signed as reserved parking only to ensure that there is no public parking at this end of the car park.

6. Traffic Impacts

6.1 Impacts on Traffic Efficiency

The proposed development is expected to generate up to 316 vehicles per hour onto the surrounding road network during the morning peak period, and up to 305 vehicles per hour in the evening. Adopting the general traffic access distribution provided in Section 3.4 of this report, and noting access restrictions, two-way hourly traffic flows on key roads will increase as shown in Table 6.

Table 6 Proposed Two-way Hourly Traffic Flows

Location	AM Peak		PM Peak	
	Existing	Proposed	Existing	Proposed
Cimitiere Street near Charles Street	1,073	1,161	945	1,082
Charles Street along site frontage	198	377	297	425
William Street near Wellington Street	270	286	468	578
Canal Street	~20	110	~20	186

A SIDRA Intersection 7.0 network model was developed for the key roads surrounding the proposed development including the following intersections:

- Cimitiere Street / Charles Street
- Charles Street / Canal Street
- Charles Street / William Street
- William Street / Wellington Street
- William Street / St John Street
- Cimitiere Street / St John Street

The results for the Cimitiere Street / Charles Street intersection are presented in Table 7 and Table 8 for the morning and evening peak periods respectively.

Table 7 Modelling Results – Cimitiere St / Charles Street AM Peak

Average Delay (seconds) [Level of Service] / 95th percentile queue length (metres)

Approach	Existing [Cycle Time = 60 s]			Proposed [Cycle Time = 60 s]		
	Left	Through	Right	Left	Through	Right
Charles (NB)	22 s [C] 8 m	20 s [C] 40 m	25 s [C] 40 m	21 s [C] 9 m	20 s [B] 46 m	24 s [C] 46 m
Cimitiere (WB)	13 s [B] 16 m	9 s [A] 16 m	14 s [B] 15 m	14 s [B] 32 m	10 s [B] 32 m	23 s [C] 13 m
Charles (SB)	22 s [C] 2 m	18 s [B] 7 m	22 s [C] 7 m	21 s [C] 3 m	18 s [B] 8 m	22 s [C] 8 m
Cimitiere (EB)	15 s [B] 65 m	11 s [B] 65 m	15 s [B] 60 m	16 s [B] 77 m	12 s [B] 77 m	17 s [B] 72 m
Average	13 s [LOS B]			15 s [LOS B]		

Table 8 Modelling Results – Cimitiere St / Charles Street PM Peak

Average Delay (seconds) [Level of Service] / 95th percentile queue length (metres)

Approach	Existing [Cycle Time = 60 s]			Proposed [Cycle Time = 60 s]		
	Left	Through	Right	Left	Through	Right
Charles (NB)	16 s [B] 8 m	13 s [B] 38 m	18 s [B] 38 m	17 s [B] 9 m	16 s [B] 43 m	21 s [C] 43 m
Cimitiere (WB)	20 s [B] 42 m	15 s [B] 42 m	20 s [B] 40 m	19 s [B] 44 m	15 s [B] 44 m	20 s [C] 40 m
Charles (SB)	16 s [B] 5 m	12 s [B] 12 m	17 s [B] 12 m	17 s [B] 8 m	18 s [B] 26 m	23 s [C] 26 m
Cimitiere (EB)	20 s [B] 43 m	15 s [B] 43 m	20 s [C] 37 m	20 s [B] 59 m	16 s [B] 59 m	23 s [C] 42 m
Average	16 s [LOS B]			17 s [LOS B]		

Based on the findings of the above assessment, the intersection of Charles Street and Cimitiere Street will perform adequately with the additional traffic from the proposed development with only a very minor increase in average delays by around 2 seconds in the morning peak and 1 second in the evening peak.

The results for the William Street / Wellington Street junction are presented in Table 9 and Table 10 for the morning and evening peak periods respectively.

Table 9 Traffic Modelling Results – William St / Wellington St AM Peak

Average Delay (seconds) [Level of Service] / 95th percentile queue length (metres)

Approach	Existing [Cycle Time = 75 s]			Proposed [Cycle Time = 75 s]		
	Left	Through	Right	Left	Through	Right
Wellington (NB)	35 s [C] 238 m	29 s [C] 238 m	44 s [D] 13 m	35 s [C] 238 m	29 s [C] 238 m	44 s [D] 13 m
William (WB)	34 s [C] 21 m	32 s [C] 21 m	35 s [D] 22 m	34 s [C] 23 m	32 s [C] 23 m	35 s [D] 24 m
Charles (SB)	23 s [C] 147 m	17 s [B] 147 m	43 s [D] 6 m	23 s [C] 147 m	17 s [B] 147 m	43 s [D] 6 m
Home Pt (EB)	35 s [C] 7 m	30 s [C] 7 m	38 s [D] 4 m	35 s [C] 7 m	30 s [C] 7 m	38 s [D] 4 m
Average	25 s [LOS C]			25 s [LOS C]		

Table 10 Traffic Modelling Results – William St / Wellington St PM Peak
Average Delay (seconds) [Level of Service] / 95th percentile queue length (metres)

Approach	Existing [Cycle Time = 100 s]			Proposed [Cycle Time = 100 s]		
	Left	Through	Right	Left	Through	Right
Wellington (NB)	13 s [B] 82 m	8 s [A] 82 m	58 s [E] 12 m	16 s [B] 102 m	10 s [A] 102 m	58 s [E] 12 m
William (WB)	59 s [E] 33 m	57 s [E] 33 m	51 s [D] 33 m	67 s [E] 33 m	64 s [E] 33 m	52 s [D] 33 m
Charles (SB)	17 s [B] 182 m	12 s [B] 182 m	57 s [E] 7 m	24 s [C] 238 m	19 s [B] 238 m	57 s [E] 7 m
Home Pt (EB)	45 s [D] 20 m	41 s [D] 20 m	63 s [E] 19 m	42 s [D] 19 m	37 s [D] 19 m	62 s [E] 19 m
Average	17 s [LOS B]			23 s [LOS C]		

In the evening peak period, the traffic departing the proposed development will impact on the intersection of William Street and Wellington Street, increasing delays by an average of 6 seconds per vehicle. The largest increase in delays will be experienced on the William Street approach due to the increase in traffic by up to 74 vehicles per hour on this approach.

6.1.1 Future Traffic Network Impacts

While the proposed development site is located outside of the boundaries of the Launceston City Heart Project, it is likely that future road network changes associated with the City Heart project will influence traffic around the site. In particular, Cimitiere Street will be affected as it is the primary eastbound bypass route around the Launceston CBD.

Traffic modelling undertaken by GHD in June 2016 suggests that traffic volumes on Cimitiere Street travelling eastbound may increase by around 110 vehicles per hour in the morning peak period and by up to 170 vehicles per hour in the evening peak period.

Council have identified the following options for insuring traffic performance on Cimitiere Street against increasing volumes:

- Provide an additional eastbound traffic lane on Cimitiere Street between Charles Street and St John Street; and
- Ban right turns from Cimitiere Street (eastbound) into Charles Street.

The proposed development is not incompatible with the goals of the Launceston City Heart Project and will not prejudice the implementation of either of the above options for the Charles Street / Cimitiere Street junction.

6.2 Impacts on Road Safety

No significant detrimental road safety impacts are foreseen for the project. This is based on the following:

- The surrounding road network is capable of absorbing the peak traffic generated by the proposed development under the current conditions and considering future changes due to the implementation of the Launceston City Heart Project

- There is ample sight distance at each of the proposed access locations for the frontage road speed in accordance with Planning Scheme requirements
- The proposed access on Charles Street will be restricted to left-in / left-out only to reduce the potential conflicts at this location
- The safety record at the Charles Street / Cimitiere Street junction is likely to improve with increasing pedestrian activity at this location due to the proposed development and generally increased driver awareness of pedestrians

7. Conclusions

This report has investigated the potential traffic impacts of a proposed development at 16-24 Charles Street and 9 Canal Street, Launceston. The proposal is supported on traffic and parking grounds subject to the following recommendations:

Basement Car Park

- Access to the reserved council car park should be fully restricted through provision of a boom gate and card reader to prevent any public vehicles access to this area.

First Floor Car Park

- The two parking aisles at the southern end of the first floor car park should be clearly signed as reserved parking only to ensure that there is no public parking at this end of the car park.

Charles Street Access

- Right turns into and out of the proposed access could be restricted by providing a narrow median island on Charles Street.
- Centre-line marking should be provided on the driveway to delineate access and egress paths and to assist vehicle negotiating the bend.
- A speed hump should be provided on the exit driveway to limit vehicle speeds leaving the site.

Cimitiere Street Access

- Signage be provided in advance of the basement entry warning drivers of the height restrictions to prevent accidental access by over-height vehicles. Alternatively, space for an errant vehicle to turn should be provided alongside the access driveway.
- A speed hump should be provided on the basement entry driveway to reduce vehicle speeds entering the car park.
- A speed hump or similar should be provided to reduce speeds of vehicles exiting the first floor car park onto Cimitiere Street.
- The first floor exit should be aligned as close to 90 degrees as possible to Cimitiere Street to improve sight angles for exiting vehicles.

Parking Supply

- Additional bicycle parking should be provided within the entry forecourt to bring the total bicycle parking supply to 15 spaces in compliance with the planning scheme.
- No dedicated taxi parking is required.
- A total of 2 motorcycle parking spaces should be provided within the areas allocated to office tenancies and the café/bar.

Appendices

Appendix A – Development Plans

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