

ATTACHMENT 1 - PLANNING CONSULTANT'S REPORT AND RECOMMENDATION

TITLE: 16-24 Charles Street, Canal Street and Adjoining Road Reserves - CH Smith Site

FILE NO: DA0151/2017

AUTHOR: Ashley Brook (Consultant Planner)

DIRECTOR: Leanne Hurst (Director Development Services)

DECISION STATEMENT:

To consider and determine a development application pursuant to the *Land Use Planning and Approvals Act 1993*.

PLANNING APPLICATION INFORMATION:

Applicant:	Northern Outlet Developments
Property:	16-24 Charles Street and 9 Canal Street and adjoining road reserves
Zoning:	Urban Mixed Use and Utilities
Receipt Date:	7/04/2017
Validity Date:	12/04/2017
Further Information Request:	12/04/2017
Further Information Received:	1/05/2017
Deemed Approval	12/06/2017
Representations:	Three

PREVIOUS COUNCIL CONSIDERATION:

DA0590/2016	Business and Professional Services - offices; Vehicle Parking - car park; Food Services - café; Hotel Industry - bar; alterations to existing heritage-listed buildings to accommodate offices, café/bar and coffee shop; construction of a building extension to accommodate offices; construction of a single and multistorey car park; subdivision (consolidation of lots); construction of associated works involving the provision of site vehicular access, pedestrian access and landscaping off Canal Street in Charles Street, Canal Street, Cimitiere Street and Wellington Street (Approved Tasmanian Heritage Council 21 December 2016 and Council 23 January 2017).
DA0573/2014	Bulky Goods Sales - food services, educational and occasional care and vehicle parking - change of use; construction of a building; subdivision; development on Council land (Approved by Tasmanian Heritage Council 17 June 2015 and Council 22 June 2015).
DA0383/2014	Bulky Goods - showroom; Food Services - restaurant; Ancillary - facilities; demolition of the 'Cordial Factory' (Refused by Tasmanian Heritage Council 1/10/2014 and Council 13/10/2014).

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- DA0343/2011 Development and use involving the establishment of a new commercial and retail centre with multiple tenancies (Approved by Tasmanian Heritage Council 18/08/2011 and Council 19/09/2011).
- DA0573/2004 Development and use including 149 residential apartments, 87 room hotel, exhibition space, retail outlets, gymnasium and pool, carpark, skybridge and ancillary works (Approval confirmed by Resource Management and Planning Appeal Tribunal 28/09/2005).

In accordance with Council Policy the assessment of this application has been outsourced to an independent consultant planner as it relates to development of land in which Council has a pecuniary interest.

RECOMMENDATION:

That, in accordance with section 51 and section 57 of the *Land Use Planning and Approvals Act 1993* and the Launceston Interim Planning Scheme 2015, a permit be granted for DA0151/2017 Business and Professional Services - offices; Vehicle Parking - car park; Food Services - café; Hotel Industry - bar; alterations to existing heritage-listed buildings to accommodate offices, café/bar and coffee shop; construction of a building extension to accommodate offices; construction of a single and multistorey car park; subdivision (consolidation of lots); associated signage; construction of works associated with the provision of site vehicular access, parking and pedestrian access in Charles Street, Canal Street, Cimitiere Street and Wellington Street at 16-24 Charles Street and 9 Canal Street, Launceston also known as "CH Smith Site", and adjoining land in the road reserves of Charles Street, Canal Street, Cimitiere Street and Wellington Street, in accordance with the endorsed plans and subject to the following conditions:

1. ENDORSED PLANS AND DOCUMENTS

The development and use must be carried out in accordance with the following endorsed plans and documents to the satisfaction of the Planning Authority except where modified by the other permit conditions below:

- a. Site Plan – Basement 2, Prepared by Artas Architects, CH Smith Revitalisation Project, Project No. 171016, Drawing A0201-DA05.
- b. Site Plan – Basement 1, Prepared by Artas Architects, CH Smith Revitalisation Project, Project No. 171016. Drawing A0202-DA05.
- c. Site Plan – Level 1, Prepared by Artas Architects, CH Smith Revitalisation Project, Project No. 171016. Drawing A0203-DA06.
- d. Site Plan – Level 2 and A, Prepared by Artas Architects, CH Smith Revitalisation Project, Project No. 171016. Drawing A0204-DA01.
- e. Proposed Demolition Plan - Basement, Prepared by Artas Architects, CH Smith Revitalisation Project, Project No. 171016. Drawing A0205-DA01.
- f. Site Title Plan, Prepared by Artas Architects, CH Smith Revitalisation Project, Project No. 171016. Drawing A0206-DA01.
- g. Existing Site Infrastructure Plan, Prepared by Artas Architects, CH Smith Revitalisation Project, Project No. 171016. Drawing A0207-DA01.
- h. Elevations, Prepared by Artas Architects, CH Smith Revitalisation Project, Project No. 171016. Drawing A0209-DA02.
- i. Building 1 Elevations, Prepared by Artas Architects, CH Smith Revitalisation Project, Project No. 171016. Drawing A0210-DA02.
- j. Building 2 Elevations, Prepared by Artas Architects, CH Smith Revitalisation Project, Project No. 171016. Drawing A0211-DA01.

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- k. Bond Store Elevations, Prepared by Artas Architects, CH Smith Revitalisation Project, Project No. 171016. Drawing A0212-DA01.
- l. Building Sections, Prepared by Artas Architects, CH Smith Revitalisation Project, Project No. 171016. Drawing A0213-DA01.
- m. Car Park Sections, Prepared by Artas Architects, CH Smith Revitalisation Project, Project No. 171016. Drawing A0214-DA01.
- n. 'CH Smith Revitalisation Project, 16-24 Charles and 9 Canal Street, Launceston: Report to Support a Development Application', Prepared by Pitt & Sherry, Dated 27 April 2017.
- o. 'CH Smith Revitalisation Project, Traffic Impact Assessment', Rev. 1, Prepared by GHD Pty Ltd, Dated 13 April 2017.
- p. 'Memo, Former CH Smith Site Environmental Site Assessment', Rev. E, Prepared by Jemrok Pty Ltd, Dated 27 April 2017.

2. TASMANIAN HERITAGE COUNCIL

The development must be undertaken in accordance with the Tasmanian Heritage Council 'Notice of Heritage Decision' which forms part of this permit.

3. TASWATER

The development must be undertaken in accordance with the conditions included on the TasWater Submission to Planning Authority Notice TWDA 2017/00632-LCC which forms part of this permit.

4. AMENDED PLANS REQUIRED

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

- a. Provision of an urban cul-de-sac turning head for Canal Street to provide for the car park entrance/exit and vehicle manoeuvring at the street end. The cul-de-sac is to generally comply with the LGAT-IPWEA standard drawing TSD-R08-v1.
- b. Modification of the layout of the Proposed Tenancy Private Carpark on the upper level to eliminate blind aisles greater than 16m in length which will require a re-design of the area associated with car spaces 30, 42 and 43.
- c. A lighting plan for the car park levels and pedestrian paths to provide safe and convenient use of the site outside daylight hours. The lighting is to provide for both pedestrians and vehicles and is to be designed to minimise light spillage outside of the site.
- d. The provision of a signage plan for the car park and the approaches to the car park. The signage plan is to include variable message signs showing the current availability of car park spaces on each deck and additional fixed signage showing height restrictions to the lower levels, directions to exits (pedestrian and vehicular), the location of payment machines and the load limits for access to the upper level of car parking.

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

5. PARKING AREAS

Areas set aside for vehicle parking and access on site as shown on the endorsed plans shall be designed to comply with the following:

- a. AS2890.1, Off-street car parking.
- b. AS 2890.3 – Bicycle parking facilities.
- c. AS2890.6 – Off-street parking for people with disabilities.

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- d. Table 2.3 of AS/NZS 1158.3.1: 2005 Lighting for roads and public spaces - Pedestrian area (Category P) lighting - Performance and design requirements.

6. SITE LANDSCAPE PLAN REQUIRED

Prior to the commencement of any works and use, a landscape plan must be submitted for approval by the Manager Planning Services. The plan must be prepared by a suitably qualified person, drawn to scale and include the following details:

- a. Major site features such as building footprints, topography, contours and street boundaries.
- b. Proposed garden beds and plantings (including a schedule of all trees, shrubs and groundcover including common name, botanical name and size at maturity).
- e. Suitable irrigation or a fixed sprinkler system for watering of all landscaped areas.
- f. Landscaping shall to provide an effective screen of the ground and upper levels of the car park when viewed from Cimitiere Street and Wellington Street.

Once approved by the Manager Planning Services, the plan will be endorsed and will form part of the permit. The landscaping must be:

- a. Installed in accordance with the endorsed plan.
- b. Completed within three months of the use commencing.
- c. Maintained as part of the development. It must not be removed, destroyed or lopped without the written consent of the Manager Planning Services.

The developer must meet the costs of all landscaping works shown on the endorsed plans as being outside the land owned by the developer. Prior to commencement of any landscaping or works on land outside the ownership of the developer all necessary agreements must be in place with the relevant landowner or authority for final design, ongoing management and maintenance of these areas.

7. ENVIRONMENTAL SITE ASSESSMENT

The development must be carried out in accordance with the recommendations contained in the following reports:

- a. 'Environmental Site Assessment of CH Smith Site', Prepared by Coffey Environments, dated 26 June 2007.
- b. 'Memo, Former CH Smith Site Environmental Site Assessment', Rev. E, Prepared by Jemrok Pty Ltd, Dated 27 April 2017.

8. CONSTRUCTION ENVIRONMENTAL MANAGEMENT PLAN REQUIRED

A construction environmental management plan must be prepared as recommended in the 'Memo, Former CH Smith Site Environmental Site Assessment', Rev. E, Prepared by Jemrok Pty Ltd, Dated 27 April 2017, endorsed as part of this permit. It must be prepared by a suitably qualified person and submitted to Environmental Health for approval prior to the commencement of any building works. The construction environmental management plan must detail management strategies during the bulk earthworks periods to mitigate potential environmental risks and strategies to reduce impacts during construction.

9. STORMWATER QUALITY MANAGEMENT PLAN

A stormwater quality management plan must be prepared by a suitably qualified person and submitted to Environmental Health for approval prior to the commencement of any building works. The stormwater quality management plan must be prepared in accordance with the Australian Guidelines for Urban Stormwater Management 2000 and 'Australia & New Zealand Guidelines for Fresh and Marine Water Quality. It must address storm water emissions from the car park, in particular gross pollutants, oil and grease.

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10. STORMWATER (CAPACITY) MANAGEMENT PLAN

A stormwater management plan for the site must be prepared by a suitably qualified person and submitted to the Director of Infrastructure Services for approval prior to the submission of detail drawings. The stormwater management plan must consider:

- a. The capacity of the existing stormwater system passing beneath the lower car park level to convey flows from the upper catchment during peak rainfall events and during times of high river levels. This will include a capacity review of the Lower Charles Street Stormwater Pump Station located at the William Street intersection and an assessment of surface flows that may arrive at the site.
- b. The means of ensuring the lower car park surface is not flooded for a range of stormwater flows of up to the 0.05 Annual Exceedance Probability event.
- c. The depth of flooding in the lower car park level for stormwater flows of up to the 0.010 Annual Exceedance Probability event.
- d. The operational management procedures for the car park during storm or flood events required to protect the life and property of patrons.

The stormwater management plan, once approved, is to form the scope and design criteria of the subsequent detail stormwater design for the site.

11. WELLINGTON STREET OVERPASS

Prior to the commencement of works, all road widening works in the vicinity of the Wellington Street overpass bridge structure and piers must be assessed and accepted by the Department of State Growth. This shall involve the provision to State Growth of detailed engineering plans, endorsed by a suitably qualified engineer, of the car park entry lane on Cimitiere Street inclusive of details for overhead clearance to the structure and associated signage, clearance to the bridge pier and requirements for a barrier protection system if the required clearances are not met (type, design, extent and the like).

12. SUBMISSION AND APPROVAL OF PLANS

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

- a. Include all infrastructure works required by the permit or shown in the endorsed plans and specifications including:
 - i. Electricity infrastructure including car park lighting, illuminated signage external to the site and alterations to street lighting.
 - ii. A line marking plan for all entrances, parking aisles and parking spaces showing the direction of travel and the available turn options at intersections.
 - iii. A fire-fighting plan for the lower car park level including locations of sprinklers, hose reels and fire alarms.
 - iv. A pavement and kerbing design for all trafficable areas including road extensions, access driveways, car parking areas, aisles and footpaths.
 - v. A car park detail design showing a minimum clear height within trafficable aisles of 2.3m and 2.2m within individual car spaces in accordance with Section 5.3.1 of ASNZS 2890.1:2004.
 - vi. A stormwater plan showing the collection of stormwater from all buildings and paved areas and its conveyance to an approved point of discharge (see TasWater conditions).
 - vii. A design of the Cimitiere Street batter to the lower car park level so as to provide a stable and maintainable surface in accordance with the recommendations of a geotechnical assessment.

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- viii. A landscaping plan showing the planting of vegetation as shown on the endorsed plan, such plan is to show soil retaining structures, means of irrigation and a species list.
- b. Be prepared strictly in accordance with the Tasmanian Subdivision Guidelines and the LGAT-IPWEA Tasmanian Standard Drawings applicable at the date of submission of the plans.
- c. Be prepared by a suitably qualified and experienced engineer or engineering consultancy.
- d. Be accompanied by:
 - i. An estimate of the construction cost of the future public works together with a schedule of the major components and their relevant costs; and
 - ii. A fee of 1.5% of the public works estimate (or a minimum of \$250). Such fee covers assessment of the plans and specifications, audit inspections and Practical Completion & Final inspections.

13. CONSTRUCTION OF WORKS

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

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

- a. Stormwater
 - i. Provision of a drainage system to drain all roadways, footpaths and nature strips within the road reserves and all land draining onto the road reserve, the car park surfaces and the car park driveway accesses.
- b. Roads
 - i. Provision of a fully constructed road cul-de-sac termination of Canal Street with a typical diameter of 19.0m wide (measured from the face of kerb to the face of kerb), complete with KC type kerb and channel.
 - ii. Provision of access driveways from Cimitiere Street, Charles Street and Canal Street.
 - iii. Provision of 1500mm (minimum) wide footpaths in accordance with the endorsed plans, including all necessary pedestrian kerb ramps.
 - iv. All necessary alterations to street lighting, street furniture, and supporting infrastructure required by the construction of the building and associated road works. Such works will include the replacement or relocation of street lighting in Cimitiere Street (Poles 238206, 382642, 235464, 238206 and 351183) and the addition of street lighting at the cul-de-sac termination of Canal Street.
 - v. All necessary line marking, signage and other traffic control devices, including the possible relocation of the existing signal control cabinet at the Charles Street/Cimitiere Street intersection.
- c. Electricity, Communications & Other Utilities
 - i. An underground reticulated electricity system and public area lighting scheme must be provided to service footpaths and parking areas and be installed to the approval of the Responsible Authority.
 - ii. An underground telecommunications system must be provided to service remote signage and parking control equipment and installed to the approval of the Responsible Authority.
 - iii. Provision of fire fighting system installed to the approval of the Responsible Authority.

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

These documents specify:

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

14. CONSTRUCTION DOCUMENTATION

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

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

15. COMPLETION OF WORKS

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

16. DELIVERY HOURS

Deliveries to and from the site by commercial vehicles (including trade waste collection) must only occur between 6.00am and 10.00pm, seven days a week.

17. AMENITY – COMMERCIAL/INDUSTRIAL USE

The construction phase and on-going use on this site must not adversely affect the amenity of the neighbouring properties and the general locality by reason of the processes carried on; the transportation of materials, goods or commodities to or from the subject land; the works or materials; the emission of noise, artificial light, vibration, odour, smoke, dust, waste water, waste products, oil or any other source of nuisance.

18. NOISE – COMMERCIAL/INDUSTRIAL

The use must not cause unreasonable noise or interference to adjoining sensitive uses. Precautions must be taken to avoid nuisance to neighbouring residential areas, particularly from warning sirens, intruder alarms, public address systems, heavy-duty compressors, reversing beepers, heat pumps, any kitchen exhaust canopy and the like.

19. EXTERIOR AND SECURING LIGHTING PLANNING

Exterior Lighting and Security lighting to comply with the Australian Standard AS4282-1997" Control of the obtrusive effects of outdoor lighting".

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20. SCREENING OF PLANT

Any plant and equipment proposed for the façades or roofs of the buildings must be screened in a manner to ensure they are not recognisable or visible from ground level public view points.

21. WASTE MANAGEMENT PLAN

A waste management plan for the site must be prepared and submitted to Environmental Health for approval prior to the commencement of building works. The waste management plan must outline provisions to be made for the collection and disposal of garbage and recyclables from food services and other commercial uses on site. The plan must show:

- a. The methods of storage of garbage and recyclables, and collection including location of bins and bin wash down area which is to be graded to a drainage point and directed to sewer in accordance with requirements of the National Construction Code.
- b. Measures taken to minimise the amenity impacts of storage and disposal of garbage with consideration of issues including ventilation and control of noise, stormwater pollution and vermin.
- c. The storage area/s for garbage and recyclables must be located and/or screened so as not to be visible from public roads.

22. SOIL AND WATER MANAGEMENT PLAN

Prior to the commencement of the development works the applicant must install all necessary silt fences and cut-off drains to prevent the soil, gravel and other debris from escaping the site. Additional works may be required.

The silt fencing, cut off drains and other works to minimise erosion are to be maintained on the site until such time as the site has been developed sufficiently to manage erosion and sediment transport.

23. NO BURNING OF WASTE

No burning of any waste materials generated by the construction process, to be undertaken on-site. Any such waste materials to be removed to a licensed refuse disposal facility (e.g. Launceston Waste Centre).

24. DEMOLITION

The Developer must:

- a. Protect property and services which are to either remain on or adjacent to the site, from interference or damage and erect dust screens as necessary.
- b. Not undertake any burning of waste materials on site.
- c. Remove all rubbish from the site for disposal at a licensed refuse disposal site.
- d. Dispose of any asbestos found during demolition in accordance with the Worksafe Tasmania 'How to Safely Remove Asbestos' Code of Practice 2012 or any subsequent versions of the document.

25. COVENANTS ON SUBDIVISION

Covenants or similar restrictive controls must not be included on or otherwise imposed on the title to the lot create by the subdivision approved by this permit unless:

- a. Such covenants or controls are expressly authorised by the terms of this permit; or.
- b. Such covenants or similar controls are expressly authorised by the consent in writing of the Council; and

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- c. Such covenants or similar controls are submitted for and receive written approval by Council prior to the submission of a Plan of Survey and associated title documentation is submitted to Council for sealing.

Notes

A. Building Permit Required

Prior to the commencement of any construction the applicant is required to attain a Building Permit pursuant to the Building Act 2016. A copy of this planning permit should be given to your Building Surveyor. Please contact the Council's Building Services Department on 6323 3000 for further information.

B. Occupancy Permit Required

Prior to the occupation of the premises the applicant is required to attain an Occupancy Permit pursuant to the Building Act 2016. A copy of this planning permit should be given to your Building Surveyor.

C. Plumbing Permit Required

Prior to the commencement of any construction the applicant is required to attain a Plumbing Permit pursuant to the Building Act 2016. A copy of this planning permit should be given to your Building Surveyor. Please contact the Council's Building Services Department on 6323 3000 for further information.

D. Food Premises

All Food Businesses must be registered with council in accordance with the Food Act 2003. Food Premises must comply with the National Construction Code TAS Part H102.

REPORT:

1. SUMMARY

The current proposal includes:

- Business and Professional Services - offices; Vehicle Parking - car park; Food Services - café; Hotel Industry - bar; alterations to existing heritage-listed buildings to accommodate offices, café/bar and coffee shop; construction of a building extension to accommodate offices; construction of a single and multistorey car park; subdivision (consolidation of lots); associated signage; construction of works associated with the provision of site vehicular access, parking and pedestrian access in Charles Street, Canal Street, Cimitiere Street and Wellington Street.

It seeks to give effect to a number of changes to the site redevelopment approved by Council on 23 January 2017 (Planning Permit DA0590/2016). The redevelopment approved by the permit has commenced and the approval will remain valid irrespective of the current proposal.

An overview of the proposed changes is provided below. They retain the major elements of the approved redevelopment and largely involve an increase in the provision of car parking and access for the site. However, a number of other changes are proposed.

Internal floor areas

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- Enlargement of the floor area of the coffee shop from 103m² to 290m², and reduction of the larger office tenancy from 4,846m² to 4,719m². This is largely in response to a requirement to retain the existing floor levels in 22 Charles Street included in Planning Permit DA0590/2016 by the Resource Management and Planning Appeal Tribunal following an agreement between the relevant parties. The coffee shop will now extend into parts of 22 Charles Street at the first (ground) and second floor levels of the building. The larger office tenancy will now extend into the third level of 22 Charles Street and the second and third levels of 24 Charles Street.
- Reduction of the floor area of the smaller office tenancy from 791 m² to 646 m². It will no longer occupy the lower basement level of the building.

Provision of car parking

- Increase in the number of car parking spaces within the site by 42 (from 395 to 437 spaces). This includes an increase in the number of spaces associated with the office tenancies by 73 (from 57 to 130 spaces) and a reduction of 31 spaces associated with the standalone Vehicle Parking use (from 333 to 302 spaces). The provision of 5 spaces associated with the café/bar and 0 spaces associated with the coffee shop will be retained.
- Provision of the additional car parking by incorporating a third level internally within the car park structure. This will be provided below Level 1 and therefore will not alter the height of the structure. The lower basement level (Basement 2) and the level above (Basement 1) will accommodate the standalone Vehicle Parking use (Council Car Park). A ramp will be provided to the northern side of the car park to provide access between the two lower levels. The upper level of the car park will accommodate spaces associated the office tenancies.
- Reduction in the number of spaces in the ground level car park located between 16-18 Charles Street and the Canal Street Warehouse from 9 spaces to 5 spaces. The parking area will accommodate spaces associated with the café/bar.
- Inclusion of detail finishes for the car park façades on the Cimitiere Street frontage, Wellington Street frontage and northern elevation. This includes the incorporation of additional areas of pre-cast concrete panel (natural and textured) and aluminium vertical screens (basalt colour). Perforated roller shutter grills (basalt colour) are proposed in the external access openings in the Basement 1 and Basement 2 levels. The screening around the perimeter at the upper level will have heights of 1.3 m (pre-cast concrete panel) and 1.5 m (aluminium vertical screens) measured above the car park deck.
- Provision of aluminium vertical screens and gates (1.8 m) across and adjacent to the Cimitiere Street exit-only access to provide out of hours security, and on the upper level of the car park structure separating the larger and smaller tenancy parking areas. The aluminium vertical screen fencing will extend along the Charles Street frontage adjacent to the entry forecourt.
- Retention of landscape plantings on the upper level of the car park structure. A landscaped breakout area is also proposed adjacent to the western elevation of the major extension.

Provision of vehicular access

- Modification of the entry-only access from Cimitiere Street to incorporate a two-lane driveway and a ramp to provide access to the car park structure at Basement 1 level.
- Modification of the two-way access at the end of Canal Street to incorporate a third lane capable of accommodating entry or exit movements. The access will provide access to and from the lower basement level of the car park (Basement 2).

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- Provision of a new access in Canal Street for entry and exit through the existing larger doorway opening in the Victorian Warehouse façade.

Canal Street Warehouse addition

- Reduction in the size of the steel frame structure to the east of the existing building involving deletion of one of the four mono-pitched roofs. This is required due to the location of the new ramped access between the Basement 1 and Basement 2 levels in the car park structure.

Provision of signage

- Provision of wall signs for the car park structure on the Wellington Street façade (2 signs) and northern elevation (1 sign).

A number of the changes required by Planning Permit DA0590/2016

- Retention of existing floor levels in 22 Charles Street, as agreed by the relevant parties in order to resolve an appeal in relation to Planning Permit DA0590/2016. The works involved include the repair and maintenance of the existing floors and supports. The new hipped roof for the building will incorporate new timber trusses of recycled timber.
- Modification of the works to the 1850s wall along the Canal Street frontage between 16-18 Charles Street and the Canal Street Warehouse, involving:
 - Retention of the wall along the frontage to its current height and the two existing openings in the wall.
 - Demolition of the brick infill between the wall and the Canal Street Warehouse.
 - A new opening in the wall to the rear of 16-18 Charles Street having a width of 3.7 m and height encroaching no higher than 1.2 from the top of the wall.
 - Re-opening of the bricked-up former opening in the wall near the western end.
- Modification of the works involving two existing ground level door openings on the Charles Street frontage of the 1938 CH Smith Wool Store at 20 Charles Street. This includes representing the openings as doorways rather than windows, and incorporating the existing sliding doors in the southern doorway into the design of both openings.
- Retention of the painted wall signage on the southern wall of the c1850s Fry Residence at 24 Charles Street which will not be painted over except the lower section of the wall below the word 'Blue', as required by the Tasmanian Heritage Council in relation to DA0590/2016.
- Modification of the provision of bicycle parking to include 20 secure spaces (and 6 shower / change rooms) at Basement 1 level to the rear of the building at 16-18 Charles Street, 5 lockable cages at Basement 2 level adjacent to the access at the end of Canal Street, 4 spaces adjacent to the ground level car park adjacent to Canal Street and 4 spaces in the entry forecourt near the corner of Cimitiere Street and Charles Street.
- Provision of 6 motorcycle parking spaces on site, including 3 at Basement 1 level and 3 at Basement 2 level.
- Realignment of the upper deck stair access to Canal Street ground level to be completely contained within the site.
- Provision of entry and exit boom gates.
- Modification of the Cimitiere Street exit-only access to increase the approach angle to a minimum of 70°.
- Provision of 2 short term car parking spaces and an on-street loading zone on both the Charles Street and Canal Street frontages of the site.

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- Provision of a footpath extension from the Cimitiere Street entry-only access to the existing footpath in Cimitiere Street.

Other

- Minor re-positioning of the major extension to be approximately 900 mm south of the southern building line of 24 Charles Street (closer to Cimitiere Street) and 2 m south of the northern building line of 20 Charles Street.
- Modification of the new mono-pitched roof section associated with a portion of the major extension to the rear of 24 Charles Street (extending in line with the rear of the buildings at 20-22 Charles Street) to have a hipped form.
- Provision of a new mono-pitched roof section over a portion of the entry corridor within the major extension to the rear of 20-24 Charles Street. It will be setback from the southern façade with south-facing highlight windows. Its height will match that of the major roof form of the major extension. The highlight windows below the major roof form in the southern façade have been replaced with aluminium composite panels.
- Provision of a proposed sub-station within the ground level car park to the rear of the wall to be retained along the Canal Street frontage. An electrical generator is also proposed on the upper level of the car park structure which will be screened on the northern side by a pre-cast concrete panel (textured) section.
- Relocation of the lift and stair well providing pedestrian access to the entry forecourt from the car parking below.
- Curved roof fixed to a steel frame over the ticket area at the two-way access at the end of Canal Street.
- Identification of some additional detailed works within building interiors including stairs and lifts.
- Other changes generally relating to operational matters including, though not limited to, the provision of a screened bin enclosure to the rear of the café/bar, electric charging stations and an operations room within the Council Car Park, and a refuse room, plant room, additional amenities and recycled water storage within the basement area in proximity of the buildings at 16-18 and 20 Charles Street.

The proposed changes, with the exception of those already required by Planning Permit DA0590/2016, are substantial enough to require a new application. They affect broader aspects of the approved use and development, which require assessment against the Planning Scheme standards. The application therefore seeks approval for the overall use and development as modified by the proposed changes.

The Tasmanian Heritage Council has advised the Planning Authority that it wishes to be involved in determining the application. It is required to notify the Planning Authority before the prescribed period whether it consents to the permit being granted (with or without conditions) or that the permit should be refused. If the Planning Authority grants a permit, the *Historic Cultural Heritage Act 1995* ('HCH Act') requires that it must do so subject to (at least) any conditions required by the Heritage Council and must not include a condition that conflicts with any condition required by the Heritage Council. The relevant notification from the Heritage Council is not required until 5 June 2017. It will need to be reviewed before any permit is issued to comply with the relevant requirements of the HCH Act.

The recommendation to the Planning Authority includes permit conditions that are mostly similar to those included in the Planning Permit DA0590/2016, with the following key changes:

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- The relevant requirements included Planning Permit DA0590/2016, relating to the provision of amended plans, that have been addressed on the plans in the current application have not been included.
- Provision of a stormwater (capacity) management plan for the approval of the Director of Infrastructure Services which is required to include operational management procedures for the car park during storm or flood events to protect life and property. The lower basement level (Basement 2) within the car park structure is lower than that currently approved basement level and will be potentially flood prone during extreme events or if the local stormwater systems are overwhelmed or experience power failure.
- Provision of detailed engineering drawings for the approval of the Director of Infrastructure Services which are required to show all necessary alterations to street lighting, street furniture and supporting infrastructure within Cimitiere Street and Canal Street as a result of the road works and development within the subject site. The existing signal control cabinet at the intersection of Charles Street and Cimitiere Street may also require relocation.

The requirements relating to the provision of amended plans included in the recommendation which were also included in the Planning Permit DA0590/2016 are identified below. These were recommended in the independent infrastructure assessment.

- Provision of an urban cul-de-sac turning head for Canal Street to provide for the car park entrance/exit and vehicle manoeuvring at the street end. The cul-de-sac is to generally comply with the LGAT-IPWEA standard drawing TSD-R08-v1. The court bowl at the end of Canal Street shown on the plans is required to be modified to meeting this requirement.
- Modification of the upper level car park layout to eliminate blind aisles greater than 16m. This will require a re-design of the area within the Proposed Tenancy Private Carpark associated with car spaces 30, 42 and 43.
- Provision of a lighting plan for the car park levels and pedestrian paths to provide safe and convenient use of the site outside daylight hours. The lighting is to provide for both pedestrians and vehicles and is to be designed to minimise light spillage outside of the site.
- Provision of a signage plan for the car park and the approaches to the car park. The signage plan is to include variable message signs showing the current availability of car park spaces on each deck and additional fixed signage showing height restrictions to the lower levels, directions to exits (pedestrian and vehicular), the location of payment machines and the load limits for access to the upper level of car parking. The signs will be advisory and are therefore exempt.

2. THE PROPOSAL

The overall proposal, as modified by the proposed changes to the use and development approved by DA0590/2016, is described below.

The development application seeks approval to redevelop the subject site predominantly for offices and other uses including vehicle parking, a café/bar and coffee shop. The vehicle parking use includes areas that will be managed separately for parking associated with the proposed commercial tenancies or by Council for reserved and public parking. The application includes reuse of the existing heritage buildings involving restoration and alterations, along with the development of building additions and a multi-storey car park

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structure. The associated works within the site involve pedestrian and vehicular access, landscaping and consolidation of the titles for the subject site into a single lot.

The application includes works in the surrounding road reserves and parcels, involving alteration and provision of vehicular and pedestrian accesses, alteration of on-street car parking and traffic control devices, reconfiguration of the end of Canal Street to provide a standard cul-de-sac turning head and landscaping. It also includes provision of a two-lane slip lane from the east bound lane in Cimitiere Street, providing an entry-only access into the multi-storey car park.

The major elements of the application are described below, as they relate to the existing buildings and other works proposed. The plans submitted with the application identify these elements however generally do not include all detailed works relevant to the building interiors such as counters, toilets and amenities.

24 Charles Street – c1850s Fry Residence

The existing building closest to the Cimitiere Street intersection will accommodate part of the proposed coffee shop use within the first (ground), whilst the larger office tenancy will extend into the second and third levels. A new internal stair will be provided for access between the third levels of the building and adjoining 22 Charles Street. The existing skillion roof of the building will be demolished and replaced with a hipped roof with corrugated galvanised iron sheeting.

The painted wall signage on the southern wall of the building be retained, with the exception of the lower section of the wall below the word 'Blue' which will be repaired and repainted.

22 Charles Street – c1860s Grain Store and 20 Charles Street – c1938 CH Smith Wool Store

22 Charles Street - Building alterations

The existing floor level within 22 Charles Street will be retained. The works involved will include the repair and maintenance of the floors and supports. The timber drum cane within the front portion of the building will be retained and restored. Missing timber columns will be reinstated using recycled timber. Façade tie joists will be retained where existing or otherwise reinstated. The existing roof is proposed to be demolished and replaced with a hipped roof to match the original with corrugated iron sheeting. The roof will incorporate new timber trusses of recycled timber. A new plasterboard ceiling will be provided to the underside of the new roof battens.

The proposed façade alterations will include render repairs repainted to match existing, new entry door, new window to match an existing infill wall panel at ground level and repair and reinstatement of windows on the upper two levels.

The building will accommodate part of the coffee shop use within parts of the first (ground) and second floor levels. The coffee shop, including the portions in 22 and 24 Charles Street, will have a floor area of 290 m². The larger office tenancy will extend into the third level.

20 Charles Street - Building alterations

The existing floor levels within 20 Charles Street will be retained. An existing timber floor in part of the first (ground) level will be removed and infilled with a new concrete slab to

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match an existing concrete slab. The second level floor will be repaired. Existing openings in the southern wall (adjacent to 22 Charles Street) on the first and second floors will be infilled with fibre cement recessed 50 mm.

Space within the basement of the building will be altered including demolition of existing blockwork and provision of new block wall infill between existing columns. This will enable the provision of building services including a plant room, refuse room, store, locker room and lift lobby. Recycle storage will also be provided in an undercroft.

The proposed façade alterations will include demolition of an existing shopfront and separate sliding door opening at ground level. The modified openings will be represented as doorways and will incorporate parts of the existing sliding doors in their design. The second level façade of the building will be modified to incorporate new vertical windows. The entire façade otherwise will be cleaned and repaired where required.

The building will accommodate part of the floor space associated with the larger office tenancy.

Building additions – 20-24 Charles Street

The proposed major extension at the rear of the buildings, also extending to the rear of 24 Charles Street, will be built over two levels above the car park structure. Its design is contemporary and responds to the major levels and building forms of 20-24 Charles Street. The rectangular form defined by portal frame construction will match the height of the north facing wall of 20 Charles Street. Its lower and upper levels will match those of 20 Charles Street and the lower and second levels of 24 Charles Street. The roof of the proposed extension reflects, though does not imitate, the saw-tooth roof form of 20 Charles Street. It will extend 200 mm higher in elevation than the top of the proposed hipped roof of 24 Charles Street. The proposed extension and roof form will be visually separate from 20-24 Charles Street. Each façade will incorporate strong vertical windows and glazing lines, sections of raw brick, exposed concrete and aluminium composite cladding. The roof cladding will be Colorbond.

The portion of the major extension immediately to the rear of 24 Charles Street, extending in line with the rear of 20-22 Charles Street, will include a new hipped roof section with corrugated iron sheeting. This will match the height of the new hipped roof for 24 Charles Street. This will also include a wall in the southern façade, clad with aluminium composite panel, extending above the portal frame level to the match top of the south facing wall of 24 Charles Street.

The major extension will accommodate the larger office tenancy which, including the other parts of the tenancy extending into 20-24 Charles Street, will have a floor area of 4,719 m².

16-18 Charles Street – 1919 CH Smith Offices and elevated link

Building alterations

The existing building located on the corner of Charles and Canal Street and the adjacent elevated link to 20 Charles Street will be retained and converted to a smaller office tenancy over three major levels with a floor area of 646m². The existing façades and roofs will be retained, repaired and repainted where required. Glazing is proposed to be installed in an existing doorway opening at ground level in the Canal Street façade.

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Building addition

The rear wall of the building at 16-18 Charles Street is proposed to be demolished due to structural instability, as previously authorised by Heritage Tasmania under Exemption #1256. It is proposed to extend the building at the rear over all three levels to provide lift access. The rear wall section to be reinstated and the extension will comprise new brick rendered infill between concrete columns and will be painted. The works will incorporate aluminium framed glazed windows over each level and a decorative finial to the rear façade.

1850s façade of Victorian Warehouse on Canal Street frontage

The wall along Canal Street extending from the rear of 16-18 Charles Street to the Canal Street Warehouse is proposed to be retained. The wall contains two existing openings and two additional openings are proposed. This includes a new opening in the wall to the rear of 16-18 Charles Street having a width of 3.7 m and height encroaching no higher than 1.2 from the top of the wall. This will align with a pedestrian footpath within the site to the rear of 16-18 Charles Street providing access to the street. The second proposed opening involves the re-opening of a bricked-up former opening in the wall near the western end. It is also proposed to demolish a brick infill between the wall and the Canal Street Warehouse.

The full height of the internal, perpendicular wall associated with the 1850s Victorian Warehouse is proposed to be demolished. The bricks within the wall will be salvaged for other work.

c1830s Canal Street Warehouse ('Cordial Factory' or 'Supply River Store')

Building alterations

The existing building is proposed to be retained and reused as a café/bar with a floor area of 210 m². The existing structural wall supports will also be removed along with other works including:

- Repair of brickwork on each façade, repair of roof frame, provision of new corrugated iron steel sheeting and replacement of gutters and downpipes to match existing
- Western façade – Repair and reinstate timber door frames, install opening timber doors behind fixed glazing, repair of window bars on the ground floor level and reinstatement of timber louvres on the upper level windows.
- Eastern façade – Installation of vertical windows and new glazed entry door requiring new openings, and infill of two existing openings with glazing.

Building addition

A steel frame structure forming a series of three mono-pitched roofs with transparent sheeting will be built to the east of the existing building. It will provide cover over an outdoor courtyard associated with the café/bar.

Subdivision

The titles for the subject site will be consolidated into a single lot. A separate future application would be lodged for strata subdivision.

Car Parking

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The proposed parking on-site includes spaces within the multi-storey car park structure and at ground level in a parking area located between 16-18 Charles Street and the Canal Street Warehouse. The lower basement level (Basement 2) of the car park structure and the level above (Basement 1) will accommodate the standalone Vehicle Parking use (Council Car Park). The upper level of the car park will accommodate spaces associated the office tenancies.

The location of proposed parking for the Vehicle Parking use class and tenancies is identified in the following table.

Use	Multi-storey car park			Other ground level parking	Totals
	Basement levels		Upper level		
	2	1			
Tenancies					
Larger office			93		93 spaces
Smaller office			37		37 spaces
Café/bar				5	5 spaces
Coffee shop					0 spaces
Vehicle parking					
Council Car Park	122	180			302 spaces
Totals	122	180	130	5	437 spaces

The upper level of the car park structure will be built at the same level of the lower floor level of the major extension and ground floor of 20-24 Charles Street. It will extend to the Cimitiere and Wellington Street frontages and to the lift extension at the rear of 16-18 Charles Street.

The application includes detail finishes for the car park façades on the Cimitiere Street frontage, Wellington Street frontage and northern elevation. This includes the incorporation of areas of pre-cast concrete panel (natural and textured) and aluminium vertical screens (basalt colour). Perforated roller shutter grills (basalt colour) are proposed in the external access openings in the Basement 1 and Basement 2 levels. The screening around the perimeter at the upper level will have heights of 1.3 m (pre-cast concrete panel) and 1.5 m (aluminium vertical screens) measured above the car park deck.

An electrical generator is proposed on the upper level of the car park structure which will be screened on the northern side by a pre-cast concrete panel (textured) section. A sub-station is also proposed within the ground level car park to the rear of the wall to be retained along the Canal Street frontage.

The proposed car parking includes accessible spaces for use by persons with a disability including 5 spaces within the Council Car Park and 4 spaces on the upper level of the car park structure. An additional 2 spaces are also proposed in the surrounding road reserves including a space in Charles Street adjacent to 22-24 Charles Street and another space at the end of Canal Street adjacent to the court bowl.

Other vehicle parking provision within the surrounding road reserves includes short term car parking spaces and an on-street loading zone on both the Charles Street and Canal Street frontages of the site.

Other Parking

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The proposed bicycle parking provision includes 20 secure spaces (and 6 shower / change rooms) at Basement 1 level to the rear of the building at 16-18 Charles Street, 5 lockable cages at Basement 2 level adjacent to the access at the end of Canal Street, 4 spaces adjacent to the ground level car park adjacent to Canal Street and 4 spaces in the entry forecourt near the corner of Cimitiere Street and Charles Street.

The proposed motorcycle parking provision comprises a total of 6 spaces, including 3 at Basement 1 level and 3 at Basement 2 level.

Vehicular access

The application includes the provision of five property accesses to the subject site including:

- Retention of the existing Charles Street two-way access, which according to the recommendations of the Traffic Impact Assessment (TIA) included with the application, will be restricted to left-in/left-out movements. It will provide entry and exit to the upper level of the car park structure (office tenancy parking), in conjunction with the Cimitiere Street exit.
- New Canal Street two-way access associated with the reconfiguration of the end of the road to form a cul-de-sac (court bowl). The access will provide an entry into the Council Car Park and the sole exit, located at the lower basement level (Basement 2). The access will include three lanes, with the central lane capable of accommodating entry or exit movements. A ramp will be provided to the northern side of the car park structure to provide access between the two basement levels.
- New Canal Street two-way access for entry and exit through the existing larger doorway opening in the Victorian Warehouse façade. It will provide access associated with the ground level in a parking area located between 16-18 Charles Street and the Canal Street Warehouse.
- The new Cimitiere Street entry-only access will provide the second and only other entry to the Council Car Park. It will comprise a two-lane driveway and a ramp to provide access to the car park structure at Basement 1 level.
- The new Cimitiere Street exit-only access will provide the second and only other exit from the upper level car park. The TIA recommends a number of works to be undertaken in constructing the driveway partly in the adjoining road reserve including realignment closer to 90° and a speed hump to reduce speeds.

The application includes the provision of entry and exit boom gates at the property accesses, excluding the access to the ground level café/bar car park (which will not be controlled) and the Cimitiere Street exit-only access. Aluminium vertical screens and gates (1.8 m) will be provided across and adjacent to the Cimitiere Street exit-only access to provide out of hours security. They will also be provided on the upper level of the car park structure separating the larger and smaller tenancy parking areas.

A curved roof fixed to a steel frame over the ticket area at the two-way access at the end of Canal Street.

Pedestrian access

The primary pedestrian access into the site will be through the entry forecourt adjacent to the intersection of Charles Street and Cimitiere Street. It will be at the same level as the upper level of the car park and lower level of the larger office tenancy. Two sliding glass doorways in the southern façade of the major extension will provide access into the tenancy. A path is also proposed around the perimeter of the extension to the northern

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doorways, and a marked zebra crossing on the Charles Street driveway providing a separate ramped access to the footpath in the road.

A lift and stair well will provide pedestrian access between the entry forecourt from the basement levels of the car park structure. A stair is also proposed to provide access from the new footpath at the end of Canal Street to the upper level of the car park. The openings in the 1850s façade of Victorian Warehouse in Canal Street will provide pedestrian access to the footpath in the street. The access from the café/bar courtyard will be at grade whilst the other access will have a series of low steps within the site adjacent to the footpath. The existing openings in the wall will be adjacent to the proposed ground level car parking area.

The application also includes a new footpath in the south west corner of the site across the Cimitiere Street entry-only access extending to existing footpath in Cimitiere Street, along the Wellington Street frontage within the road reserve and on the western side of Canal Street. It is also proposed to install raised footpath sections either side of the Charles Street vehicular access.

Landscaping

The application shows plantings within and outside the site in the adjoining road reserves including:

- Plantings along the eastern edge of the café/bar courtyard.
- Plantings within the entry forecourt along the Cimitiere Street frontage. Aluminium vertical screen fencing will also extend along this frontage.
- Plantings in the south west corner across on the northern side of the Cimitiere Street entry-only access.
- Plantings in the upper level car park along the Cimitiere Street and Wellington Street frontages, at the northern end of the central aisle of the Council reserved parking area and adjacent to the north east entry of the major office tenancy. A landscaped breakout area is also proposed adjacent to the western elevation of the major extension.

Specific landscaping details including a planting schedule are not included in the application.

Signage

The application includes the provision of wall signs for the car park structure including:

- A sign affixed to textured pre-cast concrete in the Wellington Street façade of the car park structure above the Cimitiere Street entry-only vehicular access into Basement 1 level. It will display the wording 'Car Park' and an 'Entry' over each lane and will have a combined area of 1.64 m².
- A second sign affixed to aluminium vertical screening in the Wellington Street car park façade at Basement 1 level, to the north of the abovementioned. It will display the wording 'CH Smith Centre' and will have an area of 5.25 m².
- A sign affixed to textured pre-cast concrete on the northern elevation of the car park structure displaying the wording 'CH Smith Centre' at Basement 1 level and 'Car Park' at Basement 2 level. It will have a combined area of 6.75 m².

The signs will comprise stainless steel lettering affixed to the relevant materials in the façades of the car park structure. No illumination is proposed.

3. LOCATION AND NEIGHBOURHOOD CHARACTER

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3.1 Subject Site

The subject site is the land at 16-24 Charles Street and 9 Canal Street, Launceston. It is comprised of six titles (CT 123357/4, CT 219736/1, CT 41792/1, CT 41793/1, CT 246269/1 and CT 61902/1) and has an approximately area of 1ha. The subject site has frontages of approximately 89m to Charles Street, 106m to Canal Street, 133m to Cimitiere Street and 85m to Wellington Street.

The subject site contains a number of existing buildings built up to the Charles and Canal Street frontages listed below and identified in Figure 1.

- 24 Charles Street – c1850s Fry Residence
- 22 Charles Street – c1860s Grain Store
- 20 Charles Street – c1938 CH Smith Wool Store
- Elevated link between CH Smith Wool Store and Offices
- 16-18 Charles Street – 1919 CH Smith Offices
- 1850s façade of Victorian Warehouse on Canal Street frontage
- c1830s Canal Street Warehouse ('Cordial Factory' or 'Supply River Store')



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Figure 1: Existing buildings and structures

The subject site also includes land within the adjoining road reserves and parcels of Charles Street, Canal Street, Cimitiere Street and Wellington Street, for the purpose of undertaking associated works including access, alteration of on-street parking and traffic control, reconfiguration in Canal Street and landscaping. Land owner consent to lodge the application as it relates to this land has been given by Crown Land Services and Council. The site currently has accesses constructed in Charles Street and at the end of Canal Street.

The subject site slopes down to the north and west from the corner of Charles and Cimitiere Streets. The fall is approximately 7.5m. The subject site is located in the combined sewerage district of Launceston. It is fully serviced by sewer, stormwater and water.

The subject site is located between the Launceston CBD, Royal Park and Seaport. It is located on the fringe of the CBD and is also in the transition area between the higher ground in the city and the floodplain. The subject site is located adjacent to major arterial roads including Wellington Street and Bathurst Street that pass through the nearby parkland. It is therefore in a high profile location.

3.2 Surrounding Area

The surrounding area comprises a mixture of historic, contemporary and functional civic buildings of varying scale and heights. The land to the north and east includes surrounding commercial uses including the former AAMI building on the opposite side of Canal Street and Harvey Norman, offices and the Tasmanian Farmers and Graziers Association on the opposite side of Charles Street. The land to the south and east includes the Launceston Magistrates Court, Launceston Supreme Court, TasWater and a mix of uses in Cameron Street including offices and residences.

4. PLANNING SCHEME REQUIREMENTS

15.0 Urban Mixed Use Zone

15.1.1 Zone Purpose Statements

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 supports 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 provisions for car parking, pedestrian access and traffic circulation.

Consistent

The zone seeks to provide for the integration of residential, retail, community services and commercial activities across urban locations. The use and development will broaden the commercial choice available in this inner urban location by providing large tenancy office space, along with other uses including vehicle parking that will service the CBD generally, and a café/bar and coffee shop that have the potential to increase activity outside normal business hours. The redevelopment will activate an underutilised site in a manner that is sympathetic to the heritage values of the site and create a more

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attractive environment for pedestrians. These aspects of the use and development are not altered by the proposed changes to DA0590/2016.

The application includes a number of works in the adjoining road reserves within the Zone associated with the provision of site vehicular access, on-street parking and traffic control in Charles Street, northern part of Canal Street and Cimitiere Street. These works ordinarily do not require approval of the Planning Authority where undertaken for or on behalf of a road authority.

15.3 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.

Consistent

The acceptable solution is satisfied.

A1 Commercial vehicles must only operate between 6.00am and 10.00pm.

Complies

Commercial vehicles are not proposed to operate outside the hours allowed for in the acceptable solution. A permit condition is included in the recommendation to ensure compliance (as per DA0590/2016).

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.

Consistent

The acceptable solution is satisfied.

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

There are no sensitive uses adjoining or immediately opposite the subject site. A general permit condition relevant to amenity as recommended by Environmental Health is included in the recommendation (as per DA0590/2016).

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.

Consistent

External lighting is capable of being designed to control its potential obtrusive effects.

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.

Relies on Performance Criteria

The subject site does not adjoin a boundary with the General Residential, Inner Residential and Low Density Residential zones. However, the application indicates that external lighting of the café/bar and car park will be provided. The extent of external lighting and any measures to contain direct light within the site boundaries are not

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detailed in the application.
P1 Floodlighting or other external lighting used on the site must not cause an unreasonable loss of amenity to nearby sensitive uses, having regard to: (a) the number of light sources and their intensity; (b) the proximity of the proposed light sources to nearby sensitive uses; (c) the topography of the site; (d) the landscaping of the site; (e) the degree of screening between the light source and the sensitive uses; and (f) existing light sources nearby.
Complies There are no sensitive uses adjoining or immediately opposite, however there are such uses located nearby in Cameron Street, St John Street, Home Point Parade and Seaport. External lighting associated with the application is unlikely to have an unreasonable impact on the amenity of these nearby sensitive uses given the available separation, screening provided by the topography, existing buildings, existing or proposed landscaping and existence of existing light sources including street lighting in this inner city location. External lighting has the potential to create visual interest for evening and night time visitors to the CBD and increase the visual security of the area generally. A permit condition is included in the recommendation to ensure external lighting complies with the Australian Standard AS4282-1997 "Control of the obtrusive effects of outdoor lighting" (as per DA0590/2016).

15.3.4 Noise level

Objective: To ensure that noise levels from uses do not unreasonably impact on the amenity of nearby sensitive uses.
Consistent The acceptable solution is satisfied.
A1 Noise generated by a use on the site must: (a) not exceed a time average A-weighted sound pressure level (L _{aeq}) of 5 dB(a) above background during operating hours when measured at the 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.
Complies There are no sensitive uses adjoining or immediately opposite the subject site. There is no relevant permit or environmental protection notice issued by the Environment Protection Authority. A permit condition is included in the recommendation generally to ensure that noise emissions do not unreasonably impact the amenity of sensitive uses in the surrounding area (as per DA0590/2016).

15.3.5 Retail impact

Objective: To ensure that the economic, social and environmental impact of significant new retail use and development is consistent with the activity centre hierarchy.
Consistent The application does not involve a significant new retail use having the potential to impact the viability of the activity centre hierarchy. It will have a positive impact on the activity centre hierarchy specifically by broadening the commercial choice in an inner city location by providing large tenancy office space, activating an underutilised site in a manner that is sympathetic to the heritage values of the site and creation of a more

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attractive environment for pedestrians.
A1 If for no permit required or permitted use class.
Relies on Performance Criteria The application includes uses within the food services (café, coffee shop) and hotel industry (bar) use classes which are no permit required and permitted respectively. It also includes business and professional services and vehicle parking uses which are discretionary and require consideration against the performance criteria.
P1 Uses must have acceptable impacts on the viability of the activity centre hierarchy, having regard to the extent that the proposed use: (a) improves and broadens the commercial or retail choice within the area; (b) improves the urban design outcome for an activity centre including its amenity; (c) contributes to an attractive environment for pedestrians; (d) contributes to loss of investment, blight or disinvestment for a particular centre; (e) includes environmentally sustainable design principles; and (f) is accessible by public transport.
Complies The application will improve and broaden the commercial choice within the city and activate a site that has been underutilised for a number of years. It will make provision for additional office space specifically for large tenancies, and also involves provision of public parking which will support other uses and activities within the CBD and its surrounds. The restoration and reuse of the existing heritage buildings and most façades, and development of sympathetic additions and new building forms will deliver a positive urban design outcome and improve the amenity of the area. The building development along with the creation of a large forecourt adjacent to Cimitiere Street, activation along the Canal Street frontage and improvement of the footpaths and connectivity in Cimitiere Street, Wellington Street road reserve and Canal Street will contribute to an attractive environment for pedestrians. The site is close to the CBD and is well served by public transport, and alternative transport options including cycling. Having regard to these aspects of the use and development, which are not significantly altered by the proposed changes to DA0590/2016, the application will have a positive impact on the viability of the Launceston CBD activity centre.

15.4 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.
Consistent The bulk, form and siting of the proposed building development is compatible with the streetscape and character of the site and surrounding area. The proposed extension to the rear of 20-24 Charles Street has been designed to generally follow the major building lines and levels of those buildings. The application complies with the relevant acceptable solutions relating to setbacks. The application will improve the public interaction of the site and will not unreasonably impact the amenity of adjoining lots.
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.
Relies on Performance Criteria The height of the proposed major extension to the rear of the buildings at 20-24 Charles

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Street has a maximum vertical dimension of 12.028m measured from its lower floor level to the top of the roof. Building height is required to be measured from natural ground level for the purposes of the planning scheme, which is difficult to determine accurately within the site given previous excavations. The batters adjacent to Cimitiere Street and Charles Street indicate that the current ground level within the proposed extension footprint is lower than natural ground level. The lower floor level of the extension will mostly be below the level of the road when viewed from Cimitiere Street however the major slope to the north and west indicates that it would be above natural ground level. The proposed building height is therefore greater than 12m.

The building height of proposed building extensions involving 16-18 Charles Street, the Canal Street Warehouse and the car park structure will be less than 12m and therefore complies with the acceptable solution.

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
- (e) any overshadowing of adjoining lots or public places.

Complies

The site topography is characterised by an apparent natural slope which generally falls away from Cimitiere Street and Charles Street to the north west. It has also been lowered through the centre of the site by excavations. The effect of these excavations is that they enhance the apparent height of 20-24 Charles Street when viewed from the direction of Cimitiere Street and Wellington Street. The ground level associated with 22-24 Charles Street have been have been lowered to a relatively lesser degree. Therefore, whilst the proposed hipped roofs associated with these building will be higher in elevation than the roof of 20 Charles Street, their building height for the purposes of the planning scheme definition will be relatively lower (approximately 12.2m).

The building height of the proposed major extension will follow the levels of the major building forms associated with 20-24 Charles Street. In particular:

- The proposed roof reflects (without imitating) from the saw-tooth roof form of the building at 20 Charles Street. It comprises two parallel series of three mono-pitched roof forms that will extend up to 1.3m higher in elevation than the roof of 20 Charles Street, though will be lower than the central part of its Charles Street façade.
- The rectangular form defined by the portal frame and therefore the north facing wall will have a maximum vertical dimension of 8m measured from the lower floor level. This level around the perimeter of the extension corresponds with top of the north facing wall of 20 Charles Street.
- The level of the top of the portal frame will also extend between the two glazed entries on both sides of the extension to separate the bulk of the new roof forms from the heritage buildings at 20-24 Charles Street. The mono-pitched roof section over a portion of the entry corridor within the major extension to the rear of 20-24 Charles Street will be setback from the northern and southern façade, which will retain this separation.
- The southern façade of the major extension immediately to the rear of 24 Charles Street will incorporate a section of wall extending above the portal frame level. This will match the top of the south facing wall of 24 Charles Street. The new hipped roof section over this part of the major extension (extending in line with the rear of 20-22 Charles Street) will match the height of the new hipped roof for 24 Charles Street.

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The height of the proposed extension will not be apparent in Charles Street when the development is viewed from the road directly adjacent to the buildings at 20-24 Charles Street. This is because the façade of those existing buildings will screen the view to the extent that the extension will not be seen.

The apparent height of the proposed major extension when viewed from Cimitiere Street and the Wellington Street overpass will be reduced by the upper level of the multi-storey car park and entry forecourt. The car park structure will be built across much of the site area obscuring ground level. The effect is that the full building height of the proposed extension will not be seen. The extension will generally appear as a two-storey building built above the upper level of the car park.

The scale and bulk of the building will be reduced when viewed from Canal Street by the roof form, which decreases in height towards the north, the stepping down of the development onto the car park and screening which will be provided by the buildings and structures along the frontage.

The overshadowing impact of the proposed development will be minimal given that the adjoining land is within road reserves. The closest building is located to the north in Canal Street and will not be impacted. The buildings to the south are located upslope from the site which reduces any potential overshadowing.

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.

Complies

The application involves buildings or structures that will be built to each frontage at ground level including the existing buildings to be retained in Charles Street and Canal Street and the multi-storey car park and entry forecourt which will be constructed to the Cimitiere Street and Wellington Street frontages (as per DA05902/2016).

It is noted that the proposed major extension will be setback from the Cimitiere Street frontage to generally follow the southern building line associated with 24 Charles Street and to allow the creation of the entry forecourt. Further, the proposed development along the Cimitiere Street and Wellington Street frontages includes landscaping which will soften the visual impact of the concrete pavement surrounding the extension.

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.

Not applicable

The titles associated with the subject site are proposed to be consolidated into a single lot. Each of the boundaries of the site will, therefore, have a frontage to Charles Street, Canal Street, Cimitiere Street and Wellington Street. Therefore, there are no side boundaries associated with the site.

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.

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Consistent The acceptable solution is satisfied.
A1 Car parking must be located: (a) within the building structure; or (b) behind the building.
Complies Most of the proposed car parking will be located within the multi-storey car park structure and therefore complies with the acceptable solution A1(a). It is noted that landscaping is proposed along the Cimitiere Street and Wellington Street frontages of the upper level of the car park and adjacent to the Wellington Street frontage at ground level which will soften its visual impact. Permit conditions included in the recommendation require specific landscaping details to be provided (as per DA0590/2016). The proposed ground level parking area between 16-18 Charles Street and the Canal Street Warehouse will be located behind a building (i.e. the wall of the Victorian Warehouse façade to be retained at full height along the frontage).

15.4.3 Active ground floors

Objective: To ensure that building facades promote and maintain high levels of pedestrian interaction and amenity.
Consistent The proposed façades will promote and maintain high levels of pedestrian interaction and amenity. The primary pedestrian access for the proposed development will be on the corner of Charles Street and Cimitiere Street through the entry forecourt. The Cimitiere Street façade incorporates extensive glazing at ground floor level providing high levels of pedestrian interaction. Pedestrian accesses for the major extension will also be provided in the north facing façade and from Charles Street. The coffee shop, office tenancy within 16-18 Charles Street and café/bar will have a direct pedestrian access either from Charles or Canal Street.
A1 New buildings with non-residential uses on ground floors must: (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.
Relies on Performance Criteria The application involves a car parking structure at ground level that will not include glazing and which includes vertical screens and blank walls wider than 2 m along the Cimitiere Street frontage, Wellington Street frontage and northern elevation. The application does include glazing in the ground floor level of the major extension and extension of 16-18 Charles Street, however, it will represent less than 80% of the façade area. The application complies with (c) and (d) as follows: (c) The application indicates that plant and equipment will not be located on the existing or proposed building façades. Permit conditions included in the recommendation generally ensure any plant or equipment on the building facades

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or roofs will not be recognisable or visible from ground level public view points (as per DA0590/2016).

P1 New buildings must be designed to maximise interaction between the use of the building and pedestrians, having regard to:

- (a) an adequate level of glazing, openness and transparency on the ground floor facades to roads, malls, laneways or arcades;
- (b) the potential for security grills or screens to reduce the amenity of the building or reduce levels of interaction with the public;
- (c) screening or obscuring all mechanical plant or equipment such as air conditioning units or heat pumps so they are not recognisable or visible from ground level public view points; and
- (d) minimising the area of all blank walls, signage panels or blocked out windows on ground floor facades to roads, malls, laneways or arcades

Complies

The lower floor of the major extension will appear mostly below or at a similar level as the road when the extension is viewed from Cimitiere Street. The entry forecourt to the south, at the same level, will be accessed by steps at the corner of Cimitiere Street and Charles Street to be the major pedestrian access from the street. A lift and stair well will provide pedestrian access to the entry forecourt from the basement levels of the car park. The proposed development has been designed to maximise interaction between the building and pedestrians taking account of the following:

- (a) The façade associated with the lower and upper levels of the proposed extension adjacent to the entry forecourt facing Cimitiere Street contains extensive glazing including two sliding glass doorways. Whilst representing less than 80% of the area of the ground floor façade due to the incorporation of raw brick to tie in within the heritage buildings, the glazing will provide for high levels of pedestrian interaction.

Pedestrian access to the north from the street and car park will be provided by two glass doorways in the northern elevation of the extension. Extensive glazing is proposed in the northern elevation, and also in the western elevation facing Wellington Street further contributing to openness and transparency associated with the proposed extension.

The level of glazing at ground level within the proposed building extension of 16-18 Charles Street is consistent with the existing level of glazing associated with the existing heritage building. The extension will provide lift access to the rear of the building with primary access from Charles Street proposed to be retained.

- (b) Security grills or screens are not proposed in the façades of the major extension. However, the car park structure will include aluminium vertical screens (basalt colour) along the Cimitiere Street frontage, Wellington Street frontage and northern elevation. These will screen car parking and will not detract from pedestrian interaction.
- (c) The car park structure will also include areas of pre-cast concrete panel (natural and textured) wider than 2 m along the Cimitiere Street frontage, Wellington Street frontage and northern elevation. Similarly, these will screen car parking and will not detract from pedestrian interaction. These detail finishes (including the aluminium vertical screens) will also improve the visual appearance of the car park structure.

A2 Alterations to ground floor facades of non-residential buildings must not:

- (a) reduce the level of glazing on a facade to a road, mall, laneway or arcade that is present prior to alterations;

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<ul style="list-style-type: none">(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.
<p>Complies</p> <ul style="list-style-type: none">(a) The proposed alterations to the existing ground floor façades will not reduce the level of glazing to Charles Street and Canal Street. The works will involve the reinstatement of doorways and windows at ground level and will result in additional areas of glazing. It is also noted that windows in upper level façades will also be reinstated and some additional glazing will be provided.(b) New security grilles or screens are not proposed in the existing façades. It is noted that window bars on the ground floor level of the Canal Street Warehouse will be repaired, and timber louvres to upper level windows will be reinstated.(c) See assessment of Clause 15.4.3 Acceptable Solution A1(c).(d) The application does not include any additional blank walls, signage panels or blocked out windows in existing ground floor facades.
<p>A3 The building must:</p> <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.
<p>Complies</p> <p>The proposed major extension includes a main entrance (two entries) adjacent to the entry forecourt on the corner of Charles Street and Cimitiere Street. Entries are also provided in the northern elevation for pedestrians accessing the site from the north utilising existing or new footpaths in the surrounding streets, and the new stair access from Canal Street and ramped access from Charles Street. The major extension is orientated to present façades with visual interest to Cimitiere Street, Canal Street and Wellington Street. These aspects of the use and development are not altered by the proposed changes to DA0590/2016.</p> <p>The existing buildings on the site are orientated with entries that face Charles Street or Canal Street. The larger office use associated with the major extension will have a secondary pedestrian access through new entry doors in 22 Charles Street. The office tenancy within 16-18 Charles Street will have direct pedestrian access to the Charles Street and secondary (lift) access from Canal Street. The coffee shop and café/bar will have a direct pedestrian access to Charles Street and Canal Street respectively.</p>
<p>A4 The total width of the door or doors on a garage facing a frontage must be no wider than 6m.</p>
<p>Not applicable</p> <p>No garages are proposed.</p>

15.4.10 Lot size and dimensions

<p>Objective:</p> <p>To ensure:</p> <ul style="list-style-type: none">(a) the area and dimensions of lots are appropriate for the zone; and(b) adjoining land, especially residential zones, is protected from adverse impacts on amenity.
<p>Consistent</p> <p>The acceptable solutions are satisfied.</p>
<p>A1.1 Each lot, or a lot proposed in a plan of subdivision, must:</p>

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<p>(a) have a minimum area of no less than 100m²; and</p> <p>(b) be able to contain 5m diameter circle with the centre of the circle no more than 5m from the frontage; or</p> <p>A1.2 Each lot, or a lot proposed in a plan of subdivision, must:</p> <p>(a) be required for public use by the Crown, an agency, or a corporation all the shares of which are held by Councils or a municipality; or</p> <p>(b) be required for the provision of public utilities; or</p> <p>(c) for the consolidation of a lot with another lot, provided each lot is within the same zone; and</p> <p>A1.3 Each lot, or a lot proposed in a plan of subdivision, must have new boundaries aligned from buildings that satisfy the relevant acceptable solutions for setbacks.</p>
<p>Complies</p> <p>A1.1</p> <p>The application involves the consolidation of the titles associated with the subject site (except the surrounding road reserves) into a single lot that will be larger than 100m² and capable of containing a 5m diameter circle no more than 5m from the frontage.</p> <p>A1.2</p> <p>Given that the application involves consolidation of titles, it complies with A1.2(c).</p> <p>A1.3</p> <p>The acceptable solutions for setbacks in the zone require buildings to be built to the frontage and side boundaries at ground level. The existing buildings are already built to the Charles and Canal Street frontage of the relevant lots and the location of the frontage boundaries will not be altered by the proposed consolidation. The only changes are that the frontage boundaries will now be associated with a single lot, and each boundary of the new lot will abut a road. The site will therefore have no side boundaries, and the relevant setback requirements no longer apply.</p>
<p>A2 Subdivision must not be located on the boundary of the General Residential or Inner Residential zones.</p>
<p>Complies</p> <p>The proposed lot will not have a boundary with the General Residential and Inner Residential zones.</p>
<p>15.4.11 Frontage and access</p>
<p>Objective:</p> <p>To ensure that lots:</p> <p>(a) provide appropriate frontage to a road; and</p> <p>(b) maintain laneway and rear access patterns; and</p> <p>(c) provide safe and appropriate access suitable for the intended use.</p>
<p>Consistent</p> <p>The proposed lot has substantial road frontages providing multiple opportunities for the provision of vehicular access, including existing access locations.</p>
<p>A1 Each lot, or a lot proposed in a plan of subdivision, must have a frontage to a road maintained by a road authority of no less than 5m.</p>
<p>Complies</p> <p>Each of the frontages of the proposed lot to Charles Street, Canal Street, Cimitiere Street and Wellington Street has a minimum width of 5m.</p>
<p>A2 No acceptable solution.</p>
<p>Relies on Performance Criteria</p>
<p>P2 Each lot, or a lot proposed in a plan of subdivision, must be capable of being provided with reasonable vehicular access to a boundary of a lot or building area on the</p>

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lot, if any, having regard to: (a) the topography of the site; (b) the distance between the lot or building area and the carriageway; (c) the nature of the road and the traffic; (d) the character of the area; and (e) the advice of the road authority.
Complies with Performance Criteria The proposed lot has substantial road frontages although the site has some constraints on the provision of suitable vehicular access taking account of the embankments along the Cimitiere Street and part of Charles Street, elevation of Wellington Street relative to the proposed lot and location of existing buildings in particular. All of the existing lots have a road frontage, although not all have a vehicular access. The application will improve this situation since it will consolidate the land into a single lot which will be legally capable of utilising the existing vehicular accesses. Further, the assessment of the Roads and Railway Assets Code demonstrates that the relevant site constraints are able to be overcome to provide new separate entry and exit vehicular accesses in Cimitiere Street.

15.4.12 Discharge of stormwater

Objective: To ensure that the subdivision layout, including roads, provides that stormwater is satisfactorily drained and discharged.
Consistent The acceptable solutions are satisfied.
A1 Each lot, or a lot proposed in a plan of subdivision, including roads, must be capable of connecting to a public stormwater system.
Complies The TasWater Development Certificate of Consent TWDA 2017/00632-LCC indicates that the proposed lot is capable of connecting to the combined sewerage system.
A2 The Council's General Manager has provided written advice that the public stormwater system has the capacity to accommodate the stormwater discharge from the subdivision.
Not applicable Stormwater will connect to the combined sewerage system operated by TasWater.

15.4.13 Water and sewerage services

Objective: To ensure each lot provides for appropriate water supply and wastewater disposal.
Consistent The acceptable solutions are satisfied.
A1 Each lot, or a lot proposed in a plan of subdivision, must be connected to a reticulated water supply.
Complies The TasWater Development Certificate of Consent TWDA 2016/01837-LCC indicates that the proposed lot is capable of being provided with a water connection.
A2 Each lot, or a lot proposed in a plan of subdivision, must be connected to a reticulated sewerage system.
Complies The TasWater Development Certificate of Consent TWDA 2016/01837-LCC indicates that the proposed lot is capable of being provided with a sewer connection.

28.0 Utilities Zone

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28.1.1 Zone Purpose Statements
28.1.1.1 To provide land for major utilities installations and corridors.
28.1.1.2 To provide for other compatible uses where they do not adversely impact on the above purpose.
Consistent The application includes a number of works in the adjoining road reserves within the Zone associated with road widening, provision of site vehicular access, pedestrian access, on-street parking, traffic control in the western part of Canal Street, western part of Cimitiere Street and Wellington Street. The majority of these works ordinarily do not require approval of the Planning Authority where undertaken for or on behalf of a public authority. The exception is the provision of a new laneway and ramp adjacent to Cimitiere Street providing entry-only access to the car park structure at Basement 1 level. These works will not interfere with existing utility installations, will facilitate access to the Vehicle Parking use within the site and are compatible with the code purpose.

28.3 Use Standards

28.3.1 Capacity of existing utilities

Objective: To ensure that uses do not compromise the capacity of utility services.
Consistent The application is consistent with the code purpose and complies with the performance criteria.
A1 If for permitted or no permit required uses.
Relies on Performance Criteria
P1 The use must not compromise the operational efficiency of utilities, having regard to: (a) the topography of the site; (b) the location of any utilities; (c) the existing land uses; and (d) any buffers or setbacks.
The new laneway and ramp will be located adjacent to Cimitiere Street and underneath the Wellington Street overpass. It will not interfere with these existing utility installations. The Department of State Growth has requested a permit condition requiring detailed plans of the works to be assessed and accepted by the Department, which is included in the recommendation.

28.4 Development Standards

28.4.1 Hours of operation

Objective: To ensure that building bulk and form, and siting minimises the impact on the amenity of adjoining lots.
Not applicable The application does not involve building development within the zone, apart from a small shelter over the ticket area at the site access at the end of Canal Street which is exempt.

E2.0 Potentially Contaminated Land Code

E2.1 The purpose of this provision is to: (a) ensure that use or development of potentially contaminated land does not adversely impact on human health or the environment.
Consistent The subject site is identified as potentially contaminated land due to previous uses including a transport depot, garage and possible fuel tanks. The application includes

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advice demonstrating that the use and development of the site will not adversely impact on human health or the environment.

E2.6 Development Standards

E2.6.1 Subdivision

Objective:

To ensure that subdivision of potentially contaminated land does not adversely impact on human health or the environment and is suitable for its intended use.

Consistent

The application includes advice demonstrating that the development of the site presents a low risk to human health and the environment.

A1 For subdivision of land, the Director, or a person approved by the Director for the purpose of this Code:

- (a) certifies that the land is suitable for the intended use; or
- (b) approves a plan to manage contamination and associated risk to human health or the environment, that will ensure the subdivision does not adversely impact on health or the environment and is suitable for its intended use.

Relies on Performance Criteria

The Director (Environment Protection Authority) has not provided advice in relation to the proposed subdivision.

P1 Subdivision does not adversely impact on health and the environment and is suitable for its 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 and the environment that includes:
 - (i) an environmental site assessment;
 - (ii) any specific remediation and protection measures required to be implemented before any use or development commences; and
 - (iii) a statement that the land is suitable for the intended use or development.

Complies with (b)

An environmental site assessment (ESA) prepared in 2007 has been submitted with previous applications relevant to the subject site. Based on the concentration of contaminants recorded in soil and groundwater and its recommendations, it concluded that the risk to commercial users of the site and the environment would be low.

The application includes further advice from a different suitably qualified person prepared in April 2017 to review the ESA in light of current standards and the recommendations therein. It confirms that the conclusions of the ESA remain valid. Permit conditions included in the recommendation ensure the development is undertaken in accordance with the ESA and current contamination advice.

E2.6.2 Excavation

Objective:

To ensure that works involving excavation of potentially contaminated land does not adversely impact on human health or the environment.

Consistent

The application includes advice demonstrating that the development of the site presents a low risk to human health and the environment.

A1 No acceptable solution.

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<p>Relies on Performance Criteria</p> <p>The Director (Environment Protection Authority) has not provided advice in relation to the proposed development.</p>
<p>P1 Excavation does not adversely impact on health and the environment, having regard to:</p> <ul style="list-style-type: none">(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:<ul style="list-style-type: none">(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.
<p>Complies with (c)</p> <p>Further to the assessment of Clause E2.6.1 Performance Criteria P1, the April 2017 review concludes that the proposed redevelopment presents limited opportunity for users to interact with existing soils. This is because a 500 mm to 700 mm deep concrete slab will be provided across the site providing an impenetrable barrier. Further, landscaping will use imported topsoil in raised garden beds. Permit conditions included in the recommendation ensure the development is undertaken in accordance with the ESA and current contamination advice.</p> <p>Further, the current contamination advice recommends that a construction environmental management plan should be prepared to include measures to mitigate potential construction risks. A permit condition includes this recommendation as a requirement (as per DA0590/2016).</p>

E4.0 Road and Railway Assets Code

<p>E4.1 The purpose of this provision is to:</p> <ul style="list-style-type: none">(a) protect the safety and efficiency of the road and railway networks; and(b) reduce conflicts between sensitive uses and major roads and the rail network.
<p>Consistent</p> <p>The application includes a traffic impact assessment (TIA) relevant to the proposed use and development. The TIA provides an assessment of the relevant standards of the Code and makes a number of recommendations.</p> <p>The TIA demonstrates that the proposed use and development, which includes modifications to existing accesses and new accesses both involving works within the road reservation, will protect the safety and efficiency of the road network. The application will not affect the railway network and does not involve a sensitive use or major road as defined by the planning scheme.</p>

E4.5 Use Standards

E4.5.1 Existing road accesses and junctions

<p>Objective:</p> <p>To ensure that the safety and efficiency of roads is not reduced by increased use of existing accesses and junctions.</p>
<p>Consistent</p> <p>The TIA demonstrates that the application will not reduce the safety and efficiency of the</p>

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surrounding road network.
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 The application does not include access onto a category 1 or 2 road.
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 The application does not involve land in an area subject to a speed limit of more than 60 km/h.
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.
Relies on Performance Criteria The application includes a traffic impact assessment (TIA) which indicates that the proposed use and development is expected to generate up to 1,857 vehicle movements per day. Assessment against the performance criteria is, therefore, required. It is noted that the expected traffic generation is 145 vehicle movements per day greater than the use and development approved by Planning Permit DA0590/2016.
P3 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, 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 and efficiency of the access or the junction; (d) the nature and category of the road; (e) the speed limit and traffic flow of the road; (f) any alternative access to a road; (g) the need for the use; (h) any traffic impact assessment; and (i) any written advice received from the road authority.
Complies The TIA assesses the impact of the expected traffic generation upon the efficiency and safety of the road network during the morning and evening peak periods. The proposed use and development is expected to generate up to 302 vehicles per hour during the morning peak and 297 during the evening peak. It is noted that this does not represent an increase in the peak traffic generation associated with the use and development approved by DA0590/2016. This is because the current proposal involves a reduction of 31 spaces in the standalone public car park use, which typically has a higher traffic generation during peak periods. Modelling has been undertaken to assess the impact of these additional movements and the adopted traffic access distribution on nearby intersections. The TIA concludes that the surrounding road network is capable of absorbing the expected traffic generation under current conditions and considering future changes particularly due to the implementation of the Launceston City Heart Project.

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E4.6 Development Standards
E4.6.2 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.
Consistent The TIA demonstrates that the proposed access arrangements will not reduce the safety and efficiency of the surrounding road network.
A1 No new access or junction to roads in an area subject to a speed limit of more than 60km/h.
Not applicable The application does not involve land in an area subject to a speed limit of more than 60 km/h.
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.
Relies on Performance Criteria The application includes modifications to the crossover Charles Street (left-in/left-out access), two (2) new two-way accesses in Canal Street and two (2) accesses providing separate entry and exit vehicular accesses in Cimitiere Street. Assessment against the performance criteria is required given that multiple accesses to roads are proposed in an area subject to a speed limit of 60km/h or less.
P2 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 the road, having regard to: (a) the nature and frequency of the traffic generated by the use; (b) the nature of the road; (c) the speed limit and traffic flow of the road; (d) any alternative access to a road; (e) the need for the access or junction; (f) any traffic impact assessment; and (g) any written advice received from the road authority.
Complies The TIA assesses the impact of proposed accesses arrangements upon the efficiency of the road network during the morning and evening peak periods and concludes the following: <ul style="list-style-type: none">• The Charles Street access is recommended will be restricted to left-in/left-out which will remove several potential conflict points between the access, Canal Street junction and Harvey Norman site access. Provision of a speed hump on the exit lane is also recommended to reduce vehicle speeds before entering the road reserve.• The Canal Street site access to the basement levels of the car park structure is assessed as acceptable, notwithstanding that the available sight distance requires assessment of the relevant performance criteria (see Clause E4.6.4 below). Further, an urban cul-de-sac turning head is required to be provided adjacent at the end of Canal Street adjacent to the access.• The Canal Street access to the ground level café/bar car park is assessed as acceptable, notwithstanding that the available sight distance requires assessment of the relevant performance criteria (see Clause E4.6.4 below).• The Cimitiere Street entry-only access may slow vehicles in the left-lane of the road however the overall impacts to traffic efficiency is assessed as negligible given that capacity is dependent on the Charles Street traffic signals. The TIA notes that the proposed two-way entry lane includes an exit back to Cimitiere Street between a

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proposed striker bar and the car park structure to avoid the need for oversize vehicles to reverse back to the street.

- The Cimitiere Street exit-only access will increase traffic volumes through the Charles Street and Cimitiere Street intersection however this will largely be during the evening peak when eastbound traffic volumes in Cimitiere Street are relatively low compared to the morning peak.

E4.6.4 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.

Consistent

The TIA demonstrates that the adequate sight distance will be provided at the proposed access locations.

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 Manual of uniform traffic control devices - Railway crossings, Standards Association of Australia.

Relies on Performance Criteria

The Canal Street accesses do not comply with the sight distance requirement in Table E4.6.4 and therefore requires assessment against the performance criteria. The Charles Street and Cimitiere Street exit-only access comply with Table E4.6.4.

P1 The design, layout and location of an access, junction or rail level crossing must provide adequate sight distances to ensure the safe movement of vehicles, having regard to:

- (a) the nature and frequency of the traffic generated by the use;
- (b) the frequency of use of the road or rail network;
- (c) any alternative access;
- (d) the need for the access, junction or level crossing;
- (e) any traffic impact assessment;
- (f) any measures to improve or maintain sight distance; and
- (g) any written advice received from the road or rail authority.

Complies

The access to Canal Street site access to the basement levels of the car park structure will have the maximum sight distance available with respect to the alignment of the road, which includes a 90° bend to the west of the Canal Street Warehouse. The TIA demonstrates that the available sight distance will provide for the safe movement of vehicles from the site. Given the alignment of the access, entering and exiting vehicles will not cross paths. Vehicles turning around at the end of the street are a potential source of conflict however these movements would occur at relatively low speeds.

The Canal Street access to the ground level café/bar car park similarly will have the maximum sight distance available with respect to the alignment of the road. Any approaching vehicles would be travelling at low speeds following completion of turning movements. The TIA indicates that, taking this into account, there is sufficient sight distances at the access for vehicles to maintain adequate safety. The TIA recommends that traffic management treatments be provided at the access to maintain a safe pedestrian environment on Canal Street. This includes pedestrian warning signage within the site, a different surface treatment on the driveway and line-marking and pavement writing on the footpath.

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E6.0 Parking and Sustainable Transport Code

E6.1 The purpose of this provision is to:

- (a) ensure that an appropriate level of parking facilities are provided to service use and development;
- (b) ensure that cycling, walking and public transport are supported as a means of transport in urban areas;
- (c) ensure access for cars and cyclists and delivery of people and goods is safe and adequate;
- (d) ensure that parking does not adversely impact on the amenity of a locality;
- (e) ensure that parking spaces and accesses meet appropriate standards; and
- (f) provide for the implementation of parking precinct plans.

Consistent

The proposed use and development will be provided with an appropriate amount of parking which, subject to relevant conditions, will be appropriately designed.

E6.5 Use Standards

E6.5.1 Car parking numbers

Objective:

To ensure that an appropriate level of car parking is provided to meet the needs of the use.

Consistent

The subject site is located in the Launceston Central Business District Parking Precinct Plan area and the application will provide an appropriate level of car parking.

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 two 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.

Relies on Performance Criteria

Acceptable Solution A1(d) is relevant because the subject site is within a parking precinct plan area. The application does not comply with the acceptable solution for the parking precinct plan because on-site car parking is proposed which will increase existing parking numbers. Assessment of the performance criteria is, therefore, required.

P1.1 The number of car parking spaces for other than residential uses, must be provided to meet the reasonable needs of the use, having regard to:

- (a) the availability of off-road public car parking spaces within reasonable walking distance;
- (b) the ability of multiple users to share spaces because of:
 - (i) variations in car parking demand over time; or
 - (ii) efficiencies gained by consolidation of car parking spaces;
- (c) the availability and frequency of public transport within reasonable walking distance of the site;
- (d) any site constraints such as existing buildings, slope, drainage, vegetation and landscaping;
- (e) the availability, accessibility and safety of on-road parking, having regard to the nature of the roads, traffic management and other uses in the vicinity;
- (f) an assessment of the actual car parking demand determined in light of the nature

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<p>of the use and development;</p> <p>(g) the effect on streetscape; and</p> <p>(h) the recommendations of any traffic impact assessment prepared for the proposal;</p> <p>or</p> <p>P1.2 The number of car parking spaces for residential uses must be provided to meet the reasonable needs of the use, having regard to:</p> <p>(a) the intensity of the use and car parking required;</p> <p>(b) the size of the dwelling and the number of bedrooms; and</p> <p>(c) the pattern of parking in the locality; or</p> <p>P1.3 The number of car parking spaces complies with any relevant parking precinct plan.</p>
<p>Complies</p> <p>Performance Criteria P1.3 is relevant because the subject site is within the Launceston Central Business District Parking Precinct Plan area. See assessment of Clause E6.7.1.3 Performance Criteria P1 below which demonstrates compliance with the parking precinct plan requirements.</p>
<p>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.</p>
<p>Complies</p> <p>The use and development requires the provision of six (6) accessible car parking spaces for use by persons with a disability. This includes five (5) spaces for the offices and one (1) for the café bar. The application includes the provision of nine (9) spaces on-site, including four (4) on the upper level of the upper car park structure (office tenancy car park) and five (5) within the Council Car Park. An additional 2 spaces are proposed in the surrounding road reserves including a space in Charles Street adjacent to 22-24 Charles Street and another space at the end of Canal Street (near the café/bar) adjacent to the court bowl.</p>

E6.5.2 Bicycle parking numbers

<p>Objective:</p> <p>To ensure that an appropriate level of bicycle parking spaces are provided to meet the needs of the use</p>																
<p>Complies</p> <p>The acceptable solution is satisfied.</p>																
<p>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.</p>																
<p>Complies</p> <p>The minimum provision required by Table E6.1 is quantified below.</p>																
<table border="1"> <thead> <tr> <th>Use</th> <th>Table E6.1 Rate</th> <th>Units proposed</th> <th>Minimum provision required</th> </tr> </thead> <tbody> <tr> <td>Office</td> <td>1 space per 500m² GFA</td> <td>5,365m² GFA (combined larger and smaller tenancies)</td> <td>11 spaces</td> </tr> <tr> <td>Vehicle parking</td> <td>No requirement set</td> <td>Not applicable</td> <td>Not applicable</td> </tr> <tr> <td>Food services</td> <td>1 space per 75m² GFA</td> <td>500² (combined café and coffee shop)</td> <td>7 spaces</td> </tr> </tbody> </table>	Use	Table E6.1 Rate	Units proposed	Minimum provision required	Office	1 space per 500m ² GFA	5,365m ² GFA (combined larger and smaller tenancies)	11 spaces	Vehicle parking	No requirement set	Not applicable	Not applicable	Food services	1 space per 75m ² GFA	500 ² (combined café and coffee shop)	7 spaces
Use	Table E6.1 Rate	Units proposed	Minimum provision required													
Office	1 space per 500m ² GFA	5,365m ² GFA (combined larger and smaller tenancies)	11 spaces													
Vehicle parking	No requirement set	Not applicable	Not applicable													
Food services	1 space per 75m ² GFA	500 ² (combined café and coffee shop)	7 spaces													

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Hotel industry	1 space per 100m ² floor area available to public	210m ² (bar)	3 spaces
Total			21 spaces

The application includes the provision of a total of 33 bicycle parking spaces. This includes 20 secure spaces at Basement 1 level to the rear of the building at 16-18 Charles Street, five (5) lockable cages at Basement 2 level adjacent to the access at the end of Canal Street, four (4) spaces adjacent to the ground level car park adjacent to Canal Street and four (4) spaces in the entry forecourt near the corner of Cimitiere Street and Charles Street.

E6.5.3 Taxi spaces

Objective: To ensure that access for taxis is provided to meet the needs of the use.
Consistent The application does not include dedicated taxi parking however it is expected that on-street parking spaces will be able to be utilised on a short-term basis by taxis.
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.
Relies on Performance Criteria The only use that generates a requirement for more than 50 car spaces under Table E6.1 is the offices. It requires 457 car spaces and therefore nine taxi parking spaces to comply with the acceptable solution. Dedicated taxi parking is not proposed.
P1 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.
Complies The TIA indicates that taxis will likely require short-term parking, and will be able to utilise the four (4) new short-term on-street car parking spaces shown on the plans in Charles Street and Canal Street. It is noted that the application proposes to provide a significant shortfall in car parking when assessed against Table E6.1. For the office use, although 457 spaces are required only 130 car spaces are proposed. Using this measure for comparison, only three (3) taxi parking space would be required. Taking account of the nature of the proposed use and development and the availability of short-term on street car parking, adequate taxi parking will be available.

E6.5.4 Motorcycle parking

Objective: To ensure that motorcycle parking is provided to meet the needs of the use.
Consistent Adequate motorcycle parking will be provided.
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

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spaces required.
Relies on Performance Criteria The office and food services uses each require more than 20 car spaces under Table E6.1. The combined car parking requirement associated with both uses is 491 spaces. This generates a requirement for 25 motorcycle parking spaces on-site to comply with the acceptable solution. Six (6) motorcycle parking are proposed on-site.
P1 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.
Complies The TIA recommends that six (6) motorcycle parking spaces should be provided on the basis that this is the number which would be required if calculated using the number of parking spaces to be provided as a measure (excluding Vehicle Parking which does not generate a requirement), rather than the number required by Table E6.1. Similar to the approach taken in relation to taxi parking spaces, this is considered appropriate due to the significant shortfall in car parking proposed to be provided for the tenancies taking account of the provisions for the parking precinct plan area.

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.
Consistent The acceptable solution is satisfied.
A1 A loading bay must be provided for uses with a gross floor area greater than 1000m ² in a single occupancy.
Complies The only use with a gross floor area greater than 1000m ² is the large office tenancy within the major extension. On-street loading bays are proposed on both the Charles Street and Canal Street frontages of the site.

E6.6 Development Standards

E6.6.1 Construction of parking areas

Objective: To ensure that parking areas are constructed to an appropriate standard.
Consistent The acceptable solution capable of being satisfied.
A1 All parking, access ways, manoeuvring and circulation spaces must: (a) have a gradient of 10% or less; (b) be formed and paved; (c) be drained to the public stormwater system, or contain stormwater on the site; (d) except for a single dwelling, and all uses in the Rural Resource, Environmental Management and Open Space zones, be provided with an impervious all weather seal; and (e) except for a single dwelling, be line marked or provided with other clear physical means to delineate parking spaces.
Complies The proposed parking areas will have a gradient less than 10% and will be formed and

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sealed. Requirements in recommended permit conditions will ensure the requirements of the acceptable solution are complied with.

E6.6.2 Design and layout of parking areas

Objective:

To ensure that parking areas are designed and laid out to provide convenient, safe and efficient parking.

Consistent

The acceptable solution is satisfied.

A1.1 Car parking, access ways, manoeuvring and circulation spaces must:

- (a) provide for vehicles to enter and exit the site in a forward direction where providing for more than four parking spaces;
- (b) 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;
- (c) have parking space dimensions in accordance with the requirements in Table E6.3;
- (d) have a combined access and manoeuvring width adjacent to parking spaces not less than the requirements in Table E6.3 where there are three or more car parking spaces; and
- (e) have a vertical clearance of not less than 2.1m above the parking surface level.

A1.2 All accessible spaces for use by persons with a disability must be located closest to the main entry point to the building.

A1.3 Accessible spaces for people with disability must be designated and signed as accessible spaces where there are six spaces or more.

A1.4 Accessible car parking spaces for use by persons with disabilities must be designed and constructed in accordance with AS/NZ2890.6 - 2009 Parking facilities - Off-street parking for people with disabilities.

Complies

The application indicates that the access and car parking areas have been designed to satisfy the required dimensions and manoeuvring space requirements. The application indicates that the requirements of A1.2 and A1.3 will be satisfied. Permit conditions are included in the recommendation to ensure compliance with A1.4.

The independent infrastructure assessment has recommended a condition which will require dead end aisles greater than 16m on the upper level within the Proposed Tenancy Private Carpark to be eliminated, which will require a re-design of the area associated with car spaces 30, 42 and 43. This requirements are included in the recommendations.

E6.6.3 Pedestrian access

Objective:

To ensure pedestrian access is provided in a safe and convenient manner.

Consistent

The acceptable solution is satisfied.

A1.1 Uses that require 10 or more parking spaces must:

- (a) have a 1m wide footpath that is separated from the access ways or parking aisles, except where crossing access ways or parking aisles, by:
 - (i) a horizontal distance of 2.5m between the edge of the footpath and the access way or parking aisle; or

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<p>(ii) protective devices such as bollards, guard rails or planters between the footpath and the access way or parking aisle; and</p> <p>(b) be signed and line marked at points where pedestrians cross access ways or parking aisles; and</p> <p>A1.2 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.</p>
<p>Complies</p> <p>The TIA demonstrates that the requirements of A1.1 are satisfied with primary pedestrian access to be provided by way of the entry forecourt, and additional access comprising a 1.4m footpath extending from the Charles Street vehicular access. The latter will include separation from the driveway provided by columns and a marked pedestrian (zebra) crossing on the driveway. The footpath around the major extension at Level 1 is at least 2m wide.</p> <p>The accessible parking shown in the application is located at grade mostly in the multi-storey car park in proximity of building entry points and the lift within the basement levels of the structure.</p>

E6.6.4 Loading bays

<p>Objective:</p> <p>To ensure adequate access for goods delivery and collection and to prevent loss of amenity and adverse impacts on traffic flows.</p>
<p>Consistent</p> <p>The access for delivery vehicles using the proposed loading bay will be satisfactory.</p>
<p>A1 The area and dimensions of loading bays and access way areas must be designed in accordance with AS2890.2 - 2002, Parking Facilities, Part 2: Parking facilities - Off-street commercial vehicle facilities, for the type of vehicles likely to use the site.</p>
<p>Relies on Performance Criteria</p> <p>An off-street loading bay is not proposed.</p>
<p>P1 Loading bays must have area and dimensions suitable for the use, having regard to:</p> <p>(a) the types of vehicles likely to use the site;</p> <p>(b) the nature of the use;</p> <p>(c) the frequency of loading and unloading;</p> <p>(d) the area and dimensions of the site; and</p> <p>(e) the location of the site and nature of traffic.</p>
<p>Complies</p> <p>As identified in the assessment of Clause E6.5.5 Acceptable Solution A1, the only use that requires a loading bay under the planning scheme is the larger office tenancy. The proposed office use is unlikely to require deliveries by vehicles larger than standard vans. These will be capable of being accommodated within the on-street loading bays included in the recommendation (as per DA0590/2016).</p>
<p>A2 It must be demonstrated that the type of vehicles likely to use the site can enter, park and exit the site in a forward direction, without impact or conflicting with areas set aside for parking or landscaping, in accordance with AS2890.2 - 2002, Parking Facilities, Part 2: Parking facilities - Off-street commercial vehicle facilities.</p>
<p>Relies on Performance Criteria</p> <p>On-street loading bays are proposed and their usage will therefore involve vehicular access outside the site.</p>
<p>P2 Access for vehicles commercial vehicles to and from the site must be safe, having regard to:</p> <p>(a) the types of vehicles associated with the use;</p>

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- (b) the nature of the use;
- (c) the frequency of loading and unloading;
- (d) the area and dimensions of the site;
- (e) the location of the site and nature of traffic;
- (f) the effectiveness or efficiency of the surrounding road network; and
- (g) site constraints such as existing buildings, slope, drainage, vegetation, parking and landscaping.

Complies

Access movements into and out of the loading bays will be undertaken in the road. The independent infrastructure assessment recommends that the reconfiguration of the end of Canal Street include a cul-de-sac turning head designed to the appropriate standard. This will provide improved vehicle manoeuvring.

E6.6.5 Bicycle facilities

Objective:

To ensure that cyclists are provided with adequate facilities.

Consistent

The acceptable solution is satisfied

A1 Uses that require five or more bicycle spaces by Table E6.1 must provide one shower and change room facility on site, with one additional shower and change room on site for each 10 additional bicycles spaces required.

Complies

The only use that requires five or more bicycle spaces by Table E6.1 is the offices (the coffee shop requires 4 and the café requires 3). 11 bicycle spaces are required. One (1) shower and change room facility is required to be provided on site to comply with the acceptable solution. Six (6) shower / change rooms are proposed at Basement Level 1 level within the secure bicycle parking area, which exceeds the requirement of the acceptable solution.

E6.6.6 Bicycle parking and storage facilities

Objective:

To ensure that parking and storage facilities for bicycles are safe, secure and convenient.

A1 Bicycle parking and storage facilities for uses that require five or more bicycle spaces by Table E6.1 must:

- (a) be accessible from a road, cycle path, bicycle lane, shared path or access way;
- (b) be located within 50m from the main entrance;
- (c) be visible from the main entrance or otherwise signed; and
- (d) be available and adequately lit during the times they will be used, in accordance with Table 2.3 of AS/NZS 1158.3.1: 2005 Lighting for roads and public spaces - Pedestrian area (Category P) lighting - Performance and design requirements.

Complies

The offices require provision of more than five bicycle parking spaces. The bicycle parking area will be suitably accessible and located on site relevant to the use. A permit condition is included in the recommendation to ensure that bicycle parking spaces are provided in accordance with the Australian Standard referred to above.

A2 Bicycle parking spaces must:

- (a) have minimum dimensions of:
 - (i) 1.7m in length; and
 - (ii) 1.2m in height; and
 - (iii) 0.7m in width at the handlebars;
- (b) have unobstructed access with a width of at least 2m and a gradient of no more

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- 5% from a road, cycle path, bicycle lane, shared path or access way; and
 (c) include a rail or hoop to lock a bicycle to that meets AS 2890.3 1993 Parking facilities - Bicycle parking facilities.

Complies

A permit condition is included in the recommendation to ensure that bicycle parking spaces are provided in accordance with the Australian Standard referred to above.

E6.7 Parking Precinct Plans

E6.7.1 Precinct 1 - Launceston Central Business District Parking Exemption Area

E6.7.1.3 Local area provisions

Objective:

To limit on-site car parking within the Launceston Central Business District Parking Exemption Area.

Consistent

The provision of on-site parking relies on assessment against the performance criteria. However, the application limits parking for the tenancies proposed on-site to 29.5% of the minimum provision ordinarily required by Table E6.1.

The parking associated with the vehicle parking use class, for which no requirement is set in Table E6.1, will offset this undersupply though not entirely. Adding this parking to the total proposed parking supply, the application provides 87% of the minimum provision ordinarily required by Table E6.1 for the tenancies proposed on-site.

A1 On-site car parking is:

- (a) not provided; or
- (b) not increased above existing parking numbers.

Relies on Performance Criteria

On-site car parking is proposed which will increase existing parking numbers.

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.

Complies

The proposed on-site car parking will not exceed the minimum provision required by Table E6.1, which are quantified below:

Use	Table E6.1 Rate	Units proposed	Minimum provision required	Parking supply proposed
Office	1 space per employee, plus 1 space per 50m ² GFA	350 employees 5,365m ² GFA (combined larger and smaller tenancies)	457 spaces	130 spaces
Vehicle parking	No requirement set	Not applicable	Not applicable	302 spaces
Food services	1 space per 15m ² GFA	500m ² (combined café and coffee shop)	34 spaces	0 spaces
Hotel industry	1 space per 20m ² GFA	210m ² (bar)	11 spaces	5 spaces
Total			502 spaces	437 spaces

Excluding the vehicle parking use for which no requirement is set by the table, the

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parking supply proposed for the tenancies is 135 spaces compared to a requirement for 502 spaces. The application demonstrates that the parking supply proposed is necessary for the operation of the use of these tenancies. The proposed parking supply of 130 spaces for the office uses is relatively small taking account that the Table E6.1 would ordinarily require 457 spaces. The application indicates that the parking allocated for the bar will also be for the café. The proposed supply is for five (5) spaces compared to a requirement for 25 spaces (including the rate relevant to the café). No car parking supply for the coffee shop is proposed.

In relation to the vehicle parking use class, Table E6.1 identifies that the number of parking spaces required is subject to a general discretion of the Planning Authority. In accordance with the provisions of Clause 8.10.2 relevant to determining discretionary applications, the proposal is consistent with the purpose of the Code. The parking associated with the vehicle parking use class represents an appropriate level of parking that will primarily service uses in the CBD external to the site. It will offset the undersupply of parking to be provided for the tenancies for which a requirement is set in Table E6.1, though not entirely. Adding the vehicle parking use class to the calculation of total proposed parking supply, the application provides 65 spaces less than the requirement set by Table E6.1.

E13.0 Local Historic Cultural Heritage Code

E13.1 The purpose of this provision is to:

- (a) protect and enhance the historic cultural heritage significance of local heritage places and heritage precincts;
- (b) encourage and facilitate the continued use of these places;
- (c) encourage the maintenance and retention of buildings and places of assessed historic cultural heritage significance; and
- (d) ensure that development is undertaken in a manner that is sympathetic to, and does not detract from, the historic cultural heritage significance of the places and their settings.

Consistent

All of the existing buildings at the subject site are of heritage significance and subject to the Code provisions. The application achieves a reasonable balance between preservation of heritage fabric with the practical realities of a redevelopment involving alterations and additions of the heritage buildings which will provide for their reuse.

E13.6 Development Standards

E13.6.1 Demolition

Objective:

To ensure that the demolition or removal of buildings and structures does not impact on the historic cultural heritage significance of local heritage places and their setting.

Consistent

The proposed demolition of parts of buildings and structures will not unreasonably impact upon the historic cultural heritage significance of the site.

A1 No acceptable solution.

Relies on Performance Criteria

P1 Buildings or parts of buildings and structures may be demolished, provided there is no unreasonable impact on the historic cultural heritage significance of the local heritage place and setting, having regard to:

- (a) the physical condition of the local heritage place;
- (b) the extent and rate of deterioration of the building or structure;
- (c) the safety of the building or structure;

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- (d) the streetscape or setting in which the building or structure is located;
- (e) the cultural heritage values of the local heritage place;
- (f) the need for the development;
- (g) any options to reduce or mitigate deterioration;
- (h) whether demolition is the most reasonable option to secure the long-term future of a building or structure; and
- (i) any overriding economic considerations.

Complies

The application includes minor demolition of the c1850s Victorian Warehouse wall along Canal Street between 16-18 Charles Street and the Canal Street Warehouse. This includes the creation two new openings in the wall and removal of the brick infill to the west of the wall adjacent to the Canal Street Warehouse. The full height of the internal, perpendicular wall also adjacent to the Canal Street Warehouse is also proposed to be removed. The demolition works will open up the space between the buildings and, in part, the view into the redevelopment which will accommodate contemporary office accommodation and involve preservation and reuse of other heritage buildings in the site. It provides a reasonable balance between heritage preservation and the practical realities of the proposed development.

The application also includes demolition of the brick wall to the rear of the building at 16-18 Charles Street due to structural instability, which have been authorised by Heritage Tasmania under Exemption #1256, internal demolition works which have been considered by the Tasmanian Heritage Council and other external demolition works associated with new building elements which are considered elsewhere.

E13.6.2 Maintenance and repair

Objective:

To ensure that maintenance and repair of heritage buildings are constructed and undertaken to be sympathetic to, and not detract from the historic cultural heritage significance of local heritage places.

Consistent

The proposed maintenance and repair works are sympathetic with the historic cultural heritage significance of the site.

A1 New materials and finishes match or are similar to the materials and finishes that are being replaced.

Complies

The application indicates that the proposed works will generally match the existing materials and finishes (as per DA0590/2016).

E13.6.3 Lot size and dimensions and frontage

Objective:

To ensure that subdivision does not impact on the historic cultural heritage significance of local heritage places and their settings.

Consistent

The proposed subdivision (consolidation) is compatible with the historic cultural heritage significance of the site.

A1 No acceptable solution.

Relies on Performance Criteria

P1 Subdivision must not unreasonably impact on the historic cultural heritage significance of local heritage places or their settings, having regard to:

- (a) the cultural heritage values of the local heritage place and setting;
- (b) the historic development pattern of the area;

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(c) the separation of buildings or structures from their original setting;
(d) the lot sizes, dimensions, frontage, access and orientation;
(e) the suitability of the proposed lots for their intended uses; and
(f) the removal of vegetation, significant trees or garden settings.
Complies The proposed subdivision will consolidate land containing the heritage buildings at the site into a single lot, which is primarily required to ensure that the new building works do not cross title boundaries. It is, therefore, required to facilitate the proposed redevelopment, which includes a range of works to the heritage buildings including maintenance and repair. The subdivision (consolidation) will not alter the external boundaries of the site (as per DA0590/2016).

E13.6.4 Site coverage

Objective: To ensure that site coverage is compatible with the historic cultural heritage significance of local heritage places.
Consistent The proposed site coverage is compatible with the historic cultural heritage significance of the site.
A1 No acceptable solution.
Relies on Performance Criteria
P1 The site coverage is compatible with the historic cultural heritage significance of local heritage places or their settings, having regard to: (a) the topography of the site; (b) the cultural heritage values of the local heritage place and setting; (c) the site coverage of buildings on sites in the surrounding area; and (d) the pattern of development in the surrounding area.
Complies The majority of the site will be covered by a major building extension and car parking that is generally sympathetic with the major building lines and levels of the heritage buildings fronting Charles and Canal Streets. The existing site coverage is relatively small for a site in an inner city location. The proposed site coverage is compatible with the heritage values of the site and the pattern of development in the surrounding area (as per DA0590/2016).

E13.6.5 Height and bulk of buildings

Objective: To ensure that the height and bulk of buildings are compatible with the historic cultural heritage significance of local heritage places and their settings.
Consistent The proposed height of the proposed building is compatible with the historic cultural heritage significance of the site.
A1 No acceptable solution.
Relies on Performance Criteria
P1 The height and bulk of buildings are compatible with the historic cultural heritage significance of a place and its setting, having regard to: (a) the cultural heritage values of the local heritage place and setting; (b) the character and appearance of the existing building or place; (c) the height and bulk of other buildings in the surrounding area; (d) the historic cultural heritage significance of adjacent places; and (e) the streetscape.
Complies

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See assessment of Clause 15.4.1 Performance Criteria P1 which indicates that height of the proposed building extension to the rear of 20-24 Charles Street has been designed to generally follow the major building lines and levels of those heritage buildings (as per DA0590/2016).

E13.6.6 Site of buildings and structure

Objective:

To ensure that the siting of buildings are compatible with the historic cultural heritage significance of local heritage places and their settings.

Consistent

The proposed setback of new building works is compatible with the historic cultural heritage significance of the site.

A1 No acceptable solution.

Relies on Performance Criteria

P1 The front, side and rear setbacks must be compatible with the historic cultural heritage significance of a local heritage place and its setting, having regard to:

- (a) the cultural heritage values of the local heritage place and setting;
- (b) the topography of the site;
- (c) the size, shape, and orientation of the lot;
- (d) the setbacks of other buildings in the surrounding area;
- (e) the historic cultural heritage significance of adjacent places; and
- (f) the streetscape.

Complies

Further to the assessment of Clause 15.4.1 'Building height, setback and siting', the proposed setback and siting of new building works is compatible with the historic cultural heritage significance of the site. The major extension will generally follow the major building lines of associated buildings including the northern building line of 20 Charles Street and southern building line of 24 Charles Street. The multi-storey car park structure will be constructed to the Cimitiere Street and Wellington Street frontages in accordance with the building setback requirements for the zone. The upper level of the car park structure and major extension will appear mostly below or at a similar level as the road when viewed directly adjacent in Cimitiere Street, and will contain the entry forecourt and landscaping. The car park structure will therefore not be apparent in the frontage setback of the extension. It will be provided with landscaping for screening purposes around Cimitiere Street and Wellington Street, where the upper level will extend above the level of the road. The major extension and car park will mostly be sited to the rear of the buildings along Canal Street when viewed from this location.

The extension to the rear of 16-18 Charles Street when viewed from this location will be to the rear of the building line along the Canal Street frontage. It will partly infill a wall that is being demolished due to structural instability. It is a relatively smaller addition that will utilise similar forms and materials as the existing building. Its siting is, therefore, acceptable within the context of the performance criteria.

The proposed Canal Street Warehouse addition comprises a steel frame roof structure that has been designed to match the original roof line. It will also provide structural bracing of the eastern wall of the building. It will be setback slightly behind the building line defined by the northern façade adjacent to the Canal Street frontage. Its siting is also acceptable within the context of the performance criteria.

All of the aspects of the redevelopment described above are not significantly altered by the proposed changes to DA0590/2016.

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E13.6.7 Fences

Objective: To ensure that fences are compatible with the historic cultural heritage significance of local heritage places and their setting.
Consistent The proposed fence is compatible with the heritage values of the site and the pattern of development in the surrounding area.
A1 New fences must be designed and constructed to match existing original fences on the site.
Relies on Performance Criteria
P1 New fences must be compatible with the historic cultural heritage significance of a place and its setting, having regard to: (a) the cultural heritage values of the local heritage place and setting; (b) the architectural style of the dominant building on the site; (c) the dominant fencing style in the setting; and (d) the original or previous fences on the site.
Complies The aluminium vertical screen fencing proposed along the Cimitiere Street frontage adjacent to the entry court will extend to be in line with the rear of the building at 24 Charles Street. The proposed car parking will be located behind the primary heritage buildings on the site which present to Charles Street and Canal Street. The fence is therefore compatible with the heritage values of the site and the pattern of development in the surrounding area.

E13.6.8 Roof form and materials

Objective: To ensure that roof form and materials are compatible with the historic cultural heritage significance of local heritage places and their settings.
Consistent The proposed new roof forms and works are compatible with the historic cultural heritage significance of the site.
A1 No acceptable solution.
Relies on Performance criteria
P1 Roof form and materials are compatible with the historic cultural heritage significance of a place and its setting, having regard to: (a) the cultural heritage values of the local heritage place and setting; (b) the design, period of construction and materials of the dominant building on the site; (c) the dominant roofing style and materials in the setting; and (d) the streetscape.
Complies The proposed major extension comprises of two parallel series of three mono-pitched roof forms constructed of Colorbond. It reflects, though does not imitate, the saw-tooth roof form of the CH Smith Wool Store building at 20 Charles Street. The application also involves demolition of the existing temporary roof of 22 Charles Street and reinstatement of the original hipped roof form, and demolition of the existing skillion roof of 24 Charles Street and provision of a new hipped roof similar to 22 Charles Street. The portion of the major extension immediately to the rear of 24 Charles Street, extending in line with the rear of 20-22 Charles Street, will include a new hipped roof section. The roof materials will comprise corrugated galvanised iron. The roof of the Canal Street Warehouse will be replaced with corrugated galvanised iron. The

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transparent roofing associated with the proposed adjacent extension will contrast with the heritage fabric of the existing heritage building. The extension to the rear of 16-18 Charles Street has been designed to follow the roof form of the existing building. The proposed roof form and materials are compatible with the historic cultural heritage significance of the site.

E13.6.9 Wall materials

Objective:

To ensure that wall materials are compatible with the historic cultural heritage significance of local heritage places and their settings.

Consistent

The proposed new wall materials are compatible with the historic cultural heritage significance of the site.

A1 No acceptable solution.

Relies on Performance Criteria

P1 Wall material for buildings and structures must be compatible with the historic cultural heritage significance of a place and its setting, having regard to:

- (a) the cultural heritage values of the local heritage place and setting;
- (b) the design, period of construction and materials of the dominant building on the site;
- (c) the dominant wall materials in the setting; and
- (d) the streetscape.

Complies

The wall materials of the new building works involving the rear of 20-24 Charles Street and the Canal Street Warehouse will use contrasting materials to assist in providing a clear distinction between the old and new work. The relatively smaller extension to the rear of 16-18 Charles Street will utilise similar forms and materials as the existing building and will, therefore, be more discreet. The major heritage streetscape in Charles Street will be retained. The proposed new wall materials are therefore compatible with the historic cultural heritage significance of the site.

E13.6.11 Driveways and parking

Objective:

To ensure that driveways and parking are compatible with the historic heritage significance of local heritage places and their settings.

Consistent

The proposed new wall materials are compatible with the historic cultural heritage significance of the site.

A1 Car parking areas for non-residential purposes must be located behind the primary buildings on the site.

Complies

The proposed car parking will be located behind the primary heritage buildings on the site which present to Charles Street and Canal Street. The proposed multi-storey car park will be located behind the buildings at 20-24 Charles Street. The proposed ground level parking area between 16-18 Charles Street and the Canal Street Warehouse will be located behind the Victorian Warehouse façade to be retained along the Canal Street frontage.

E13.6.13 Signage

Objective:

To ensure that signage is compatible with the historic cultural heritage significance of local heritage places and their settings.

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<p>Consistent</p> <p>The proposed signage is compatible with the heritage values of the site and the pattern of development in the surrounding area.</p>
<p>A1 No more than one sign, not greater than 0.2m², identifying the use, heritage significance, and the name and occupation of the owners of the property.</p>
<p>Relies on Performance Criteria</p>
<p>P1 New signs must be compatible with the historic cultural heritage of the local heritage place and its setting, having regard to:</p> <p>(a) the cultural heritage values of the local heritage place and setting;</p> <p>(b) the size and location of the proposed sign;</p> <p>(c) the area and location of existing signage on the site;</p> <p>(d) the period details, windows, doors and other architectural details of the building;</p> <p>(e) any destruction, removal or concealment of heritage fabric through attaching signage; and</p> <p>(f) the streetscape.</p>
<p>Complies</p> <p>The application includes the provision of wall signs for the car park structure on the Wellington Street façade (2 signs) and northern elevation (1 sign). The proposed signs will be located behind the primary heritage buildings on the site which present to Charles Street and Canal Street. They will occupy 5% of the Wellington Street façade and 1.15% of the northern elevation. The location and size of the signs is therefore compatible with the heritage values of the site and the pattern of development in the surrounding area.</p>

5. REFERRALS

REFERRAL	COMMENTS
	INTERNAL
Infrastructure Assets	<p>Independent infrastructure assessment undertaken with conditional consent provided. Conditions recommended in relation to:</p> <ul style="list-style-type: none"> • Provision of an urban cul-de-sac turning head at the end of Canal Street. • Elimination of blind aisles in the upper level of the car park structure. • Lighting plan for the car park structure including provision to minimise light spill. • Advisory signage associated with the vehicle parking to provide notification on parking availability. • Provision of a stormwater (capacity) management plan. • Provision of detailed engineering plans for infrastructure works. • Provision of detailed engineering plans for construction. • Provision of construction documentation. • Certification of works.
Environmental Health	<p>Conditional consent provided. Conditions recommended in relation to:</p> <ul style="list-style-type: none"> • Amenity

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	<ul style="list-style-type: none"> • Stormwater quality management plan • Environmental management plan • Lighting • Noise • No burning of waste • Demolition • Waste management • Food premises to register (advisory noted)
Parks and Recreation	N/A
Heritage/Urban Design	N/A
Building and Plumbing	N/A
EXTERNAL	
TasWater	Conditional consent provided. TasWater has issued a Development Certificate of Consent TWDA 2017/00632-LCC.
State Growth	State Growth requested a permit condition requiring detailed plans of the road widening works in the vicinity of the Wellington Street overpass to be assessed and accepted by the department, which is included in the recommendation.
TasFire	N/A
Tasmanian Heritage Council (THC)	The Tasmanian Heritage Council (THC) has advised the Planning Authority that it wishes to be involved in determining the application. It is required to notify the Planning Authority before the prescribed period whether it consents to the permit being granted (with or without conditions) or that the permit should be refused. If the Planning Authority grants a permit, the <i>Historic Cultural Heritage Act 1995</i> ('HCH Act') requires that it must do so subject to (at least) any conditions required by the Heritage Council and must not include a condition that conflicts with any condition required by the THC. The relevant notification from the THC is not required until 5 June 2017. It will need to be reviewed before any permit is issued to comply with the relevant requirements of the HCH Act.
Crown Land	Crown Land Services has granted landowner permission for the application to be lodged as it relates to Crown land within the surrounding road reserves.
TasRail	N/A
EPA	N/A
Aurora	N/A

6. REPRESENTATIONS

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Pursuant to section 57 of the *Land Use Planning and Approvals Act 1993* (the Act), the application was advertised for a 14 day period from 3 May 2017 to 17 May 2017. Three (3) representations were received.

The issues raised are summarised in the following table. Whilst the summary attempts to capture the essence of each issue raised, it should be read in conjunction with the representations received which are attached to this report.

ISSUE	COMMENTS
Concern with the introduction of windows on the upper level of the façade of 20 Charles Street (c1938 CH Smith Wool Store). The curved brick façade is unique. The windows can be installed on the roof as skylights.	The proposed works are alterations involved in the reuse of the building and will provide daylight access. They have previously been approved by Planning Permit DA0590/2016 and are able to be undertaken under the terms of that permit.
Unclear whether the intention is to amend Planning Permit DA0590/2016 that was subject to a determination by the Resource Management and Planning Appeal Tribunal following agreement between the relevant parties, or whether a new permit is sought.	The application seeks approval for a number of proposed changes to the site redevelopment approved by Planning Permit DA0590/2016. The proposed changes (described earlier in the report) are substantial enough to require a new permit to be sought. The major elements of the approved redevelopment and a large number of other details which are not proposed to change, which can be undertaken under the terms of permit DA0590/2016, are required to be reflected in the current application to provide the full context. Therefore, the changes which were subject of the agreement between the parties, which resolved the appeal against the previous permit, are reflected on the plans in the current application.
Support for the present application providing all the previous changes to the works within 22 Charles Street and Victorian Warehouse façade along the Canal Street frontage are included.	The changes to these works as required by the conditions in Planning Permit DA0590/2016 (including the condition relating to 22 Charles Street included following agreement between the parties and resolution of the appeal) are reflected on the plans in the current application.

7. CONCLUSION

Subject to the recommended conditions, it is considered that the proposal complies with the Scheme and it is appropriate to recommend for approval.

ECONOMIC IMPACT:

The Launceston Interim Planning Scheme 2015 contains provisions intended to implement the objectives of the Resource Management Planning System. The application has been assessed using these provisions and as such economic impacts have been considered.

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ENVIRONMENTAL IMPACT:

The Launceston Interim Planning Scheme 2015 contains provisions intended to implement the objectives of the Resource Management Planning System. The application has been assessed using these provisions and as such environmental impacts have been considered.

SOCIAL IMPACT:

The Launceston Interim Planning Scheme 2015 contains provisions intended to implement the objectives of the Resource Management Planning System. The application has been assessed using these provisions and as such social impacts have been considered.

STRATEGIC DOCUMENT REFERENCE:

Launceston Interim Planning Scheme 2015.

BUDGET & FINANCIAL ASPECTS:

Not considered relevant to this report.

DISCLOSURE OF INTERESTS:

The officer has no conflict of interest in this item.