



1 Cooper Crescent
Riverside TAS 7250
M: 0456 535 746
P: 03 6334 1868
E: Richard.burk@trafficandcivil.com.au

3rd July 2018

Mr Timothy Fry

Architect

S Group

10-14 Paterson Street

PO Box 1271, Launceston TAS 7250

**OFFSTREET PARKING FOR PEOPLE WITH DISABILITIES
COMPLIANCE WITH AUSTRALIAN STANDARD
AND LAUNCESTON INTERIM PLANNING SCHEME 2015
PROPOSED LUNG CLINIC
DA 0188/2018 - 6 NORMANSTONE ROAD, SOUTH LAUNCESTON**

RE: Letter from Manager City Development, Launceston City Council of 3rd July 2018

This letter is to demonstrate how the proposed off-street parking space for people with disabilities can be provided for the proposed Lung Clinic development at 6 Normanstone Road, South Launceston in accordance with the Launceston Interim Planning Scheme 2015.

1) Applicable Standards

- AS/NZS 2890.6:2009 Parking Part 6: Off street parking for people with disabilities
- AS1428.1-2009 Design for access and mobility Part1: General requirements for access-new building work
- National Construction Code 2014 – Part D3

2) Proposed accessible bay location

The proposed bay is accessed directly from Normanstone Road via an existing crossover as shown in figure 1.

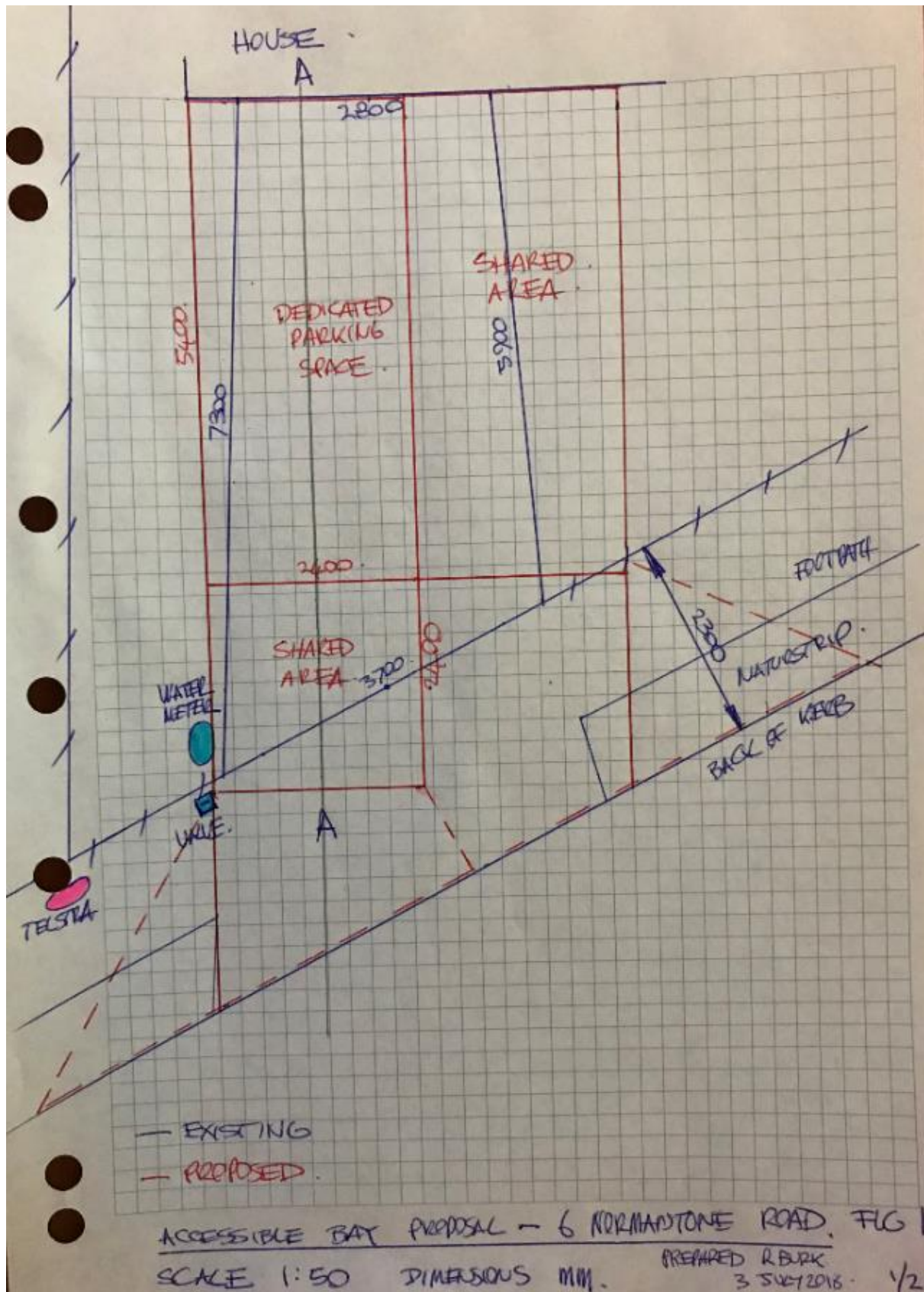
Figure 1 – Proposed location



3) Proposed installation

Figures 2 and 3 show how the existing space can be utilized to achieve parking and shared area tolerances and grades. The footpath will need lowering locally but the kerb crossover can remain. Photos 1-6 at the end of the report show existing surfaces, slopes and crossfalls.

Figure 2 – Proposed plan view of accessible parking space



Clause E6.6.2(A1.2-A1.4)

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

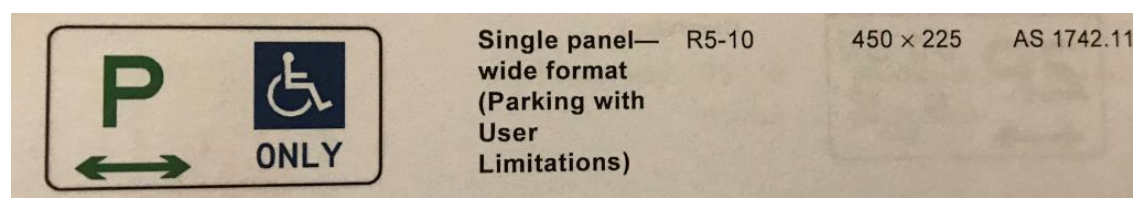
Technically as shown in figure 1 the *travel to ramp* distance for the space beside the right of way is 4025mm while for the accessible bay the distance is 4370mm ie slightly longer.

However, the accessible bay is on the road frontage and will be easily visible to approaching customers and will be clearly signed so there should be no confusion on its location. On this basis it is suggested that A1.2 is effectively satisfied.

A1.3 Accessible spaces for people with a disability must be designated and signed as accessible spaces where there are 6 spaces or more.

Satisfied as shown in figure 1, pavement markings will be applied to the sealed surface to designate the bay and signed with parking control signage R5-10 as shown in figure 4.

Figure 4 R5-10 Parking Regulation sign to be used for accessible bay



A1.4 Accessible car parking spaces for use by persons with disabilities must be designed and constructed in accordance with AS/NZS 2890.6-2009 Parking facilities -Off-street parking for people with disabilities.

Satisfied as can be seen from figures 2 and 3.

The dedicated parking space and shared area spaces can be provided as per the standard – section 2.2.1 and figure 2.1 of the standard. These areas are shown in plan view in figure 2 of this report.

The grades for the proposed shared space can be provided as can be seen in figure 3. The existing driveway is proud of the natural surface and will be removed and replace with a lower and flatter facility satisfying the 1:33 (V:H) requirement for a sealed outdoor surface as per the standard - section 2.3 – Pavement Slope and Surface. The dedicated space and shared areas can be fitted so they are all on the same plain.

To achieve the grade the developer will need a permit from Council to modify the footpath locally to match in with the new driveway, this is quite achievable and will flatten the footpath cross fall in the area.

5) Conclusion:

The proposed off-street accessible parking bay can be constructed to applicable standards. The area required can be provide within the tolerable slope range.

The developer will need to apply for a permit from Launceston City Council to adjust footpath to fit in with new parking space level.

Evidence is provided to show that the proposal can satisfy Launceston Interim Planning Scheme 2015 requirements.

6) Assessor Credentials

Richard Burk is a qualified Traffic and Civil Engineer with over 30 years of experience with State and Local Government in the Roads and Traffic industry in Tasmania. Visit www.trafficandcivil.com.au .

Yours faithfully

Richard Burk

Director

Traffic and Civil Services

M: 0456 535 746

P: 03 63341868

E: Richard.burk@trafficandcivil.com.au

Photos

Photo #1 cross fall on driveway 1:34



Photo #2 slope on driveway 1:34



Photo #3 cross fall on footpath 1:13



Photo #4 End of tape 7.8m from house



Photo #5 slope on footpath 1:30



Photo #6 Services, Telstra, water valve and water meter





1 Cooper Crescent
Riverside TAS 7250
M: 0456 535 746
P: 03 6334 1868
E: Richard.burk@trafficandcivil.com.au

25th June 2018

Ms Kelsie Youd

Designer

S Group

10-14 Paterson Street

PO Box 1271, Launceston TAS 7250

PARKING ASSESSMENT – PROPOSED LUNG CLINIC 6 NORMANSTONE ROAD, SOUTH LAUNCESTON

This letter is to assess parking for the proposed Lung Clinic development at 6 Normanstone Road, South Launceston. The assessment considers:

- The nature of the development proposal
- Parking numbers
- Analysis of on-street parking
- Manoeuvring space required for off-street site parking
- Parking layout options

1) The Development Proposal

The Tasmanian Lung Service propose to provide a Lung Clinic by redeveloping the existing residence, see figure 1, to provide:

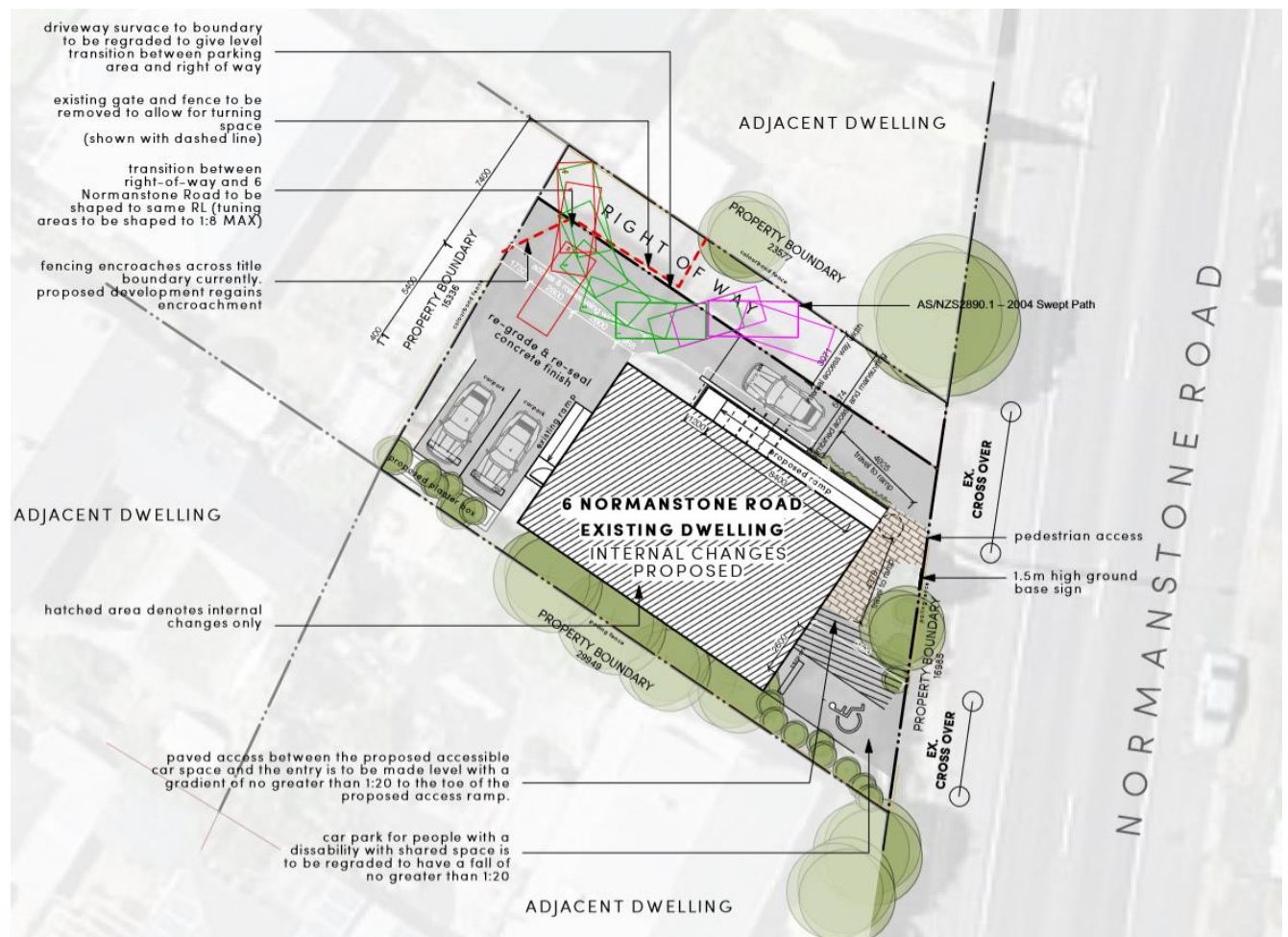
- Reception/Kitchenette
- Waiting room

- 2* consulting rooms
- 2* test rooms
- Staff space
- Accessible toilet.
- 4 off-street parking spaces including 1 accessible space.

The floor area of the building is 126m² and the development is considered a clinic according to the Launceston Interim Planning Scheme 2015.

The clinic will operate with one full time registered practitioner and two part time practitioners. A maximum of two practitioners will operating at the clinic at one time.

Figure 1 – Site Layout Plan



2) Parking numbers

The Launceston Interim Planning Scheme 2015 Parking and Sustainable Transport Code E6, part E6.5.1 outlines requirements.

For an acceptable solution the number of car spaces must not be less than 90% of the requirements of Table E6.1.

This table nominates 4 spaces per registered practitioner for clinics. Accordingly, the scheme requires 8 parking spaces and the 4 proposed off-street spaces are not considered to satisfy Acceptable solution A1.

However, under the planning scheme the Performance criteria P1 can be satisfied:

- (a) 4 off-street parking spaces are provided for in the proposal.
- (b) Clinic appointments are on average one hour in duration. With two practitioners operating with two patients and two patients waiting typically demand would be 4-5 spaces per hour.
- (c) Public Transport (Metro Bus stops on Normanstone Road are located within 20m of 6 Normanstone Road on both sides of the road.
- (d) No site constraints are evident to hinder on and off-street parking.
- (e) 9-10 on-street spaces are available within walking distance. See analysis in part 3 of this report.
- (f) Actual car park demand considering the nature of use is suggested to be between 5-6 spaces. Figure 2 indicates typical parking demand rates reported from other sources. Note that the typically parking demand is found to be linked to floor area. On this basis demand should be in the 5- 6 spaces per hour range. In practice it is likely that base demand will be for one practitioner who will have one patient about to leave, one patient waiting and possibly another patient about to arrive i.e 3 spaces. With the half time practitioner operating an extra 2 spaces could be required suggesting a normal demand for 5 spaces in total.
- (g) Increased use of on-street parking will not dis-affect the streetscape on Normanstone Road.
- (h) This parking review considers the impact of the proposal to be acceptable.

Figure 2 – Parking space demand for other references

ITE Parking Generation Rates - 4th Edition (2010)

Land Use	Unit Rate		Proposal	
	Unit	Spaces	Floor Area	Spaces
	GFA			
Urban Hospital	KSF	3.7	1.35 KSF	5.0
Clinic		4.9		6.7
Medical / Dental		3.2		4.3
Average		3.9		5.3

Proposed Floor Area is 126m² i.e 1.35 KSF

Where KSF is 1000ft² or 93m²

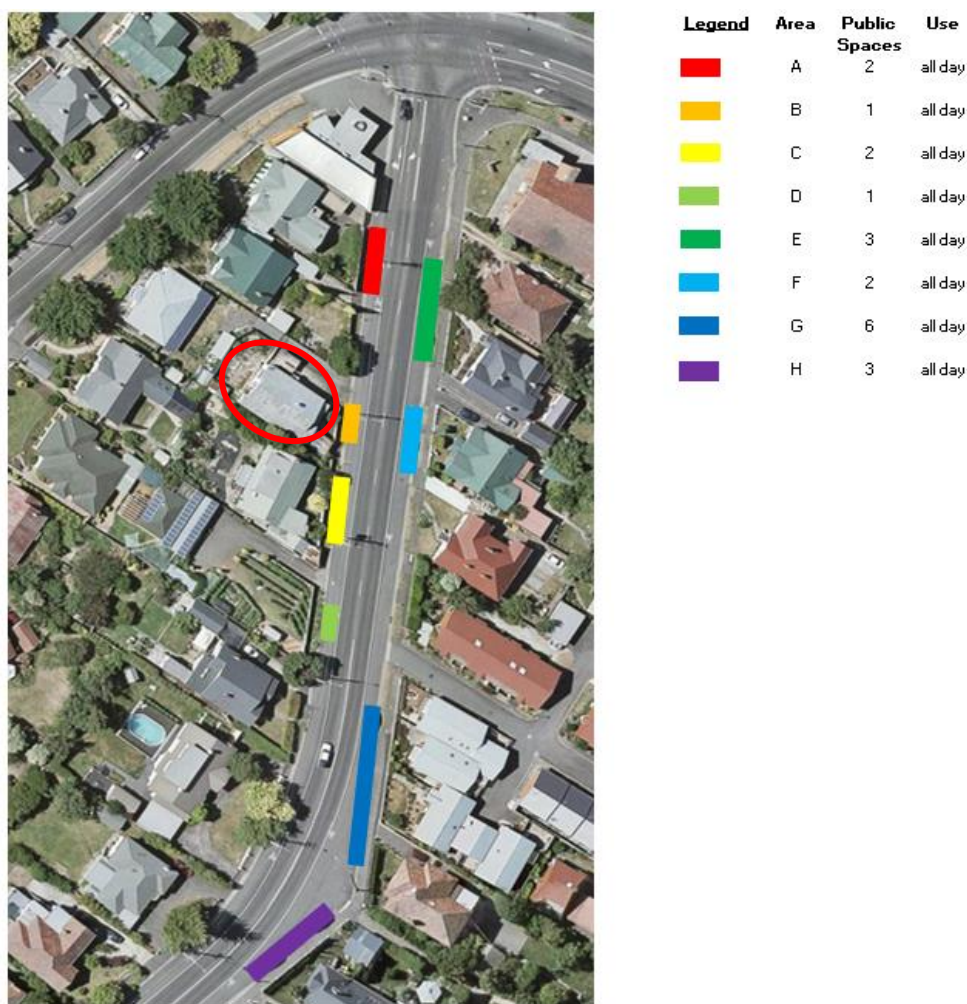
RTA Parking Requirements (2002)

Land Use	Unit Rate		Proposal	
	Unit	Spaces	Floor Area	Spaces
	GFA			
Medical Centres	100m ²	4	126m ²	5.0

3) Analysis of on street parking

There are 20 on-street parking spaces on Normanstone Road within 80m of the proposed Lung Clinic as shown in figure 3.

Figure 3 Normanstone Road on street parking within 80m of proposal



A parking survey was conducted in June 2018 to determine the extent of utilisation. Surveys were conducted three separate days, at expected peak demand times at 9am and 1pm. Figure 4 summarises utilisation.

It was found that for the 11 spaces within 40m walking distance utilisation was typically 7 spaces at 9am and 1pm, i.e typically 3-4 free spaces.

The utilisation of the 9 spaces within 80m walking distance on the opposite side of the road was typically 2 spaces at 9am and 1 pm, i.e. typically 7 free spaces.

Accordingly, at least 10 on-street parking spaces in total are available within walking distance of the proposed clinic of a morning and midday.

Figure 4 Normanstone Road on street parking utilisation summary

Proximity to proposed clinic	Normanstone Road On Street Parking 2018			Thursday 14th June 1pm	Friday 15th June 1pm	Monday 18th June		Tuesday 19th June 9am	Thursday 21st June 9am
	Area	Spaces	Use			9am	1pm		
Within 40m	A	2	unregulated	0	0	2	1	1	1
	B	1	unregulated	1	1	0	1	1	0
	C	2	unregulated	1	2	0	0	1	2
	D	1	unregulated	0	0	1	0	0	0
	E	3	unregulated	2	2	2	2	3	3
	F	2	unregulated	2	2	1	2	2	1
	Demand A-F			6	7	6	6	8	7
	Supply A-F			11	11	11	11	11	11
	%			55	64	55	55	73	64
Within 80m									
	G	6	unregulated	0	0	1	1	0	2
	H	3	unregulated	0	0	0	1	2	0
	Total Demand			6	7	7	8	10	9
Total Supply		20	20	20	20	20	20	20	
%			30	35	35	40	50	45	

4) Manoeuvring space required for off-street site parking

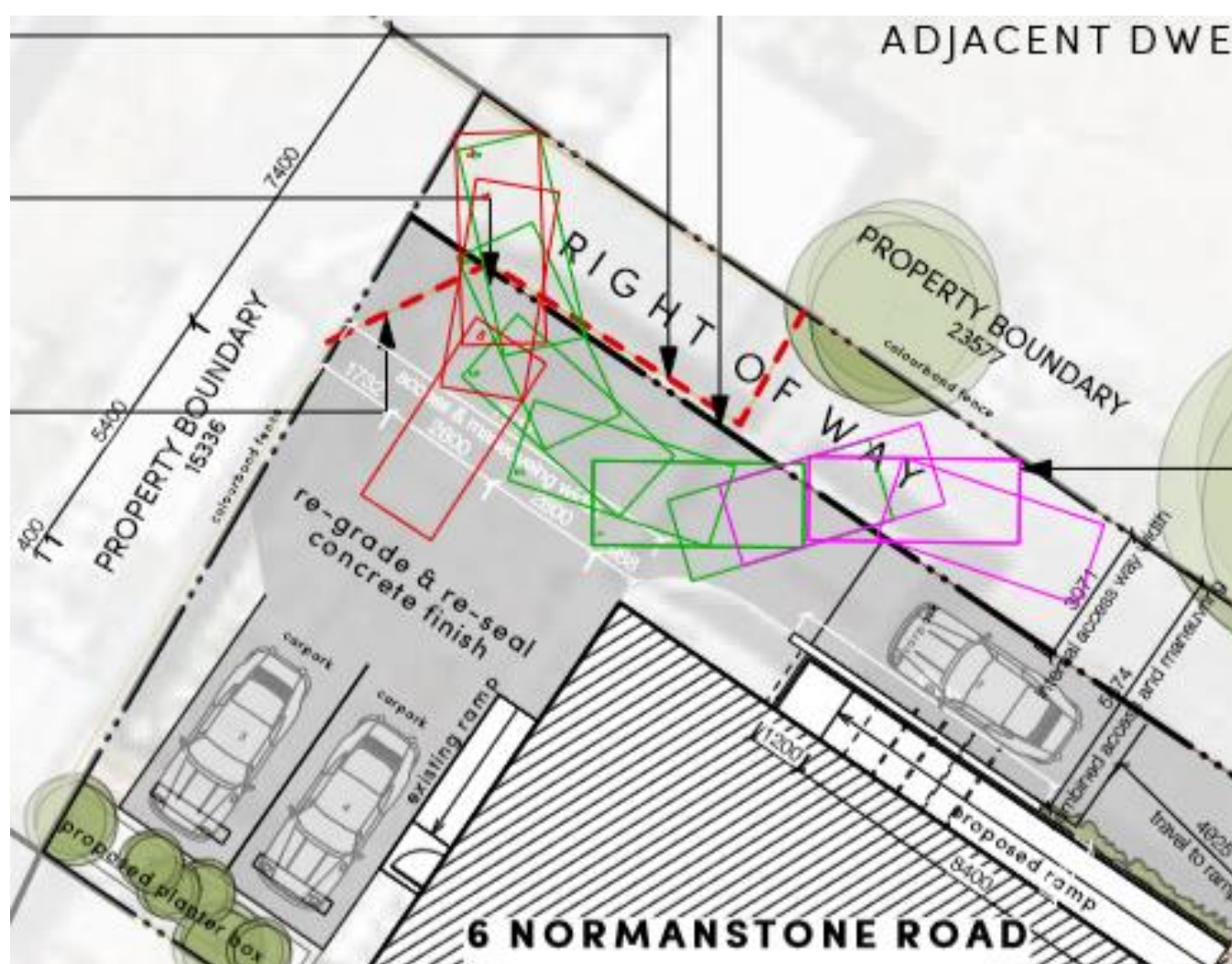
The Launceston Interim Planning Scheme 2015 Parking and Sustainable Transport Code E6, part E6.6.2 outlines requirements for design and layout of parking areas.

The planning scheme acceptable solution is satisfied:

Acceptable solution A1.1 – Car parking, access ways, manoeuvring and circulation space is provided, see figure 5 and the proposal provides:

- For vehicles to enter and exit the site in a forward direction as evidenced by the swept paths shown in figure 5.
- Width of vehicular access Table E6.2 for 1-5 parking spaces of 3.0m is provided.

- ### Figure 5 Car parking space dimensions provided



5) Parking layout options

From review of the property and assuming the existing dwelling footprint remains, no other parking layouts appear feasible.

Minor adjustment of the parking space beside the ROW shown in figure 5 is possible. Moving the parking space in the order of 3m. closer to Normanstone Road would provide more space for vehicles manoeuvring in and out of the rear parking spaces.

6) Conclusion:

The proposed 4 off-street parking spaces together with 2-3 available on-street spaces within 40m of the clinic easily satisfy expected demand for between 3 and 5 spaces.

Existing On-street parking supply and utilisation surveys indicate that adequate spaces will be available within 40m of the clinic and 6-7 extra on street spaces appear to be regularly available within 80m of the clinic.

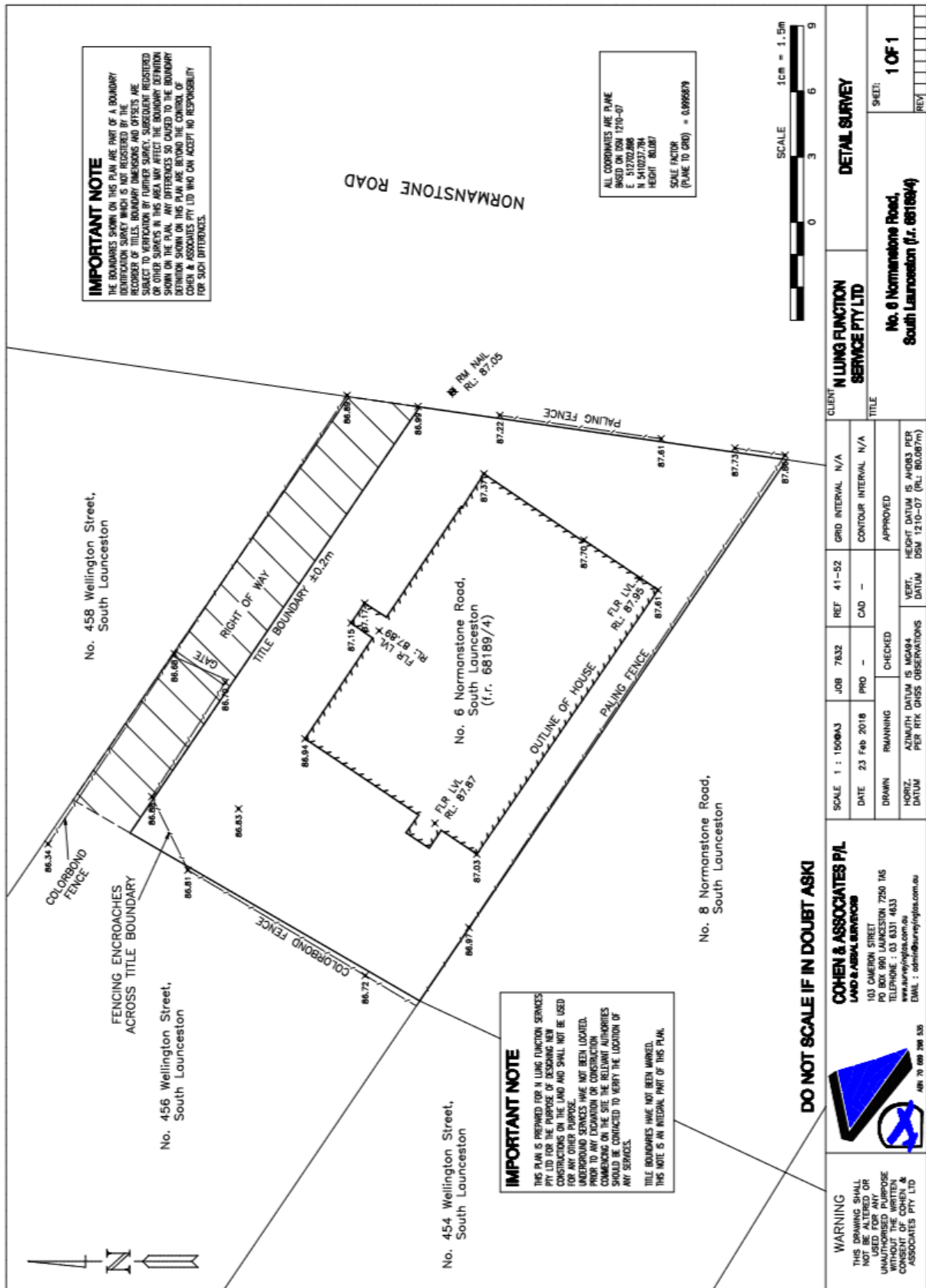
The design and layout of the proposed parking complies with the Council Planning scheme requirements and is considered workable.

No other parking layouts appear feasible given the site constraints, lot size and shape. Some adjustment of the parking space beside the ROW, by moving it closer to Normanstone Road by 3m could be beneficial but is can decided on site when the parking bays are line marked.

This parking assessment assumes the Right Of Way(ROW) over the driveway to 456 Wellington Street is for the benefit of 6 Normanstone Road. See figure 6. The ROW is essential to provide the access width and manoeuvre space required for vehicles to access the proposed off-street parking.

Overall, it has been concluded that the proposed parking provisions are adequate and are supported.

Figure 6 Detail Survey plan showing ROW



7) Assessor Credentials

Richard Burk is a qualified Traffic and Civil Engineer with over 30 years of experience with State and Local Government in the Roads and Traffic industry in Tasmania. Visit www.trafficandcivil.com.au .

Yours faithfully

Richard Burk

Director

Traffic and Civil Services

M: 0456 535 746

P: 03 63341868

E: Richard.burk@trafficandcivil.com.au