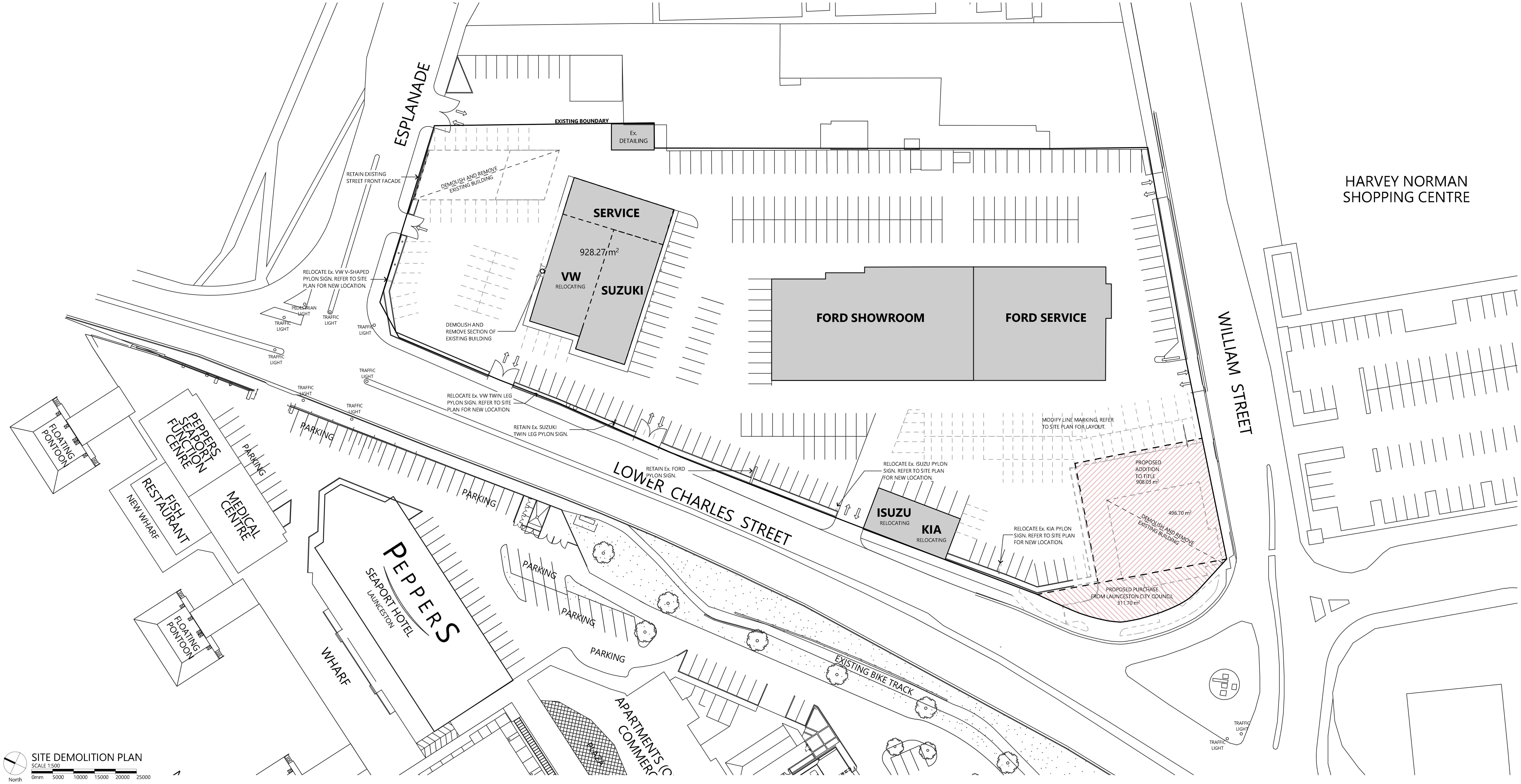


R E V I S I O N					
Stg	Rev	Description	Date	Int.	App
DA	1	ISSUED FOR DEVELOPMENT APPLICATION	8/03/2018	BT	SC

ALL DRAWINGS TO BE READ IN CONJUNCTION WITH ALL ENGINEERS DOCUMENTATION AND SPECIFICATION.

CONTRACTOR TO ENSURE ALL NEW BUILDING WORKS, NEW FITTINGS AND FIXTURES ARE INSTALLED TO THE CURRENT BCA, AUSTRALIAN STANDARDS AND WORK COVER REGULATIONS.

THE CONTRACTOR SHALL USED FIGURED DIMENSIONS IN PREFERENCE TO SCALED DIMENSIONS. ALL DIMENSIONS SHALL BE VERIFIED ON SITE.

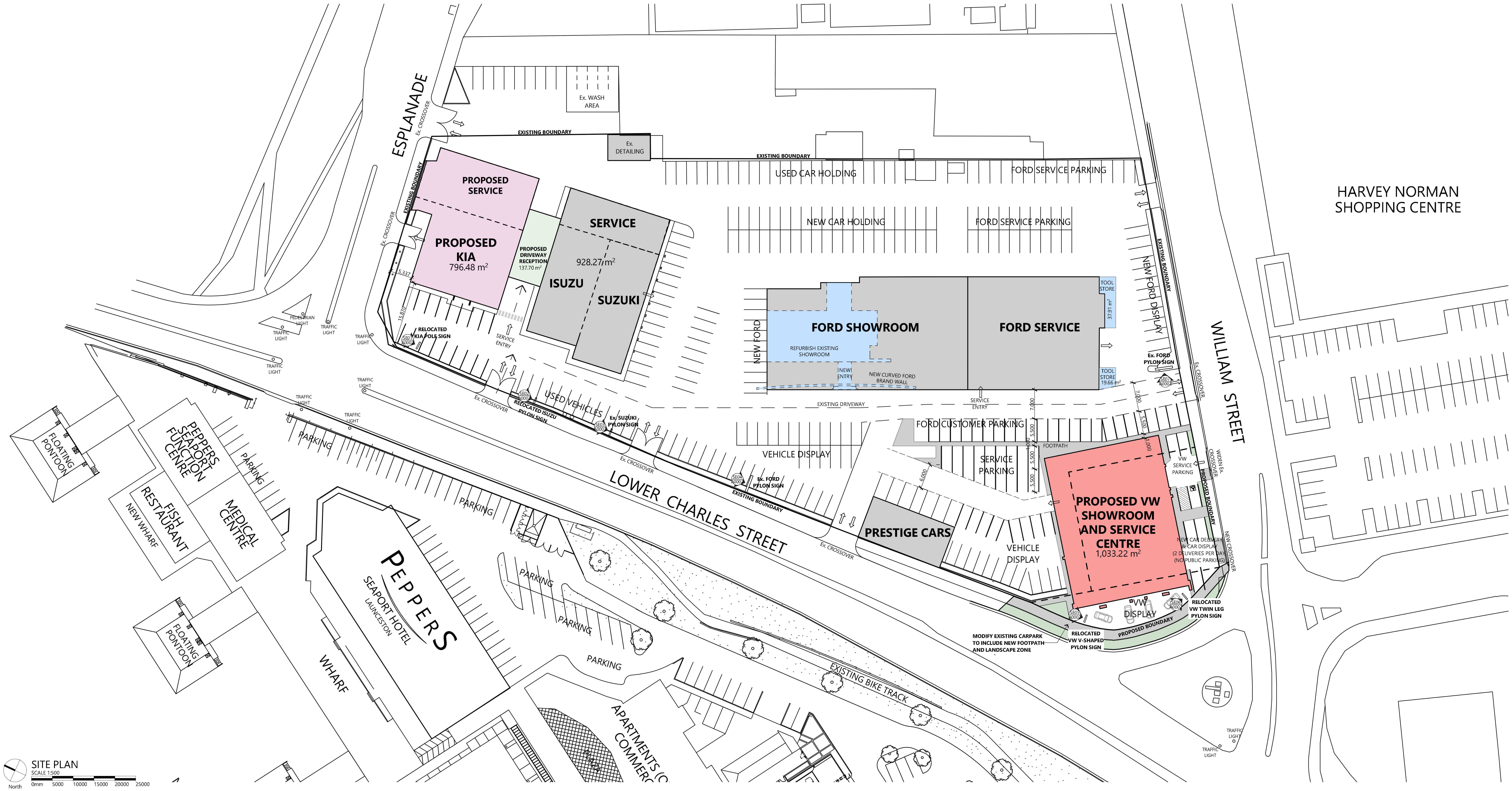
ARTAS ARCHITECTS

PROJECT NAME
JMC LAUNCESTON DEALERSHIP REDEVELOPMENT

CLIENT NAME
JMC

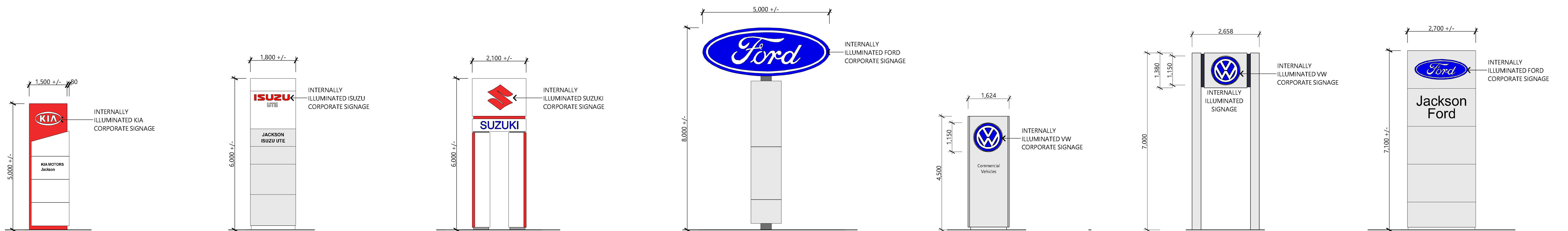
DRAWING NAME
SITE DEMOLITION PLAN

DRAWN: BT
APPROVED: SC
SHEET SIZE: A1 (LANDSCAPE)
DRAWING ISSUE: APPROVAL
DRAWING NUMBER: A0001-DA1
PROJECT NUMBER: 181002



AREAS

EXISTING SITE AREA:	14,703m²
EXISTING SITE COVERAGE:	4,194m²
PROPOSED SITE AREA:	15,922m²
DEMOLISHED BUILDINGS:	863m²
RETAINED EXISTING BUILDINGS:	3,331m²
PROPOSED BUILDINGS:	1,955m²
PROPOSED SITE COVERAGE:	5,356m²



SE01 KIA PYLON SIGN ELEVATION
SCALE 1:100
EXISTING SIGN RELOCATED

SE02 ISUZU PYLON SIGN ELEVATION
SCALE 1:100
EXISTING SIGN RELOCATED

SE03 SUZUKI PYLON SIGN ELEVATION
SCALE 1:100
EXISTING SIGN RETAINED

SE04 FORD PYLON SIGN ELEVATION
SCALE 1:100
EXISTING SIGN RETAINED

SE05 VW V-SHAPED PYLON SIGN ELEVATION
SCALE 1:100
EXISTING SIGN RELOCATED

SE06 VW TWIN LEG PYLON SIGN ELEVATION
SCALE 1:100
EXISTING SIGN RELOCATED

SE07 FORD PYLON SIGN ELEVATION
SCALE 1:100
EXISTING SIGN RETAINED

REVISION

Stg	Rev	Description	Date	Int.	App
DA	1	ISSUED FOR DEVELOPMENT APPLICATION	8/03/2018	BT	SC

ALL DRAWINGS TO BE READ IN CONJUNCTION WITH ALL ENGINEERS DOCUMENTATION AND SPECIFICATION.

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THE CONTRACTOR SHALL USED FIGURED DIMENSIONS IN PREFERENCE TO SCALED DIMENSIONS. ALL DIMENSIONS SHALL BE VERIFIED ON SITE.

ARTAS ARCHITECTS

PROJECT NAME
JMC LAUNCESTON DEALERSHIP REDEVELOPMENT

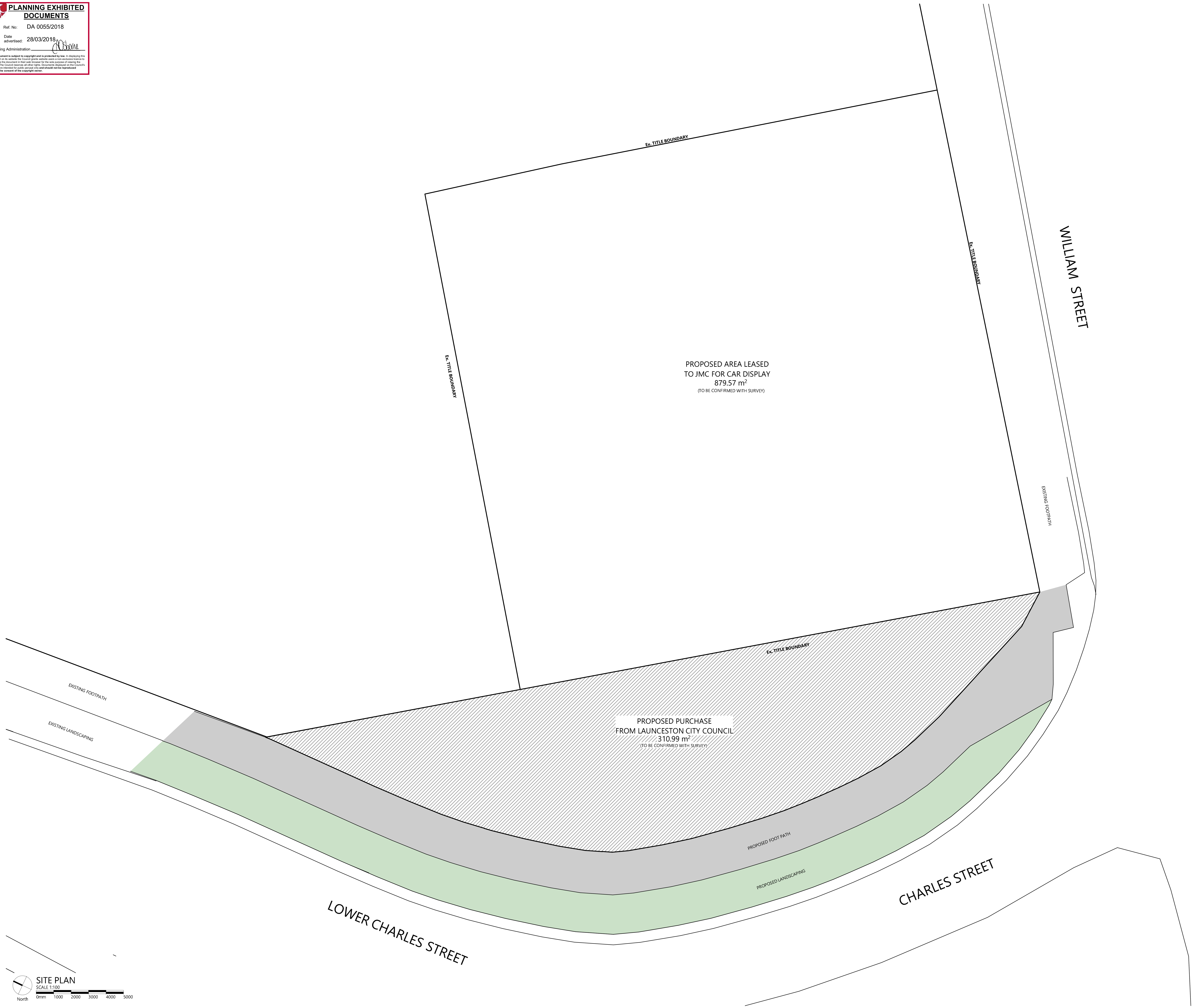
CLIENT NAME
JMC

DRAWING NAME
SITE PLAN

DRAWN	APPROVED	SHEET SIZE
BT	SC	A1 (LANDSCAPE)

DRAWING ISSUE: **APPROVAL**
PROJECT NUMBER: 181002
DRAWING NUMBER: A0002-DA1

Document Set ID: 3796073
Version: 1, Version Date: 08/05/2018



SITE PLAN
SCALE 1:100

0mm 1000 2000 3000 4000 5000

R E V I S I O N					
Stg	Rev	Description	Date	Int.	App
Sk	01	ISSUED TO CLIENT FOR COMMENT	13/02/2018	BT	SC

ALL DRAWINGS TO BE READ IN CONJUNCTION WITH ALL ENGINEERS DOCUMENTATION AND SPECIFICATION.

CONTRACTOR TO ENSURE ALL NEW BUILDING WORKS, NEW FITTINGS AND FIXTURES ARE INSTALLED TO THE CURRENT BCA, AUSTRALIAN STANDARDS AND WORK COVER REGULATIONS.

THE CONTRACTOR SHALL USED FIGURED DIMENSIONS IN PREFERENCE TO SCALED DIMENSIONS. ALL DIMENSIONS SHALL BE VERIFIED ON SITE.

ARTAS ARCHITECTS

PROJECT NAME
JMC LAUNCESTON DEALERSHIP REDEVELOPMENT

CLIENT NAME
JMC

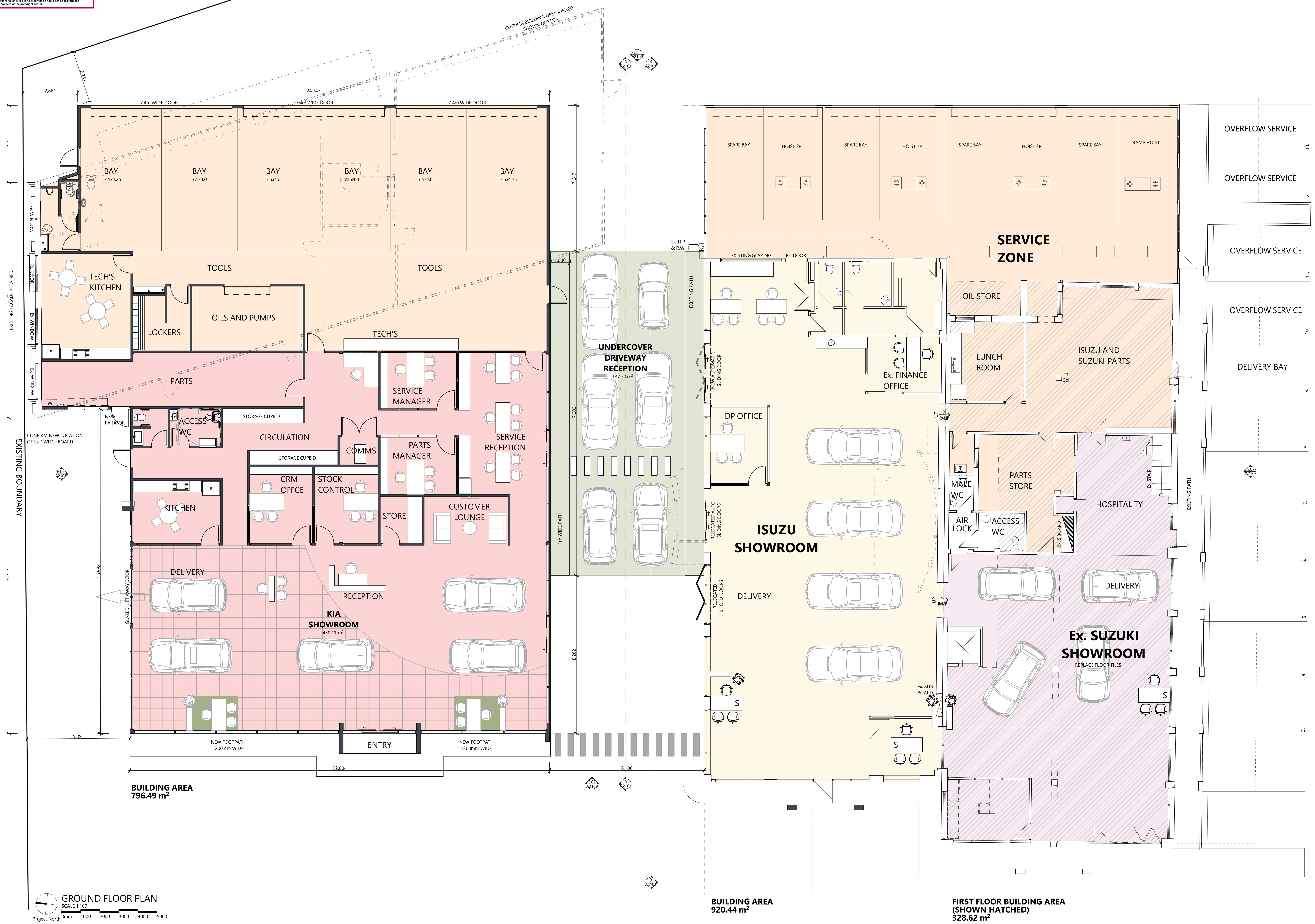
DRAWING NAME
SITE PLAN - 43 CHARLES STREET

DRAWN	APPROVED	SHEET SIZE
BT	SC	A1 (LANDSCAPE)

DRAWING ISSUE
SKETCH

PROJECT NUMBER:
181002

DRAWING NUMBER
A0003-Sk01


EXISTING BUILDING DEMOLISHED SHOWN DOTTED
7.4m WIDE DOOR
BAY 7.5x4.25
BAY 7.5x4.0
TOOLS
TECH'S KITCHEN
LOCKERS
OILS AND PUMPS
TECH'S
PARTS
SERVICE MANAGER
ACCESS WC
STORAGE CUPB'D
CIRCULATION
COMMS
PARTS MANAGER
SERVICE RECEPTION
CRM OFFICE
STOCK CONTROL
STORE
CUSTOMER LOUNGE
KITCHEN
DELIVERY
RECEPTION
KIA SHOWROOM
450.11 m²
ENTRY
NEW FOOTPATH 1200mm WIDE
EXISTING BOUNDARY
CONFIRM NEW LOCATION OF Ex. SWITCHBOARD
UNDERCOVER DRIVEWAY RECEPTION
137.70 m²
1m WIDE PATH
SPARE BAY
HOIST 2P
RAMP HOIST
SERVICE ZONE
OIL STORE
LUNCH ROOM
ISUZU AND SUZUKI PARTS
Ex. FINANCE OFFICE
DP OFFICE
ISUZU SHOWROOM
DELIVERY
PARTS STORE
HOSPITALITY
MALE WC
AIR LOCK
ACCESS WC
Ex. SUZUKI SHOWROOM
REPLACE FLOOR TILES
OVERFLOW SERVICE
DELIVERY BAY
EXISTING PATH

BUILDING AREA
796.49 m²

GROUND FLOOR PLAN
SCALE 1:100
Project North

BUILDING AREA
920.44 m²

FIRST FLOOR BUILDING AREA (SHOWN HATCHED)
328.62 m²

REVISION

Stg	Rev	Description	Date	Int.	App
DA	1	ISSUED FOR DEVELOPMENT APPLICATION	8/03/2018	BT	SC

ALL DRAWINGS TO BE READ IN CONJUNCTION WITH ALL ENGINEERS DOCUMENTATION AND SPECIFICATION.

CONTRACTOR TO ENSURE ALL NEW BUILDING WORKS, NEW FITTINGS AND FIXTURES ARE INSTALLED TO THE CURRENT BCA, AUSTRALIAN STANDARDS AND WORK COVER REGULATIONS.

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ARTAS ARCHITECTS

PROJECT NAME
JMC LAUNCESTON DEALERSHIP REDEVELOPMENT

CLIENT NAME
JMC

DRAWING NAME
KIA, ISUZU AND SUZUKI GROUND FLOOR PLAN

DRAWN: BT
APPROVED: SC
SHEET SIZE: A1 (LANDSCAPE)
DRAWING ISSUE: APPROVAL
PROJECT NUMBER: 181002
DRAWING NUMBER: A1400-DA1

Document Set ID: 3796073
Version: 1, Version Date: 08/05/2018


LARGE VEHICLE BAY
• REMOVE EXISTING ROLLER DOORS
• NEW FLAT ROOF AT 6m
• NEW 5x5m ACCESS ROLLER DOOR
• LARGE VEHICLE HOIST
FIRE RATED WALL
NEW PA DOOR
EXISTING BOUNDARY
PROPOSED BOUNDARY
EXISTING BOUNDARY
10,000
10,000
7.4m WIDE DOOR
BAY 7.5x4.25
BAY 7.5x4.0
BAY 7.5x4.0
BAY 7.5x4.0
BAY 7.5x4.0
BAY 7.5x4.25
TOOLS
TOOLS
TECH'S KITCHEN
OILS AND PUMPS
LOCKERS
TECH'S
PARTS
SERVICE MANAGER
ACCESS WC
STORAGE CUPB'D
CIRCULATION
COMMS
PARTS MANAGER
SERVICE RECEPTION
DP OFFICE
SALES MANAGER
KITCHEN
STORE
CUSTOMER LOUNGE
DELIVERY
RECEPTION
KIA SHOWROOM
450.11 m²
GLAZED LIFT AWAY DOOR
CONFIRM NEW LOCATION OF Ex. SWITCHBOARD
NEW PA DOOR
NEW FOOTPATH 1200mm WIDE
ENTRY
BUILDING AREA 796.49 m²
UNDERCOVER DRIVEWAY RECEPTION
1m WIDE PATH
EXISTING PATH
RELOCATED AUTO SLIDING DOORS
SPARE BAY
HOIST 2P
RAMP HOIST
SERVICE ZONE
EXISTING GLAZING
Ex. DOOR
Ex. D.P. & R.W.H
OIL STORE
LUNCH ROOM
ISUZU AND SUZUKI PARTS
Ex. FINANCE OFFICE
DP OFFICE
ISUZU SHOWROOM
PARTS STORE
MALE WC
AIR LOCK
ACCESS WC
HOSPITALITY
Ex. SUZUKI SHOWROOM
REPLACE FLOOR TILES
Ex. SUB BOARD
BUILDING AREA 816.90 m²
FIRST FLOOR BUILDING AREA (SHOWN HATCHED) 258.47 m²
OVERFLOW SERVICE
OVERFLOW SERVICE
OVERFLOW SERVICE
OVERFLOW SERVICE
DELIVERY BAY
NEW VEHICLE DELIVERY DOOR
REPLACE Ex. WINDOW
GROUND FLOOR PLAN
SCALE 1:100
Project North

R E V I S I O N					
Stg	Rev	Description	Date	Int.	App
Sk	01	ISSUED TO CLIENT FOR COMMENTS	5/12/2017	BT	SC
Sk	02	ISSUED TO CLIENT FOR COMMENT	4/01/2018	MM	SC
Sk	03	ISSUED TO CLIENT FOR COMMENT	11/01/2018	MM	SC
Sk	04	ISSUED TO CLIENT FOR COMMENT	16/01/2018	BT	SC

ALL DRAWINGS TO BE READ IN CONJUNCTION WITH ALL ENGINEERS DOCUMENTATION AND SPECIFICATION.

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THE CONTRACTOR SHALL USED FIGURED DIMENSIONS IN PREFERENCE TO SCALED DIMENSIONS. ALL DIMENSIONS SHALL BE VERIFIED ON SITE.

ARTAS ARCHITECTS

PROJECT NAME
JMC LAUNCESTON DEALERSHIP REDEVELOPMENT

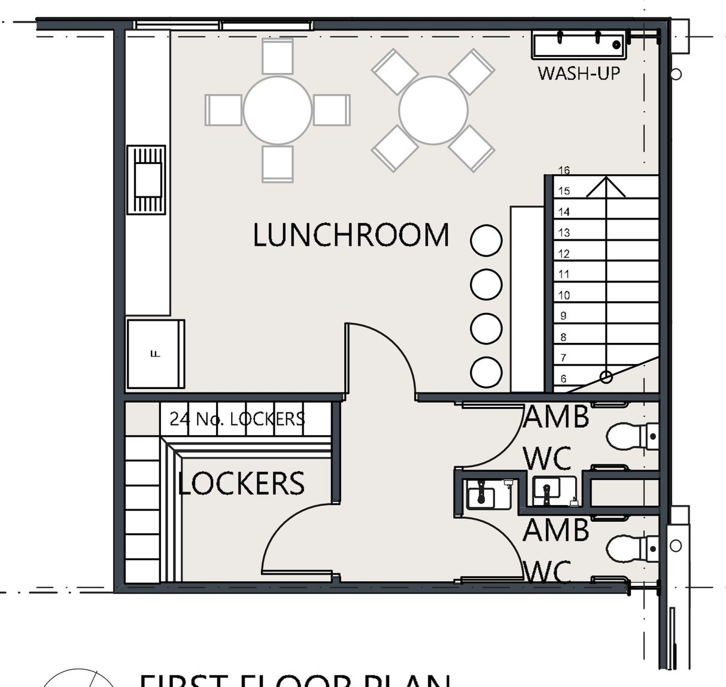
CLIENT NAME
JMC

DRAWING NAME
KIA, ISUZU AND SUZUKI GROUND FLOOR PLAN

DRAWN	APPROVED	SHEET SIZE
BT	SC	A1 (LANDSCAPE)

DRAWING ISSUE: **SKETCH**
PROJECT NUMBER: 181002
DRAWING NUMBER: A1400-Sk04

GROUND FLOOR PLAN
SCALE 1:100



FIRST FLOOR PLAN
SCALE 1:100

REVISION					
Stg	Rev	Description	Date	Int.	App
DA	1	ISSUED FOR DEVELOPMENT APPLICATION	8/03/2018	BT	SC

ALL DRAWINGS TO BE READ IN CONJUNCTION WITH ALL ENGINEERS DOCUMENTATION AND SPECIFICATION.

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ARTAS ARCHITECTS

PROJECT NAME
JMC LAUNCESTON DEALERSHIP REDEVELOPMENT

CLIENT NAME
JMC

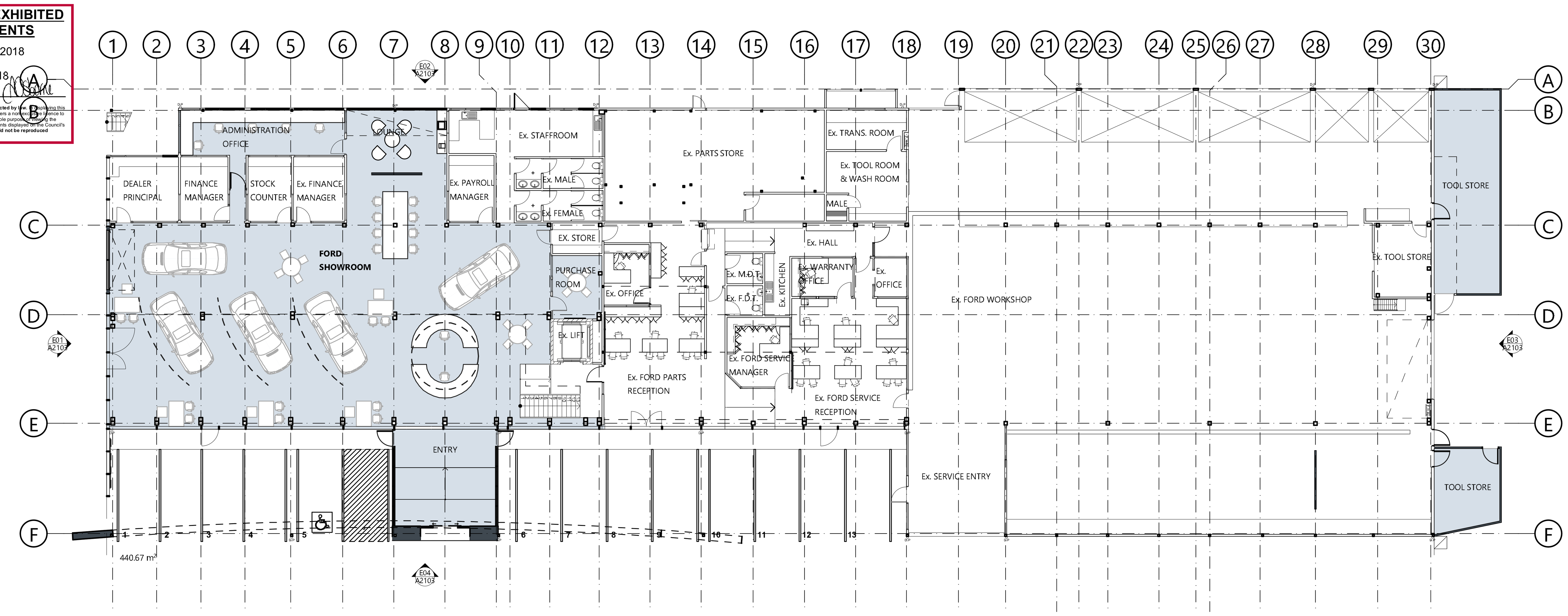
DRAWING NAME
VW SHOWROOM & SERVICE

DRAWN: BT | APPROVED: SC | SHEET SIZE: A1 (LANDSCAPE)

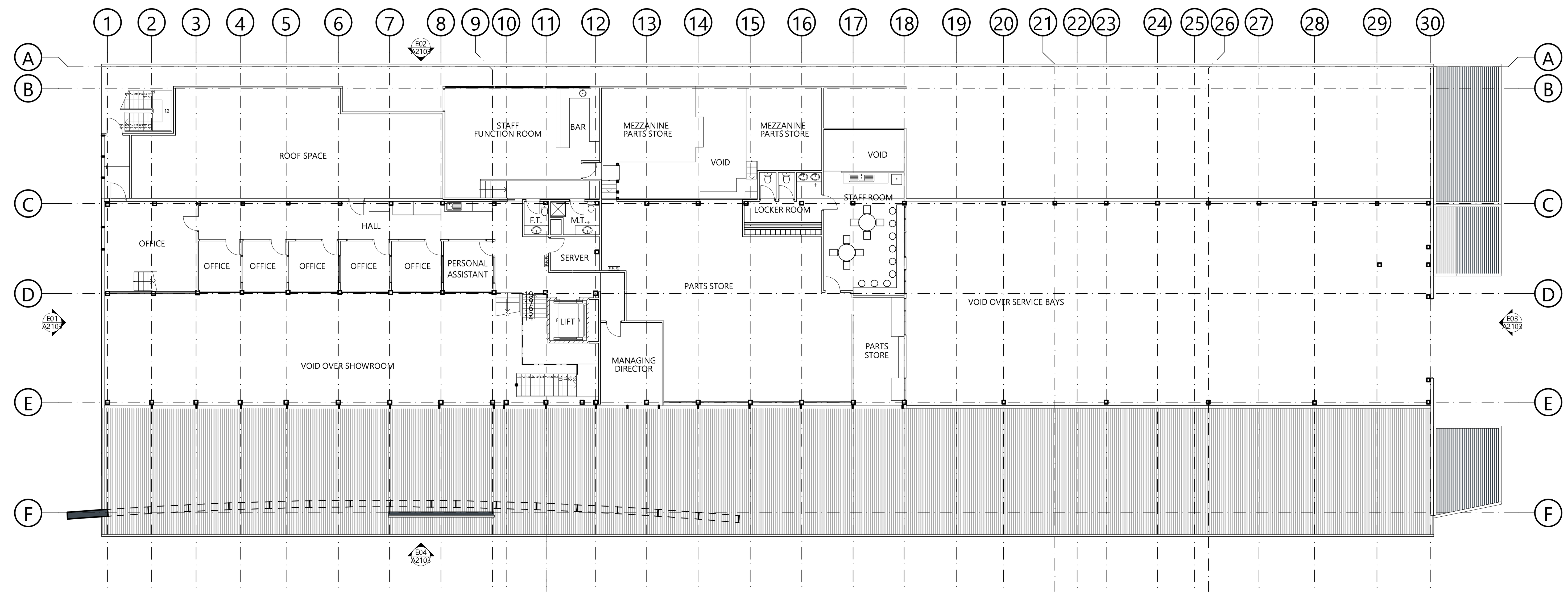
DRAWING ISSUE: APPROVAL

PROJECT NUMBER: 181002

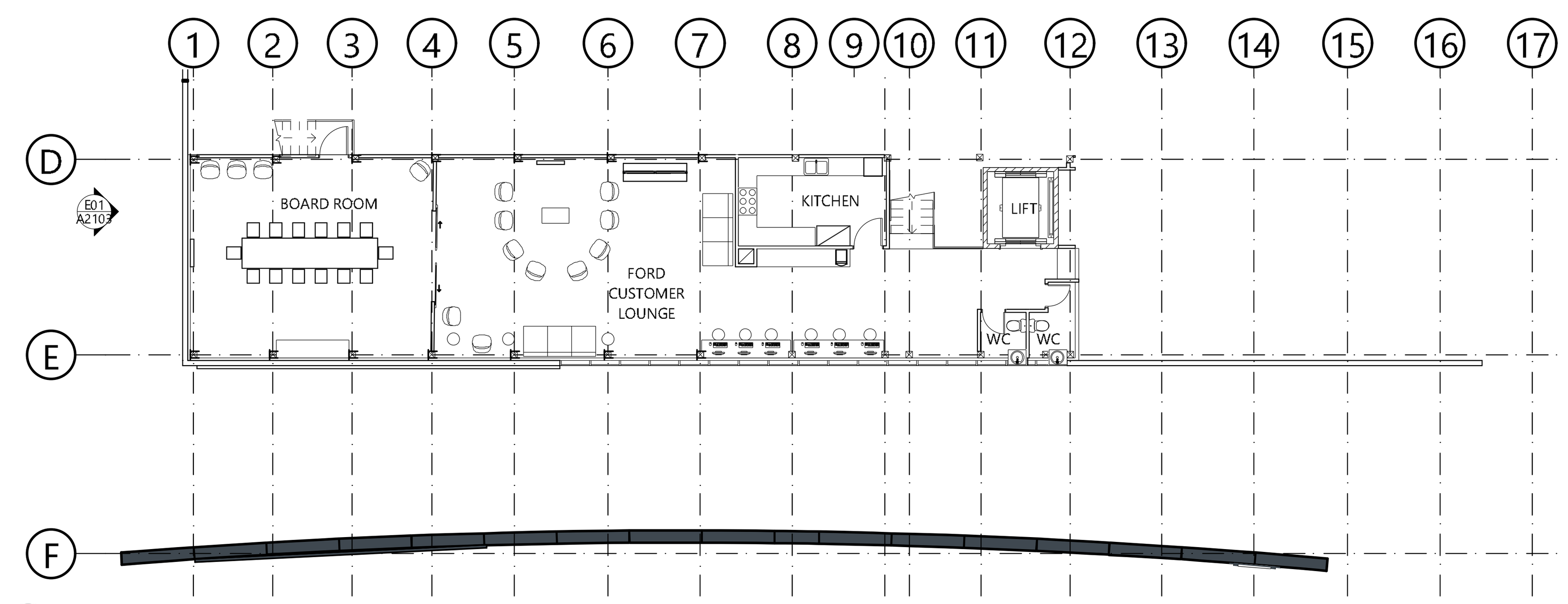
DRAWING NUMBER: A1401-DA1



GROUND FLOOR PLAN
SCALE 1:200
0mm 2000 4000 6000 8000 10000
North



FIRST FLOOR PLAN
SCALE 1:200
0mm 2000 4000 6000 8000 10000
North



MEZZANINE FLOOR PLAN
SCALE 1:200
0mm 2000 4000 6000 8000 10000
North

R E V I S I O N					
Stg	Rev	Description	Date	Int.	App
DA	1	ISSUED FOR DEVELOPMENT APPLICATION	8/03/2018	BT	SC

ALL DRAWINGS TO BE READ IN CONJUNCTION WITH ALL ENGINEERS DOCUMENTATION AND SPECIFICATION.

CONTRACTOR TO ENSURE ALL NEW BUILDING WORKS, NEW FITTINGS AND FIXTURES ARE INSTALLED TO THE CURRENT BCA, AUSTRALIAN STANDARDS AND WORK COVER REGULATIONS.

THE CONTRACTOR SHALL USED FIGURED DIMENSIONS IN PREFERENCE TO SCALED DIMENSIONS. ALL DIMENSIONS SHALL BE VERIFIED ON SITE.

ARTAS ARCHITECTS

PROJECT NAME
JMC LAUNCESTON DEALERSHIP REDEVELOPMENT

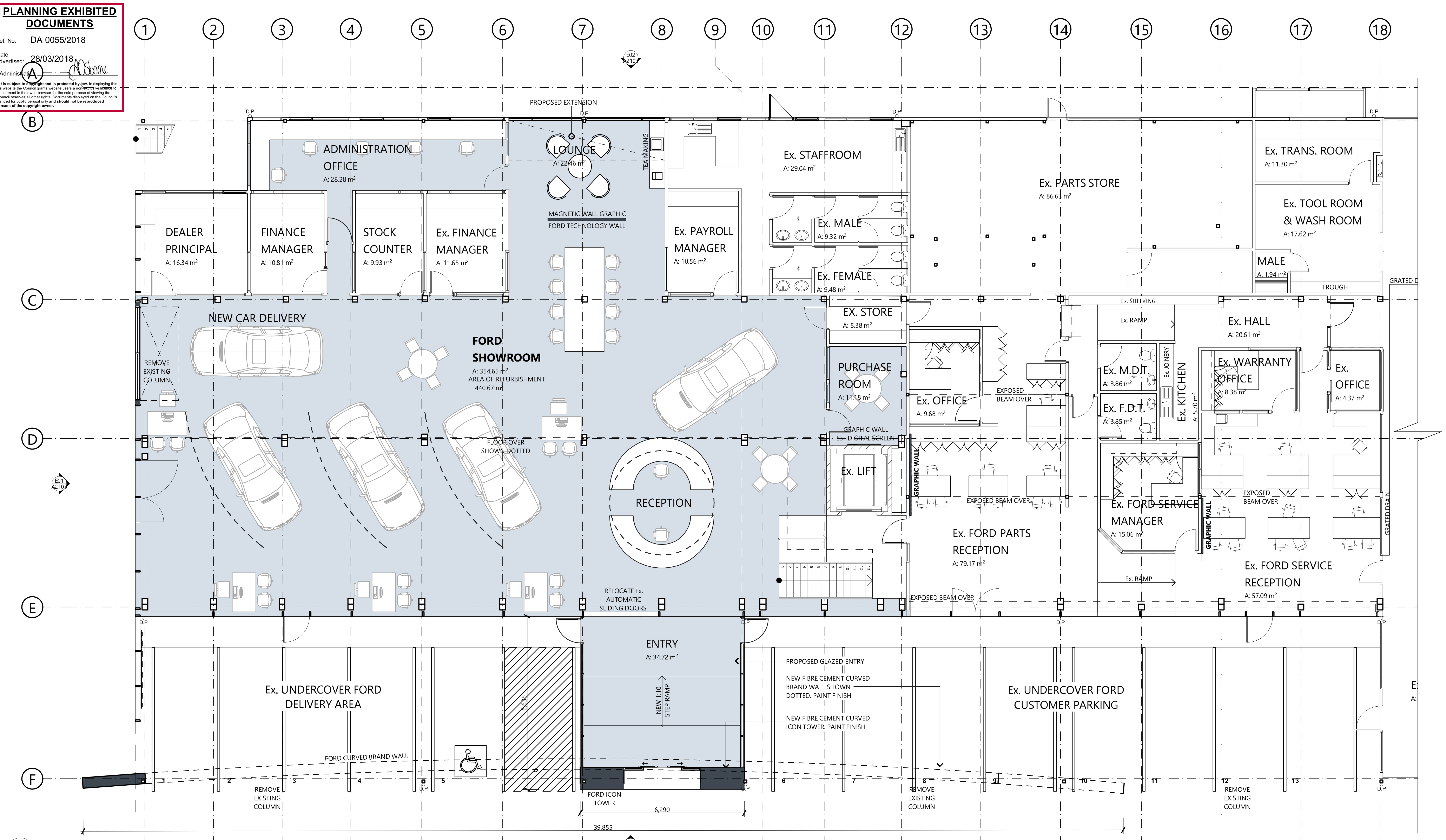
CLIENT NAME
JMC

DRAWING NAME
FORD SHOWROOM - OVERALL

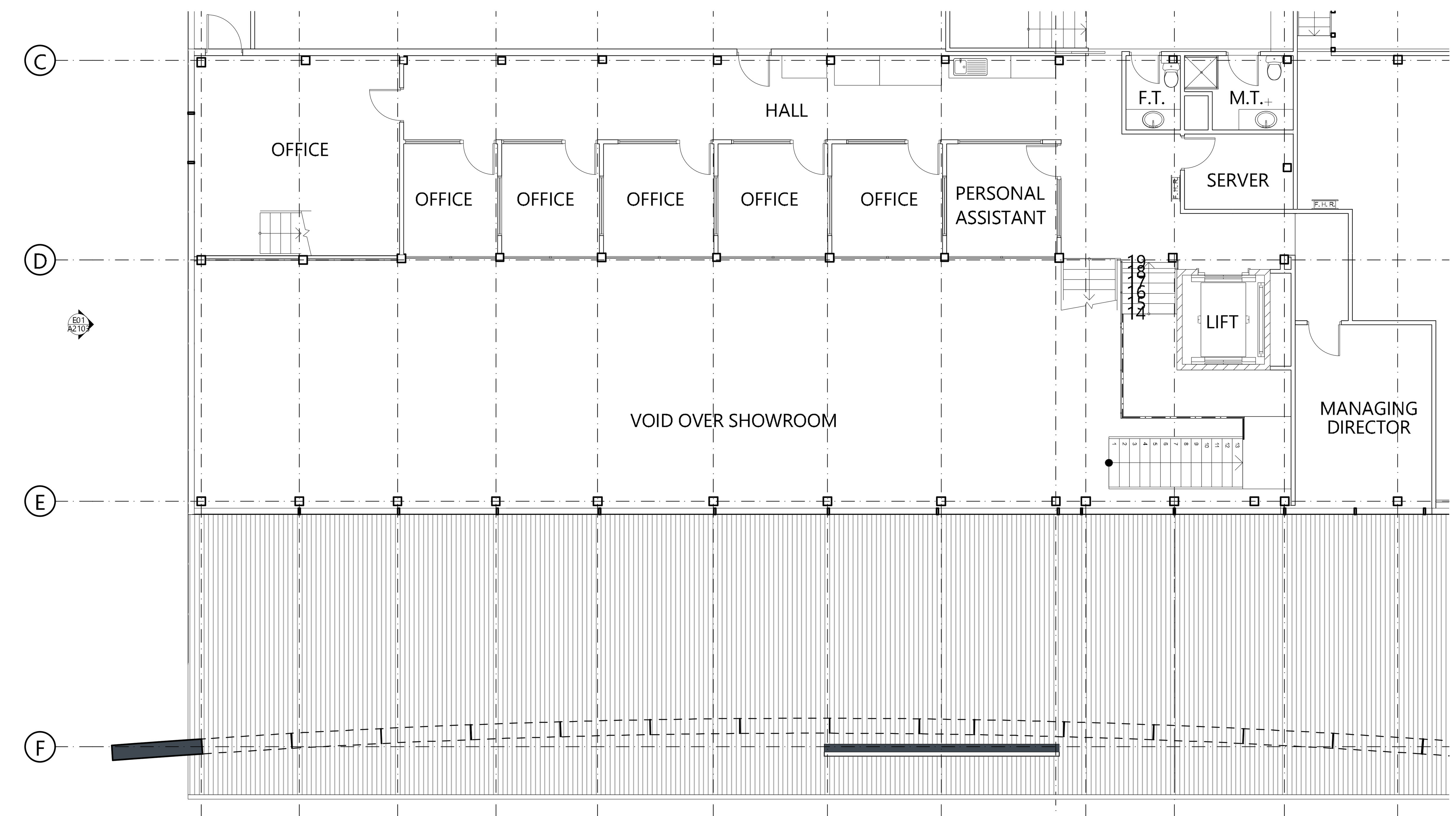
DRAWN	APPROVED	SHEET SIZE
BT	SC	A1 (LANDSCAPE)

DRAWING ISSUE: APPROVAL
PROJECT NUMBER: 181002
DRAWING NUMBER: A1402-DA1

Document Set ID: 3796073
Version: 1, Version Date: 08/05/2018


PROPOSED EXTENSION
ADMINISTRATION OFFICE
A: 28.28 m²
LOUNGE
A: 22.46 m²
MAGNETIC WALL GRAPHIC
FORD TECHNOLOGY WALL
DEALER PRINCIPAL
A: 16.34 m²
FINANCE MANAGER
A: 10.81 m²
STOCK COUNTER
A: 9.93 m²
Ex. FINANCE MANAGER
A: 11.65 m²
Ex. PAYROLL MANAGER
A: 10.56 m²
Ex. STAFFROOM
A: 29.04 m²
Ex. MALE
A: 9.32 m²
Ex. FEMALE
A: 9.48 m²
Ex. PARTS STORE
A: 86.63 m²
Ex. TRANS. ROOM
A: 11.30 m²
Ex. TOOL ROOM & WASH ROOM
A: 17.62 m²
MALE
A: 1.94 m²
TROUGH
NEW CAR DELIVERY
REMOVE EXISTING COLUMN
FORD SHOWROOM
A: 354.65 m²
AREA OF REFURBISHMENT 440.67 m²
FLOOR OVER SHOWN DOTTED
RECEPTION
RELOCATE Ex. AUTOMATIC SLIDING DOORS
Ex. STORE
A: 5.38 m²
PURCHASE ROOM
A: 11.18 m²
GRAPHIC WALL 55' DIGITAL SCREEN
Ex. LIFT
Ex. OFFICE
A: 9.68 m²
EXPOSED BEAM OVER
Ex. FORD PARTS RECEPTION
A: 79.17 m²
Ex. SHELVING
Ex. RAMP
Ex. M.D.T.
A: 3.86 m²
Ex. F.D.T.
A: 3.85 m²
Ex. KITCHEN
Ex. HALL
A: 20.61 m²
Ex. WARRANTY OFFICE
A: 8.38 m²
Ex. OFFICE
A: 4.37 m²
Ex. FORD SERVICE MANAGER
A: 15.06 m²
Ex. FORD SERVICE RECEPTION
A: 57.09 m²
GRAPHIC WALL
GRATED DRAIN
ENTRY
A: 34.72 m²
NEW 1:10 STEP RAMP
PROPOSED GLAZED ENTRY
NEW FIBRE CEMENT CURVED BRAND WALL SHOWN DOTTED. PAINT FINISH
NEW FIBRE CEMENT CURVED ICON TOWER. PAINT FINISH
Ex. UNDERCOVER FORD DELIVERY AREA
Ex. UNDERCOVER FORD CUSTOMER PARKING
FORD CURVED BRAND WALL
FORD ICON TOWER
REMOVE EXISTING COLUMN
6,290
39,855

GROUND FLOOR PLAN
SCALE 1:100



FIRST FLOOR PLAN
SCALE 1:100

R E V I S I O N

Stg	Rev	Description	Date	Int.	App
DA	1	ISSUED FOR DEVELOPMENT APPLICATION	8/03/2018	BT	SC

ALL DRAWINGS TO BE READ IN CONJUNCTION WITH ALL ENGINEERS DOCUMENTATION AND SPECIFICATION.

CONTRACTOR TO ENSURE ALL NEW BUILDING WORKS, NEW FITTINGS AND FIXTURES ARE INSTALLED TO THE CURRENT BCA, AUSTRALIAN STANDARDS AND WORK COVER REGULATIONS.

THE CONTRACTOR SHALL USED FIGURED DIMENSIONS IN PREFERENCE TO SCALED DIMENSIONS. ALL DIMENSIONS SHALL BE VERIFIED ON SITE.

ARTAS ARCHITECTS

PROJECT NAME
JMC LAUNCESTON DEALERSHIP REDEVELOPMENT

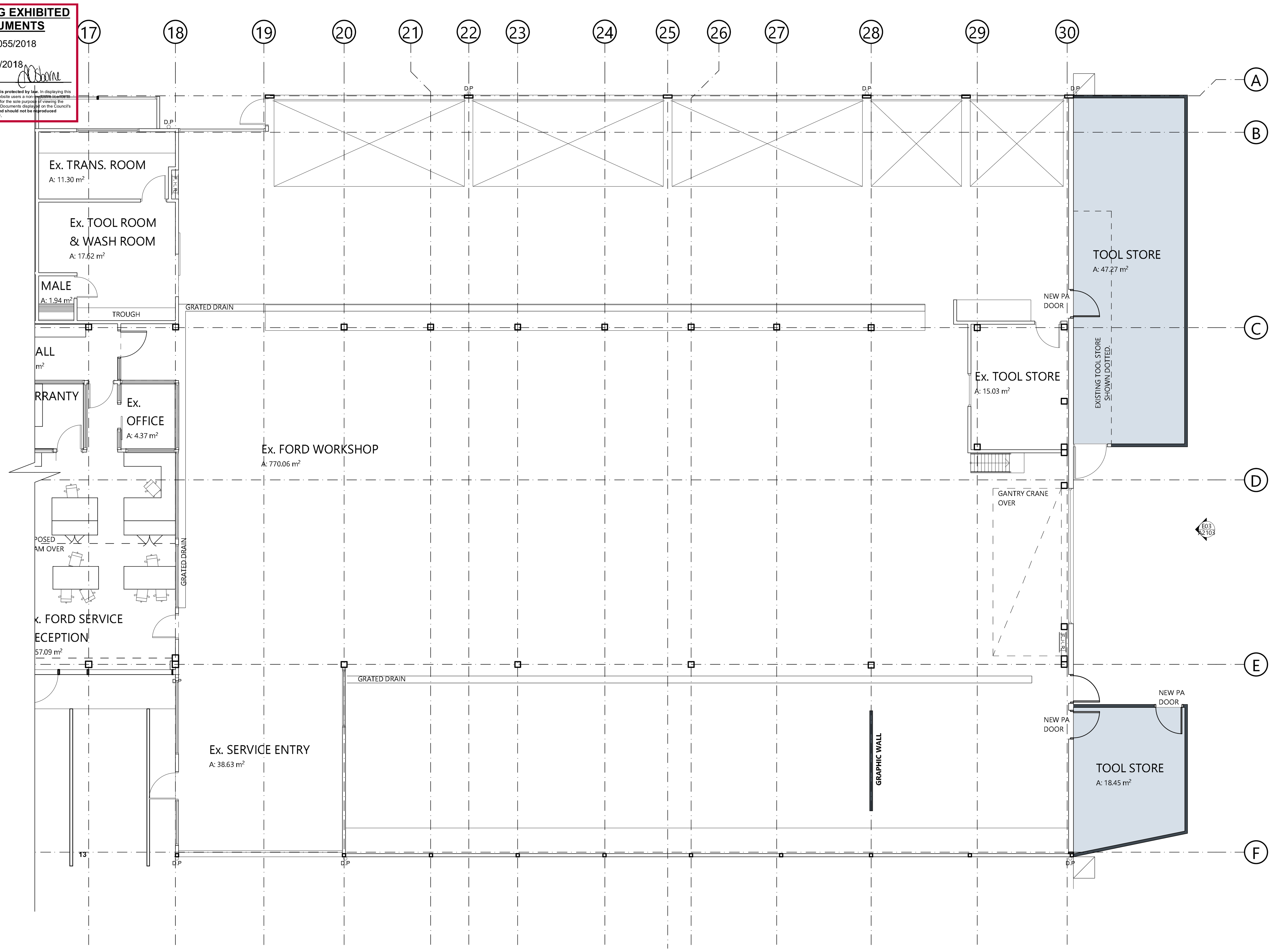
CLIENT NAME
JMC

DRAWING NAME
FORD SHOWROOM - SHOWROOM

DRAWN	APPROVED	SHEET SIZE
BT	SC	A1 (LANDSCAPE)

DRAWING ISSUE: APPROVAL
PROJECT NUMBER: 181002
DRAWING NUMBER: A1403-DA1

Document Set ID: 3796073
Version: 1, Version Date: 08/05/2018



GROUND FLOOR PLAN
SCALE 1:100
0mm 1000 2000 3000 4000 5000
North

R E V I S I O N					
Stg	Rev	Description	Date	Int.	App
DA	1	ISSUED FOR DEVELOPMENT APPLICATION	8/03/2018	BT	SC

ALL DRAWINGS TO BE READ IN CONJUNCTION WITH ALL ENGINEERS DOCUMENTATION AND SPECIFICATION.

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ARTAS ARCHITECTS

PROJECT NAME
JMC LAUNCESTON DEALERSHIP REDEVELOPMENT

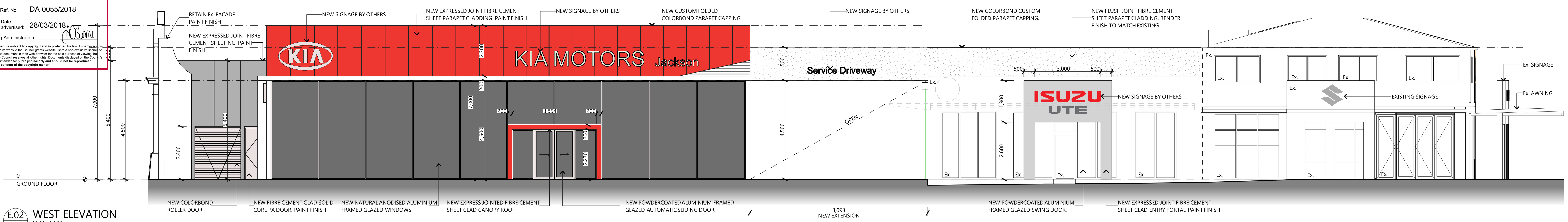
CLIENT NAME
JMC

DRAWING NAME
FORD SHOWROOM - SERVICE

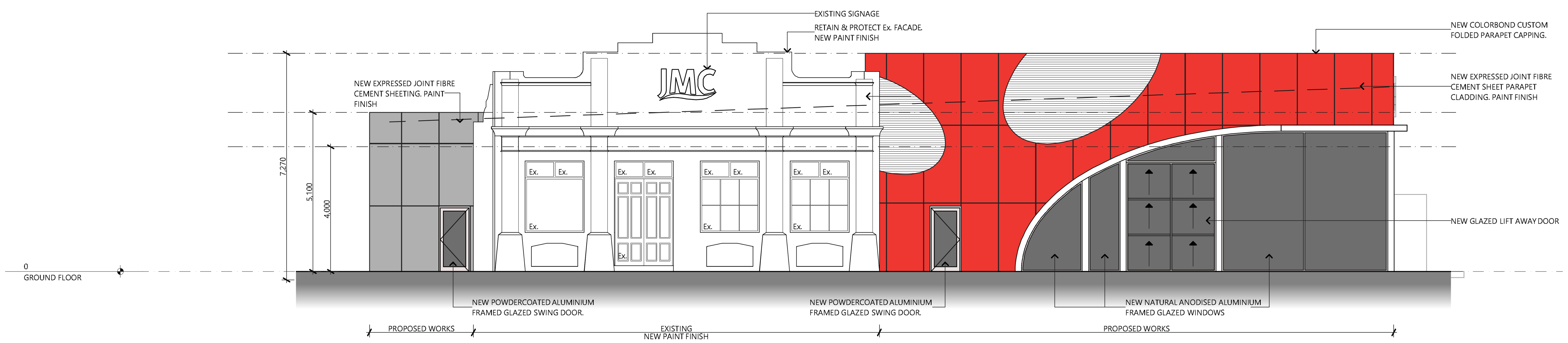
DRAWN	APPROVED	SHEET SIZE
BT	SC	A1 (LANDSCAPE)

DRAWING ISSUE
APPROVAL
PROJECT NUMBER
181002
DRAWING NUMBER
A1404-DA1

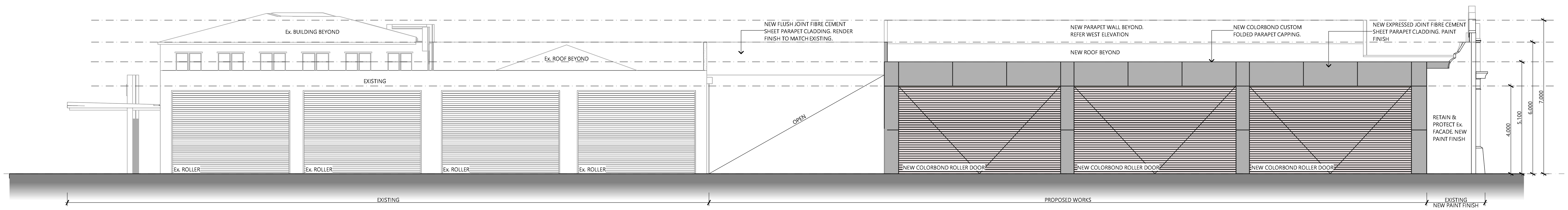
Document Set ID: 3796073
Version: 1, Version Date: 08/05/2018



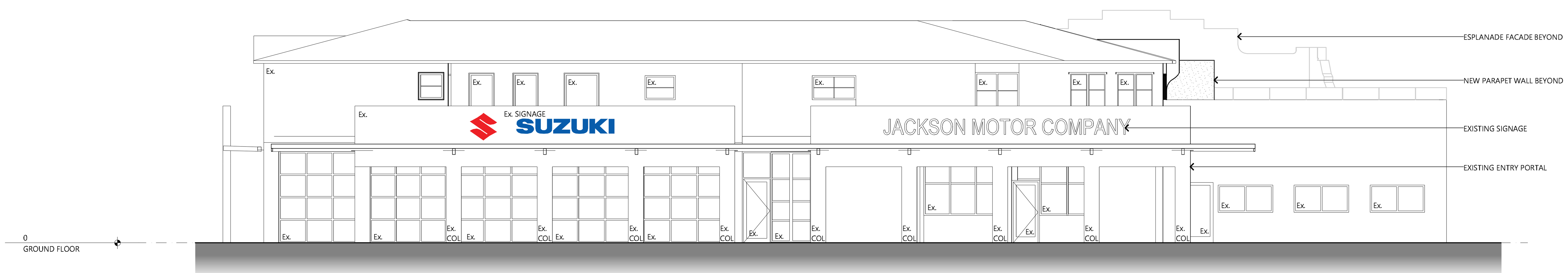
E.02 / A1400 WEST ELEVATION
SCALE 1:100
0mm 1000 2000 3000 4000 5000



E.05 / A1400 NORTH ELEVATION (ESPLANADE)
SCALE 1:100
0mm 1000 2000 3000 4000 5000



E.04 / A1400 EAST ELEVATION
SCALE 1:100
0mm 1000 2000 3000 4000 5000



E.07 / A1400 SOUTH ELEVATION
SCALE 1:100
0mm 1000 2000 3000 4000 5000

REVISION					
Stg	Rev	Description	Date	Int.	App
DA	1	ISSUED FOR DEVELOPMENT APPLICATION	8/03/2018	BT	SC

ALL DRAWINGS TO BE READ IN CONJUNCTION WITH ALL ENGINEERS DOCUMENTATION AND SPECIFICATION.

CONTRACTOR TO ENSURE ALL NEW BUILDING WORKS, NEW FITTINGS AND FIXTURES ARE INSTALLED TO THE CURRENT BCA, AUSTRALIAN STANDARDS AND WORK COVER REGULATIONS.

THE CONTRACTOR SHALL USED FIGURED DIMENSIONS IN PREFERENCE TO SCALED DIMENSIONS. ALL DIMENSIONS SHALL BE VERIFIED ON SITE.

ARTAS ARCHITECTS

PROJECT NAME
JMC LAUNCESTON DEALERSHIP REDEVELOPMENT

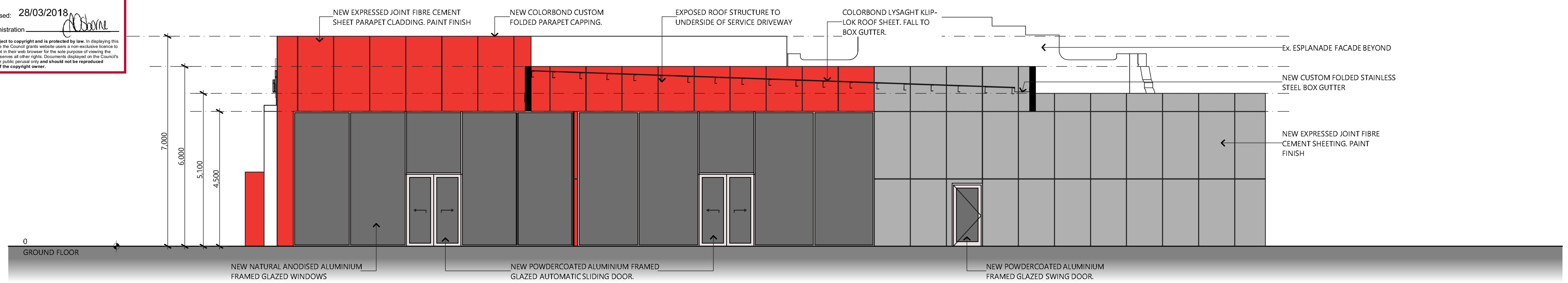
CLIENT NAME
JMC

DRAWING NAME
KIA, ISUZU & SUZUKI EXTERNAL ELEVATIONS

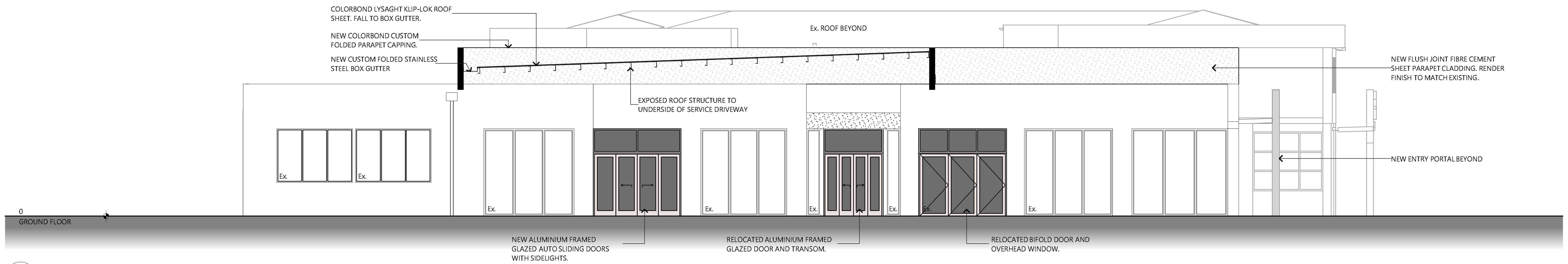
DRAWN	APPROVED	SHEET SIZE
BT	SC	A1 (LANDSCAPE)

DRAWING ISSUE: APPROVAL
PROJECT NUMBER: 181002
DRAWING NUMBER: A2100-DA1

Document Set ID: 3796073
Version: 1, Version Date: 08/05/2018



A
A1400
DRIVEWAY SECTION A (KIA SOUTH)
SCALE 1:100
0mm 1000 2000 3000 4000 5000



B
A1400
DRIVEWAY SECTION B (ISUZU NORTH)
SCALE 1:100
0mm 1000 2000 3000 4000 5000

REVISION					
Stg	Rev	Description	Date	Int.	App
DA	1	ISSUED FOR DEVELOPMENT APPLICATION	8/03/2018	BT	SC

ALL DRAWINGS TO BE READ IN CONJUNCTION WITH ALL ENGINEERS DOCUMENTATION AND SPECIFICATION.

CONTRACTOR TO ENSURE ALL NEW BUILDING WORKS, NEW FITTINGS AND FIXTURES ARE INSTALLED TO THE CURRENT BCA, AUSTRALIAN STANDARDS AND WORK COVER REGULATIONS.

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ARTAS ARCHITECTS

PROJECT NAME
JMC LAUNCESTON DEALERSHIP REDEVELOPMENT

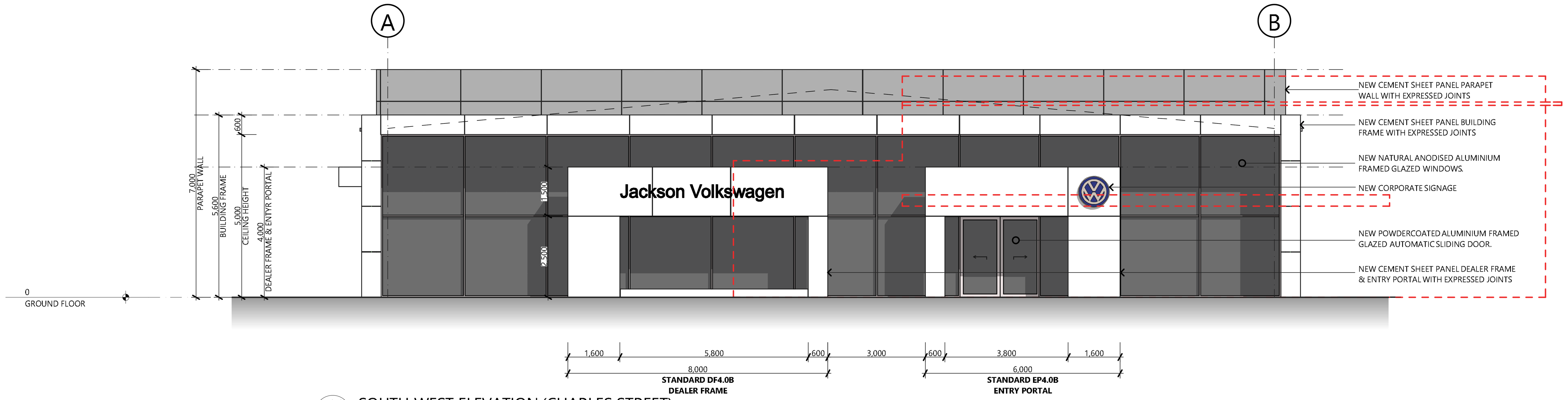
CLIENT NAME
JMC

DRAWING NAME
KIA, ISUZU & SUZUKI EXTERNAL ELEVATIONS

DRAWN	APPROVED	SHEET SIZE
BT	SC	A1 (LANDSCAPE)

DRAWING ISSUE: APPROVAL
PROJECT NUMBER: 181002
DRAWING NUMBER: A2101-DA1

Document Set ID: 3796073
Version: 1, Version Date: 08/05/2018



E01 SOUTH WEST ELEVATION (CHARLES STREET)
A1401 SCALE 1:100
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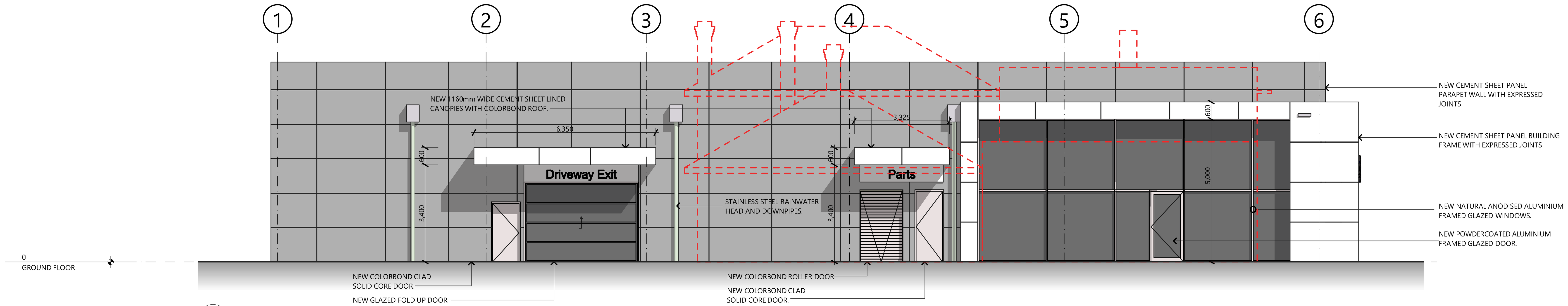

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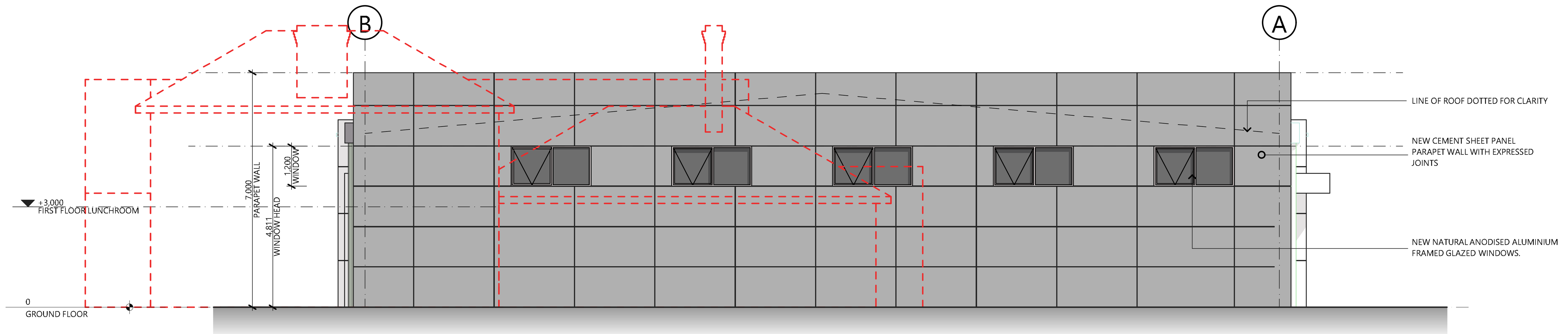

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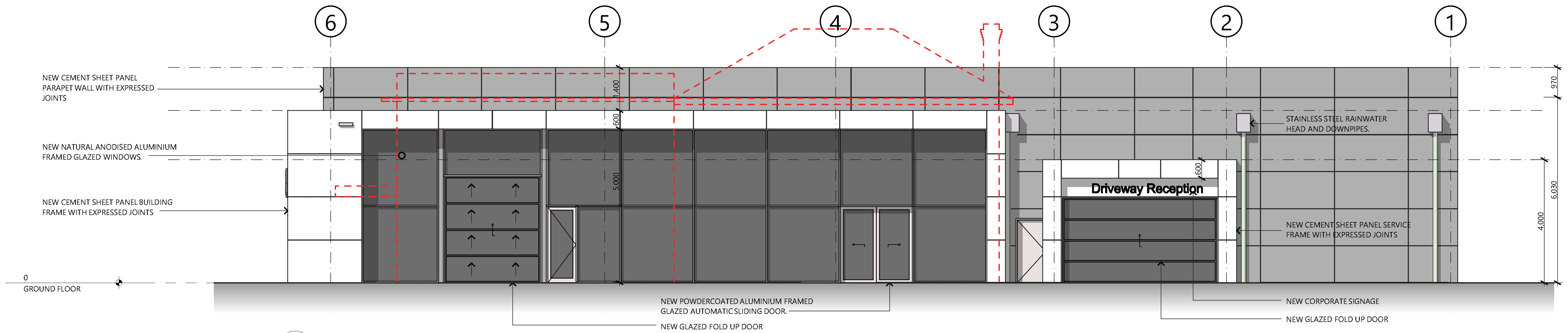

E04 SOUTH EAST ELEVATION (WILLIAM STREET)
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REVISION

Stg	Rev	Description	Date	Int.	App
DA	1	ISSUED FOR DEVELOPMENT APPLICATION	8/03/2018	BT	SC

ALL DRAWINGS TO BE READ IN CONJUNCTION WITH ALL ENGINEERS DOCUMENTATION AND SPECIFICATION.

CONTRACTOR TO ENSURE ALL NEW BUILDING WORKS, NEW FITTINGS AND FIXTURES ARE INSTALLED TO THE CURRENT BCA, AUSTRALIAN STANDARDS AND WORK COVER REGULATIONS.

THE CONTRACTOR SHALL USED FIGURED DIMENSIONS IN PREFERENCE TO SCALED DIMENSIONS. ALL DIMENSIONS SHALL BE VERIFIED ON SITE.

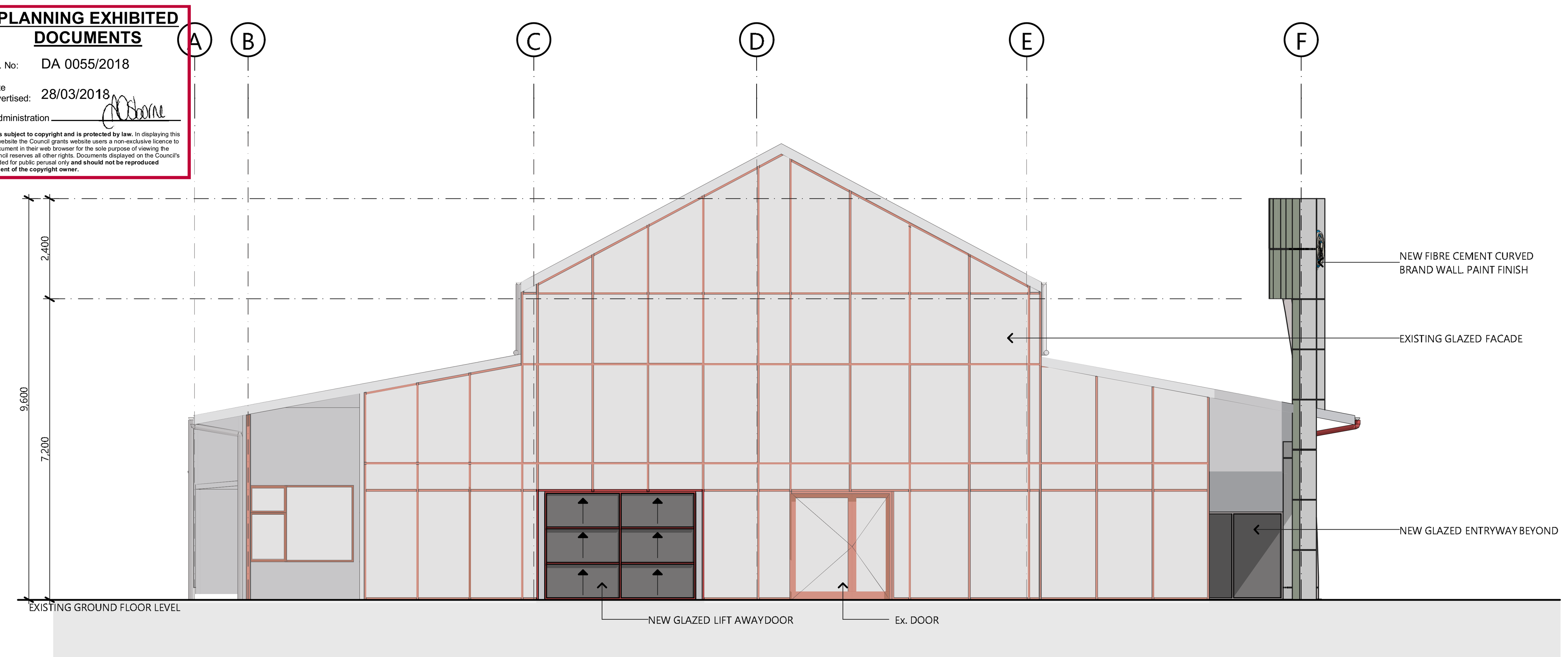
ARTAS ARCHITECTS

PROJECT NAME
JMC LAUNCESTON DEALERSHIP REDEVELOPMENT

CLIENT NAME
JMC

DRAWING NAME
VW EXTERNAL ELEVATIONS

DRAWN BT | APPROVED SC | SHEET SIZE A1 (LANDSCAPE)
DRAWING ISSUE APPROVAL | DRAWING NUMBER A2102-DA1
PROJECT NUMBER 181002



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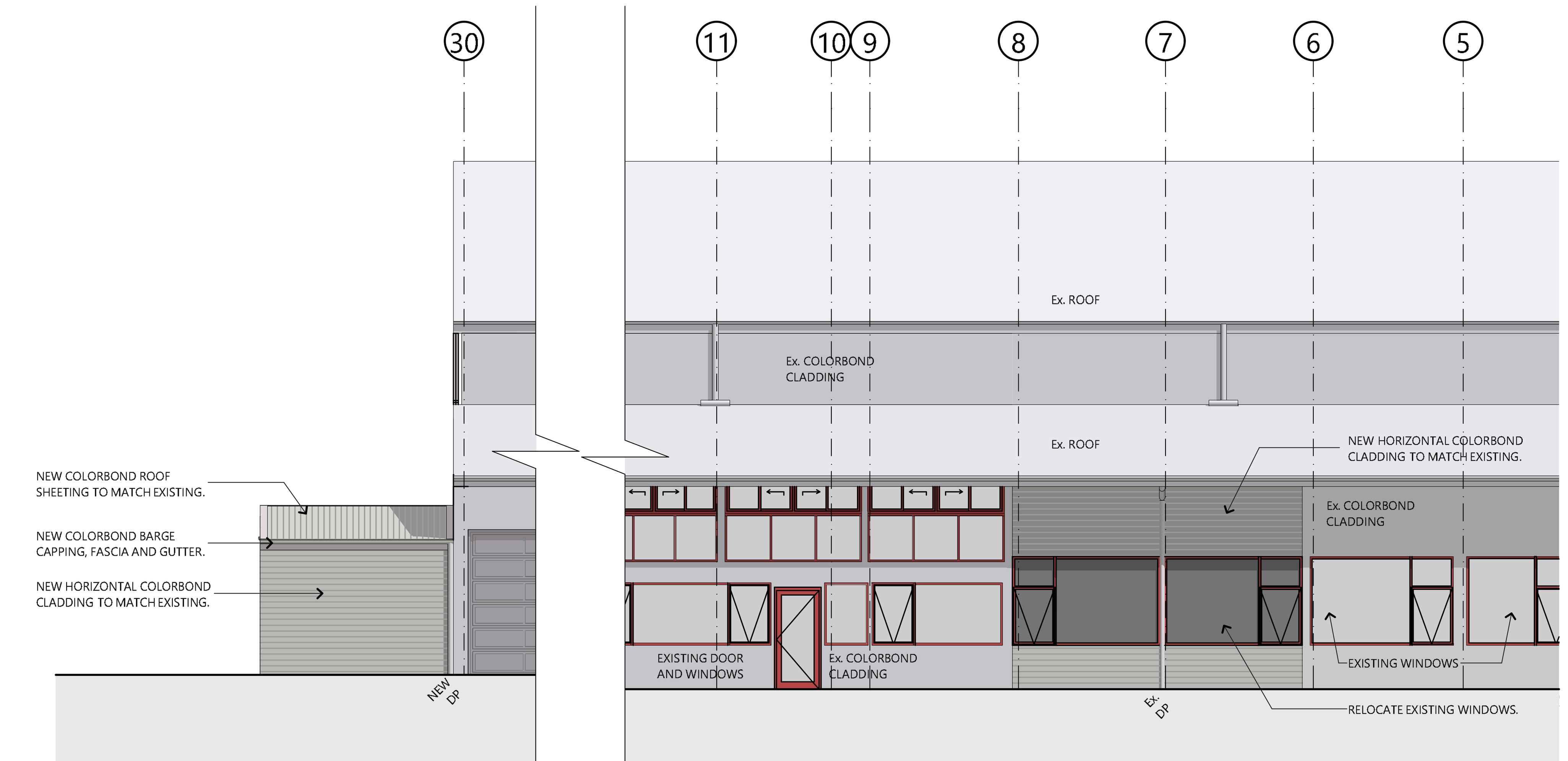

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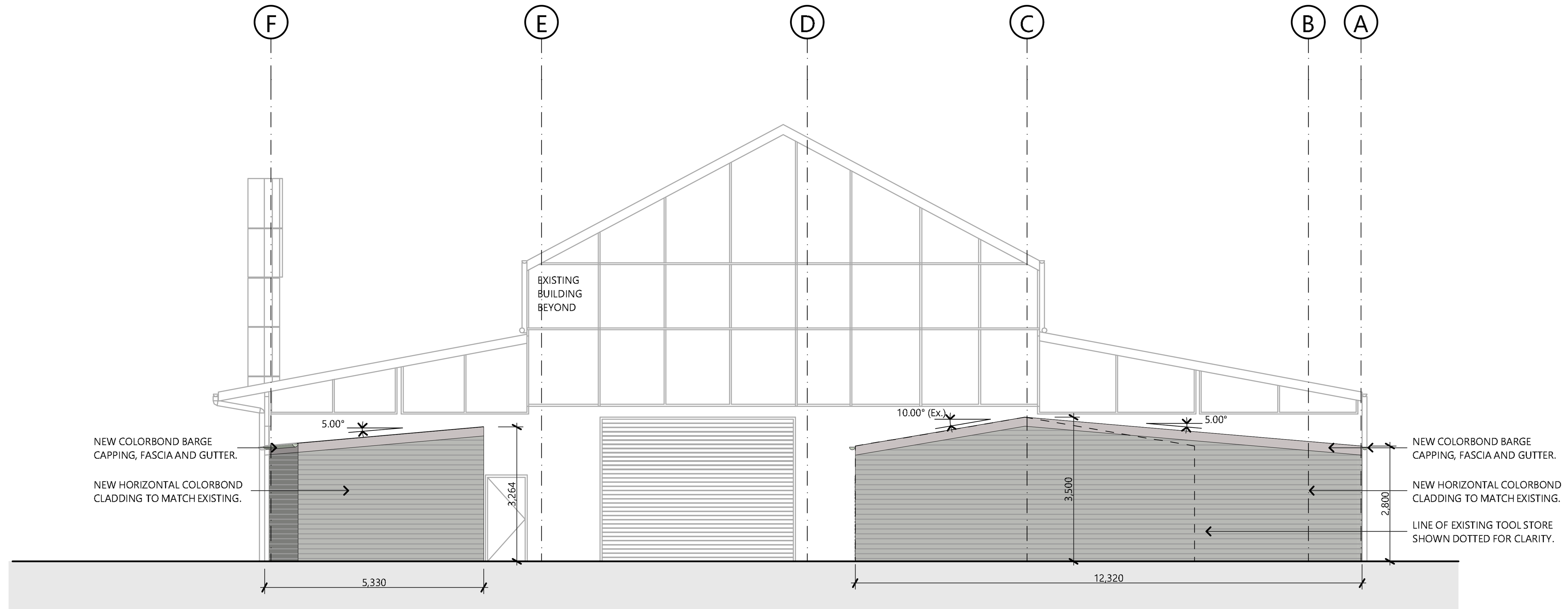

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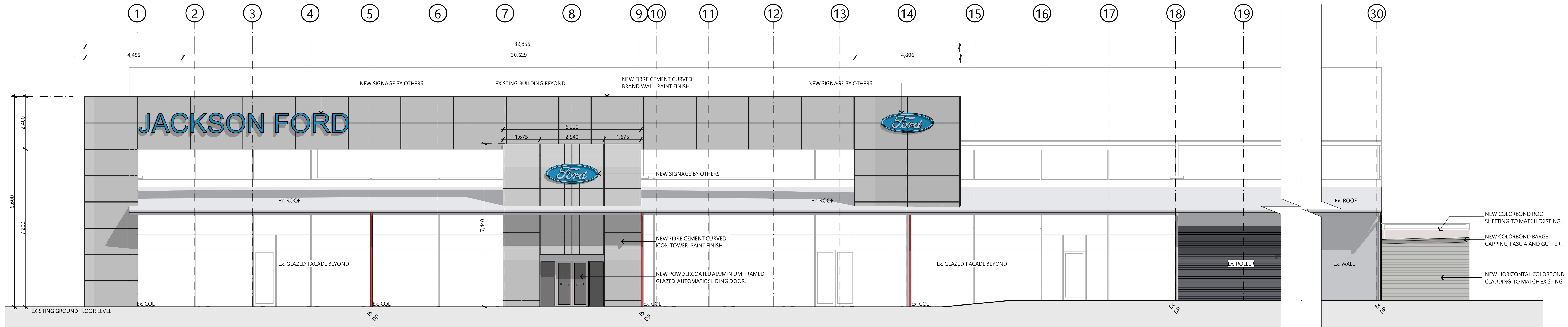

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E04 WEST ELEVATION
A1402 A1403 A1404 SCALE 1:100
0mm 1000 2000 3000 4000 5000

REVISION					
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ARTAS ARCHITECTS

PROJECT NAME
JMC LAUNCESTON DEALERSHIP REDEVELOPMENT

CLIENT NAME
JMC

DRAWING NAME
FORD EXTERNAL ELEVATIONS

DRAWN	APPROVED	SHEET SIZE
BT	SC	A1 (LANDSCAPE)

DRAWING ISSUE: APPROVAL
DRAWING NUMBER: A2103-DA1
PROJECT NUMBER: 181002

JMC Automotive Group Pty Ltd

43 Lower Charles Street, Launceston

Transport Impact Assessment

February 2018

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Figure index

1. Introduction

1.1 Background

GHD were engaged by JMC Automotive Group Pty Ltd to prepare a Transport Impact Assessment for a proposed redevelopment at 29-31 and 43 Charles Street, Launceston.

1.2 Purpose of This Report

The purpose of this report is to assess the potential traffic and road safety impacts of the proposed development against the relevant provisions of the Launceston Interim Planning Scheme.

1.3 Scope and Limitations

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

GHD otherwise disclaims responsibility to any person other than JMC Automotive Group Pty Ltd arising in connection with this report. GHD also excludes implied warranties and conditions, to the extent legally permissible.

The services undertaken by GHD in connection with preparing this report were limited to those specifically detailed in the report and are subject to the scope limitations set out in the report.

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

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

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

1.4 Subject Site

The subject site is located at 29-31 and 43 Charles Street, Launceston. It has frontage onto Esplanade, William Street and Lower Charles Street. The subject site and immediate surrounds are presented in Figure 1.

Figure 1 Aerial View of Subject Site

Base imagery obtained from www.thelist.tas.gov.au © State of Tasmania

1.5 Referenced Materials

The following documents and materials have been referred to in this report:

- *Launceston Interim Planning Scheme 2015* (the Planning Scheme)
- East Tamar Outlet / Esplanade SCATS traffic data, Department of State Growth, collected June 2017
- *Guide to Traffic Generating Developments Version 2.2,* Roads and Maritime Services (RMS), 2002
- Australian/New Zealand Standard AS/NZS 2890.1, *Parking Facilities – Part 1: Off-street car parking,* 2004
- Australian Standard AS 2890.2, *Parking facilities – Part 2: Off-street commercial vehicle facilities,* 2002

2 Existing Conditions

2.1 The Site

The subject site is located within the *Urban Mixed Use Zone* as defined in the Planning Scheme and shown in Figure 2. The existing use of the site is a car yard (29-31 Charles Street) and restaurant/bar (43 Charles Street).

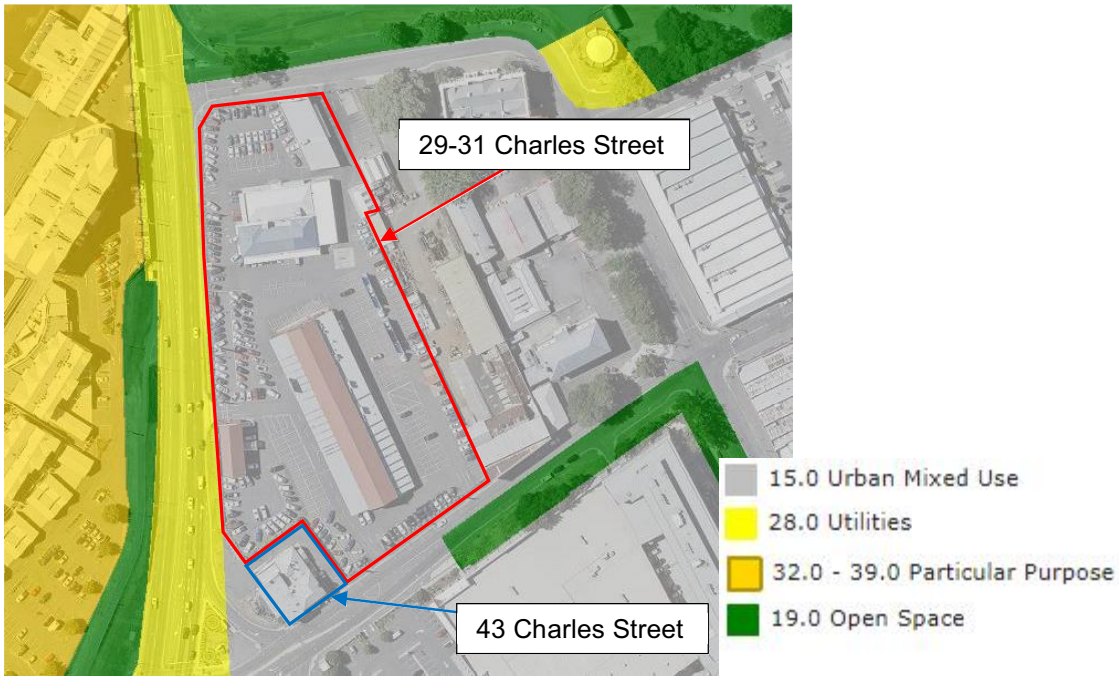


Figure 2 Zoning Map

Base map obtained from www.thelist.tas.gov.au © State of Tasmania

2.2 Road Network

For the purpose of this assessment, the transport network is considered to consist of Esplanade, William Street and Lower Charles Street. Each of the above roads are examined in detail in the following sections. Other roads, such as Charles Street, Wellington Street, Bathurst Street and Cimitiere Street, were considered throughout the course of this assessment however were not examined in detail.

2.2.1 Lower Charles Street (East Tamar Highway)

East Tamar Highway, of which Lower Charles Street forms part, is a Category 1 road, and part of the National Land Transport Network. The East Tamar Highway connects between Launceston and George Town, providing the primary access route to Mowbray, Newnham, the University of Tasmania and Bell Bay, and numerous small towns north of Launceston.

In the vicinity of the site, East Tamar Highway is known as:

- Bathurst Street (south of William Street, Northbound only)
- Wellington Street (south of William Street, Southbound only)
- Lower Charles Street (between William Street and Lindsay Street)
- Goderich Street (north of Lindsay Street)

In the context of the local road network Lower Charles Street is a two-way, four lane arterial road with a posted speed limit of 60 km/h. A continuous median strip island separates northbound and southbound traffic along the subject site frontage, thereby preventing right turns into and out of the site directly from Lower Charles Street.

Major intersections include Lindsay Street, Esplanade and William Street. Each of these are signalised with auxiliary right turn lanes. These three intersections form part of the Launceston SCATS network along the coordinated north-south route.

East Tamar Highway is subject to consistently heavy traffic volumes throughout the day, with two-way traffic flow exceeding 2,400 vehicles per hour between 8:00 am and 6:00 pm. Key traffic statistics for Lower Charles Street along the site frontage have been estimated based on SCATS data for the Charles Street / Esplanade junction as follows:

- Average Daily Traffic 30,100 vpd
- Weekday am peak (8:00 – 9:00 am) 2,900 vph
- Weekday pm peak (4:00 – 5:00 pm) 2,930 vph
- Saturday midday peak (11:15 am – 12:15 pm) 2,380 vph

The daily traffic profile on Lower Charles Street is presented in Figure 3.

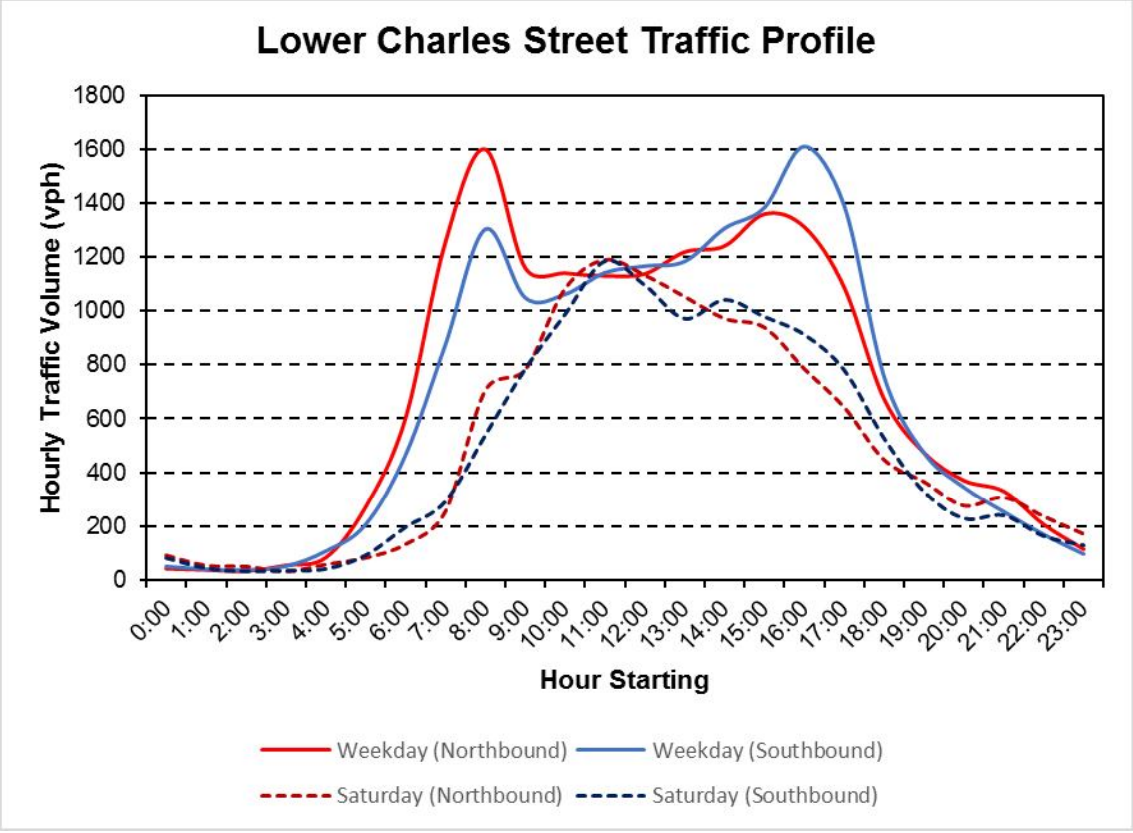


Figure 3 Lower Charles Street Traffic Profile

Data source: Department of State Growth, June 2017

2.2.2 Esplanade

Esplanade is a local CBD road connecting between Lower Charles Street and Tamar Street. Esplanade runs in a predominantly east-west direction, parallel to the North Esk River, providing access between Charles Street Bridge (Lower Charles Street) and Victoria Bridge (Invermay Road). It is nominally a two-lane, two-way road with an additional lane on approach to Lower Charles Street and Tamar Street signalised intersections. Esplanade has a posted speed limit

of 50 km/h. On-street parking is provided on both sides of the road with some 90 degree angle parking available on the north side of Esplanade, east of the St John Street intersection.

Key traffic statistics for Lower Charles Street along the site frontage have been estimated based on SCATS data for the Charles Street / Esplanade junction as follows:

- Average Daily Traffic 4,300 vpd
- Weekday am peak (8:00 – 9:00 am) 420 vph
- Weekday pm peak (4:00 – 5:00 pm) 440 vph
- Saturday midday peak (11:15 am – 12:15 pm) 450 vph

The daily traffic profile on Esplanade is presented in Figure 4.

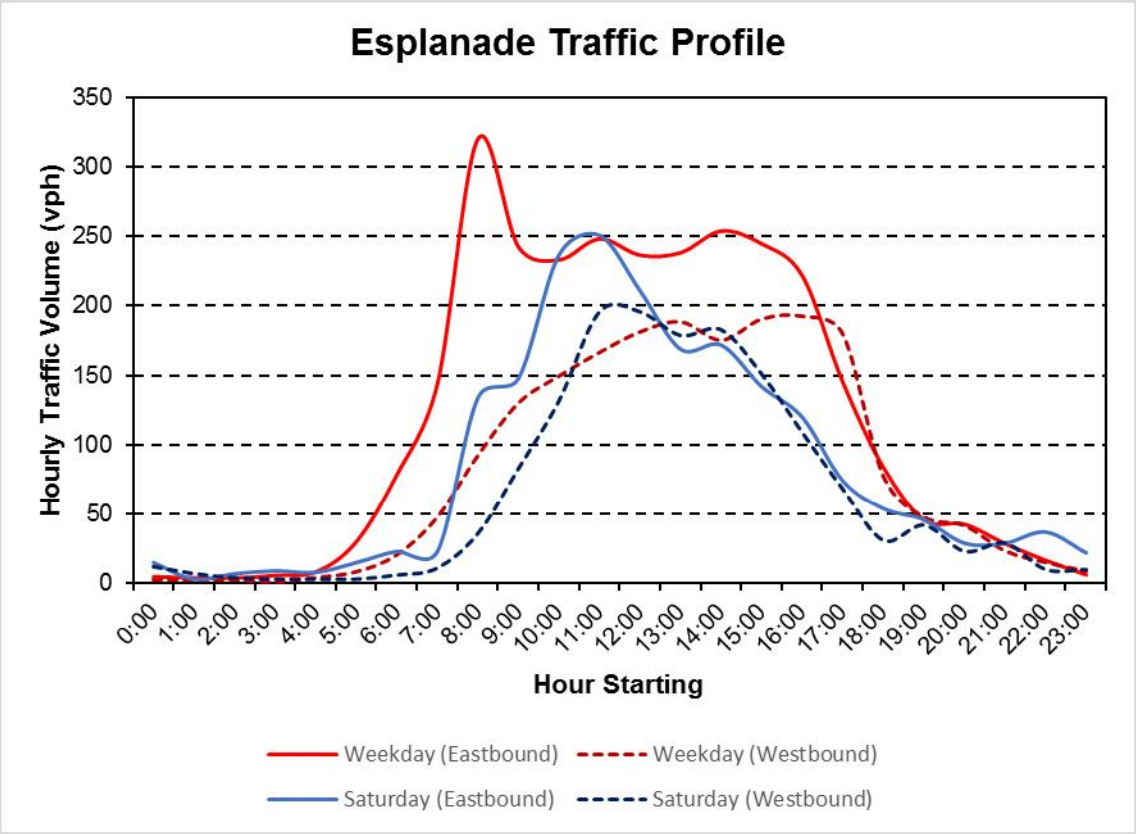


Figure 4 Esplanade Traffic Profile

Data source: Department of State Growth, June 2017

2.2.3 William Street

William Street is a minor, two-lane road connecting between Lower Charles Street / Wellington Street and Tamar Street. A left-turn slip lane is provided for turns from Lower Charles Street (southbound) into William Street (eastbound). Opposing right turn lanes are provided mid-block on William Street immediately east of the slip lane for turns into Harvey Norman car park (opposite the subject site) and the subject site.

Peak traffic volumes on William Street are summarised as follows:

- AM Peak (8:00 – 9:00 am)
  - Eastbound 102 vph
  - Westbound 203 vph
- PM Peak (4:15 – 5:15 pm)

- Eastbound 93 vph
- Westbound 321 vph

William Street has a posted speed limit of 50 km/h.

2.3 Road Safety Performance

The crash history for the surrounding road network was obtained from the Department of State Growth, for the 5-year period from 1 January 2013 until 31 December 2017 for the area bounded by Cimitiere Street, Home Point Parade, Esplanade and St John Street. The crash history is summarised in Table 1 and shown in **Error! Reference source not found.**.

Table 1 Crash History (2013 – 2017)

Location	Number of Crashes		Dominant crash type(s)
	Total	Casualty	
Mid-Block			
Lower Charles Street	32	9	Rear end (25), Side swipe (4), Pedestrian (2)
Esplanade	2	0	NA
St John Street	1	0	Manoeuvring (1)
William Street	4	0	Parked/Parking (3)
Cimitiere Street	8	1	Parked/Parking (3), Side Swipe (1)
Charles Street	1	0	Rear end (1)
Intersections			
Bathurst Street / Wellington Street / William Street / Home Point Parade	15	3	Rear end (8), Right turning (2), Loss of control (2)
St John Street / William Street	2	1	Cross traffic (1), Right turning (1)
William Street / Charles Street	2	0	Rear end (2)
Charles Street / Canal Street	1	0	Right turning (1)
Esplanade / Lower Charles Street	8	1	Rear end (6), Right turning (2)
Esplanade / St John Street	1	0	Rear end (1)
Cimitere Street / Charles Street	9	4	Right turning (4), Pedestrian (3)
Cimitere Street / St John Street	6	4	Cross traffic (2)
Lower Charles Street / Lindsay Street / Goderich Street	25	7	Rear end (12), Cross traffic (3), Right turning (3)
Total	***117***	***30***	

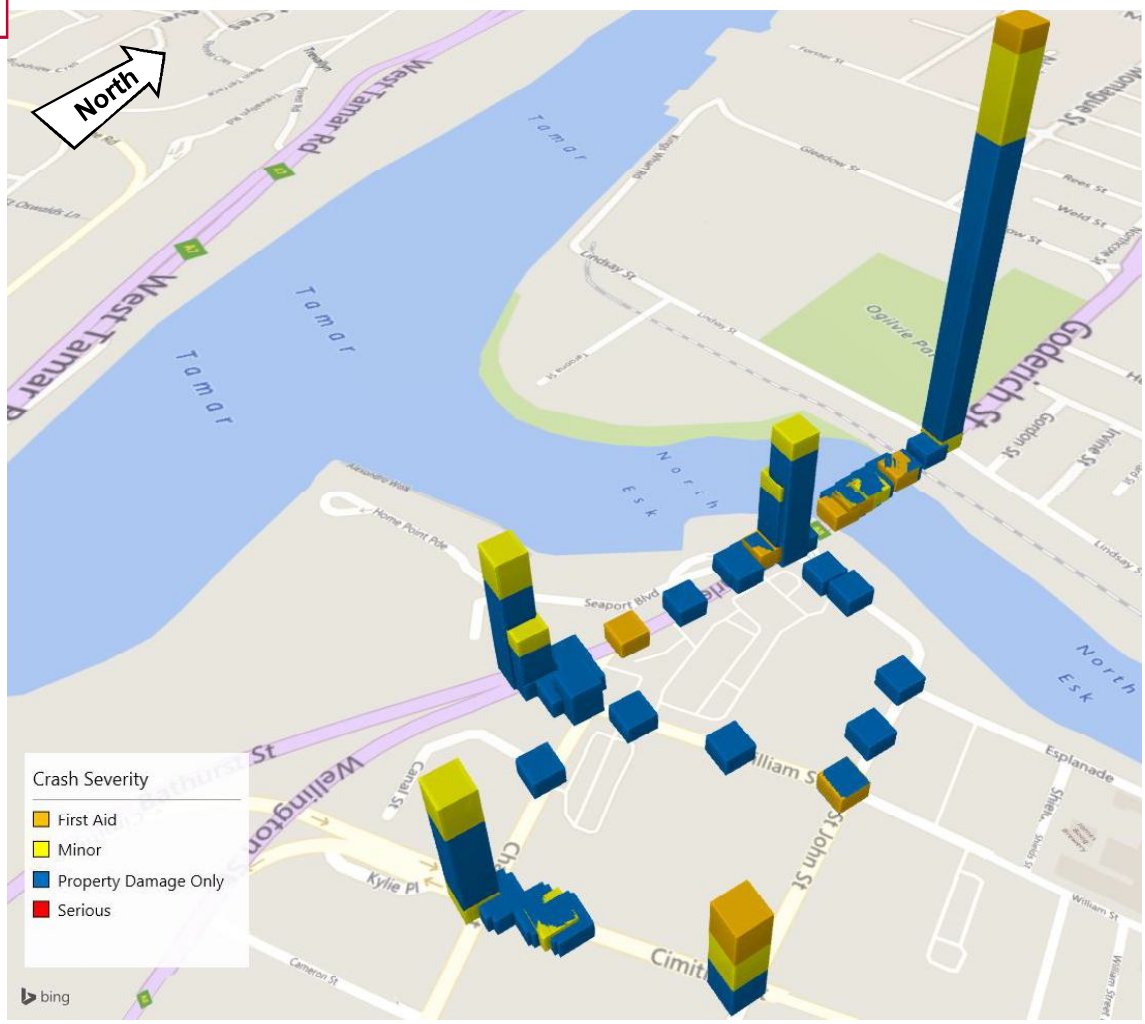


Figure 5 Crash Locations

Base map obtained from Bing

There were a total of 117 crashes recorded on the key roads assessed in this report, with 30 of those resulting in injury. There were no fatal crashes recorded. The high crash rate, particularly along Lower Charles Street, is considered to be a factor of the high traffic volumes traveling along East Tamar Highway rather than any specific road safety deficiency. This is further evidenced by the high proportion of low severity, *'rear end'* and *'side swipe'* crashes. These types of crashes are not uncommon in high volume traffic signal controlled areas.

3. Proposed Development

3.1 The Proposal

The proposed development includes the demolition of the existing restaurant/bar on the corner of William Street and Lower Charles Street (43 Charles Street) as well as one of the existing showroom buildings along the Esplanade site frontage of 29-31 Charles Street. The 43 Charles Street property will be added to the title of 29-31 Charles Street.

New buildings will be constructed on the site including:

- Proposed Kia showroom and servicing area
- Proposed Volkswagen showroom and servicing area

A plan of the proposed development is provided in Figure 6.

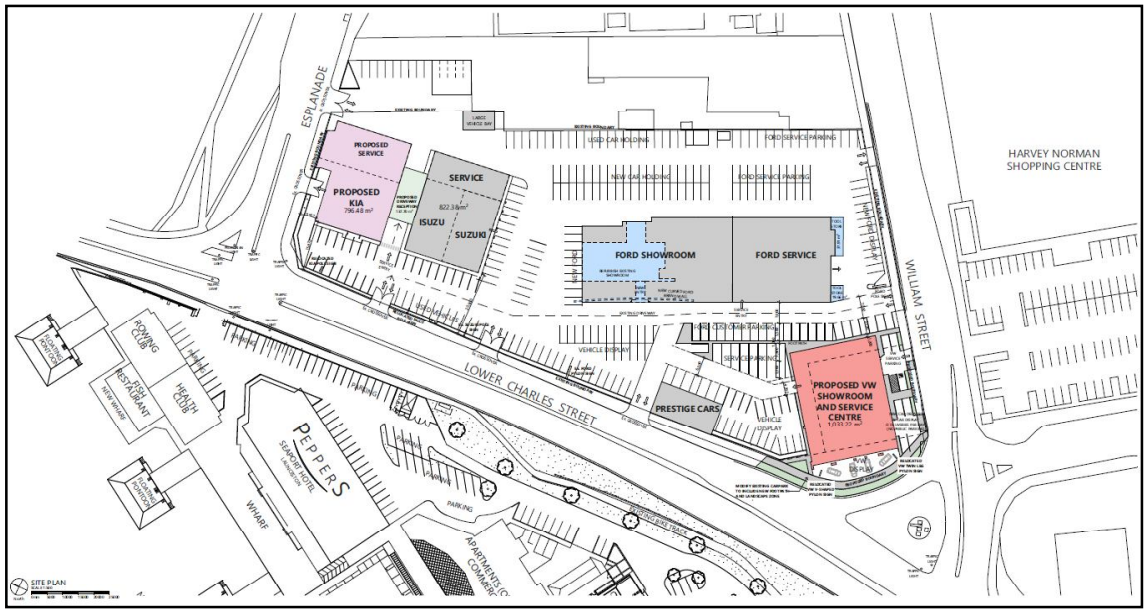


Figure 6 Proposed Development Plan

Source: Site Plan, Dwg No. A0002-sk08 Artas Architects, Rev 08 dated 14/02/02018

3.2 Site Access

Existing site access arrangements will be retained, with the exception of the following minor changes:

- Removal of existing crossover on Lower Charles Street to William Street slip lane
- Widen existing 43 Charles Street crossover on William Street
- New crossover on William Street immediately downstream of the slip lane

3.3 Traffic generation

The RMS publication, Guide to Traffic Generating Developments (2002), suggests that the evening peak hour traffic generation for motor showrooms is around 0.7 vehicle movements per 100 m^2 of site area. The Guide states that rates for motor showrooms vary widely, however the above rate is based on showrooms with both new and used car sales as well as servicing facilities. It is considered that given the nature of the site, providing both car sales and servicing, the above rate is appropriate.

The Guide does not provide daily traffic generation rates for motor showrooms. A rate of 3.5 vehicle movements per 100 m^2 of site area (5 times evening peak) has been assumed. This accounts for daily employee movements, pick-up and drop-off associated with car servicing and customer traffic movements throughout the day.

While Saturday rates are not available, the weekday evening peak hour traffic generation has been adopted for the midday Saturday peak. While there would be significantly less activity associated with car servicing, this would be offset by an increase in activity associated with vehicle sales.

3.3.1 Existing Site Traffic Generation

The existing site at 29-31 Charles Street has a total area of approximately 15,120 m^2. Note that this includes part of the adjacent property at 60 William Street which is currently used for access on Esplanade. Adopting the RMS rate, the existing site generates approximately 529 vehicle movements per day with up to 106 vehicle movements per hour during peak times.

The existing site at 43 Charles Street contains a two-storey building currently used as a restaurant and bar. For restaurants, the RMS Guide suggests a traffic generation rate of around 5 vehicle trips per hour per 100 m^2 gross floor area during the evening peak period, with a daily traffic generation of 60 vehicles per 100 m^2 gross floor area.

The gross floor area of the existing building is assumed to be approximately 500 m^2. On this basis, the existing traffic generation is approximately 300 vehicle trips per day, with up to 25 trips per hour during the evening peak period. Traffic generation during the morning period is considered to be negligible.

3.3.2 Proposed Site Traffic Generation

The proposed addition of 43 Charles Street to the existing site at 29-31 Charles Street will increase the total site area from 15,120 m^2 to 16,340 m^2. The expected traffic generation would therefore be as follows:

- Daily vehicle trips 572 vehicles per day
- Peak hour vehicle trips 114 vehicles per hour

3.3.3 Summary Table

A summary of the existing and proposed traffic generation estimates is provided in Table 2. Ultimately, it is expected that the proposed development will reduce the overall volume of traffic accessing the site each day due to the removal of a more intense use (restaurant/bar).

Table 2 Summary of Traffic Generation Estimates

Land Use	Daily Traffic Generation (vpd)	Peak Hour Traffic Generation (vph)		
		AM Peak	PM Peak	Saturday
Existing	829	106	131	131
Proposed	572	114	114	114
Total	**-257**	**+8**	**-17**	**-17**

Access patterns are unlikely to be significantly affected by the proposal.

3.4 Planning Scheme Assessment

Clause E4.5.1-A3 of the Planning Scheme states that: *"The annual average daily traffic (AADT) of vehicle movements, to and from a site, using an existing access or junction, in an area subject to a speed limit of 60km/h or less, must not increase by more than 20% or 40 vehicle movements per day, whichever is the greater."*

Since the proposed development will generate fewer than 40 vehicle movements per day, and in fact is expected to reduce the traffic generation of the site, it complies with the acceptable solution outlined above.

4. Site Access

4.1 Access Arrangements

A diagram showing the proposed access arrangements is presented in Figure 7. The existing site has nine accesses, eight of these (indicated by the green circles) will be retained and do not change as part of the proposal. The existing crossover located on the Lower Charles Street slip lane will be removed (shown by the purple circle). A new access is proposed on William Street at the location indicated (red circle).

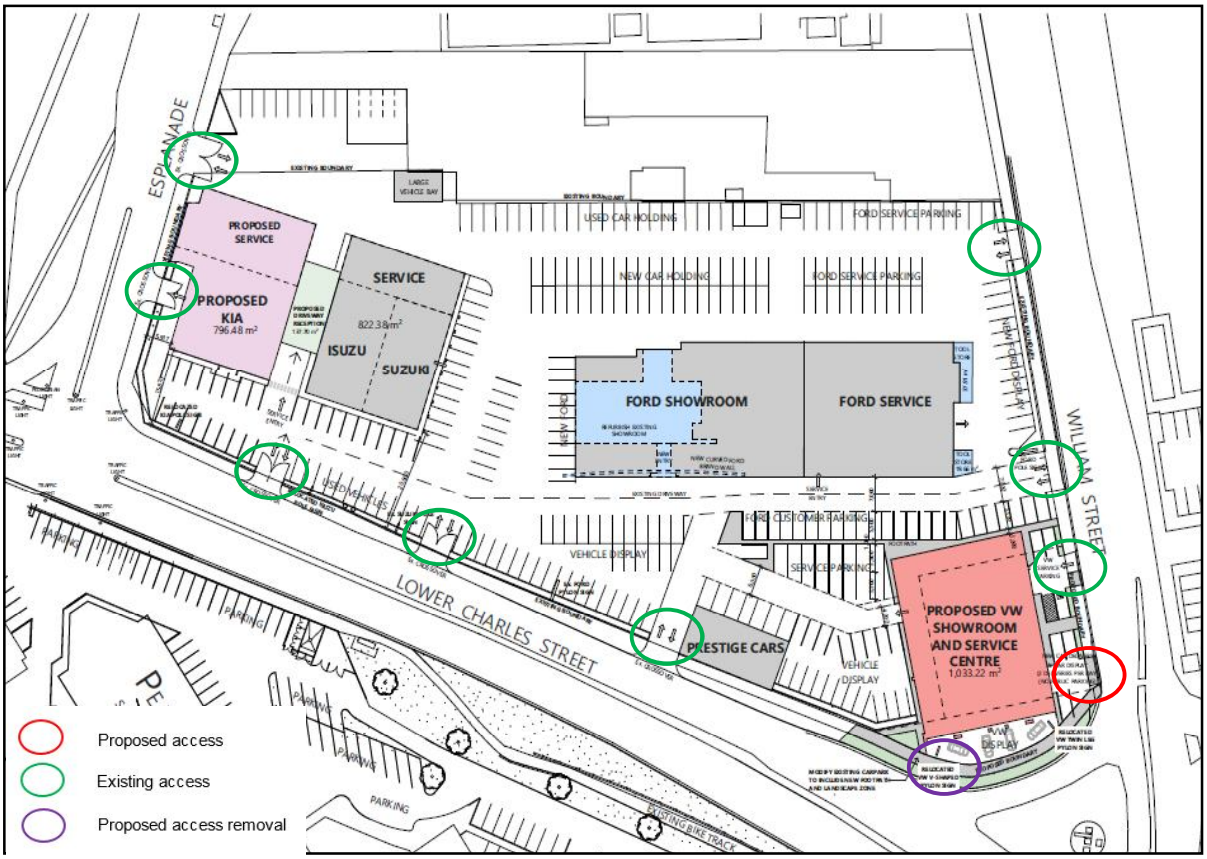


Figure 7 Proposed Access Arrangements

Source: Site Plan, Dwg No. A0002-sk08, Artas Architects, Rev 08 dated 14/02/2018

Clause E4.6.2-A2 of the Planning Scheme states: *"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."*

Since the existing site contains several access points, and a new access point is to be provided on William Street, the proposal relies on performance criteria which is as follows:

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

The proposed new access on William Street is located immediately downstream of the Lower Charles Street slip lane. The intent for this access is for new car delivery and display only and no public access will be allowed. In order to enforce this, it is recommended that removable bollards or a similar treatment be provided to block the access when it is not in use. The Site Plan (Artas Architects Dwg No. A0002-Sk08) indicates that there will be 2 vehicle movements per day using this access.

Given the limited use of this access, and subject to the provision of a physical barrier to prevent public access, it is considered that the access complies with the performance criteria outlined in Clause E4.6.2-P2 of the Planning Scheme.

4.2 Access Design

Clause E6.6.2-A1.1(b) of the Planning Scheme states that: *"Car parking, access ways, manoeuvring and circulation spaces must … have a width of vehicular access no less than the requirements in Table E6.2, and no more than 10% greater than the requirements in Table E6.2."*

From Table E6.2, the minimum access width is 3.0 metres and the maximum access width is 3.3 metres. The existing access on William Street will be widened to approximately 6.5 metres as part of this proposal. Similarly, the proposed access on William Street is approximately 5.5 metres wide. These widths exceed the maximum width specified in Clause E6.6.2-A1.1(b) of the Planning Scheme.

It is noted that each of these accesses service small car parking areas with a total aisle length approximately 8 metres. These accesses will be used infrequently and therefore disruption to pedestrian movement along William Street is unlikely to be significantly affected. Furthermore, the wider crossovers are required in order to allow vehicles to turn within the site, and exit in a forward direction, given the limited manoeuvring space available.

On the above basis, the proposed access widths are considered appropriate for the use.

4.3 Sight Distance Assessment

Clause E4.6.4-A1 of the Planning Scheme states that: *"Sight distances at … an access or junction must comply with the Safe Intersection Sight Distance shown in Table E4.6.4…"* An extract from Table E4.6.4 of the Planning Scheme is provided in Table 3 below.

Table 3 Safe Intersection Sight Distance

Vehicle Speed km/h	Safe Intersection Sight Distance (S.I.S.D) in metres, for speed limit of:	
	60 km/h or less	Greater than 60 km/h
50	80	90
60	105	115
70	130	140

Source: Launceston Interim Planning Scheme 2015

William Street has a posted speed limit of 50 km/h, therefore the minimum SISD requirement is 80 metres. The proposed access does not meet the minimum sight distance. Hence, the proposal does not comply with the acceptable solution and will rely on performance criteria as follows:

> *"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…"*

In the case of the proposed access, vehicles will be approaching from either the William Street / Wellington Street traffic signals or from the Lower Charles Street slip lane. The existing median strip island on William Street prevents access for traffic travelling southbound on William Street. The available sight distance is demonstrated in Figure 8.

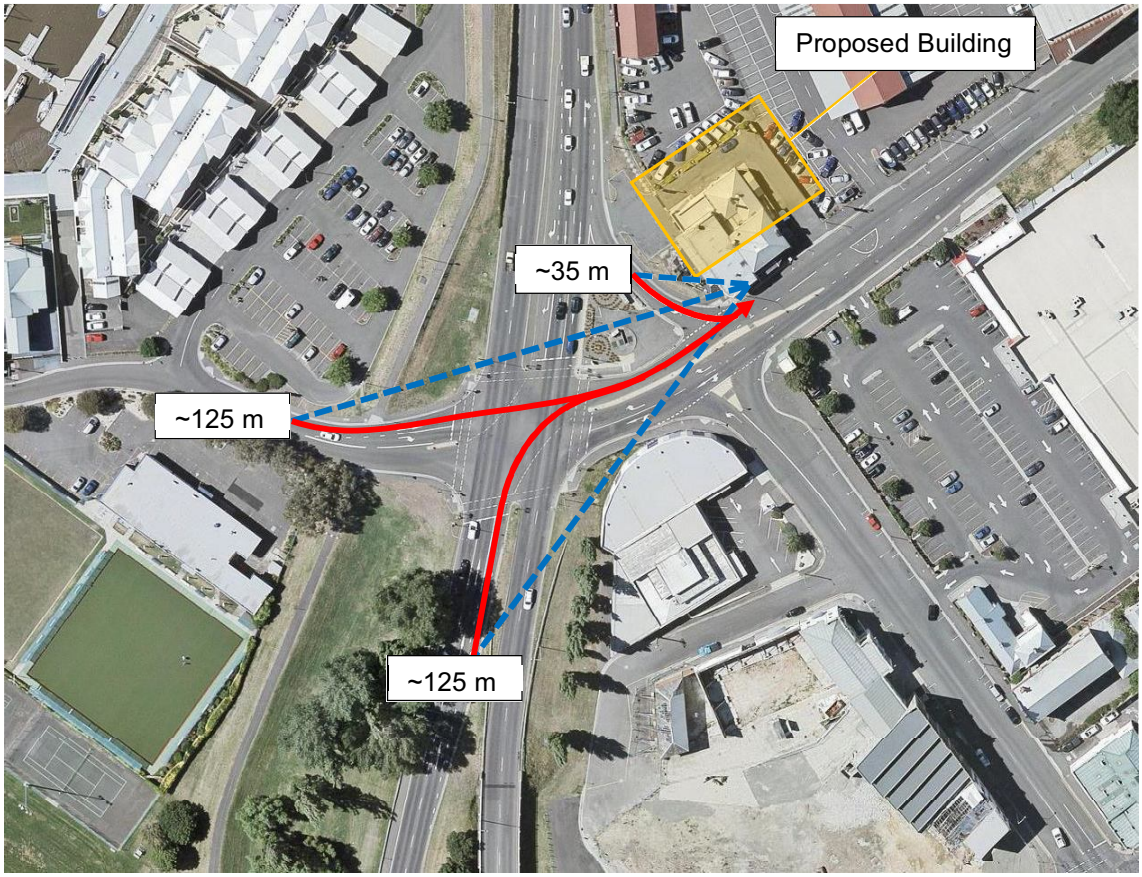


Figure 8 Available Sight Distance

Base imagery obtained from www.thelist.tas.gov.au © State of Tasmania

With regard to the proposed access, the following is relevant:

- The proposed access will be used for new car delivery and car display and will not be used by the public. Section 4.1 of this report has recommended the use of bollards or other barrier to prevent access.
- The expected frequency of use is two deliveries per day.
- Vehicles using the Lower Charles Street slip lane will typically be travelling at a lower speed as they approach the give way point.
- The available sight distance complies with the minimum Stopping Sight Distance (SSD) of 35 metres for a frontage road speed of 40 km/h as detailed in Australian/New Zealand Standard AS2890.1, *Parking facilities – Part 1: Off-street car parking,* 2004.

Given the above factors, the level of risk associated with the access is considered very low and the access is considered to comply with performance criteria.

4.4 Heavy Vehicle Access

No changes are proposed for heavy vehicle access arrangements. Currently, the site attracts one car carrier (semi-trailer) per day. These enter the site via Esplanade, park within the car storage areas along the eastern boundary, and exit the site via William Street.

4.5 Pedestrian Access

Pedestrian access is provided via existing pathways on Esplanade, William Street and Lower Charles Street. An internal network of pedestrian footpaths is proposed. The proposal includes a footpath network around the proposed VW showroom and service centre. Footpaths are

proposed on the eastern side of the proposed KIA showroom, and the Isuzu /Suzuki building, with a pedestrian crossing connecting the paths. Key internal and external pedestrian connections are presented in **Error! Reference source not found.**.

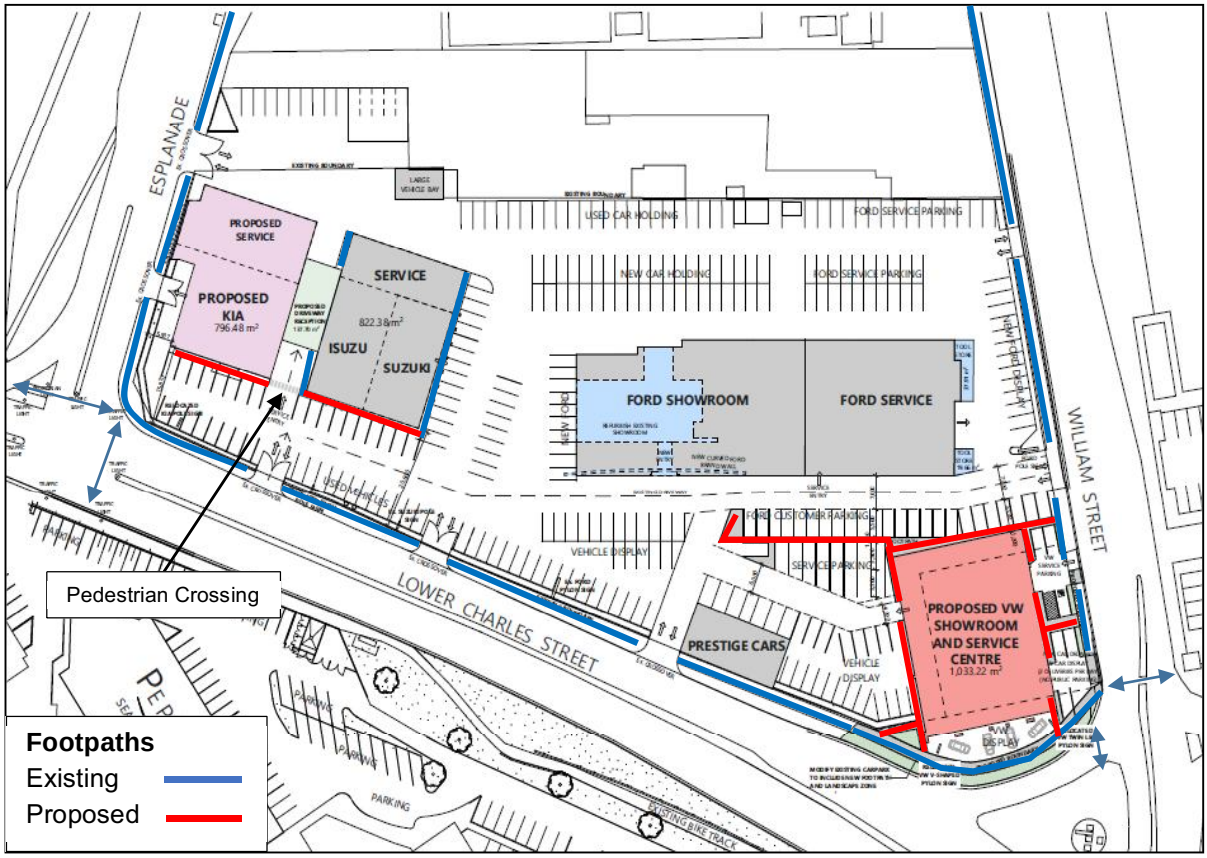


Figure 9 Pedestrian Links

Source: Site Plan, Dwg No. A0002-sk08 Artas Architects, Rev 08 dated 14/02/02018

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

The proposed development includes several pedestrian footpaths which are separated from access ways and parking aisles. The proposal is considered to comply with the acceptable solution.

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

One accessible car parking space is provided on the eastern side of the proposed VW showroom and service centre, on a level grade, closest to the buildings and with good footpath access. The proposal is considered to comply with the acceptable solution.

5. Car parking Assessment

5.1 Car Parking

The proposed development provides a total of 291 car parking spaces. These spaces have a variety of purposes including vehicle storage, vehicle display, service parking, and general access customer parking. The overall allocation of parking areas is shown in Figure 10.

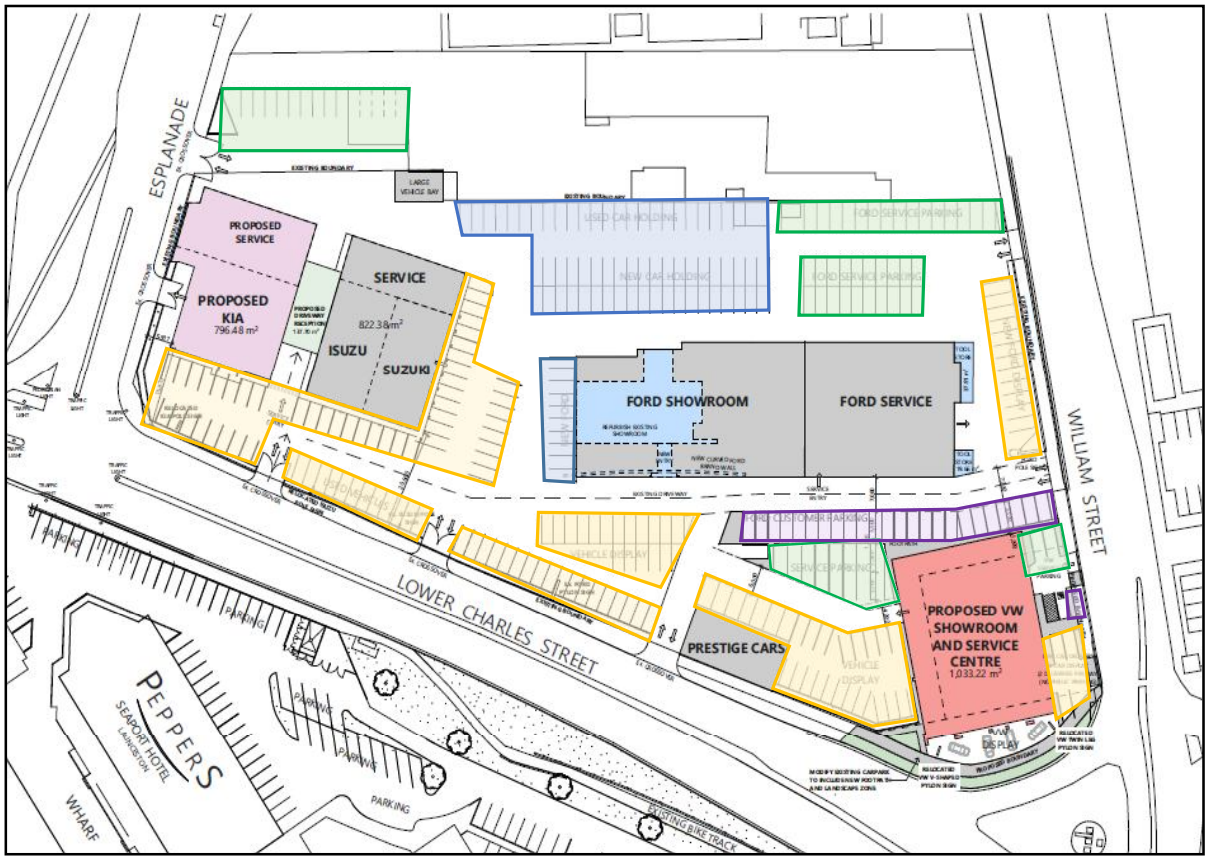


Figure 10 Parking Areas

Source: Site Plan, Dwg No. A0002-sk08 Artas Architects, Rev 08 dated 14/02/02018

The parking supply is required to comply with Clause E6.5.1 of the Planning Scheme. The acceptable solution A1 requires:

> *"The number of car parking spaces must … not be less than 90% of the requirements of Table E6.1 … not exceed the requirements of Table E6.1 by more than 2 spaces or 5% whichever is the greater."*

The bulky goods sales (Motor vehicle, boat or caravan sales) use class applies to the proposed development and requires 1 space per employee plus 1 space per 100 m^2 floor area. Given a total floor area of 6,215 m^2 (including retained and proposed buildings), the proposed development requires a minimum of 63 parking spaces for floor area plus 1 space per employee (unknown at this stage).

With a total supply of 291 car parking spaces, the proposal exceeds the requirement of Table E6.1 by greater than 2 spaces or 5%. Therefore, the proposal does not comply with the acceptable solution outlined above and will rely on performance criteria as follows:

> *"The number of car parking spaces for other than residential uses, must be provided to meet the reasonable needs of the use."*

The majority of car parking on the site will be for the storage and display of vehicles for the purpose of servicing and sales. Only a fraction of the overall parking on the site (around 28%) will be allocated to staff and customer parking.

It is further noted that:

- There is limited public parking supply, including on-street parking, within a reasonable walking distance such that all parking associated with these uses should be accommodated on-site.
- The existing site includes a large car park, and so the proposal is unlikely to impact on the streetscape along Lower Charles Street, Esplanade and William Street.

Based on the above assessment, an oversupply of car parking is warranted and is considered to comply with the performance criteria outlined in Clause E6.5.1-P1.1 of the Planning Scheme.

5.2 Special Parking Requirements

5.2.1 Accessible Car Parking

One accessible car parking space is proposed on the eastern side of the proposed VW showroom and service centre.

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

The current document is the *National Construction Code 2016*. Based on the Code, the proposed development will include buildings which fall into Class 6 (showrooms and retail). The minimum requirements for each of these buildings classes are *"1 space for every 50 car parking spaces or part thereof."*

The proposed development requires 63 car parking spaces plus 1 space per employee. Therefore based on the above it is considered that two accessible car parking spaces are required. It is recommended that a total of two accessible car parking spaces be provided to comply with the National Construction Code. Subject to this recommendation, the proposed development complies with the acceptable solution.

5.2.2 Bicycle Parking

Clause E6.5.2-A1 of the Planning Scheme states that: *"The number of bicycle parking spaces must be provided on either the site or within 50m of the site in accordance with the requirements of Table E6.1."*

The planning scheme requirements for bicycle parking for land use 'bulky goods sales' are "*1 space per 500m² of gross floor area."* Given a total floor area of 6,215 m², the acceptable solution would require a total of 12 bicycle parking spaces across the site. The bicycle parking requirements outlined in Table E6.1 are considered excessive for the proposed use on the site. Rather, bicycle parking should be provided to meet the needs of employees. It is considered that secure parking for up to 6 bicycles would be sufficient.

5.2.3 Taxi Spaces

Clause E6.5.3-A1 of the Planning Scheme states that: *"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."*

The proposed development has an ample car parking supply with a generally low turnover expected. It is unlikely that there would not be space on-site for taxis to pick-up and drop-off passengers without the provision of a dedicated taxi parking space. On this basis, taxi parking is considered not to be required for this proposal.

5.2.4 Motorcycle Parking

Clause E6.5.4-A1 of the Planning Scheme states that: *"Uses that require greater than 20 car parking spaces by Table E6.1 must provide one motorcycle parking space on site with one additional motorcycle parking space on site for each additional 20 car parking spaces required."*

It is recommended that four (4) motorcycle parking spaces be provided on the site to comply with the acceptable solution.

5.3 Car Park Layout

Clause E6.6.2-A1.1 of the Planning Scheme states that: *"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 4 parking spaces; … (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 3 or more car parking spaces."*

The proposed customer parking areas comply with the dimensional requirements outlined in Table E6.3 of the Planning Scheme. Other areas on the site, including service parking, car storage and car display, may not comply with the Planning Scheme requirements, however these areas are not considered to require full access and are therefore considered sufficient for the purpose.

6. Transport Impacts

6.1 Network Performance

The proposed development is expected to reduce the overall level of traffic accessing the site due to the demolition of a more intense traffic generating use (the restaurant/bar). In the morning peak period, the proposal may attract up to an additional 8 vehicles per hour compared to the existing situation. For the evening peak and Saturday midday peak scenarios, the traffic generation from the site will be reduced.

Given a reduction in traffic accessing the site, and a negligible increase in the morning peak, the proposal is unlikely to impact on the performance of the traffic network.

6.2 Road Safety

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

- The existing crash history does not indicate any specific road safety deficiencies in the external road network that might be exacerbated by the proposal.
- While there is limited sight distance at the proposed new access point on William Street, there is sufficient sight distance to comply with Australian Standards requirements for an approach speed of 40 km/h and this report has recommended the provision of removable bollards (or other physical barrier) to prevent public use of this access.
- The additional traffic generated by the proposal during the morning peak period is negligible in the context of the existing traffic volumes on the road network.

6.3 Pedestrians

The proposed site is well connected to the external pedestrian network in the surrounding area, with existing pathways on Esplanade, William Street and Lower Charles Street. Footpath connections in the area are of a high standard, with signalised crossings available at key locations including the intersection of Home Point Parade and Lower Charles Street, and the intersection of Lower Charles Street and Esplanade.

7. Conclusions

This Transport Impact Assessment report has investigated the potential traffic and transport related impacts associated with the redevelopment of 29-31 Lower Charles Street and 43 Lower Charles Street, Launceston.

The key findings are as follows:

- The proposed development is anticipated to reduce the overall level of traffic accessing the site in most scenarios. Up to an additional 8 vehicles per hour may access the site during the morning peak period.
- The proposed access arrangements on William Street are considered to be adequate for the intended use subject to the following recommendations:
  - Provision of removable bollards or other physical barrier to prevent public access to this car park.
  - This car park is used for new car deliveries and display of new vehicles only.
- It is recommended that additional parking be provided as follows:
  - Two accessible car parking spaces complying with the requirements of AS2890.6, *Parking facilities – Part 6: Off-street parking for people with disabilities,* 2009
  - Secure parking for up to 6 bicycles
  - Four motorcycle parking spaces to comply with the acceptable solution.

Based on the findings of this report, and subject to the recommendations outlined above, the proposed development is supported on traffic and transport grounds.

GHD

23 Paterson Street
T: 61 3 6332 5500 F: 61 3 6332 5555 E: lstmail@ghd.com

3218764-79041/https://projects.ghd.com/oc/Tasmania/43charlesstreettia/Delivery/Documents/3218764_Traffic Impact Assessment.docx

Document Status

Revision	Author	Reviewer		Approved for Issue		
		Name	Signature	Name	Signature	Date
0	A. Andrews	M. Petrusma		T. Bickerstaff		27.2.18

www.ghd.com

Contamination Management Plan

Redevelopment of JMC Launceston Dealership

Revision B 09\03\2018

JMC

Jackson Motor Company

Contents

Appendix

Authorised by: **Date: 09\03\2018**

Reviewed by: **Date: 09\03\2018**

Brad May
Principal Environmental Engineer
Epic Environmental
NSW and QLD Site Auditor SCP
Certification ID 15029

1. Introduction

JMC Group is redeveloping their car dealership in Launceston. The redevelopment includes the acquisition of adjacent land and demolition of some existing buildings to create new car sales and services area.

The redevelopment works are occurring on the existing JMC site bounded by The Esplanade, Lower Charles Street and Williams Street in the Launceston CBD.

City of Launceston have asked for a contamination management plan (CMP, this document) to provide a framework to manage any potential (but unlikely) interception of contaminated soil, groundwater or infrastructure during the redevelopment.

The redevelopment is located adjacent to an historic engineering workshop that is listed on CoL records of potential contamination, although CoL have confirmed the redevelopment site itself is not thought to be contaminated.

This document has been prepared by Jemrok Pty Ltd (Douglas Tangney) and Epic Environmental (Mr Brad May SCP Certification ID 15029).

2. Objectives

The objectives of the CMP are:

- Provide the demolition and construction team with tools to identify potential contamination;
- Provide a framework for the demolition and construction team to manage any potential contaminated soil, groundwater or infrastructure if intercepted during the redevelopment; and
- Provide guidance on minimising human health exposure to the redevelopment team during the works.

This document does not represent an environmental assessment of the site because this is not required for the development.

3. Site Location and History

3.1 Location

The site is located in the Launceston CBD, bounded by The Esplanade, Lower Charles Street and Williams Street in the Launceston CBD. The site is surrounded by light commercial and large retail business.

The existing site contains a large used and new car yard, a maintenance and detailing workshop for multiple car manufacturers. The site is currently 15,000 m^2 and fully sealed in asphalt. Following the redevelopment, the site will be 16,000 m2 through the acquisition of adjacent land.

A site plan and proposed redevelopment is contained in **Appendix A**.

3.2 History

The site history was provided by the current owner, Mr Errol Stewart:

- In 1996 Mr Errol Stewart purchased the main body of the site from the Green Family who controlled the business of Salisbury Foundry Company. By 1996 Salisbury was mainly an engineering firm fabricating steel products for general construction.

- The main building now the Ford Dealership was a large tin shed from the outside however inside was an Oregon structure twelve metres wide than ran eighty metres in a North South direction. Built in 1888 the building comprised three levels.
- The top floor now the chairman's lounge of 400m2 was the Pattern Makers store which house old disused patterns for the making of steel products.
- The second level of 200m2 was the Patter Makers workshop. On the first level in the centre of the building was the guillotine and blacksmith shop. To the Northern end was the fabrication shop and on the Southern end was the unloading dock and sorting workshop. In 1996 most of the floor in the fabrication shop was earth with no coverings. The blacksmith shop was concrete and the unloading dock was also concrete.

- During the depression years of the 1930 the Green family (a local firm of solicitors) took over Salisbury after the foundry became insolvent. The redevelopment of the site occurred shortly after Mr Errol Stewart purchased the site from the Green Family in late 1996.

- This involved the removal of all the concrete floors and all skillion rooves that existed. It also involved washing down the whole Oregon timber structure. This was done was lime blasting the Oregon so as not to damage. After this a new concrete floor was poured for the entire building, a new roof to the main section and two skillions were added to the East and West.

- Internally most of the wheels and pullies remain intact as do all the time floors on level 1 and level 2. Blackwood, Myrtle and Ash was sourced locally to cover the concrete floor in the showroom. Tiles were added as well as carpet.

- The entire yard space of approximately 9,000m2 was covered with 400mm of compacted gravel with 50mm of hotmix.

- At the same time the Heritage brick building which abuts Charles Street was renovated into a showroom. This building was reglazed after many of the windows had been bricked in in the early party of the 19th century when a window tax was invoked. A concrete floor was added again covered with a timber. Amenities were added but this building is largely as it was one hundred and thirty years ago.

- In 1999 through to 2000 Mr Errol Stewart purchased the balance of the site to the North:

These consisted of:

Holloymans Offices since demolished.	Now Car parking and display space.
Marcom Watson offices formerly the a hotel .	Now the Suzuki Showroom.
A joinery shop.	Now the VW showroom.
A vehicle repair shop	Now car park and display space.
Embankment Offices (Dale Lucks Offices)	Now the detailing Centre.

- In all 15,000m2 in land space has operated a car operation since 1998.

Jemrok comment: There is negligible risk the historical activities have caused or likely to cause any contamination and this is reflected in regulatory authorities not holding any contamination records for the site. Discussions with the owner confirm that no potentially contaminated material has been identified during previous redevelopments of the site (as detailed above).

Based on the owners site history and the absence of any records held by CoL, the likelihood of intercepting potentially contaminated soil, groundwater or infrastructure is low.

4. Future Use of the Site

The future use of the site is as a car showrooms\service area, professional office space to support the dealership and associated staff\customer parking. The finished site surface will be 30 mm asphalt.

5. Demolition and Construction Methodology

The demolition and construction methodology will be to remove buildings to ground level and associated footings. in the areas that will be free of building or structures the disturbed ground surface will be sealed with asphalt.

The foundations of new buildings will be constructed from screwed concrete piles, with a concrete cap. This methodology displaces soil as the 'pile hole' is established, rather than mechanical excavation which creates a stockpile of soil that needs to be managed on site or disposed off-site requiring regulatory permission if contamination is suspected.

The buildings to be demolished were built or substantially renovated after the site was acquired by the current owner, therefore the risk of encountering asbestos is low. An asbestos register is available on site for review before any demolition occurs.

6. Contamination Management

6.1 Field Indicators of Contamination

The common typical field indicators of potentially contaminated soil or groundwater are listed below and should be highlighted during the site inductions to all workers prior to demolition and construction commencing on site, to ensure awareness of key indicators:

- Black moist discolouration in soil;
- Petroleum odour in soil or groundwater;
- Soil noticeably different colour, moisture level or texture to the soils above, below or around;
- Visible pieces of asbestos in soil; and
- Rainbow sheen or brown bubbly scums in groundwater (typically scums cannot be broken or disturbed with a stick).

Signs of potentially contaminated infrastructure include:

- Underground storage tanks or steel piping ~ 500 mm below ground level (indicating historical fuel delivery lines or vent lines);
- Underground concrete lined pits, or concrete pipes (maybe historical sewer alignment); and
- Fill or rubbish buried underground (e.g. drums, containers, ash etc).

This infrastructure may contaminate localised soil or groundwater if they are leaking, in poor condition or ruptured during excavation. Any excavation around this infrastructure should be carefully undertaken using a spotter.

The horizontal or vertical extent of the contaminated soil, ground or infrastructure can only be confirmed with careful investigation of the location. See section 6.5 for operational support which may assist with further investigations or containment of potentially contaminated soil.

6.2 Contaminated Soil Management

If suspected contaminated soil is intercepted the following steps should be undertaken:

- Stop excavation to review what is observed against typical field indicators (section 6.1);
- If potentially contaminated soil is suspected (i.e.one or more typical indicators are present), identify a temporary secure stockpile area for the soil to be stored;
- Placed black builders plastic over the ground surface at the storage area;
- Excavate the soil and place on the builders plastic. Excavation should continue with a spotter to confirm no underground infrastructure is located under or near the contaminated soil;
- Excavation should continue until 'clean' soil is observed (i.e. soil that does not have any typical field indicators);
- A sign should be placed on the soil stockpile indicating it is potentially contaminated and should not be disturbed;
- The soil should be laboratory tested according to the guidance provided in Information Bulletin #105 *Classification and Management of Contaminated Soil for Disposal (IB #105); and*
- The analytical results should be assessed against the criteria provided in IB#105 and permission sort for offsite disposal of any soils classified as Level 2 or 3 for disposal at a licensed facility.

6.3 Contaminated Groundwater Management

References to groundwater is a general term including any sub surface ponded water or water that may discharges from a ruptured tank, drum or any other underground infrastructure.

Experience in the Launceston CBD indicates natural groundwater is likely to be deep (> 10 m below existing ground level) so the chance of intercepting regional groundwater during the demolition phase or piling is low.

If any potentially contaminated groundwater is intercepted, the following steps should be taken.

- Any excavation or works should cease immediately;
- Attempt to identify if source of the groundwater i.e. a tank or drum or just ponded or captured water underground;
- Look for any field indicators;
- If potentially contaminated water is suspected seek operational support (see section 6.5) for further guidance;
- If the volume is likely to be small (hundreds of litres and not from a tank or drum etc) it can be pumped into an IBC and tested or removed from site, so the works can continue; and

If groundwater is from a tank or drum, the extent of the tanks or drums should be identified first before attempts are made to pump out the water. Pumping should be carefully planned to avoid any potential explosion risk.

6.4 Potentially Contaminated Solid Waste

If any solid waste is identified during excavation, it should be excavated and disposed of at the Launceston Waste Centre.

If any surrounding soils are thought to be contaminated by the solid waste, treat the soil as per guidance in section 6.2.

6.5 Operational Support

The following operational support may provide assistance to manage potentially contaminated material or the effort to contain contaminated material.

Issue	Name	Contact Details
Assist to identify or manage contamination issues on site	Douglas Tangney	0458 710 098
Fuel or oil removal	Hagen Oil Launceston	03 6334 4664
Mobile secure storage for soil or groundwater	Veolia Launceston Coates Hire Launceston	03 6332 6500 03 6335 7100
Vacuum Unit for removing small volumes of groundwater	Paneltec	03 6343 2026
Management, testing or disposal of soil or groundwater or temporarily move the material off site	Douglas Tangney	0458 710 098

7. PPE and Safety

The following items and guidance can be used or implemented to reduce potential exposure of the works crew or local environment to potentially contaminated material:

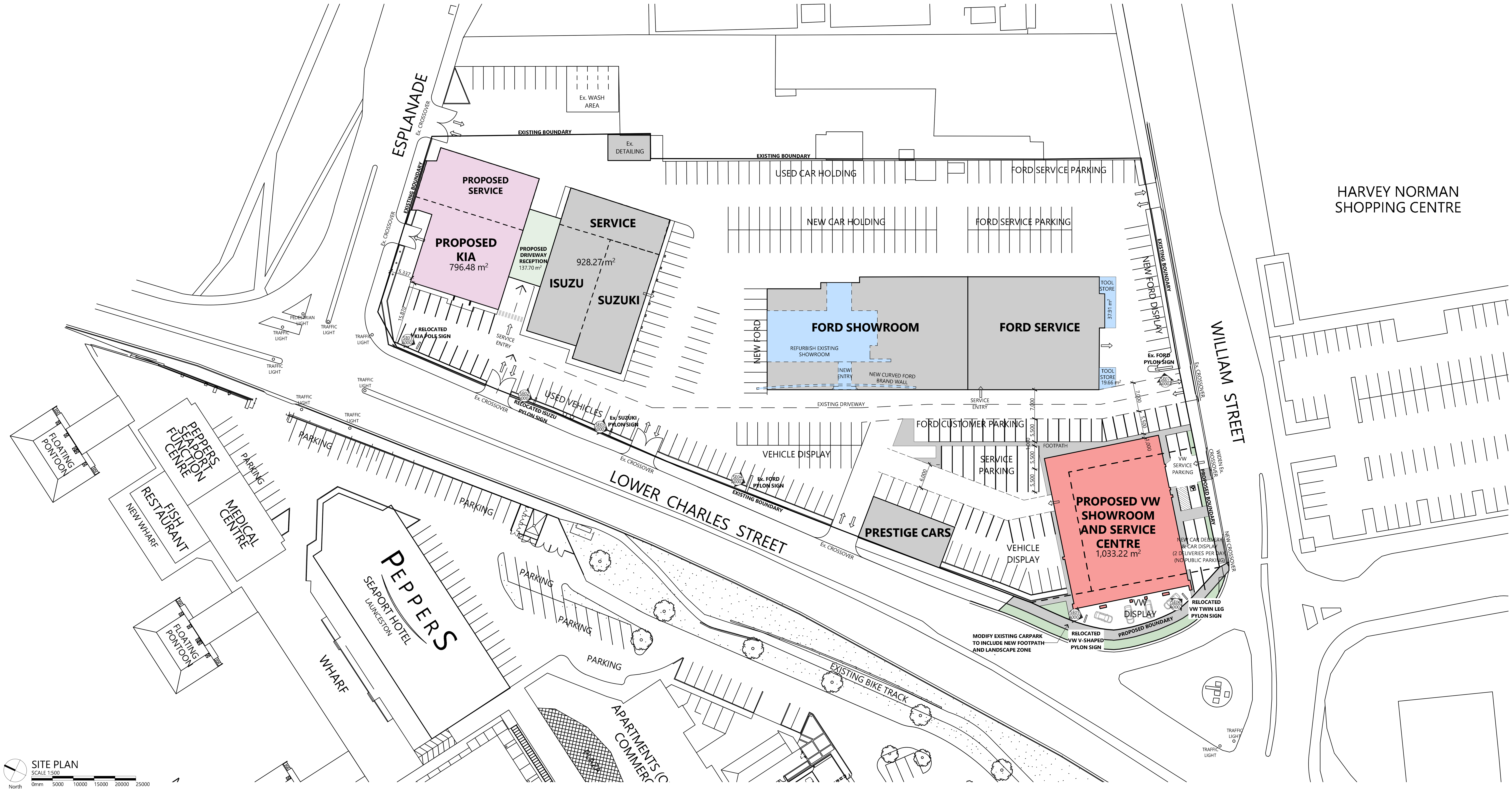
- P2 face masks, chemical resistant gloves and disposable suits should be worn by the works crew when dealing with potentially contaminated material to reduce the likelihood of inhaling dust or fumes and prevent skin to skin contact with material. Used masks, gloves and suits should be thrown away;
- Boot covers should be used if workers walk in contaminated soil or groundwater. This will prevent potentially contaminated materials transferred into vehicles or site offices. Alternatively, footwear should be thoroughly washed if contact with contaminated soil or water occurs;
- Signage should be placed on any contaminated material that is stored awaiting further treatment, to prevent other works parties handling or disturbing the soil;
- Any stockpiled soil that is potentially contaminated should have a method to contain any runoff and prevent runoff entering site stormwater. Typical options include silt fencing or stockpile soil in skip bins;
- Stockpile areas should be away from high traffic routes or pedestrian accesses.

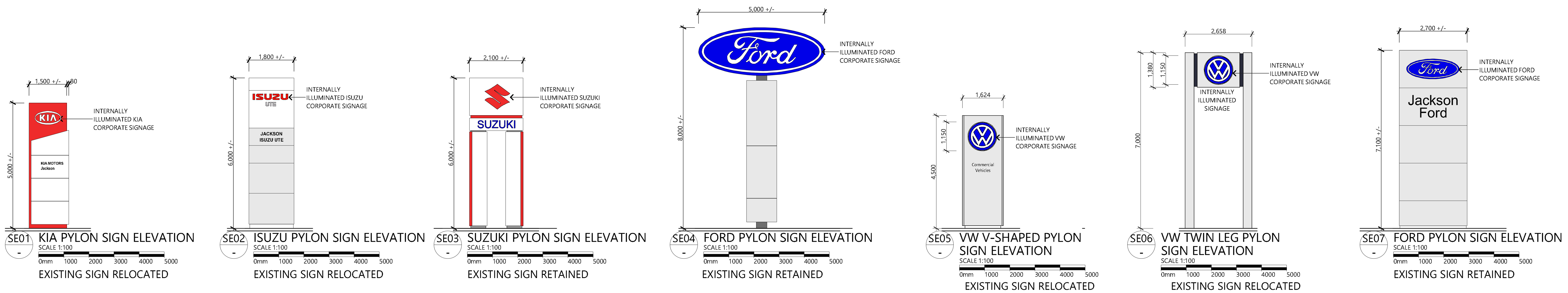
8. Conclusion

This CMP provides a framework and guidance for the to manage the low likelihood of intercepting contaminated soil, groundwater or infrastructure during the redevelopment of the JMC car yard in Launceston. The potential for intercepting contamination is low based on regulatory records and previous works on site, however the CMP includes indicators of potential contamination that can be used by the redevelopment team to assist identification of contaminated soil or groundwater.

Measures to protect the works crew during identification and handling of potentially contaminated materials should be implemented to limit potential human exposure. Local contacts for operational support is included in the CMP to assist managing or containing contaminated waste to ensure the works program can proceed in a timely manner, while the contaminated material is controlled and contained.

Appendix A
Location and Redevelopment Plan





AREAS

EXISTING SITE AREA:	14,703m²
EXISTING SITE COVERAGE:	4,194m²
PROPOSED SITE AREA:	15,922m²
DEMOLISHED BUILDINGS:	863m²
RETAINED EXISTING BUILDINGS:	3,331m²
PROPOSED BUILDINGS:	1,955m²
PROPOSED SITE COVERAGE:	5,356m²

R E V I S I O N

Stg	Rev	Description	Date	Int.	App
DA	1	ISSUED FOR DEVELOPMENT APPLICATION	8/03/2018	BT	SC

ALL DRAWINGS TO BE READ IN CONJUNCTION WITH ALL ENGINEERS DOCUMENTATION AND SPECIFICATION.

CONTRACTOR TO ENSURE ALL NEW BUILDING WORKS, NEW FITTINGS AND FIXTURES ARE INSTALLED TO THE CURRENT BCA, AUSTRALIAN STANDARDS AND WORK COVER REGULATIONS.

THE CONTRACTOR SHALL USED FIGURED DIMENSIONS IN PREFERENCE TO SCALED DIMENSIONS. ALL DIMENSIONS SHALL BE VERIFIED ON SITE.

ARTAS ARCHITECTS

PROJECT NAME
JMC LAUNCESTON DEALERSHIP REDEVELOPMENT

CLIENT NAME
JMC

DRAWING NAME
SITE PLAN

DRAWN	APPROVED	SHEET SIZE
BT	SC	A1 (LANDSCAPE)

DRAWING ISSUE: APPROVAL
PROJECT NUMBER: 181002
DRAWING NUMBER: A0002-DA1

Tasmanian Heritage Council
GPO Box 618 Hobart Tasmania 7000
Level 3, 200 Collins St, Hobart Tasmania 7000
Tel: 1300 850 332
enquiries@heritage.tas.gov.au
www.heritage.tas.gov.au

PLANNING REF: DA0055/2018
THC WORKS REF: #5548
REGISTERED PLACE NO: #3958, #4204
FILE NO: 09-46-49THC, No File Ref.
APPLICANT: JMC Automotive & Property Development Group (Errol Stewart)
DATE OF DECISION: 20 April 2018

NOTICE OF HERITAGE DECISION

(*Historic Cultural Heritage Act 1995*)

The Place: Former Salisbury's Foundry & Embankment Offices
29-31 Charles Street, Launceston.
Proposed Works: Boundary adjustment, demolition, erection of new building structures, and signage.

Under section 39(6)(a) of the *Historic Cultural Heritage Act 1995*, the Heritage Council gives notice that it consents to the discretionary permit being granted in accordance with the documentation submitted with Development Application DA0055/2018, advertised on 28/03/2018.

Advice

The Tasmanian Heritage Council's consideration of this application is limited to the Embankment Offices and two storey brick former Salisbury's Foundry building which are both entered in the Tasmanian Heritage Register.

In relation to works outside the registered areas the applicant is encouraged to consider the following:

(a) retention of the earliest part of the Riverview Hotel;
(b) investigation of the archaeological potential of the Riverview Hotel site; and
(c) reducing the size of the blade signage proposed to the sales showroom and administration building to reduce its dominance over that building.

Please ensure the details of this notice are included in any permit issued, and forward a copy of the permit or decision of refusal to the Heritage Council for our records.

Please contact Mr Chris Bonner on 1300 850 332 if you require clarification of any matters contained in this notice.

Pete Smith
Director – Heritage Tasmania
Under delegation of the Tasmanian Heritage Council