

PLANNING APPLICATION



Hall Building, Corner of 233A Charles Street, Launceston, Tasmania 7250

Prepared For	Launceston City Council
Prepared By	Richard Edwards
Applicant	Angela Edwards and Samantha Edwards
Date	24 December 2018

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1.0 Introduction

This report has been prepared in support of a planning application lodged by Richard Edwards on behalf of Angela Yvonne Edwards and Samantha Kate Edwards for the use of the 'Hall Building', 233A Charles Street, Launceston for the purposes of a fitness studio and for associated signage.

This report provides an assessment against the relevant provisions of the Launceston Interim Planning Scheme 2015 including the provision of a noise report and a Traffic Impact Assessment.

The author of the report has liaised with Iain Moore with respect to this application.

2.0 Site and Surrounds

2.1 Location

The property is situated within a mixed use precinct approximately 750 m km south of the CBD, on the corner of Charles and Canning Streets. Properties in the immediate area include restaurants, cafes and take away food outlets, medical centres, veterinary clinic and residential dwellings developed from the late 1800's with subsequent infill unit development.

2.2 Site Details

The subject site forms part of the property known as 233A Charles Street, Launceston incorporating the 'Hall Building' at the corner of Charles and Canning Streets which is currently used as a 'Place of Assembly'. The remainder of the subject property is currently used for Business and Professional Services.

The property and the 'Hall Building' is depicted in the following photograph.



2.3 Title Details

The 'Hall Building' forms part of a larger site summarised in the following table.

Title Reference	Tenure	Registered Proprietor	Title Area
Volume 54421 Folio 2	Freehold	Angela Yvonne Edwards Samantha Kate Edwards	3,916 sqm
Total Site Area			3,916 sqm

A copy of the certificate of title and plan is appended hereto.

Transport Infrastructure

The site fronts a fully formed bitumen sealed road and has two existing driveway accesses from Canning Street which lead to the corner and rear car parks on the subject property.

Services

Electricity, town water, sewerage and telephone services are connected.

3.0 Heritage

The subject property includes the former Charles Street Primary School which is the main building immediately to the south which is permanently listed on the Tasmanian Heritage Register. The listing would not appear to pertain to the subject 'Hall Building' and there are no intended development works and therefore this aspect is not considered applicable. A copy of the heritage listing is appended hereto.

4.0 Planning Application

4.1 Applicant

The application has been prepared by Richard Edwards on behalf of Angela and Samantha Edwards.

Contact details:

- 0418 341877
- richard.edwards@opteonsolutions.com

4.2 Proposed Use

It is proposed to use the 'Hall Building' as a fitness studio subject to the following requirements:

- Classes numbers (including approximate average numbers based on current trading)
 - 27 people per class – 80% of circuit types
 - 36 people per class – 10% of circuit types
 - 42 people per class – 10% of circuit types
- Monday to Friday –
 - 5.15 am – 7.30 am
 - 9.30am and/or 12.30pm*
 - 4.45 pm – 6.15 pm
 - 6.15pm – special evening classes (sporting teams)
 - * - Daytime classes will not operate initially and will only be implemented if there is demand. The 9.30am is designed for nurses on completion of their shift and the 12.30pm class for lunch time classes. Generally these classes have a lower capacity.
- Weekend
 - Class size of 27 people
 - 6.00 am – 12.00pm

4.3 Development Works

No material internal or external works are required beyond cosmetic refurbishment.

It is considered an ideal adaptive use of an existing hall and makes good use of existing space. The improvements include an entry, offices (4), main hall, stage and two sets of amenities with shower and toilet facilities. A copy of building and floor plans are appended hereto.

5.0 Planning Assessment

5.1 Zoning

The subject site is zoned 'Urban Mixed Use' under the Launceston Interim Planning Scheme 2015 and is subject to a heritage overlay.

5.2 Use Category

The use classification for the proposed use is 'Sport and Recreation' which is defined as follows:

'use of land for organised or competitive recreation or sporting purposes including associated clubrooms. Examples include a bowling alley, fitness centre, firing range, golf course or driving range, gymnasium, outdoor recreation facility, public swimming pool, race course and sports ground.'

5.3 Approval Status

'Sport and Recreation' is identified in the use table as a discretionary use in the urban Mixed Use zone. The application also requires a permit as it does not comply with the acceptable solutions identified below. It relies on an assessment against the associated performance criteria:

- E6.5.1 – Car Parking Numbers (P1)
- E6.6.1 - Construction of Parking Areas (P1)
- E13.6.11 - Construction of Parking Areas (P1)

5.4 Urban Residential Zone Provisions

Zone Purpose

15.1.1.1

To provide for integration of residential, retail, community services and commercial activities in urban locations.

15.1.1.2

To provide for a diverse range of urban uses and increased intensity of development including residential densities that support the role of activity centres.

15.1.1.3

To encourage residential, visitor accommodation and tourist operation uses as a means of increasing activity outside normal business hours.

15.1.1.4

To create:

- (a) activity at pedestrian levels, with active road frontages offering interest and engagement to shoppers; and
- (b) appropriate provision for car parking, pedestrian access and traffic circulation.

The zone purpose statement provisions are relevant to the exercise of the general discretion which applies to the 'Sport and Recreation' use class within Clause 8.10.2 of the planning scheme. They are addressed below:

15.1.1.1 – Consistent. The proposed use is a commercial activity within an urban location and allows an existing Hall to be reused for a use which is compatible with the area. Notably, other uses in the area and within the subject zone include a ‘Pilates Studio’ within the Jimmy’s shopping complex opposite.

15.1.1.2- Consistent. The proposed use is compatible with a ‘diverse range of urban uses...’.

15.1.1.3 – Not applicable.

15.1.1.4 – Consistent. The proposed use will increase the activity of the site from what is currently a very low activity use. We contend that it will provide increased appeal from clients from the existing use.

Use Standards

15.3.1 - Hours of Operation

Objective:	
To ensure that non-residential uses do not cause unreasonable loss of amenity to nearby sensitive uses.	
Acceptable Solutions	Performance Criteria
A1 Commercial vehicles must only operate between 6.00am and 10.00pm.	P1 Commercial vehicles must not unreasonably impact on the amenity of nearby sensitive uses, having regard to: (a) the extent and timing of traffic generation; (b) the hours of delivery and dispatch of goods and materials; and (c) the existing levels of amenity.

Complies with A1

There are no commercial vehicles associated with the business.

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.	
Acceptable Solutions	Performance Criteria
A1	P1

<p>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.</p>	<p>Noise, odours, fumes or vibration generated must not cause unreasonable loss of amenity to adjoining or immediately opposite sensitive uses, having regard to:</p> <ul style="list-style-type: none"> (a) the characteristics and frequency of any emissions generated; (b) the nature of the proposed use; (c) the topography of the site; (d) the landscaping of the site; and (e) any mitigation measures proposed.
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Complies with A1

There is no new plant and equipment required to support the proposed use.

15.3.3 – Light Spill and Illumination

<p>Objective:</p>	
<p>To ensure that light spill and levels of illumination from external lighting does not cause unreasonable loss of amenity to sensitive uses.</p>	
<p>Acceptable Solutions</p>	<p>Performance Criteria</p>
<p>A1</p> <p>The use must:</p> <ul style="list-style-type: none"> (a) not include permanent, fixed floodlighting where boundary of the General Residential, Inner Residential Density Residential zones; and (b) contain direct light from external light sources within the site. 	<p>P1</p> <p>Floodlighting or other external lighting used on the site must not cause an unreasonable loss of amenity to nearby sensitive uses, having regard to:</p> <ul style="list-style-type: none"> (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;

	<p>(e) the degree of screening between the light source and and</p> <p>(f) existing light sources nearby.</p>
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Complies with A1

There is no new lighting proposed and all lighting will remain within the boundaries of the site.

15.3.3 - Noise level

Objective:

To ensure that noise levels from uses do not unreasonably impact on the [amenity](#) of nearby sensitive uses.

Acceptable Solutions	Performance Criteria
<p>A1</p> <p>Noise generated by a use on the site must:</p> <p>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</p> <p>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.</p>	<p>P1</p> <p>Noise levels generated by a use on the site must not unreasonably impact on the amenity of nearby sensitive uses, having regard to:</p> <p>(a) the nature and intensity of the use;</p> <p>(b) the characteristics of the noise emitted;</p> <p>(c) background noise levels;</p> <p>(d) any mitigation measures proposed;</p> <p>(e) the topography of the site; and</p> <p>(f) the character of the surrounding area.</p>

A1 – Complies subject to completion of the following works which we undertake to complete as a condition of approval.

- Sealing of operational panels of upper windows on the northern and southern facades with a flexible sealant to prevent acoustic leakage.
- Replacement of degraded insulation in the roof/ceiling cavity.
- Sealing of a vent at the western end of the roof/ceiling cavity with a minimum of 6mm compressed fibre cement.

A copy of the noise report, dated 2 August 2018, is appended hereto for your information.

15.3.4 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](#).

Acceptable Solutions	Performance Criteria
A1 If for no permit required or permitted use class.	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 with A1

This is not significant new retail space.

5.5 Development Standards

As no internal or external building works are proposed, the development standards are not applicable.

6.0 Codes

6.1 Bushfire Prone Areas Code

Not applicable as the subject site is not located within a bushfire prone area.

6.2 Potentially Contaminated Land

Not applicable as there has been no known previously contaminating use.

6.3 Landslip Codes

Not applicable as the site is not mapped as or otherwise known to be subject to landslip hazard

6.4 Road and Railway Assets CodeE4.0

Code Purpose

The purpose of this provision is to:

- (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](#).

Use Standards

Existing road accesses and junctions

Objective:	
To ensure that the safety and efficiency of roads is not reduced by increased use of existing accesses and junctions.	
Acceptable Solutions	Performance Criteria

<p>A1</p> <p>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.</p>	<p>P1</p> <p>Any increase in vehicle traffic to a category 1 or category 2 road in an area subject to a speed limit of more than 60km/h must be safe and minimise any adverse impact on the efficiency of the road, having regard to:</p> <ul style="list-style-type: none"> (a) the increase in traffic caused by the use; (b) the nature of the traffic generated by the use; (c) the nature of the road; (d) the speed limit and traffic flow of the road; (e) any alternative access to a road; (f) the need for the use; (g) any traffic impact assessment; and (h) any written advice received from the road authority.
<p>A2</p> <p>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.</p>	<p>P2</p> <p>Any increase in vehicle traffic at an existing access or junction in an area subject to a speed limit of more than 60km/h must be safe and not unreasonably impact on the efficiency of the road, having regard to:</p> <ul style="list-style-type: none"> (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.
<p>A3</p>	<p>P3</p>

<p>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.</p>	<p>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:</p> <ul style="list-style-type: none"> (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.
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Not applicable as there are no existing crossovers directly onto the subject titles. The proposed use will not increase traffic flows and we expect traffic flows may reduce in light of the nature and hours of use.

E4.6.2 Road accesses and junctions

<p>Objective:</p>	
<p>To ensure that the safety and efficiency of roads is not reduced by the creation of new accesses and junctions.</p>	
<p>Acceptable Solutions</p>	<p>Performance Criteria</p>
<p>A1 No new access or junction to roads in an area subject to a speed limit of more than 60km/h.</p>	<p>P1 For roads in an area subject to a speed limit of more than 60km/h, accesses and junctions must be safe and not unreasonably impact on the efficiency of the road, having regard to:</p> <ul style="list-style-type: none"> (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; (e) the need for the access or junction;

	(f) any traffic impact assessment; and (g) any written advice received from the road authority.
A2 No more than one access providing both entry and exit, or two accesses providing separate entry and exit, to roads in an area subject to a speed limit of 60km/h or less.	P2 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 with A1 and A2, as there are no new accesses and no change in traffic movements to and from the site. There are no new car parks. The proposed use will use existing car spaces.

E4.6.3 Sight distance at accesses, junctions and level crossings

Objective:	
To ensure that accesses, junctions and level crossings provide sufficient sight distance between vehicles and between vehicles and trains to enable safe movement of traffic.	
Acceptable Solutions	Performance Criteria
A1 Sight distances at: (a) an access or junction must comply with the Safe Intersections Distance shown in Table E4.6.4; and (b) rail level crossings must comply with <i>AS1742.7 Manual control devices - Railway crossings</i> , Standards Association of Australia	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 access or junction; (b) the frequency of use of the road or rail network;

	<ul style="list-style-type: none">(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; a(g) any written advice received from the road or rail autho
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Not applicable as there will be no change to the existing crossover.

6.5 Flood Prone Areas E5.0

Not applicable as the subject site is not mapped as being subject to a flood risk and is otherwise known to not be subject to flooding due to the site elevation above sea level.

6.6 Road and Railway Assets Code and Parking and Sustainable Transport Code

A Traffic Impact Assessment (TIA) has been prepared by Rebekah Ramm of Pitt and Sherry dated 13 December 2018 which pertains to these sections of the code. The TIA outlines the proposed volume of use detailed in section 4.2 above and is appended for your information.

In summary the report makes the following findings with respect to the proposed use and the Codes:

4.1 Road and Railway Assets Code

The proposal has been assessed against the E4.0 Roads and Railways Assets Code of the Planning Scheme. The Use Standards have been assessed below.

Table 5: E5.5 Use Standards

Use Standards	
E4.5.1 Existing Road Accesses and Junctions	
Objective:	
To ensure that the safety and efficiency of roads is not reduced by increased use of existing accesses and junctions.	
Acceptable Solution	Comment
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.	Complies with Acceptable Solution A3. There are currently two car parking spaces available for use by the proposed fitness centre. The traffic generated by these two spaces would be expected to be significantly less than 40 vehicle movements per day. As the increase is less than 40 vehicle movements per day, Acceptable Solution A3 is met for the vehicle access point. The fitness centre would be expected to generate traffic onto Charles Street and Canning Street per

Use Standards	
	<p>day by people using the on-street parking. As discussed, Charles Street is known to carry about 10,000 vehicles per day. The fitness centre would be expected to generate a maximum of 450 vehicle movements per day which is significantly less than a 20% increase (2,000 vehicle movements).</p> <p>It is further noted that the traffic volumes generated by the on-street parking are likely to be spread amongst the local road network, not just to one junction, therefore further reducing the impact to specific junctions.</p> <p>As the increase is less than 2,000 vehicle movements per day, Acceptable Solution A3 is met for the existing junctions.</p>

4.2 Parking and Sustainable Transport Code

The proposal has been assessed against the E6.0 Parking and Sustainable Transport Code of the Planning Scheme. The E6.5 Use Standards have been assessed below.

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.	
Acceptable Solution	Comment
<p>A1 The number of on-site car parking spaces must:</p> <ul style="list-style-type: none"> 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 c) not exceed the requirements of Table E6.1 by more than 2 spaces or 5% whichever is the greater, except for dwellings in the General Residential Zone; or d) be in accordance with an acceptable solution contained within a parking precinct plan. <p>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:</p>	<p>Satisfies Performance Criteria P1</p> <p>The Planning Scheme Table E6.1 specifies that a gymnasium must provide 1 car parking space per 20m² floor area. This results in a Planning Scheme requirement of 11 parking spaces for the 212m² floor area. There are 2 spaces provided which is less than is required to meet the Acceptable Solution A1. Available car parking is expected to be able to meet the reasonable needs of fitness centre users taking into account the available on-street car parking and other modes of transport.</p> <p>The assessment undertaken to demonstrate compliance with the P1 Performance Criteria is demonstrated below.</p> <ul style="list-style-type: none"> a) Off-street car parking at the site could potentially be shared outside the opening times of other businesses. Other off-street parking in the vicinity, including that at the Jimmy's complex is for private use. There may be

Use Standards	
<p>a) the availability of off-road public car parking within reasonable walking distance;</p> <p>b) the ability of multiple users to share spaces because of:</p> <ul style="list-style-type: none"> i. variations in car parking demand over time; or ii. efficiencies gained by consolidation of car parking spaces; <p>c) the availability and frequency of public transport within a reasonable walking distance of the site;</p> <p>d) any site constraints such as existing buildings, slope, drainage, vegetation and landscaping;</p> <p>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;</p> <p>f) an assessment of the actual car parking demand determined in light of the nature and of the use and development;</p> <p>g) the effect on streetscape;</p> <p>h) the recommendations of any traffic impact assessment prepared for the proposal.</p>	<p>potential to negotiate sharing the use of the parking spaces if required.</p> <p>b) The proposed operating times of the fitness centre are generally outside the times when demand for parking of other uses is high. There is considered to be sufficient available on-street parking in the vicinity as discussed in Section 3.4 of this TIA.</p> <p>c) A Metro Tasmania bus stop is located approximately 100m from the site with services operating every 5-10 minutes throughout the day. Due to the close proximity of the bus stop and frequent bus services, fitness centre users could conveniently catch the bus.</p> <p>d) There is no available space on site for additional car parking spaces.</p> <p>e) There is considered to be sufficient available on-street parking in the vicinity as discussed in Section 3.4 of this TIA.</p> <p>f) An assessment has been completed in Section 3.4 of this TIA.</p> <p>g) Not applicable to the TIA.</p> <p>h) This TIA concludes that the on-street car parking availability is considered to be adequate based on the assessment completed in Section 3.4.</p>

3.5 Bicycle Parking

Based on the collected travel modes for the Launceston CBD F45 fitness centre, there is expected to be a need for one bicycle to park. Consideration should be given to providing bike parking on site.

3.6 Motorcycle Parking

Based on the collected travel modes for the Launceston CBD F45 fitness centre, there is not expected to be a need for any motorcycle parking spaces.

Adequate bicycle car parking is available on site within the foyer and stage storage areas for bicycles.

6.7 Scenic Management Code E7.0

Not applicable as the subject site is not mapped as being within a scenic management tourist road corridor or local scenic management plan.

6.8 Biodiversity Code E8.0

Not applicable as the subject site is not mapped as being within an area identified as priority habitat and because the application does not involve removal of native vegetation.

6.9 Water Quality Code E9.0

Not applicable as the property is connected to reticulated services.

6.10 Recreation and Open Space Code E10.0

Not applicable as the application does not involve a subdivision.

6.11 Environmental Impacts and Attenuation Code E11.0

Not applicable because the application does not involve as sensitive use or an activity listed in tables E11.1 or E11.2 with the potential to create environmental harm or nuisance.

6.12 Airports Impact Management Code E12.0

Not applicable as the site is not mapped as being within an aircraft noise exposure forecast contours and is not within prescribed airspace.

6.13 Local Historic Heritage Code E13.0

There is only one provision applicable as no building works are proposed. That provision is addressed following.

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.	
Acceptable Solutions	Performance Criteria
A1 Car parking areas for non- residential purposes must be located behind the primary buildings on the site .	P1 Driveways and car parking areas for non-residential purposes 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 loss of any building fabric; (c) the removal of gardens or vegetated areas; (d) parking availability in the surrounding area;

	(e) vehicle and pedestrian traffic safety; and (f) the streetscape.
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Complies with A1. Car parking is provided at the rear of the building. However, the subject building does not form part of the heritage listing and therefore this provision is not applicable.

6.14 Coastal Code E14.0

Not applicable as the property is not within a coastal area.

6.15 Telecommunications Code E15.0

Not applicable as the application does not involve telecommunications facilities.

6.16 Invermay/Inveresk Inundation Code E16.0

Not applicable

6.17 Cataract Code E17.0

Not applicable

6.18 Signs Code E18.0

As requested we have amended our report to include details of the proposed signage. We have not tried to address specifically the planning scheme provisions as we are unsure as to whether this is something which would fall within heritage considerations or the standard provisions. Notably the subject building is not heritage yet the adjoining is which forms part of the subject site.

Notwithstanding, the proposal is to mimic the existing sign fronting Charles Street with the same colour schemes and branding provided. We refer you to the marked up photographs following which show the location of existing and proposed signage and the dimensions of those signs. Refer section 8.0 following.

6.19 Development Plan Code E18.0

Not applicable as the application does not involve a subdivision and is not mapped within an area mapped as DPC.

7.0 Photography

7.1 Week Day Morning



Canning Street frontage



Charles Street

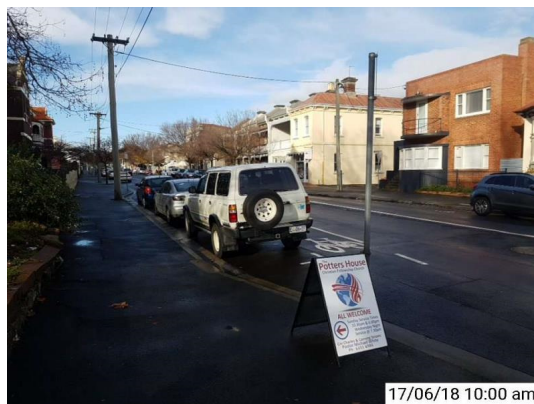
7.2 Sunday Morning



Canning Street frontage



Canning Street frontage



Charles Street

8.0 Signage Photographs and Dimensions

8.1 Charles Street

The following photographs depict the existing signage which is proposed to be mimicked with the exception of the F45 branding detailed in 8.2 and 8.3.

For clarity, the existing signs is

- 5cm pronounced or thick
- 1.9 metres wide
- 1.7 m high



8.2 Proposed Signage – Canning Street Frontage

The proposed wall banner is flush against the wall being a banner or sticker thickness

- 1.0 m wide
- 1.5 m high

The awning fascia sign is also flush and

- 0.4m high
- 2.825m wide
- Note the existing fascia is 3.2 m wide



8.3 Proposed Signage – Canning Street Side Wall

- 1.0 m wide
- 1.5 m high

on



8.4 Heritage Considerations

The building forms part of a site with heritage values. We contend the proposed signage does not have a negative impact on the heritage values in the site and location due to the following:

- The heritage building which pertains to the subject site fronts Charles Street where it's street appeal is visible. This is not materially evident from the subject building and Canning Street frontage.
- The subject building would not appear to incorporate any material heritage values.
- The subject building is opposite industrial style buildings and adjacent to 1920's style brick buildings
- Existing signage in the areas is equivalent to or larger than that proposed refer photographs above (larger sign at the neighbouring urologists practice) and in photographs below
- Diagonally opposite the hall is a shopping centre with large neon signs and extensive signage
- The paint colour of the panels (refer cover photo) is now dark grey and therefore the predominant blue colour is now a lesser contrast

Larger Adjacent Signage



Larger Signage Opposite



Canning Street

Notably adjoining heritage style terrace dwellings



Canning Street Awning Signs



Diagonally Opposite



9.0 Conclusion

Approval is sought for the use of the Hall Building at the corner of Charles and Canning Streets for the purposes of a fitness studio operating circuit style classes on weekdays and weekends and one on one personal training (2 persons) during business hours Monday to Friday.

The proposed use, 'Sport and Recreation' is a discretionary use which is compatible with the existing 'Urban Mixed Use' zone. The specific location is subject to mixed commercial uses including a medical centre, business and professional services and a shopping centre. There are no immediately adjoining residential uses.

The key discretion triggered is in relation to car parking and traffic movements and noise with expert advice indicating that the proposed use satisfies the performance criteria.

The premises is considered ideal for the proposed use being an adaptive reuse of a hall currently used as a Place of Assembly.

On the basis of this submission, it would appear that there is sufficient information provided for council to consider the proposed use and make a determination in accordance with clause 8.1 of the interim planning scheme.

13 February 2019

Mr Iain Moore
Town Planner
Launceston City Council
PO Box 396
Launceston 7250

Dear Mr Moore,

Re: *Planning Application DA0748/2018 – 233A Charles Street, Launceston*

The purpose of this letter and the appended documents is to response to your request for further information dated 15 January and 22 January 2019 in relation to planning application DA0748/2018.

In summary, the appended documents address the following matters;

- Floor plan identifying the respective rooms, the intended use and access and egress points;
- Addendum to the original 'Noise Report', dated 6 February 2019, addressing matters relating to the closest sensitive use, the impact of larger class numbers and external noise associated with attendees arriving and leaving from the premises. The report does not indicate any material detracting factors; and
- Letter from Traffic Engineer Rebekah Ramm of Pitt and Sherry, dated 31 January 2019, addressing matters relating to car parking including the expert's opinion that there is no material negative impact on the proposal.

With respect to the other matters raised, there is an opportunity to provide 11 spaces for on-site car parking. However, we reiterate our previous comments within the planning application with respect to what is reasonable based upon other fringe CBD and suburban commercial developments where there is a significantly lower number of car parks available for equally, if not more intensive uses. We consider that 11 spaces is unreasonable and we would also highlight that this would remove a number of spaces available to neighbouring and proximate uses, which support local business. Furthermore, the Traffic Engineer's report does not identify a need for additional car parking over the proposed 2 spaces. Notwithstanding, if considered necessary, we would suggest that we could offer somewhat of a compromise by either adopting a conditional approval based upon an increase in car parks to the council's deemed appropriate requirements or include allocation based upon shared use given that the spaces are not required during all normal working hours.

With respect to the location of the car parks, our intention is to provide a single car space in the front car park at the corner of Charles and Canning Streets, one at the rear of the hall and any others, as required, within the rear car park as identified in the following image. Each of the proposed spaces is approximately 2.45 metres by 5.5 metres, although car park 2 is approximately 7 metres by 4 metres.



Trusting this is satisfactory for your requirements. Please feel free to contact me on any further matters.

Kind regards,



Richard Edwards

233 Charles St., 233 CHARLES ST. LAUNCESTON TAS 7250

GENERAL NOTES

PROJECT

DESIGNER

CUMULUS STUDIO PTY LTD
CERTIFIED ARCHITECT: PETER WALKER
ACCREDITATION N°: CC2143E
ARCHITECTS ADDRESS: 60A CAMERON ST
LAUNCESTON
PH: 6333 0930

LOCATION

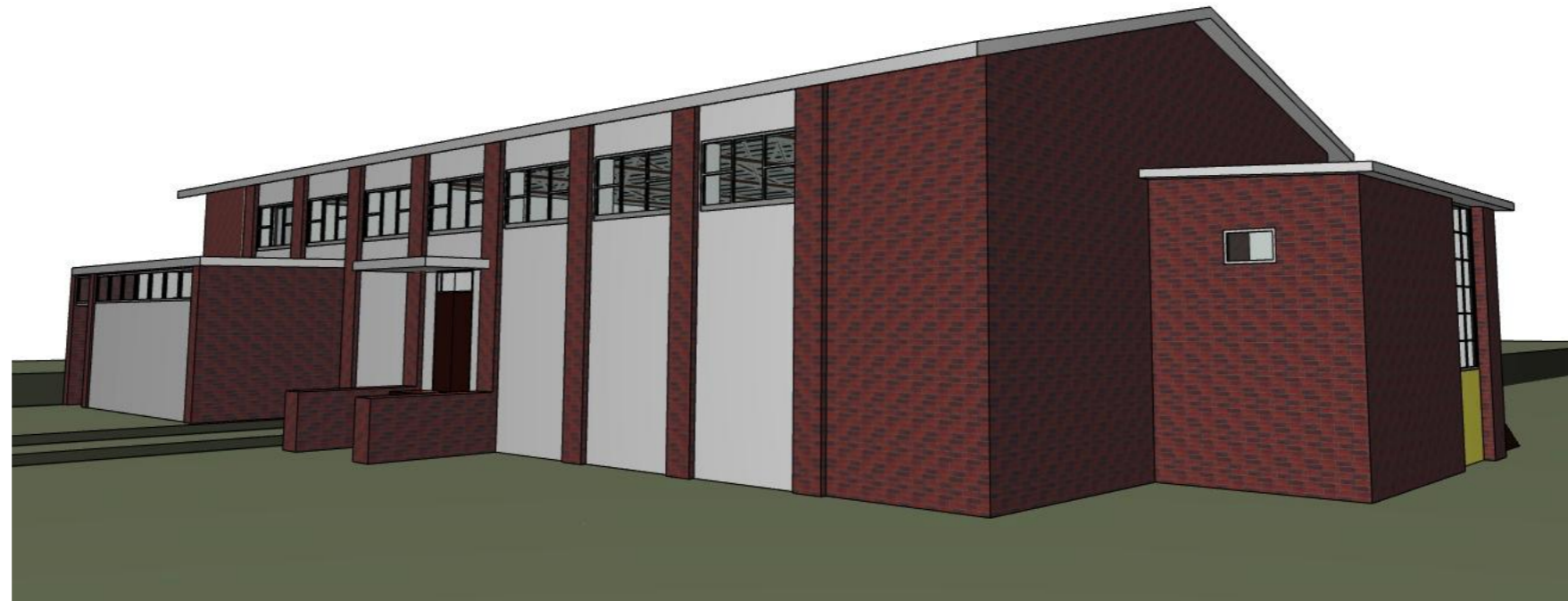
PROJECT N°: T18378
PROJECT NAME: 233 Charles St.
TITLE REFERENCE: <FOLIO / VOLUME>
PROJECT ADDRESS: 233 CHARLES ST.
LAUNCESTON
TAS 7250

SITE DETAILS

BAL: <BAL#>
CLIMATE ZONE: ZONE 7
WIND SPEED: REFER ENG
SOIL CLASS: REFER ENG
ALPINE AREA: NO
CORROSION: <BCA VOL2 3.5.1.3>

SK Drawing List

Set	N°	Drawing Name	Rev	Scales
sk plan	sk01	Cover Page		
sk plan	sk02	Site Plan		
sk plan	sk03	Ground Floor Plan		
sk elevations	sk04	North + East Elevations		
sk elevations	sk05	South + West Elevations		
sk sections	sk06	Sections 01 + 02		



○ Perspective



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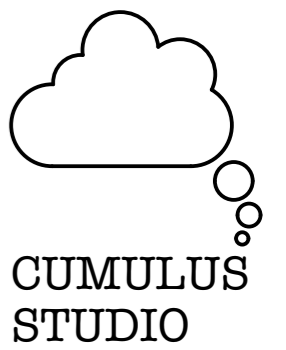
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BASE DRAWINGS

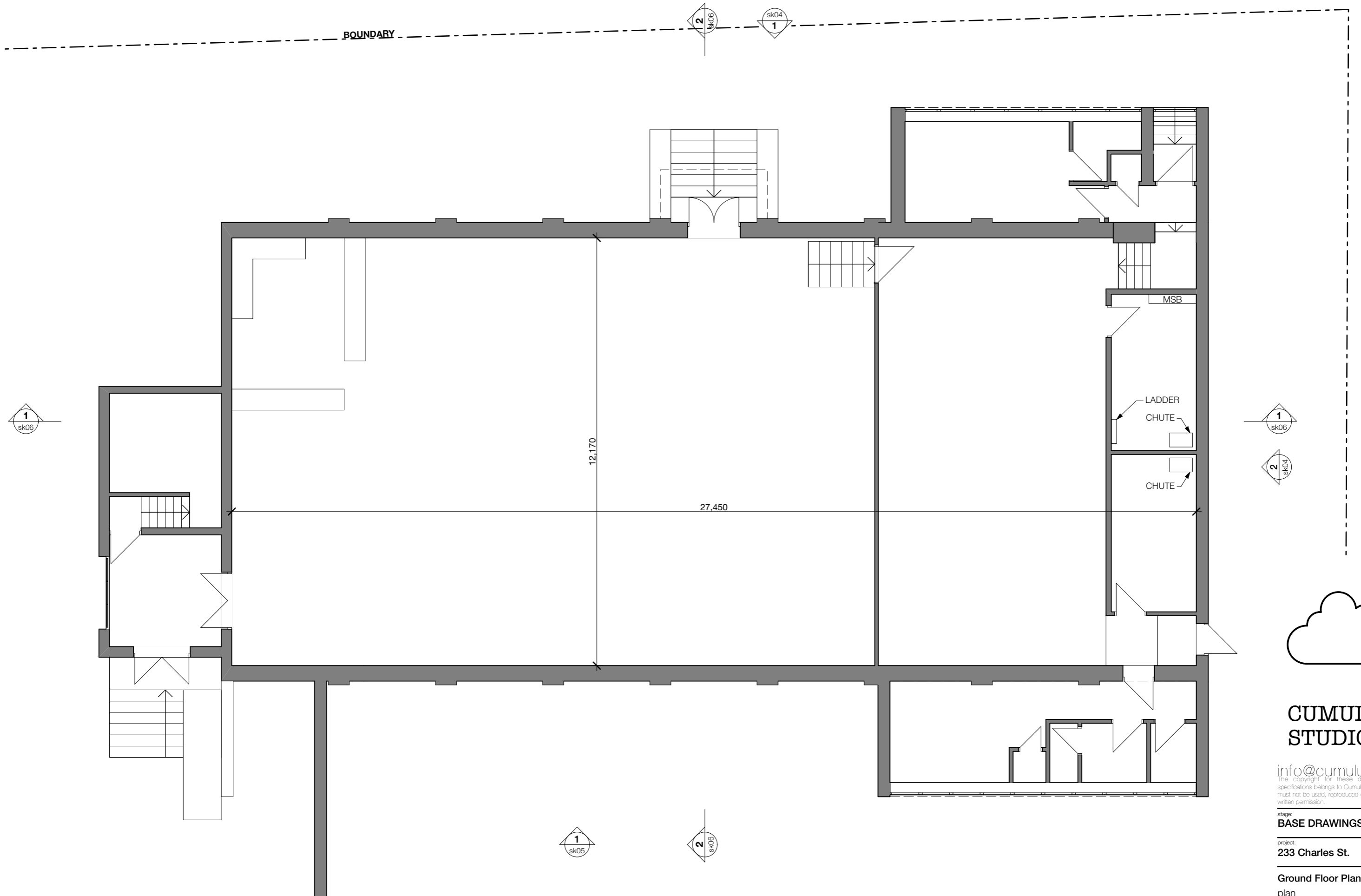
project:
233 Charles St.

Cover Page
plan

original size
A3
drawing n°
Friday, 27 April 2018
issue

T18378-sk01 A





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stage:
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project:
233 Charles St.

Ground Floor Plan
plan

original size
A3 **Friday, 27 April 2018**
drawing n° issue

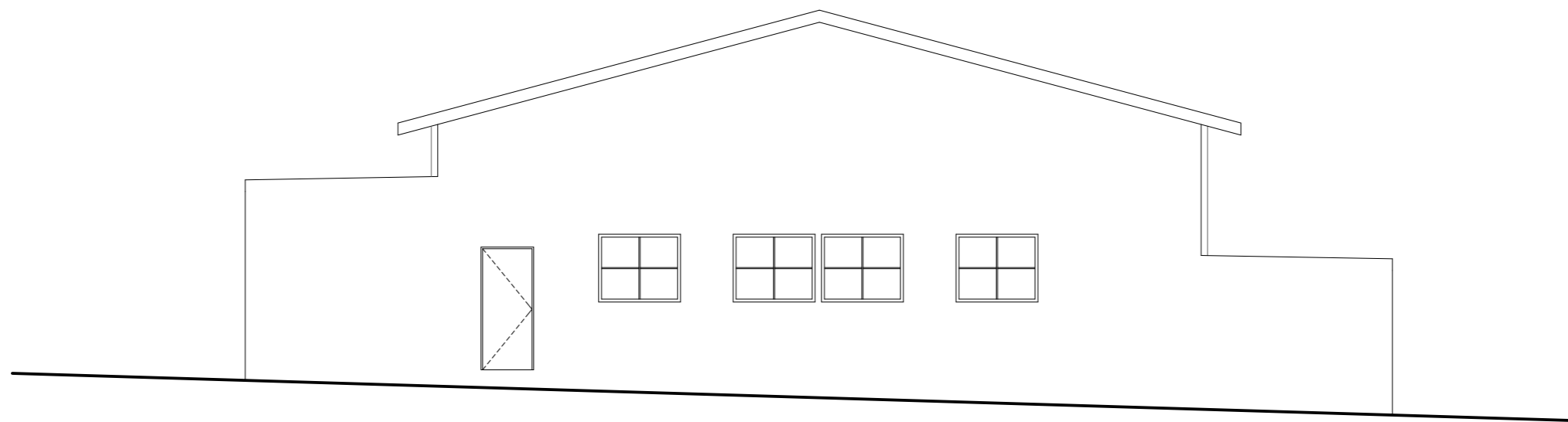
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GROUND FLOOR
1:100



1

NORTH
1:100



2

EAST
1:100



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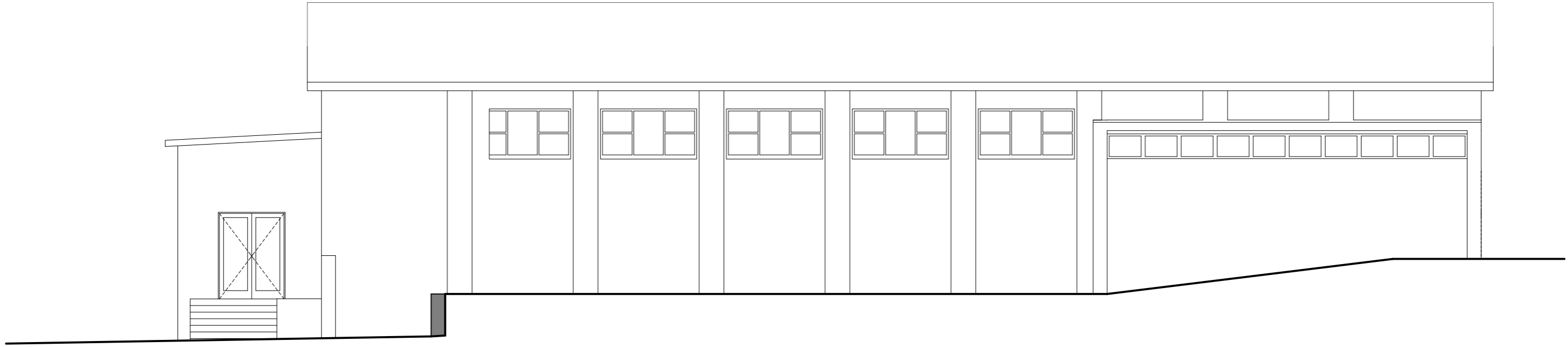
stage:
BASE DRAWINGS

project:
233 Charles St.

North + East Elevations
elevations

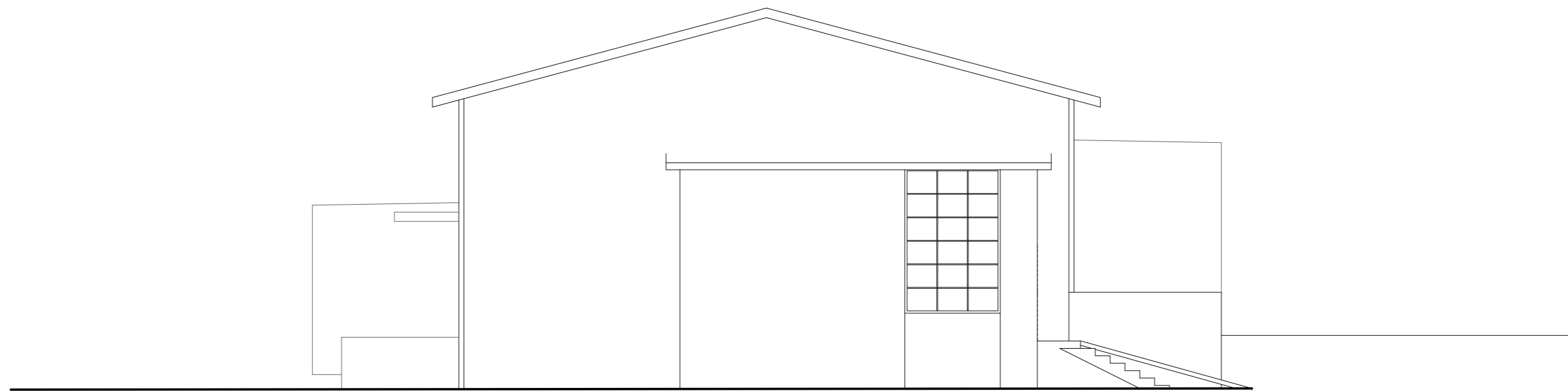
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drawing n° **Friday, 27 April 2018**
issue

T18378-sk04 A



1

SOUTH
1:100



2

WEST
1:100



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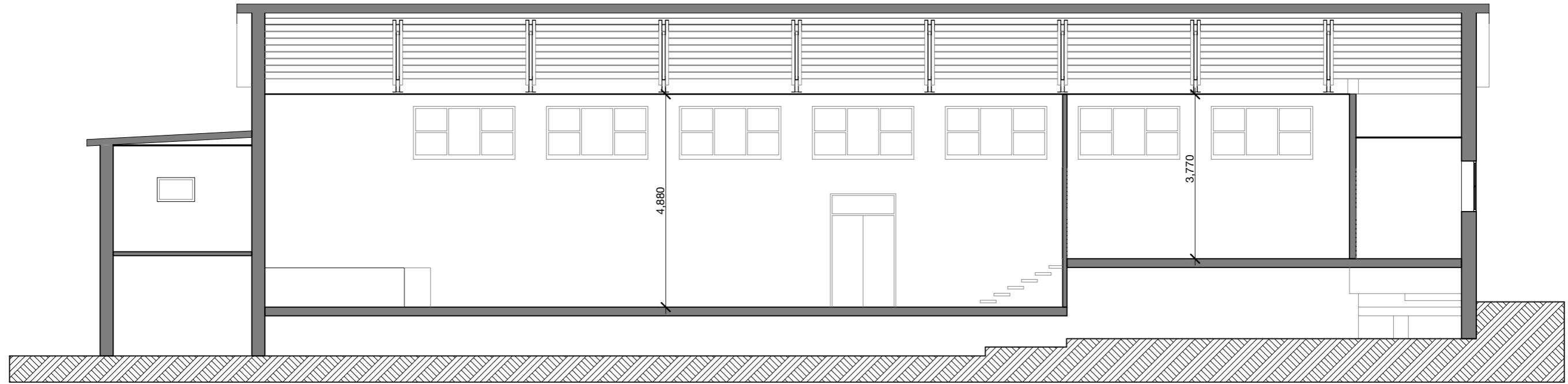
stage:
BASE DRAWINGS

project:
233 Charles St.

South + West Elevations
elevations

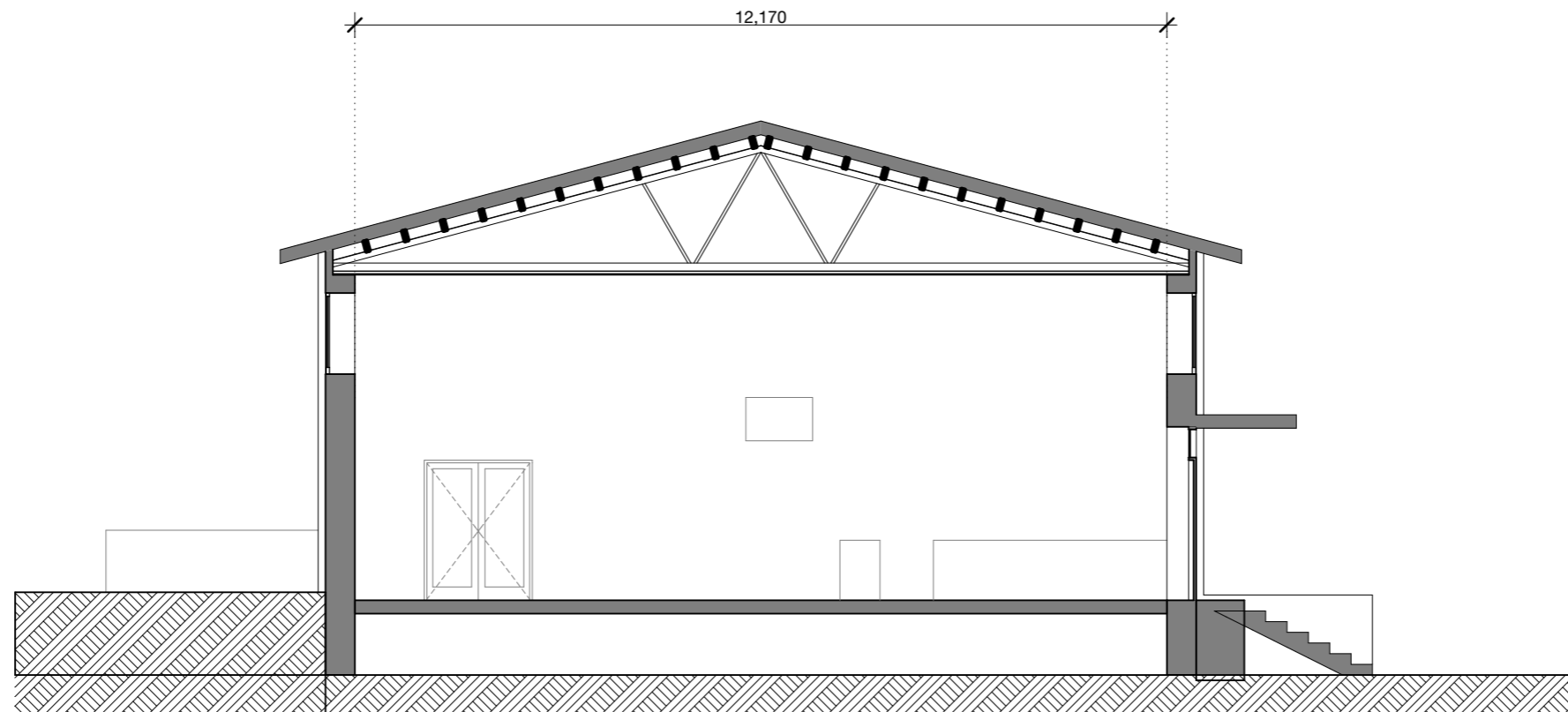
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drawing n° **Friday, 27 April 2018**
issue

T18378-sk05 A



1

SECTION
1:100



2

SECTION
1:100



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stage:
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project:
233 Charles St.

Sections 01 + 02
sections

original size
A3
drawing n°
Friday, 27 April 2018
issue

T18378-sk06 A

233a Charles Street Proposed Fitness Centre Traffic Impact Assessment

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



Prepared for:

Richard Edwards

Date:

13 December 2018

Rev00

pitt&sherry

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Prepared by: *R Ramm* Date: 13 December 2018
 Rebekah Ramm

Reviewed by: *R Mannerling* Date: 13 December 2018
 Ross Mannerling

Authorised by: *R Mannerling* Date: 13 December 2018
 Ross Mannerling

Revision History					
Rev No.	Description	Prepared by	Reviewed by	Authorised by	Date
00	Traffic Impact Assessment	R. Ramm	R. Mannerling	R. Mannerling	13/12/2018

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1. Introduction

A Planning Application was submitted to the City of Launceston in June 2018 to use the existing vacant hall at 233a Charles Street for a fitness centre for group fitness classes. The Planning Application received approval in October 2018 which allows for fitness classes for up to 12 people. Since the approval of the use, the applicant wishes to increase the fitness class sizes.

City of Launceston have requested that a Traffic Impact Assessment (TIA) is completed for the proposed use, this was not required for the original application due to the small class size and low traffic generating potential. **pitt&sherry** were engaged by Richard Edwards to undertake the TIA for the proposed use.

This report has been prepared in accordance with the Department of State Growth's Publication *Traffic Impact Assessments (TIA) Guidelines* and details the findings of the traffic assessment undertaken for the proposed development.

2. Existing Conditions

2.1 Site Location and Existing Operation

The site is located at 233a Charles Street in Launceston. The building is situated on the corner of Charles Street and Canning Street with vehicle access from Canning Street. The site has a land use classification as 15.0 Urban Mixed Use under the *Launceston Interim Planning Scheme 2015*.

The site is located approximately 750 metres south of the Launceston CBD. The Launceston General Hospital is located approximate 350 metres south-west of the site and Jimmy's shopping complex is located diagonally across the intersection to the north-west. Other surrounding land uses include restaurants, cafes, retail shops and low density residential dwellings.

Figure 1 shows the location of the site in the local context.

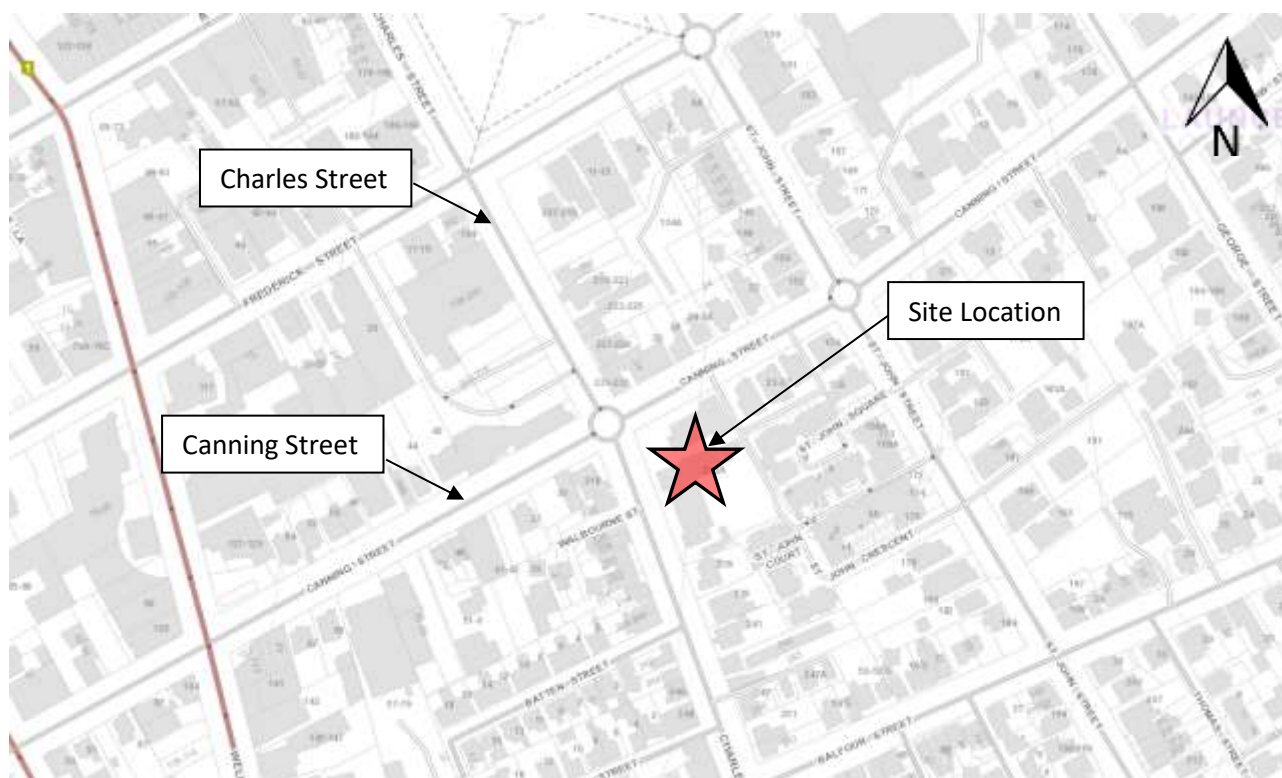


Figure 1: Site Location (Basemap source: <https://maps.thelist.tas.gov.au/listmap>)

2.2 Surrounding Road Network

2.2.1 Charles Street

Charles Street (shown in Figure 2 and Figure 3) is a Council owned two-lane road with a single lane in each direction. Charles Street operates as a major collector road and runs in a north-south direction connecting the Launceston CBD with South Launceston. A bicycle lane is located next to the parking on the west side of the road and footpaths are located on both sides of the road. A mixture of time restricted and all day free parking is permitted on both sides of the Charles Street.



Figure 2: Charles Street (facing north)



Figure 3: Charles Street (facing south)

2.2.2 Canning Street

Canning Street (shown in Figure 4 and Figure 5) is a Council owned two-lane road with a single lane in each direction. Canning Street operates as a major collector road and runs in an east-west direction connecting West Launceston with East Launceston. Footpaths are located on both sides of the road. A mixture of time restricted and all day free parking is permitted on both sides of the Charles Street.



Figure 4: Charles Street (facing north)



Figure 5: Charles Street (facing south)

2.2.3 Intersection

The intersection of Charles Street and Canning Street is a roundabout. Intersection types in the vicinity are generally roundabouts or signalised intersections.

2.2.4 Traffic Volumes

Previous traffic surveys indicate that approximately 10,000 vehicles per day travel on Charles Street.

2.3 Parking

Off-street parking is provided on the site and is shared by several users of the existing building. The proposed fitness centre is allocated two off-street car parking spaces.

A considerable amount of free and metered parking is provided on the streets surrounding the site. The Monash University Institute of Transport Studies Publication *Traffic Engineering and Management* quote that the 'convenient walking distance' for one or two hour parking is 174m. Based on this distance the on-street car parking supply and demand within the convenient walking distance has been determined. This was approximately one block in each direction on Charles Street and Canning Street.

Car parking occupancy surveys were undertaken in October and December 2018 at several times throughout the day. The results of the car parking occupancy survey are summarised in Table 1.

Table 1: On-Street Parking Supply and Demand

Restriction/ Type	Supply	Occupancy			
		8:00am	12:30pm	4:30pm	5:30pm
Unrestricted	22	9	15	13	10
1-3 hours (8:00am to 6:00pm)	43	19	38	32	22
1/4 – 1/2 hour (8:00am to 6:00pm)	38	15	29	12	11
TOTAL	103	43	82	57	43
TOTAL %		42%	80%	55%	42%

The results above show that the on-street car parking demand within a convenient walking distance of the site is generally low in the morning and afternoon and high in the middle of the day. The parking demand is expected to be higher during the day from demands of the hospital and nearby restaurants, cafes and retail.

It is understood that on-street parking demands are lower on weekends due to less demand from the hospital and some restaurants, cafes and retail not being open on the weekend.

2.4 Public Transport

The site is well serviced by Metro Tasmania buses with the nearest bus stop located on Charles Street approximately 100 metres from the site. Buses on Charles Street depart every 5-10 minutes on a weekday. These buses provide services to the Launceston CBD as well as suburbs to the south and west of the site.

3. Development Proposal

3.1 Overview

It is proposed to use the existing vacant hall at 233a Charles Street for a fitness centre for group fitness classes. The total fitness class floor area is 212m². There will be no change to the existing building or access point.

3.2 Fitness Centre Operation

Class Types

The proposed fitness centre will be an F45 centre. F45 operations are as follows:

- 45 minute fitness classes operating in a circuit arrangement
- The circuit instructions are displayed on television screens
- People pre-book to attend and class sizes are limited
- There is no gap between the end of a class and the start of the next class (i.e. a class finishes at 5:30pm and the next class starts at 5:30pm)
- Due to the pre-booking system and class times people are not required to arrive early and wait around, people tend to leave straight after a class.

Weekday Classes

The weekday class sizes are dependent on the type of circuit that F45 is running that day, the circuit types are the same for every F45 fitness centre in the country on that day. The class size capacities are as follows:

- 27 people per class (for 80% of circuit types)
- 36 people per class (for 10% of circuit types)
- 42 people per class (for 10% of circuit types)

It is noted that the numbers above are the class capacities, these numbers will not always be reached, particularly for the larger capacity classes.

The fitness centre class times on weekdays are as follows:

- Morning classes 5:15am to 7:30am (3 classes)
- Afternoon classes 4:45pm to 6:15pm (2 classes)
- Special evening class (sports teams) 6:15pm
- Daytime classes 9:30am and/or 12:30pm

It is noted that the daytime classes will not operate initially and will only be implemented if there is demand. The 9:30am class would be for nurses finishing a shift at the hospital (this class is currently run at F45 Kings Meadows) and the 12:30pm class would be for workers on a lunch break. It is understood that although the capacity of these classes is the same, they generally have smaller turn outs.

Weekend Classes

Weekend classes would operate between 6:00am and 12:00pm.

Weekend classes have a class size capacity of 27 people and run for an hour.

3.3 Traffic Generation

3.3.1 Traffic Generation Rate

The expected traffic generation rates for the proposed fitness centre have been calculated by obtaining travel information from users of the existing F45 fitness centre located in the Launceston CBD. It is expected that the proposed site on Charles Street would expect similar travel patterns.

A total of 89 fitness centre users were surveyed in November 2018 as they arrived for a class. The travel modes used are as follows:

- 41 (46%) drove a single-occupant car
- 24 (27%) carpooled (two per car, 12 cars)
- 21 (24%) walked or ran
- 3 (3%) rode a bicycle.

Based on the above, out of 89 users there are 53 cars, which results in 1 car for every 1.7 people visiting the Launceston CBD fitness centre.

3.3.2 Expected Traffic Generation

The proposed fitness centre would therefore be expected to generate the following traffic volumes per class when they are at capacity:

- Class of 27 16 vehicles (32 vehicle movements)
- Class of 36 21 vehicles (42 vehicle movements)
- Class of 42 25 vehicles (50 vehicle movements).

There are six classes per day proposed initially on a weekday and weekend, with the potential for up to eight classes on a weekday if a 9:30am and 12:30pm class are introduced.

As discussed, the 9:30am class would be for nurses finishing a shift at the hospital, and the 12:30pm class would be for workers on a lunch break.

It is understood that the existing classes at these times are people either finishing a work shift or in the middle of a work day and most people tend to walk to class from nearby.

Based on the above, it is considered suitable to assume that there is one car generated for every 4 people in a class resulting in the following:

- Class of 27 7 vehicles (14 vehicle movements)
- Class of 36 9 vehicles (18 vehicle movements)
- Class of 42 11 vehicles (22 vehicle movements).

The number of vehicle movements that could be generated per day for classes operating at capacity is shown in Table 2.

Table 2: Traffic Generation

No. of Classes	Maximum Traffic Movements		
	27 Per Class	36 Per Class	42 Per Class
6 per day	192	252	300
8 per day	220	288	344

Based on the above, the fitness centre has the potential to generate up to 344 vehicle movements on a weekday and 192 vehicle movements on a weekend.

3.4 Car Parking

Car Parking Demand

It is proposed to use available on-street car parking plus the two off-street car parking spaces. It is expected that one of the off street car parking spaces would be used by a staff member and the other can be used by visitors.

The potential parking needs for the fitness centre have been calculated based on the collected travel modes for the Launceston CBD F45 fitness centre. The expected parking needs are as follows:

- Class of 27 16 parking spaces (15 on-street)
- Class of 36 21 parking spaces (20 on-street)
- Class of 42 25 parking spaces (24 on-street)

Back-to-back classes (weekday mornings and afternoons and weekends) would require double the spaces for a period of about 5 minutes for the end of a class and the start of another overlapping. The parking demand for these 5 minute periods would be as follows:

- Class of 27 32 parking spaces (31 on-street)
- Class of 36 42 parking spaces (41 on-street)
- Class of 42 50 parking spaces (49 on-street).

Available On-Street Car Parking Supply

As the fitness classes run for 45 minutes, 1/2P and 1/4P car parking cannot be used by visitors between 8:00am and 6:00pm on weekdays when restrictions are in place. The demand and availability for suitable on-street parking is shown in Table 3.

Table 3: On-Street Parking Supply and Demand

Restriction/ Type	Supply	Occupancy			
		8:00am	12:30pm	4:30pm	5:30pm
Unrestricted	22	9	15	13	10
1-3 hours (8:00am to 6:00pm)	43	19	38	32	22
Total Demand	65	28	53	45	32
Total Availability		37	12	20	33

Adequacy of Car Parking

The number of car parking spaces required at different times of the day, based on class times and overlapping classes is as follows:

Table 4: On-Street Parking Supply and Demand

Class Size	On-Street Car Parking Requirement					
	Before 8:00 (overlap)	9:30am (one class)	12:30pm (one class)	4:30pm (one class)	5:30pm (overlap)	6:15pm (overlap)
Class of 27	31	6	6	15	31	31
Class of 36	41	8	8	20	41	41
Class of 42	49	10	10	24	49	49

Car parking surveys were not collected before 8:00am, considering there are 37 spaces available at 8:00am and parking restrictions are lifted before 8:00am (resulting in 38 extra available spaces), there is expected to be sufficient parking availability at this time.

There is sufficient car parking availability at 8:00am and 12:30pm for all class sizes operating at capacity.

Car parking surveys were not collected at 9:30am, however based on the 8:00am and 12:30pm results, there is expected to be sufficient parking availability for all class sizes operating at capacity.

At 4:30pm there is sufficient car parking capacity for a class of 27 or 36 people operating at capacity. As discussed, on 80% of days the maximum capacity is 27 people and on 10% of days the maximum capacity is 36 people. On the 10% of days where 42 people can use the space, there would be a parking shortfall of 4 spaces if the class sells out to capacity.

At 5:30pm there is sufficient car parking capacity for a single class of any size. There is car parking capacity for a five-minute overlap for a class of 27 people operating at capacity. On the 10% of days where 36 people can use the space, there would be a parking shortfall of 8 spaces for the five-minute overlap if the class sells out to capacity. Similarly, on the 10% of days where 42 people can use the space, there would be a parking shortfall of 16 spaces for the five-minute overlap if the class sells out to capacity.

Car parking surveys were not collected at 6:15pm, considering there are 32 spaces available at 5:30pm and parking restrictions are lifted after 6:00pm (resulting in 38 extra available spaces), there is expected to be sufficient parking availability at this time.

Car parking surveys were not collected on Saturdays. As discussed it is understood that car on-street car parking demands are lower on weekends than on weekdays. It is also noted that parking restrictions are lifted on weekends (resulting in 38 extra available spaces). Based on this there is expected to be sufficient parking availability at this time.

Although there is a small amount of car parking shortfall on a small percentage of days, the on-street car parking availability is considered to be adequate based on the following:

- There is sufficient car parking availability for 80% of days
- The calculations consider a worst-case scenario in which the fitness centre operates at capacity, it is expected that the larger classes would not operate at capacity most of the time and that demand would exceed availability for short periods on less than 10% of days, it is therefore considered that the 85th percentile day would have parking demands below existing availability

- The largest shortfall occurring at 5:30 is for a period of five minutes, fitness centre users leaving at 5:30 would open up these spaces to be used by others
- The car parking catchment considered a convenient walking distance of 174 metres (2 minute walk), the fitness centre users would be expected to be capable of walking further to car parking if necessary, at the time of the parking survey there was available car parking on surrounding roads
- A Metro Tasmania bus stop is located approximately 100m from the site with services operating every 5-10 minutes throughout the day, this may result in some users choosing to catch the bus
- The Launceston General Hospital contributes to the majority of parking demand in the area, the parking demand from the proposed fitness centre is low in comparison
- The proposed operating times of the fitness centre are generally outside the times when demand for parking at the hospital is high.

3.5 Bicycle Parking

Based on the collected travel modes for the Launceston CBD F45 fitness centre, there is expected to be a need for one bicycle to park. Consideration should be given to providing bike parking on site.

3.6 Motorcycle Parking

Based on the collected travel modes for the Launceston CBD F45 fitness centre, there is not expected to be a need for any motorcycle parking spaces.

4. Planning Scheme Assessment

4.1 Road and Railway Assets Code

The proposal has been assessed against the E4.0 Roads and Railways Assets Code of the Planning Scheme. The Use Standards have been assessed below.

Table 5: E5.5 Use Standards

Use Standards	
E4.5.1 Existing Road Accesses and Junctions	
Objective:	
To ensure that the safety and efficiency of roads is not reduced by increased use of existing accesses and junctions.	
Acceptable Solution	Comment
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.	Complies with Acceptable Solution A3. There are currently two car parking spaces available for use by the proposed fitness centre. The traffic generated by these two spaces would be expected to be significantly less than 40 vehicle movements per day. As the increase is less than 40 vehicle movements per day, Acceptable Solution A3 is met for the vehicle access point. The fitness centre would be expected to generate traffic onto Charles Street and Canning Street per

Use Standards	
	<p>day by people using the on-street parking. As discussed, Charles Street is known to carry about 10,000 vehicles per day. The fitness centre would be expected to generate a maximum of 450 vehicle movements per day which is significantly less than a 20% increase (2,000 vehicle movements).</p> <p>It is further noted that the traffic volumes generated by the on-street parking are likely to be spread amongst the local road network, not just to one junction, therefore further reducing the impact to specific junctions.</p> <p>As the increase is less than 2,000 vehicle movements per day, Acceptable Solution A3 is met for the existing junctions.</p>

4.2 Parking and Sustainable Transport Code

The proposal has been assessed against the E6.0 Parking and Sustainable Transport Code of the Planning Scheme. The E6.5 Use Standards have been assessed below.

Table 6: E6.5 Use Standards

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.	
Acceptable Solution	Comment
<p>A1</p> <p>The number of on-site car parking spaces must:</p> <ul style="list-style-type: none"> 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 c) not exceed the requirements of Table E6.1 by more than 2 spaces or 5% whichever is the greater, except for dwellings in the General Residential Zone; or d) be in accordance with an acceptable solution contained within a parking precinct plan. <p>P1.1</p> <p>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:</p>	<p>Satisfies Performance Criteria P1</p> <p>The Planning Scheme Table E6.1 specifies that a gymnasium must provide 1 car parking space per 20m² floor area. This results in a Planning Scheme requirement of 11 parking spaces for the 212m² floor area. There are 2 spaces provided which is less than is required to meet the Acceptable Solution A1.</p> <p>Available car parking is expected to be able to meet the reasonable needs of fitness centre users taking into account the available on-street car parking and other modes of transport.</p> <p>The assessment undertaken to demonstrate compliance with the P1 Performance Criteria is demonstrated below.</p> <ul style="list-style-type: none"> a) Off-street car parking at the site could potentially be shared outside the opening times of other businesses. Other off-street parking in the vicinity, including that at the Jimmy's complex is for private use. There may be

Use Standards	
<ul style="list-style-type: none"> a) the availability of off-road public car parking within reasonable walking distance; b) the ability of multiple users to share spaces because of: <ul style="list-style-type: none"> 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 a 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 and of the use and development; g) the effect on streetscape; h) the recommendations of any traffic impact assessment prepared for the proposal. 	<ul style="list-style-type: none"> potential to negotiate sharing the use of the parking spaces if required. b) The proposed operating times of the fitness centre are generally outside the times when demand for parking of other uses is high. There is considered to be sufficient available on-street parking in the vicinity as discussed in Section 3.4 of this TIA. c) A Metro Tasmania bus stop is located approximately 100m from the site with services operating every 5-10 minutes throughout the day. Due to the close proximity of the bus stop and frequent bus services, fitness centre users could conveniently catch the bus. d) There is no available space on site for additional car parking spaces. e) There is considered to be sufficient available on-street parking in the vicinity as discussed in Section 3.4 of this TIA. f) An assessment has been completed in Section 3.4 of this TIA. g) Not applicable to the TIA. h) This TIA concludes that the on-street car parking availability is considered to be adequate based on the assessment completed in Section 3.4.

Contact

Rebekah Ramm

(03) 6210 1402

rramm@pittsh.com.au

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



Brisbane

Level 10
241 Adelaide Street
PO Box 5243
Brisbane City QLD 4000
T: (07) 3058 7499

Launceston

Level 4
113 Cimitiere Street
PO Box 1409
Launceston TAS 7250
T: (03) 6323 1900
F: (03) 6334 4651

Newcastle

Level 1
81 Hunter Street
Newcastle NSW 2300
T: (02) 4910 3600

E: info@pittsh.com.au

W: www.pittsh.com.au

incorporated as
Pitt & Sherry (Operations) Pty Ltd
ABN 67 140 184 309

Devonport

Level 1
35 Oldaker Street
PO Box 836
Devonport TAS 7310
T: (03) 6451 5599

Melbourne

Level 1, HWT Tower
40 City Road
Southbank VIC 3006
PO Box 259
South Melbourne VIC 3205
T: (03) 9682 5290
F: (03) 9682 5292

Sydney

Suite 902, Level 9,
North Tower
1-5 Railway Street
Chatswood NSW 2067
PO Box 5487
West Chatswood NSW 1515
T: (02) 9468 9300



Hobart

Level 1, Surrey House
199 Macquarie Street
GPO Box 94
Hobart TAS 7001
T: (03) 6210 1400
F: (03) 6223 1299

pitt&sherry



31 January 2019

Danica Reeves
Launceston F45 Training
Email: launceston@f45training.com.au

Dear Danica

Re: DA0748/2018 233A Charles Street – Further Information Request – Traffic Engineering Response

I have provided comments in response Items 3 and 4 of the Further Information Request from the City of Launceston. These items relate to the E6.0 Parking and Sustainable Transport Code of the Launceston Interim Planning Scheme 2015.

Parking

The parking surveys undertaken for the Traffic Impact Assessment (TIA) were completed on-street within a convenient walking distance of the proposed fitness centre. The surveys indicate that the existing on-street car parking is underutilised in the early morning.

As discussed in the TIA, there will be three classes in the morning with the first starting at 5:15am and the third finishing at 7:30am.

A car parking survey was completed at 8:00am, this is the time most parking restrictions begin. A total of 105 on-street car parking spaces are located within a convenient walking distance. At 8:00am there were 37 car parking spaces empty with a time restriction of an hour or more and 23 spaces empty with a time restriction of 1/2P or 1/4P resulting in a total of 60 empty spaces. Therefore before 8:00am it could be expected that a minimum of 60 spaces would be empty, it is likely that there would be more empty spaces before 8:00am as the on-street parking is known to be used by hospital staff.

There are two off-street car parking spaces allocated for the fitness centre, one has been set aside for staff, allowing one visitor to park in the remaining off-street car parking space. For the duration of the fitness classes it could be expected that a maximum of 24 on-street car parking spaces are required, resulting in 36 spaces still remaining empty on the street. For two, five-minute increments when one class finishes and another starts, there will be a two class overlap where a maximum of 49 car parking spaces could be required, resulting in 11 spaces still remaining empty on the street. This considers a worst-case scenario assuming a full class on the 10% of busiest days where the class type allows 42 people to attend.

Based on the above, there is expected to be plenty of available on-street parking for residents and other business owners during the morning when the fitness centre is operating.

It is therefore considered that car parking within existing, dedicated, public car parking spaces would not be expected to unreasonably impact on the streetscape.

Traffic

The fitness centre has the potential to generate up to 344 vehicle movements per day, assuming a full class on the 10% of busiest days where the class type allows 42 people to attend.

Parking is expected to be distributed evenly across Charles Street and Canning Street. Based on this, the following traffic distribution assumptions are made:

- 50% of traffic travels to (parks on) Canning Street
- 50% of traffic travels to (parks on) Charles Street
- 20% of traffic travels on both (i.e. vehicle travels down Charles then onto Canning Street to park and vice versa).

This results in 60% of generated traffic travelling on each street.

City of Launceston provided traffic data for Canning Street and Charles Street as shown in Table 1. The additional traffic that is expected to be generated on the busiest day and the percentage increase is also shown in Table 1.

Table 1: Existing and Proposed Traffic Volumes

Time	Canning Street (before development)	Canning Street (after development)	Increase (%)	Charles Street (before development)	Charles Street (after development)	Increase (%)
Daily traffic	2712	2918	206 (8%)	9546	9752	206 (2%)
AM Peak Hour	249	249	0 (0%)	925	925	0 (0%)
PM Peak Hour	337	367	30 (9%)	907	937	30 (3%)
5:00am-6:00am	44	74	30 (68%)	71	101	30 (42%)
6:00am-7:00am	63	108	45 (71%)	201	246	45 (22%)
7:00am-8:00am	163	178	15 (9%)	463	478	15 (3%)

The analysis above shows that the increase could be up to 8% per day on Canning Street and 2% on Charles Street. This is significantly less than the allowable 20% increase to meet the A3 Acceptable Solution of Use Standard E4.5.1 in the Roads and Railway Assets Code. The increases in the AM and PM peak hours are also well below 20%.

For the early morning classes, the increases are more than 20% on both roads between 5:00am and 7:00am. This is due to the existing low traffic volumes.

The maximum increase in traffic volumes per hour in either street is 45 vehicle movements, which would occur outside a peak traffic period. This level of increase would not be expected to unreasonably impact the street from a traffic safety or operational point of view.

Yours sincerely



Rebekah Ramm
Traffic Engineer



Technical Memo

2 August 2018

F45 Training
233 Charles St
Launceston TAS 7250

5152_AC_R
AJM

Attn: Ms Danica Reeves

Dear Madam,

RE: Potters House environmental noise emission assessment.

Please find below our environmental noise emission assessment of the proposed F45 Training development at Potters House, 233 Charles St, Launceston.

1. INTRODUCTION

Tarkarri Engineering was commissioned by F45 Training to undertake an environmental noise assessment of a proposed commercial development at Potters House, 233 Charles St, Launceston. The proposed development would involve the use of the existing building as a gym to conduct fitness classes. The premises would be utilised for classes between the hours of 0530 and 1900 hrs.

The assessment is a requirement under the Launceston Interim Planning Scheme 2015 with the premises located with the Urban Mixed Zone under the scheme. The relevant section of the scheme is *D15.3.4* and is as follows:-

15.3.4 Noise level

Objective:

To ensure that noise levels from uses do not unreasonably impact on the amenity of nearby sensitive uses.

Acceptable Solutions

A1

Noise generated by a use on the site must:

- (a) not exceed a time average A-weighted sound pressure level (Leq) 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

Performance Criteria

P1

Noise levels generated by a use on the site must not unreasonably impact on the amenity of nearby sensitive uses, having regard to:

- (a) the nature and intensity of the use;
(b) the characteristics of the noise emitted;
(c) background noise levels;
(d) any mitigation measures proposed;





- (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.
- (e) the topography of the site; and
- (f) the character of the surrounding area.

Figure 1 provides an aerial view of the Potter House premises (marked in green) and surrounds. The closest residential premises (i.e. sensitive use) is located diagonally opposite at 30 Canning St. Figure 2 provides a floor plan of Potters House with the F54 Training area shaded in green.



Figure 1 – Aerial view Potters House (highlighted in green) and surrounds.

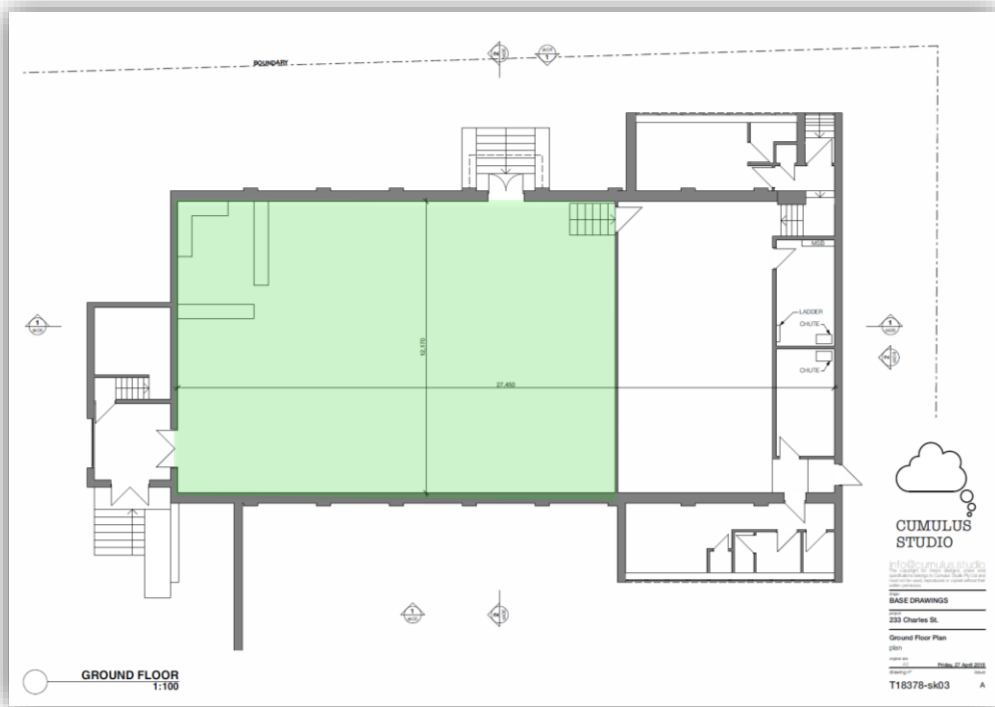


Figure 2 – Potters House floor plan (F45 Training area shaded in green).



2. ENVIRONMENTAL NOISE

2.1 Monitoring

To establish ambient noise conditions in the area of the proposed development observed measurement of environmental noise conditions were conducted on 27 July 2018 between 0530 and 0600 hrs (this is considered the operational period when ambient noise levels are likely to be lowest). Relevant A-weighted 10-minute Ln-statistics were recorded with a type 1 logging sound level meter (Larson Davis 831) at a location on Canning St.

All measurements were carried out in general accordance with the *Tasmanian Noise Measurements Procedures Manual*.

Figure 3 shows the location where observed measurements were conducted.



Figure 3 – Observed measurement location, Canning St, Launceston.

The monitoring data is presented graphically in figure 4 with selected 10-minute statistical data provided as follows:-

- L_{Aeq} : equivalent continuous noise level
- L_{A10} : noise level exceeded for 10% of a given time period. Representative of transient noise sources, e.g. traffic.
- L_{A90} : Noise level exceeded for 90 % of a given time period. Typically referred to as the background noise level.



For sake of clarity the other 5 data sets are not shown in the graph.

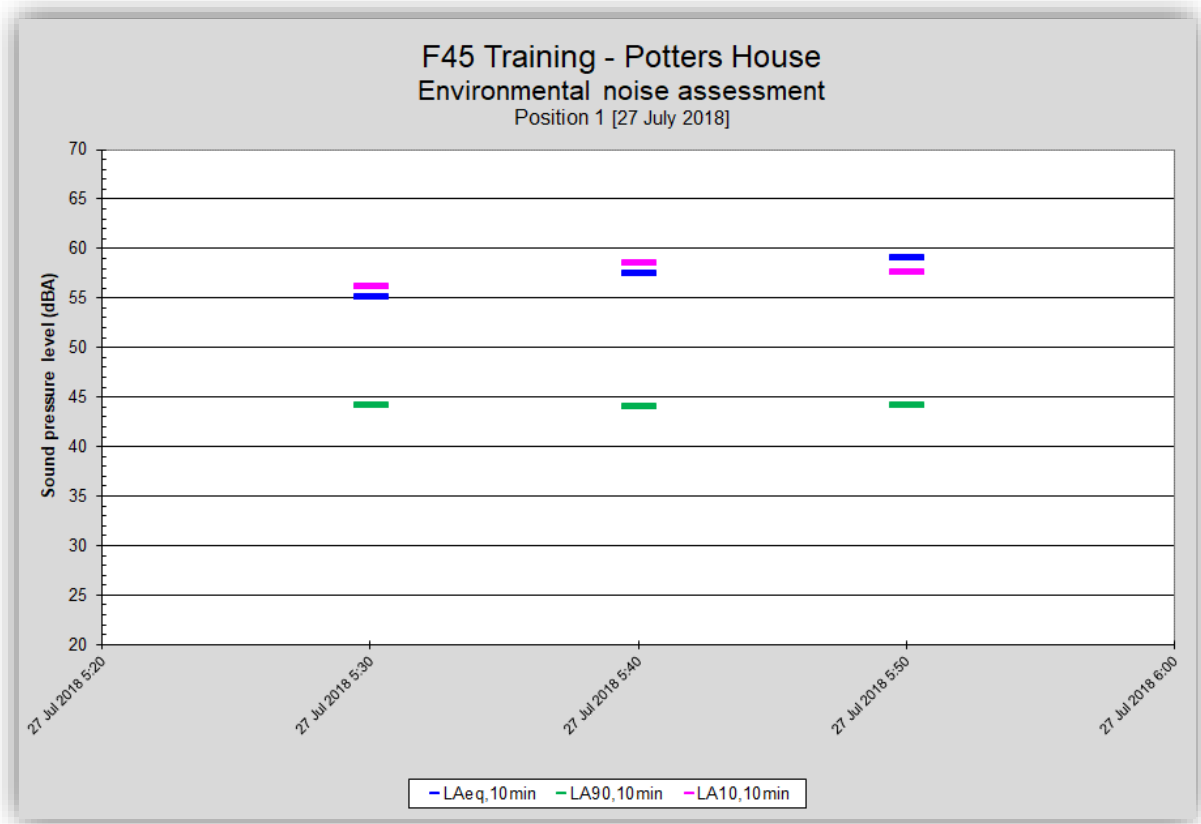


Figure 4 – Logged 10-minute Ln-statistics.

From the above:-

- LAeq and LA10 levels were between 55 and 60 and were controlled by traffic flow on nearby streets.
- LA90 levels remained relatively constant at approx. 45 dBA and were controlled by distant traffic flow.

2.2 Predicted environmental noise

To predict potential noise emission levels from F45 Training operations at Potters House Tarkarri Engineering conducted the following tasks:-

- Measured typical internal 1/3-octave band spectra during operations at F45 Trainings existing Launceston premises at 67 George St (measurements were conducted in the absence of class participants and were simulated by F45 Training staff).
- Site visit to Potters House to conduct a review of building facade elements pertinent to sound transmission.
- Predict sound transmission loss spectra for critical building facade elements of the Potters House structure.
- Predict potential noise emission levels at the closest sensitive use from the breakout of F45 Training operational noise at the Potters House premises.



Figure 5 provides a photograph of the existing F45 Training premises at 67 George St where internal operation noise spectra were measured. Figure 6 provides an average L_{Aeq} 1/3-octave band spectrum measured at the 67 George St premises (overall level of 78 dBA).



Figure 5 – Photograph of the existing F45 Training premises at 67 George St, Launceston.

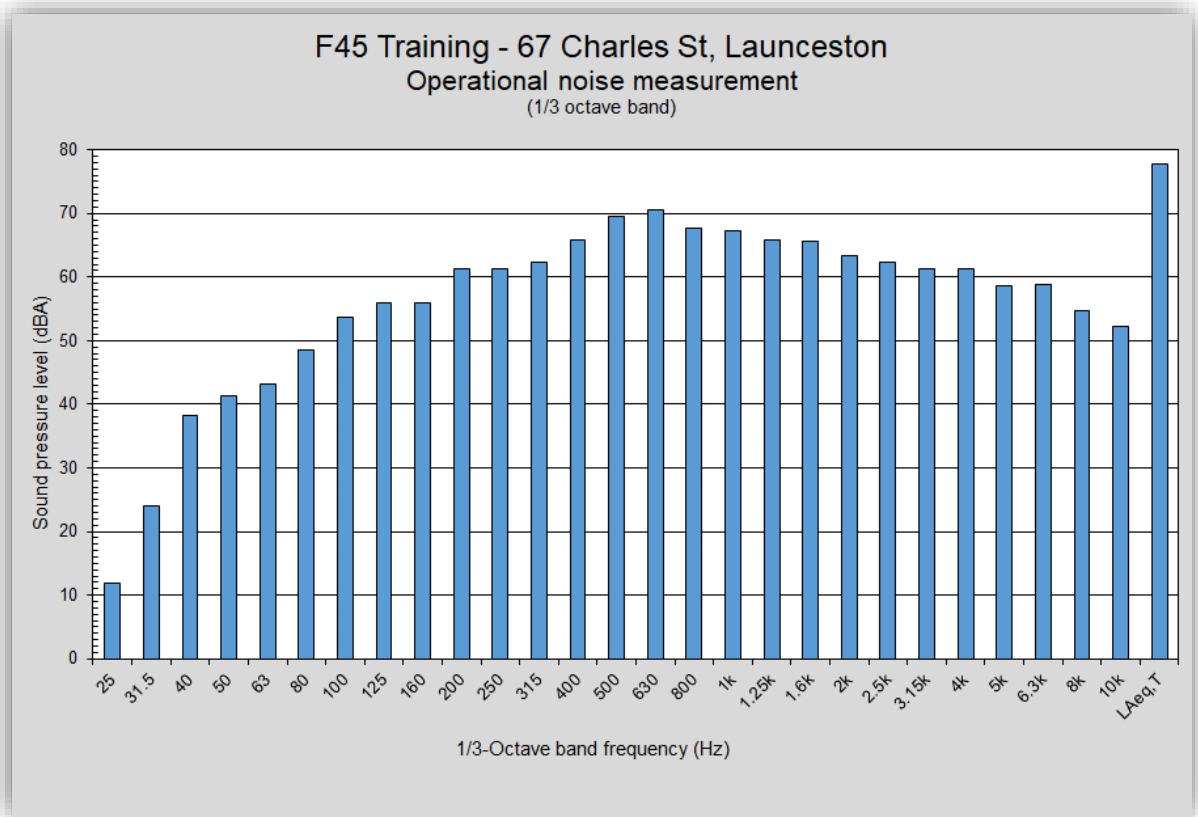


Figure 6 – Average L_{Aeq} 1/3-octave band spectrum of internal operational noise.



Review of the building facade elements at the Potters House premises revealed that the likely noise breakout points from the structure would be through the glazed elements and through the roof/ceiling structure (The walls were disregarded as the masonry structure is expected to provide very high sound transmission loss). Sound transmission loss spectra were predicted for these elements using mass law calculations with coincidence and shear wave effects and reduced radiation efficiency at low frequencies considered.

The resulting transmission loss spectra and average internal operation noise spectrum were used to construct a model of operational noise breakout from the Potters House premises using SoundPLAN modelling software.

Figure 6 below provides a model plan view with aerial photographic underlay of the Potters House premises model while figure 7 presents a wire-frame view of the model from the south south-east. Red bordered areas on the building designate noise emission sources, i.e. glazed elements and roof/ceiling structure.



Figure 6 – Model plan view.

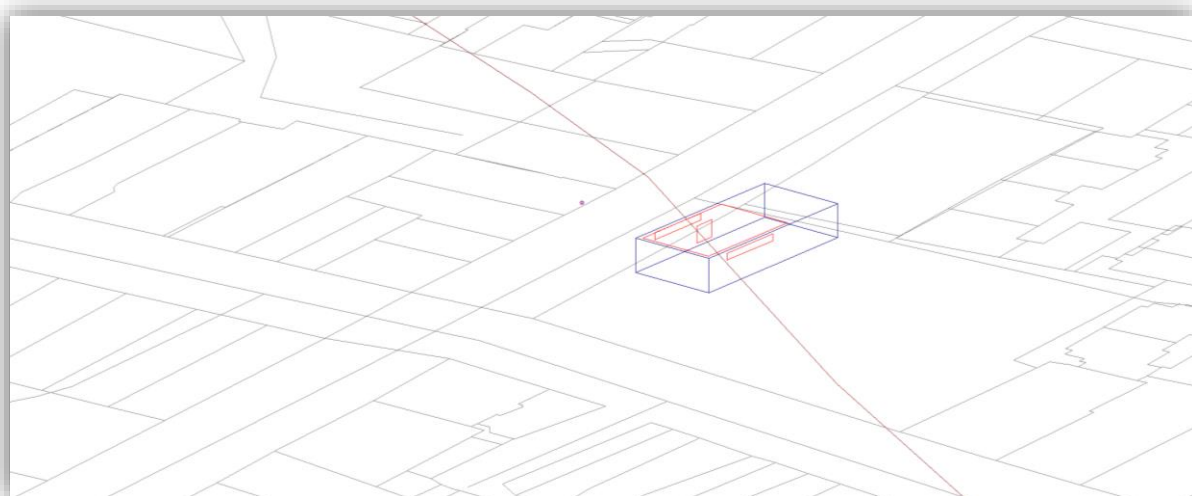


Figure 7 Model wire-frame view.



The resulting predicted noise level from F45 Training operational noise breakout from the Potter House premises is 36 dBA at the nearest sensitive use (i.e. 30 Canning St).

3. CONCLUSIONS AND RECOMMENDATIONS

1. The predicted noise emission level at the nearest sensitive use from F45 Training operational noise breakout at the Potter House premises is 11 dBA below the measured 'background' ($L_{A90,10min}$) noise levels and at this level would meet the relevant 'acceptable solution' criteria under the Launceston Interim Planning Scheme 2015 (see section 1 of this report for details).
2. Based on the assumptions made in developing sound transmission loss spectra for the critical facade elements of the Potters House premises and measurement of internal operational noise at 67 George St, Tarkarri Engineering provides the following recommendations:-

- a. Operable panels in the upper windows in the northern and southern facades of Potters House premises should be sealed with a flexible sealant to prevent acoustic leakage.
- b. Degraded insulation in the roof/ceiling cavity should be replaced with a minimum R4 fibreglass or rockwool insulation.
- c. A vent at the western end of the roof/ceiling cavity should be sealed off with minimum 6 mm thick compressed fibre cement (CFC).

NB: The above recommendations are marked on photographs of the Potters House premises provided below for visual reference.

- d. Reverberant noise levels in the F45 Training area of Potters House shouldn't exceed 85 dBA and 90 dBC on a 1-minute Leq basis.

NB: Internal noise levels as measured at 67 George St don't warrant monitoring of internal noise levels at Potters House. Should F45 Training wish to raise internal noise levels significantly above those that were measured then a monitoring system at Potters House may be required to manage potential excessive noise breakout from the premises.





I hope this information meets your immediate requirements.

Please contact me directly if you have any questions concerning this work.

Yours faithfully,
Tarkarri Engineering Pty Ltd

A handwritten signature in black ink that reads 'Alex McLeod'.

Dr. Alex M^cLeod
Principal Consultant

m. +61(0)439 357 297
email: alex.mcleod@tarkarri.com



Technical Memo

6 February 2019

F45 Training
233 Charles St
Launceston TAS 7250

5229_AC_R
AJM

Attn: Ms Danica Reeves

Dear Madam,

RE: Potters House environmental noise emission assessment addendum.

Please find below our addendum to the environmental noise emission assessment of the proposed F45 Training development at Potters House, 233 Charles St, Launceston.

1. INTRODUCTION

The Launceston City Council (LCC) issued a Request for Further Information (RFI) for the Development Application for the F45 Training proposed development at 233A Charles St (Potters House). The section of the RFI relevant to the environment noise assessment of the proposed development (see Tarkarri Engineering document 5152_AC_R for details of the assessment) is provided below.

2. Clause 15.3.4 Noise Level

The noise report has incorrectly stated that the closest sensitive use is located at 30 Canning Street, when it is actually located on adjoining land at 6 St John Square. Further, under Section 2.2 of the noise report it was stated that predicted noise measurements were simulated by F45 staff.

Please confirm that the simulated noise included the use of noise emitting equipment (speakers). As the noise report has not been changed, confirm that the increase in number of participants to each staff will not have a detrimental effect and has not changed the sound measurements. There is serious concern that the simulated noise does not reflect the actual noise that will be emitted from the use, along with the measurement not taken from the nearest sensitive use.

It is also noted that no consideration has been taken regarding outside noise when participants arrive or leave at the venue. There is concern regarding the impact of vehicles entering the street and surrounding area at such an early time in the morning, as well as associated noises such as car doors opening and shutting and general conversation on the street.

A supplementary letter from Tarkarri Engineering should be able to address the above issue.





2. CLOSEST RECIEVER

An additional receiver and additional barrier buildings were added to the model of the Potters House F45 Training development to represent the closest noise sensitive residential premises at 6 St John Square. Figure 1 below provides a model plan view with the additional receiver and barrier buildings shown. The predicted level at the additional receiver was 34 dBA. This is well below the background noise levels ($L_{A90,10min}$) measured during overserved ambient measurements in the vicinity (see figure 4 of Tarkarri Engineering document 5152_AC_R) and would meet the relevant 'acceptable solution' criteria under the Launceston Interim Planning Scheme 2015.

NB: The measurement of ambient noise wasn't taken at the closest residential location, however, the background noise levels measured at the observed measurement position on Canning St were controlled by distant traffic flow in the area and it's expected that similar background noise levels would be observed at 6 St Johns Square.



Figure 1 – Model plan view.

3. NOISE SOURCE

The simulated noise was generated at the F45 Training premises at 67 George St by the production of amplified music noise through the premises amplification system at a level typical of an F45 Training class. Communication with patrons by staff wouldn't involve amplification and equipment is not expected to be dropped during the training sessions (as can occur in gyms where dead lift weightlifting occurs) therefore these sources are not expected to be significant generators of noise within the premises. An increase in the number of patrons per staff member is therefore not expected raise internal noise levels with amplified music (as generated at the 67 George St premises) remaining the dominant source.

4. EXTERNAL NOISE

To address the potential for noise generated by the arrival of patron’s maximum noise level sources for cars driving along Canning St, a car door shutting, a car starting and laughing and shouting by patrons on the street outside Potters House were modelled. The source sound power data was taken from SoundPLAN library data (from *Regional Institute for Environment, Hessen, Technical Report No. L4054 Investigation of noise emission and immission at petrol stations*). Figure 2 provides a model plan view showing the source locations with maximum (L_{Amax}) noise levels predicted at the 2 receiver locations for each source.



Figure 2 – Model plan view showing potential external noise sources.

Table 1 presents predicted L_{Amax} noise levels from the potential external noise sources associated with patrons arriving at the F45 Training development. Table 2 presents the measured ambient 10-minute L_n -statistics outside 30 Canning St (L_{Aeq} , L_{A10} and L_{A90} levels were presented graphically in figure 4 in Tarkarri Engineering document 5152_AC_R and not the full set as is presented here).



Predicted L_{Amax} noise levels from potential external sources (dBA)		
Noise source	Predicted L_{Amax}	
	30 Canning St receiver	6 St Johns Square receiver
Car passing	72	59
Car arriving	66	60
Car door	65	25
Car starting	66	23
Person laughing	55	10
Person shouting	61	19

Table 1 – Predicted L_{Amax} levels from potential external noise sources

Observed environmental noise data, 30 Canning St.											
Date	Time	LAeq	LAm _{ax}	LAm _{in}	LA1	LA10	LA50	LA90	LA99	Weather	Audible sources
27 July 2018	5:30	55.1	75.4	38.5	67.2	56.1	49.3	44.1	39.8	Overcast Calm	Traffic Birds Voices
	5:40	57.5	76.9	40.9	70.2	58.5	50.3	44.0	42.4		
	5:50	59.0	82.3	41.2	70.1	57.6	49.8	44.1	42.6		

Table 2 – Observed ambient environmental noise data.

The predicted L_{Amax} levels are below ambient L_{Amax} levels and with the exception of the ‘Car passing’ noise source are below ambient L_{A1} levels. The existing noise environment is dominated by local and distant traffic activity with L_{Amax} levels, at the time of observation, generated by traffic pass-by events (**NB**: The modelled car noise emission data utilised is for a typical vehicle and typical driver behavior and doesn’t account for the full range of vehicle noise emission levels and driver behavior combinations possible). This indicates that patrons arriving are unlikely to generate maximum noise level events greater than already exist within the noise environment surrounding the development.

The increase in traffic predicted in the traffic assessment for the development indicates that the number of maximum noise events on Canning St in the early morning is likely to increase as a result of patrons arriving, however, not to such an extent that $L_{Aeq,10min}$ levels are likely to increase.

Given the above the impact of noise levels generated by patrons arriving in the early morning is not expected to be excessive.

I hope this information meets your immediate requirements.

Please contact me directly if you have any questions concerning this work.

Yours faithfully,
Tarkarri Engineering Pty Ltd

Dr. Alex M^cLeod
Principal Consultant

m. +61(0)439 357 297
email: alex.mcleod@tarkarri.com