

8, 10 and 12 Leonard Street, South Launceston -

CSE TASMANIA PTY LTD

civil & structural engineering



31st of January 2019

To Mr Michael Bernacki
Architect

Forwarded by email mbernacki@honedarchitecture.com

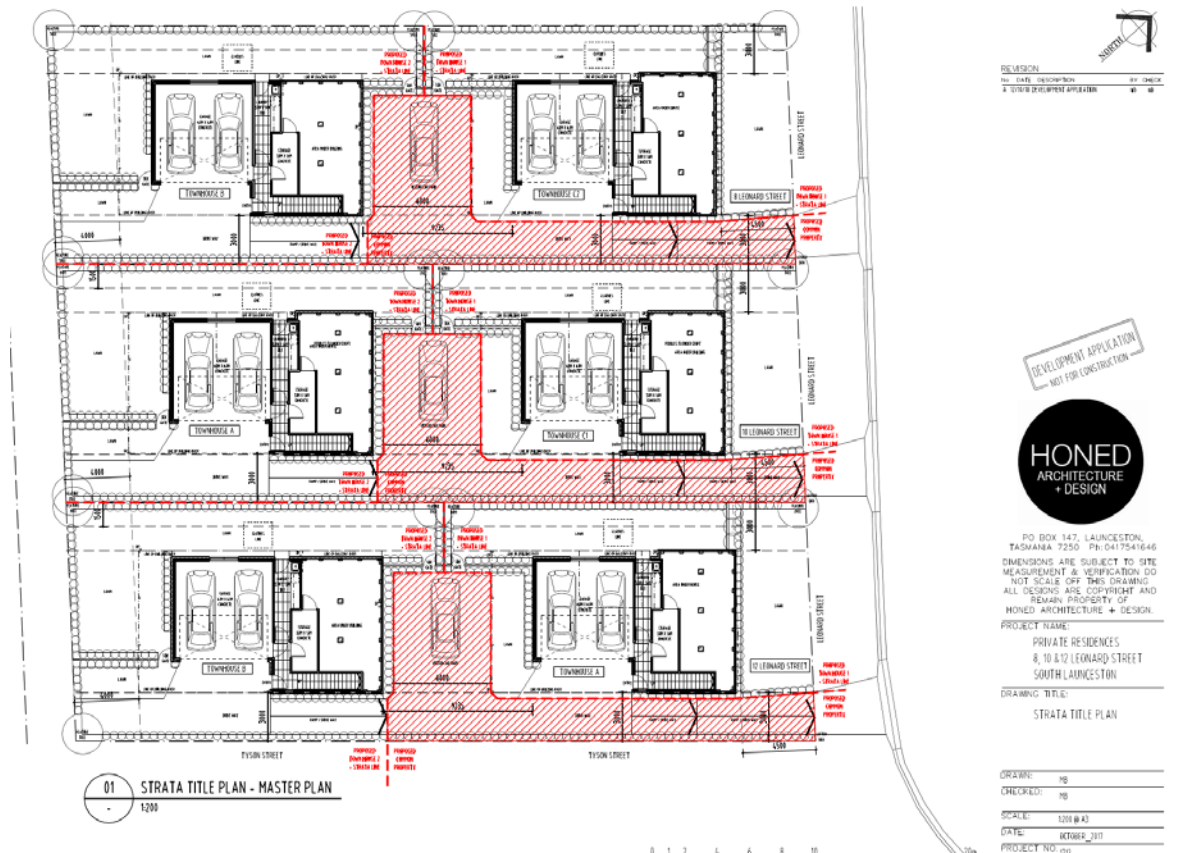
RE 8, 10 & 12 Leonard Street, South Launceston - Development Application Traffic Assessment

As requested, I have reviewed the site of the above development and advise on the following traffic matters: -

Development

There are 3 existing blocks which will be developed. Each of the blocks will have 2 strata town houses created on the blocks.

These units have been required to accommodate 2 cars in the undercover garages each and 2 cars in a visitors car park shared between the two town houses..



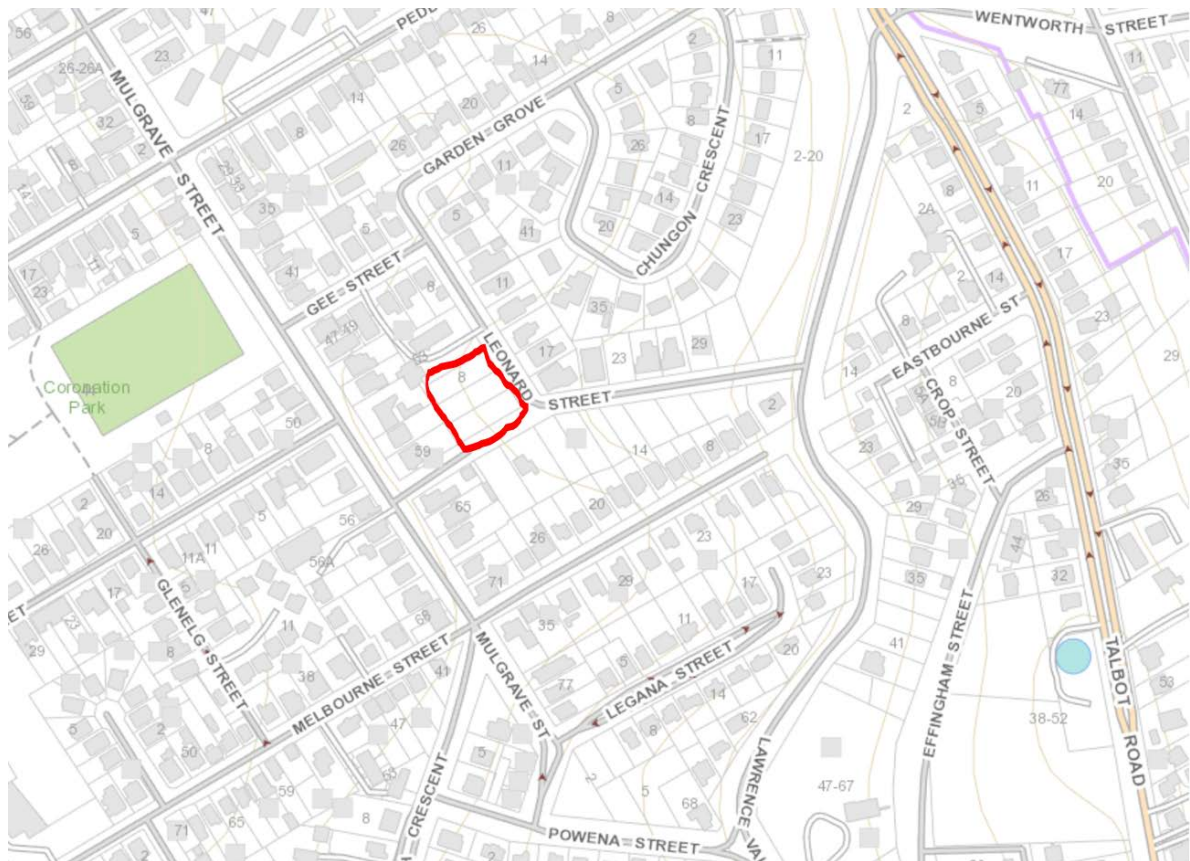
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Leonard St Road Environment

- The road provides a connection between Lawrence Vale Road and Mulgrave St and would be used by some through traffic as well as local residential traffic.
- Leonard St reserve measures approx. 15.5m on Listmap and contains a pavement measured face of kerb to face of kerb of 7m.
- The west side face of kerb measured 4.3m off the west boundary and contains no footpath while the east side contains a footpath.
- The west side of the road along the entire frontage of the development is designated as no parking with the first sign opposite the north side of the driveway to 19 Leonard St. This location corresponds to the end of the single continuous dividing line which has been installed to prevent west bound traffic cutting the corner. Tasmanian Road Rules prohibit parking on this road in the vicinity of the single line as vehicles must leave a gap from the side of their vehicle to the line of at least 3m.
- The speed zone in the residential area will be 50km/hr.
- Parking is permitted on the east side of Leonard St.



Development is in the area enclosed red.



View to the north



View around the curve to the east.

Discussion

The developer provides for up to 6 vehicle spaces on each of the 3 blocks. Provision for turning has been provided for each of these vehicles meaning vehicles will generally enter the road environment in a forward direction.

At peak usage a town house could have up to 4 vehicles on site assuming no visitors are already at the neighbouring house. Not all town houses will have 2 vehicles however the town houses provide for 3 bedrooms and some families with older children could have more than 2 vehicles.

The 7m width of Leonard St requires no parking on the west side to ensure 2 way traffic is still accommodated – all be it at a tight squeeze assuming each vehicle is a maximum of 2.1m wide and parking and travel is close to the face of the kerb.

While the addition of the units could, on some social occasions, require additional vehicles to be parked in the street this impact is not likely to be during peak road usage times.

With the adequate car parking provisions on site the development is unlikely to detrimentally affect amenity or peak traffic conditions in the street.

Yours sincerely

Chris Martin MBA (Tech Mgt), BE(Hons), MIEAust, CPEng, RPEQ, APEC Engineer, IntPE(Aus)

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