

'ISSUE B' MAY 2015 - REVISED NOTATIONS

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PROPOSED CARPARK
 For : Finney Funerals
 At : Nunamina Avenue, KINGSMEADOWS

DRAWING TITLE:
SITE PLAN

PROJECT No: 21340b
DWG. No: DD01
No. IN SET: 01

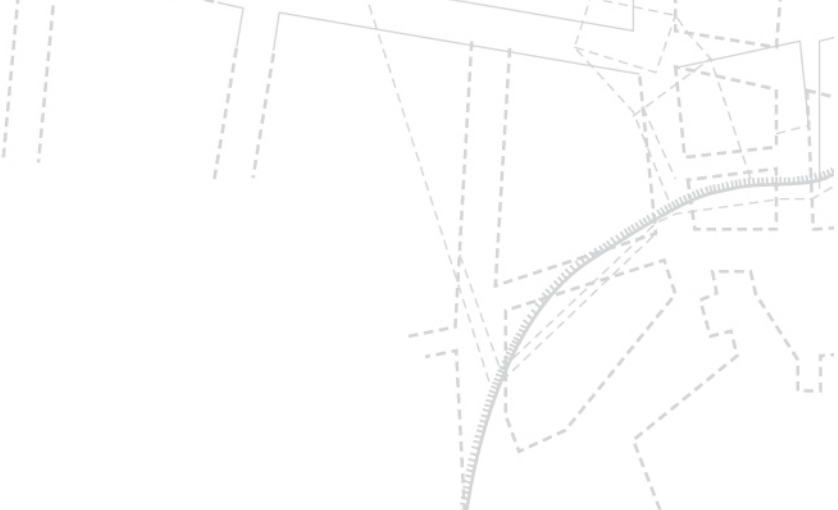
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DESIGNER: G. Hills
DRAWING: J. Hills
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NUNAMINA AVENUE



AllUrbanPlanning PTY LTD



Finney Funeral Services Section 43A Amendment

Date February 2015

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1. Introduction

All Urban Planning Pty Ltd has been engaged by Finney Funeral Services to prepare a combined application pursuant to Section 43A of the Land Use Planning Approvals Act 1993 (LUPAA) to rezone CT 42688/11 at 23 Pinkard Street, Kings Meadows to Community Purpose and construct a new 18 space carpark on that land to be used by the existing funeral home at 32-34 Nunamina Avenue. The new carpark will be accessed via an existing vehicle access and carpark for 32-34 Nunamina Avenue. The subject title is to be adhered to the titles of the funeral home as part of the proposal.

1.1 Title Information & Owners Consent

The request for rezoning relates to the attached Certificate of Title Volume 42688 Folio 11 (Appendix A). Owner's consent from Graham Family Funerals Pty Ltd accompanies this application.

The adjacent funeral home property occupies CT 46601/2 and CT 46601/1.

1.2 Proponent

The proponent, Finney Funeral Services, wish to formalise the use of vacant land adjacent to the funeral home for carparking.

1.3 Report Structure

This report has been structured to incorporate the information required for a planning scheme amendment as outlined in Planning Notes prepared by, and used as a guide by the Tasmanian Planning Commission. The 'Information Checklist' includes the following:

- Statutory reference.
- Description of subject land.
- Description of existing conditions.
- Relevant planning controls.
- Consistency with Council plans for the area.
- An assessment against State Policies and an assessment against Schedule one of LUPAA.
- An assessment of the proposed development against the provisions of the Community Purpose Zone.

1.4 Statutory References

The proposal relates to the Interim Launceston Planning Scheme. The Planning Authority is the Launceston City Council.

2. Site Context

2.1 Site and Surrounds

The site is a vacant lot of approximately 580m² adjacent to the south east of the existing Finney Funeral Services Home at 32-34 Nunamina Avenue, Kings Meadows. The site is kept as mown grass and has historically been used as overflow parking for the funeral home in association with larger funerals.

The existing funeral home is located directly adjacent to the main entry of the Carr Villa Cemetery owned by Launceston City Council.

Nunamina Park is opposite the site on the other side of Nunamina Avenue along with a scout hall, lawn bowls club and associated carpark.

The south eastern side of Nunamina Avenue between the site and Hobart Road is developed with single detached suburban dwellings owned by Housing Tasmania. There are more detached dwellings owned by Housing Tasmania to the rear and further to the south east accessed via Pinkard Street.

The surrounds are generally characterised by Nunamina Park and the avenue of trees that form a ceremonial entry from Hobart Road to the gate of the Cemetery on Nunamina Avenue.



Figure 1: Aerial Photo of subject site and surrounds (Source: LIST)

2.2 Zoning

The site is zoned General Residential under the Interim Launceston Planning Scheme. This zoning does not reflect the existing ownership and casual use for overflow parking in association with the funeral home. The subject site and 32-34 Nunamina Avenue are all owned by Graham Family Funerals.

There is a clear logic to the application of existing zoning in the vicinity as follows:

- The Cemetery including the funeral home zoned Community Purpose all zoned Recreation;
- The recreation land owned by Council on the opposite side of Nunamina Avenue including the park, scout hall and lawn bowls club and associated carparking all zoned Recreation; and
- The residential properties to the south all owned by Housing Tasmania zoned General Residential.

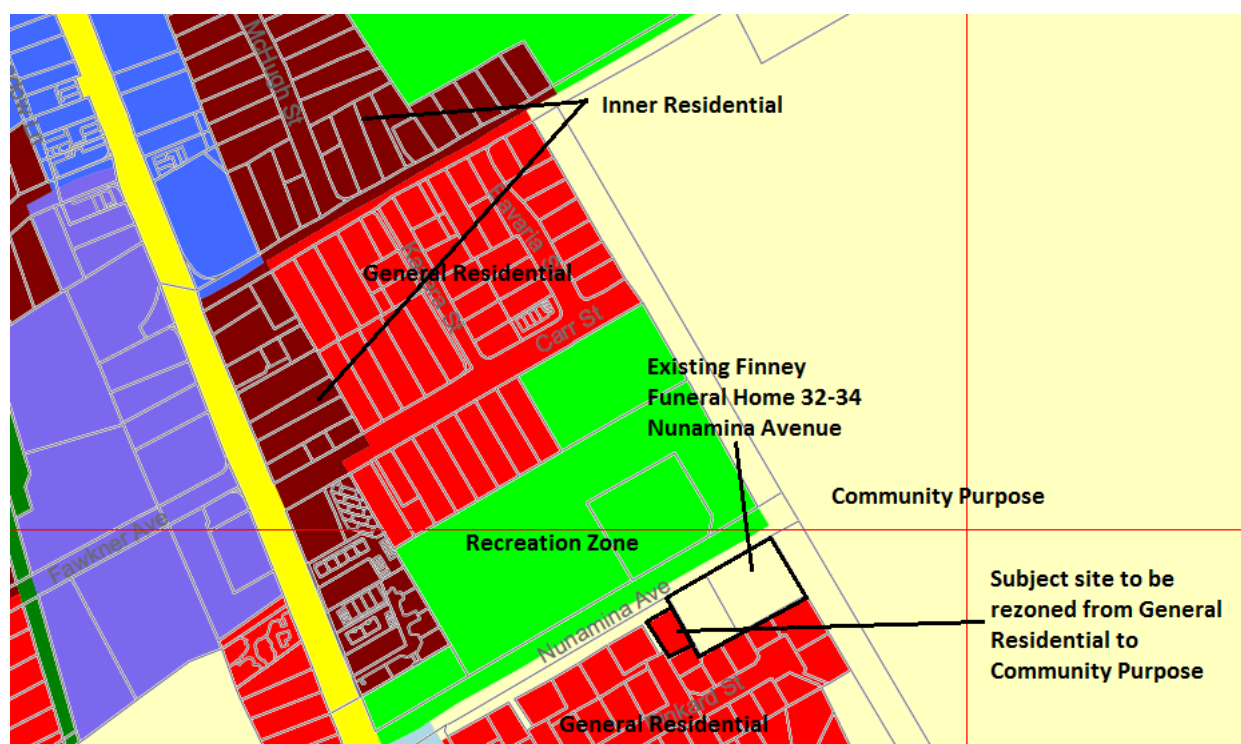


Figure 3: Zoning (Launceston Planning Scheme)

2.3 Transport and Access

The site is accessed from Hobart Road via Nunamina Avenue. Despite its Pinkard Street address, its main frontage is to Nunamina Avenue with only a small frontage to the rear via a cul-de-sac off Pinkard Street. Nunamina Avenue is a relatively short Category 5 Road providing access to the Carr Villa Cemetery, the funeral home, bowls club, scout hall and six residential properties. Edinburgh Street intersects near Hobart Road and provides local access to Pinkard Street, Warwick Place and Dorset Place.

2.4 Heritage

23 Pinkard Street does not have any heritage listed buildings on or adjacent to the site.

2.5 Flora and Fauna

The site exists as mown grass and has no flora or fauna values.

2.6 Service Infrastructure

The site can connect to reticulated sewer, water and stormwater infrastructure.

3. Proposal

3.1 Rezoning

The proposed draft amendment comprises a change in zoning of the Launceston Planning Scheme, for 23 Pinkard Street, Kings Meadows from General Residential to Community Purpose. No amendments to the ordinance of the Planning Scheme are proposed.

3.2 Draft Amendment

Amend the Interim Launceston Planning Scheme Plan to:

Rezone 23 Pinkard Street to Community Purpose as shown below.

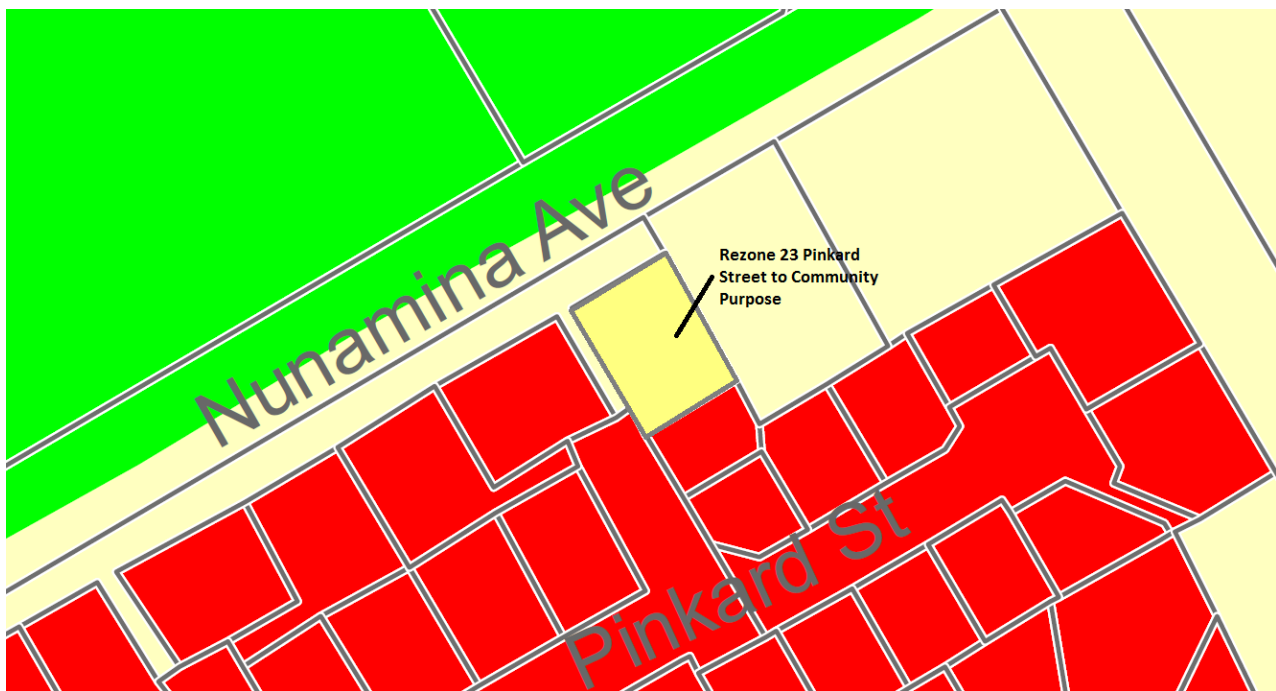


Figure 4: Proposed amendment (Interim Launceston Planning Scheme) – Rezone 23 Pinkard Street to Community Purpose

3.3 Reasoning for the Proposal

The purpose of the rezoning is to formalise the development of 23 Pinkard Street as a carpark to be used in conjunction with the existing funeral home at 32-34 Nunamina Avenue. The land is owned by the funeral home

(Graham Family Funerals) and is regularly used as an overflow carpark for the funeral home during larger funeral services.

The proposed rezoning will allow construction of an extended all-weather sealed carpark for the funeral home. It is intended that the increased parking will cater for existing overflow demand rather than increase the use of the existing funeral home. The increased parking will reduce the demand for on street parking in the vicinity.

3.4 Impact of the Amendment

The proposed amendment is considered a logical rezoning to reflect the existing land ownership and the consolidation of the funeral home without significant impact on nearby residential properties. The funeral home is well located adjacent to Carr Villa Memorial Park, Launceston's major cemetery and crematorium owned and operated by Launceston City Council.

The sections below provide an assessment of this draft amendment against specific requirements of the Interim Launceston Planning Scheme and the requirements of LUPAA.

4. Planning Provisions

4.1 Interim Launceston Planning Scheme

The Purpose and Objectives of the Planning Scheme are outlined in Part A and specifically Sections 2.0 and 3.0 respectively. The Purpose Statements and Objectives however provide little guidance for the proposed rezoning which is essentially a realignment of the boundary between two zones to reflect land ownership. It is therefore considered that the proposed amendment is best considered in the context of the Community Purpose Zone compared with the existing General Residential Zone and the requirements of Section 32 of LUPAA. In particular considerations under S.32(1)e), (ea) and (f) that require an appropriate environmental, economic and social impact including the avoidance of land use conflicts.

4.1.1 Use of Land in Zones

Community Purpose

The Purpose of the Community Purpose Zone under Clause 17.1.1 of the Scheme is:

- *To provide for key community facilities and services where those facilities and services are not appropriate for inclusion as an associated activity within another zone.*
- *To provide for a range of health, educational, government, cultural and social facilities to serve the function of settlements and local communities.*

General Residential

The Purpose of the General Residential Zone under Clause 10.1.1 is:



- To provide for residential use or development that accommodates a range of dwelling types at suburban densities, where full infrastructure services are available or can be provided.
- To provide for compatible non-residential uses that primarily serve the local community.
- Non-residential uses are not to be at a level that distorts the primacy of residential uses within the zones, or adversely affect residential amenity through noise, activity outside of business hours traffic generation and movement or other off site impacts.
- To encourage residential development that respects the neighbourhood character and provides a high standard of residential amenity.

Land Use Impacts under the Community Purpose Zone

This section provides an assessment of the potential future uses and development that could occur on the site under the existing General Residential Zone and those under the proposed Community Purpose Zone.

Table 1

Existing Zone – General Residential	Proposed Zone – Community Purpose
Use Class	
No Permit Required	No Permit Required
Residential (if a single dwelling)	Passive recreation
Natural and cultural values management	Natural and cultural values management
Passive recreation	
Permitted	Permitted
Residential (if a multiple dwelling)	Emergency services
Utilities (if for minor utilities)	Community meeting & entertainment
	Crematoria and cemeteries
	Educational and occasional care
	Hospital Services
	Sports and recreation
	Utilities
Discretionary	Discretionary
Business and professional services	Business and professional services
Educational and occasional care	Food services
Food services	Residential (if residential aged care facility or retirement village)
General retail and hire	Tourist Operation (if for a visitor centre)
Community meeting & entertainment	Utilities (if not for minor utilities)
Residential (if not a single dwelling or multiple dwelling)	
Visitor accommodation	
Utilities (if not for minor utilities)	

The proposed Community Purpose zoning allows Crematoria and cemeteries as a Permitted use. Other new Permitted uses under this zoning include Emergency services, Hospital Service and Sports and recreation. These uses are Prohibited under the existing General Residential Zoning. Community meeting & entertainment and Educational and occasional care uses would change from Discretionary to Permitted use status and Tourist Operation (for a visitor centre) would now be Discretionary rather than Prohibited under the existing zoning.



Overall the proposed zoning will allow a broader range of community related uses. Many of these are already allowable under the existing General Residential Zoning. However Emergency Services, Crematoria and cemeteries, Hospital Services, Sports and recreation and Tourist Operation (if for a visitor centre) are additional uses that would now be considered.

Of these new uses, realistically, a use and development associated with the Crematoria and cemeteries use Class is the only likely outcome for the site given the existing private ownership, proximity to the funeral home, cemetery along with its modest size.

There are a number of Use and Development Standards within the Community Purpose Zone that give a head power to consider and mitigate the impact of any future development on the site on nearby residential properties.

The Use Standards under 17.3 of the Scheme include:

- Zone Character Standards under 17.3.1 for:
 - the discrete storage of materials or equipment; and
 - on site loading;
- Amenity Standards under 17.3.2 restricting permitted operating hours of the use to between 6am and 10pm.

Development Standards under Clause 17.4 include:

- Building height of 8m
- Front setbacks of 6m or within the range of front setbacks on adjoining lots
- Minimum side and rear setbacks of 3m

Overall, the proposed rezoning to Community Purpose will provide for the proposed use of a carpark in associated with the existing funeral home within the 'Crematoria and cemeteries' Use Class. Realistically this is the only likely use class for the site. However it is considered that the Use and Development standards under the proposed Community Purpose Zoning would provide adequate 'head power' to ensure maintenance of a residential scale, siting and control amenity impacts across the full range of allowable uses.

5. Land Use Planning and Approvals Act 1993

Before making a decision whether to initiate and/or certify a draft amendment, the planning authority must consider whether the application is consistent with Section 32 of LUPAA which requires:

(1) A draft amendment of a planning scheme, and an amendment of a planning scheme, in the opinion of the relevant decision-maker within the meaning of section 20(2A)–

(a)

(b)

(c)

(d)

(e) must, as far as practicable, avoid the potential for land use conflicts with use and development permissible under the planning scheme applying to the adjacent area; and

(ea) must not conflict with the requirements of section 300; and

(f) must have regard to the impact that the use and development permissible under the amendment will have on the use and development of the region as an entity in environmental, economic and social terms.

(2) The provisions of section 20(2), (3), (4), (5), (6), (7), (8) and (9) apply to the amendment of a planning scheme in the same manner as they apply to planning schemes.

The proposal is considered consistent with these requirements for the following reasons:

- The proposal only relates to a local change of zoning and will not affect any common provision of the Planning Scheme and therefore does not conflict with the requirements of Section 300;
- As discussed in Section 4 above the proposal is unlikely to lead to land use conflicts with use and development permissible under the Planning Scheme applying to the adjacent area;
- The proposal represents the orderly consolidation of a funeral facility adjacent to Launceston's major cemetery. Specifically it will formalise an area that is owned by the funeral home and used informally for overflow parking so that the funeral home's reliance on street parking will be reduced;
- The proposal will support the existing family operated funeral home employing some 20 full and part time staff. The existing operation offers a necessary service for the Launceston community and is considered is an appropriate outcome in social terms;
- The proposal is consistent with current strategic directions within the municipality as expressed in the Regional Land Use Strategy, the Planning Scheme as well as State Policies in general; and
- The proposal considers the effect on the environment by consolidating an existing funeral home adjacent to Launceston's major cemetery, within an existing urban area and on serviced land. It will avoid development pressures in other inappropriate areas. The only real potential impacts from the proposed zone are the quality of stormwater runoff from the carpark and amenity considerations for nearby residential properties. In relation to these two aspects, stormwater will connect to Council's existing reticulated stormwater system. Amenity impacts are considered to be minimal due to the fact that funeral services are usually held during the day and therefore least likely to disturb nearby properties. Further the formalisation of the existing carpark is a continuation of the existing informal use by the funeral home and in this sense may be expected as a gradual evolution of the area. The formalisation of additional car parking spaces will reduce the reliance on on-street parking in the vicinity and therefore it is more likely to preserve existing on-street parking for residential properties.

6. Development Application

The following section provides an assessment of the proposed carpark against the relevant provisions of the proposed Community Purpose Zone.

6.1 Subject Site

The proposed development relates to 23 Pinkard Street, Kings Meadows and adjoins 32-34 Nunamina Avenue. 23 Pinkard Street is the subject of the rezoning that forms part of this S43A application. This title and the existing funeral home at Numbers 32-34 have been described in the earlier sections of this report.

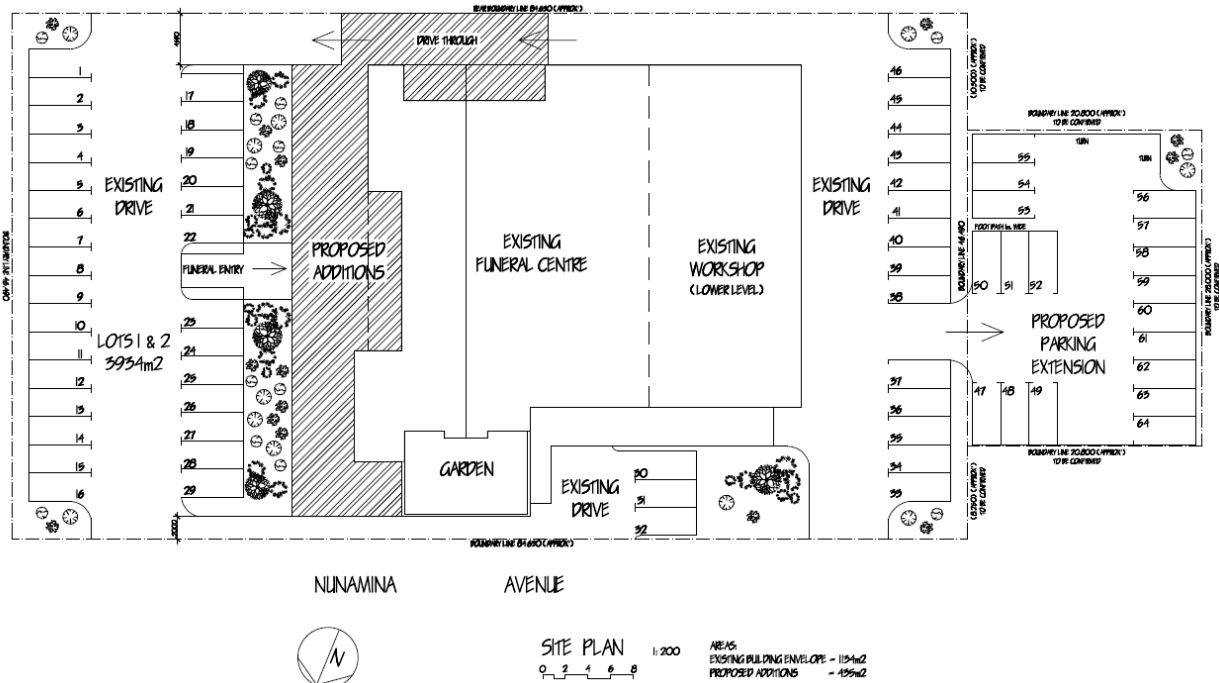


Figure 5: Proposal site plan (Graham Hills & Partners Architects) – 23 Pinkard Street is the small parking extension to the west of the existing funeral home.

6.2 The Proposed Development

As outlined the proposal is to construct an all-weather sealed carpark for 18 cars to the west of the existing funeral home. The carpark will be accessed via the existing vehicle access from Nunamina Avenue.

6.3 Use

The proposed carparking ancillary to the existing funeral home falls within the Crematoria and cemeteries Use Class and is Permitted in the Community Purpose Zone.

The Crematoria and cemeteries Use Class means:

Use of land for the burial or cremation of human or animal remains, and if land is so used, the use includes a funeral chapel

6.4 Use Standards

The proposed carpark will satisfy all Acceptable Solutions under 17.3 of the Planning Scheme in that it will not involve:

- the storage of any materials or equipment;
- the parking of commercial vehicles outside the site; or
- operating hours in excess of 6am to 10pm.

6.5 Development Standards

The proposed carpark will satisfy all Acceptable Solutions under 17.4 of the Planning Scheme including the siting requirements in that it does not involve a building.

6.6 Road and Railway Assets Code

It is my assessment that the Road and Railway Assets Code and Parking Codes do not apply to this proposal in that it will not increase the capacity or intensity of the existing funeral home use. Consequently it will not increase the parking and traffic movements to the site but rather better cater for existing movements.

Assessment:

The proposed carpark extension involves 18 new spaces but also deletion of two car parking spaces from the existing funeral home site to facilitate access to the new carpark. There is therefore a net increase of 16 formalised car spaces. This increase however will not result in a net increase in vehicle movements to and from the site for the following reasons:

- The capacity of the existing funeral home and traffic generation with that use will not alter;
- The proposal will increase formalised parking spaces available on site without increasing the parking or traffic generation from the site; and
- The proposed carparking area is currently used informally for overflow parking.

Having regard to these considerations it is unlikely that the new carpark will generate more than 40 additional vehicle trips.

The proposal is therefore considered to comply with the relevant Acceptable Solution under E.4.6.1.

Development Standards E.4.7.1 to E.4.7.3 do not apply because:

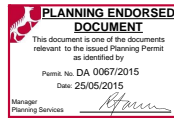
- The proposal does not relate to land on or adjacent to existing and future arterial roads and railways (E.4.7.1);
- The proposal uses an existing access (E.4.7.2);
- The proposal does not relate to an existing rail level crossing (E.4.7.3).

The existing site access that will serve the new carpark comfortably complies with the required sight distance of 80m under E.4.7.4 of the Scheme.

Pre lodgement discussions with Council have confirmed that a TIA is not necessary to accompany the proposal as it is simply better catering for existing parking and traffic demands of the site rather than increasing traffic or parking demand.

7. Conclusion

The proposal represents the orderly consolidation of a funeral facility adjacent to Launceston's major cemetery. Specifically it will formalise an area that is owned by the funeral home and used informally for overflow parking so that the funeral home's reliance on street parking will be reduced. The proposal is considered consistent with the provisions of the Interim Launceston Planning Scheme and the requirements for preparation of amendments pursuant to Section 32 of LUPAA.



Appendix A

Certificates of Title

SEARCH OF TORRENS TITLE

VOLUME 46601	FOLIO 1
EDITION 3	DATE OF ISSUE 17-Apr-2012



SEARCH DATE : 17-Jun-2014

SEARCH TIME : 09.02 AM

DESCRIPTION OF LAND

City of LAUNCESTON
Lot 1 on Diagram 46601
Being the land described in Conveyance No. 66/1906
Derivation : Part of 327 Acres Gtd to J Knight
Prior CT 4717/11

SCHEDULE 1

C951993 TRANSFER to GRAHAM FAMILY FUNERALS PTY LTD
Registered 17-Apr-2012 at noon

SCHEDULE 2

Reservations and conditions in the Crown Grant if any
C951989 MORTGAGE to Australia and New Zealand Banking Group
Limited Registered 17-Apr-2012 at 12.01 PM

UNREGISTERED DEALINGS AND NOTATIONS

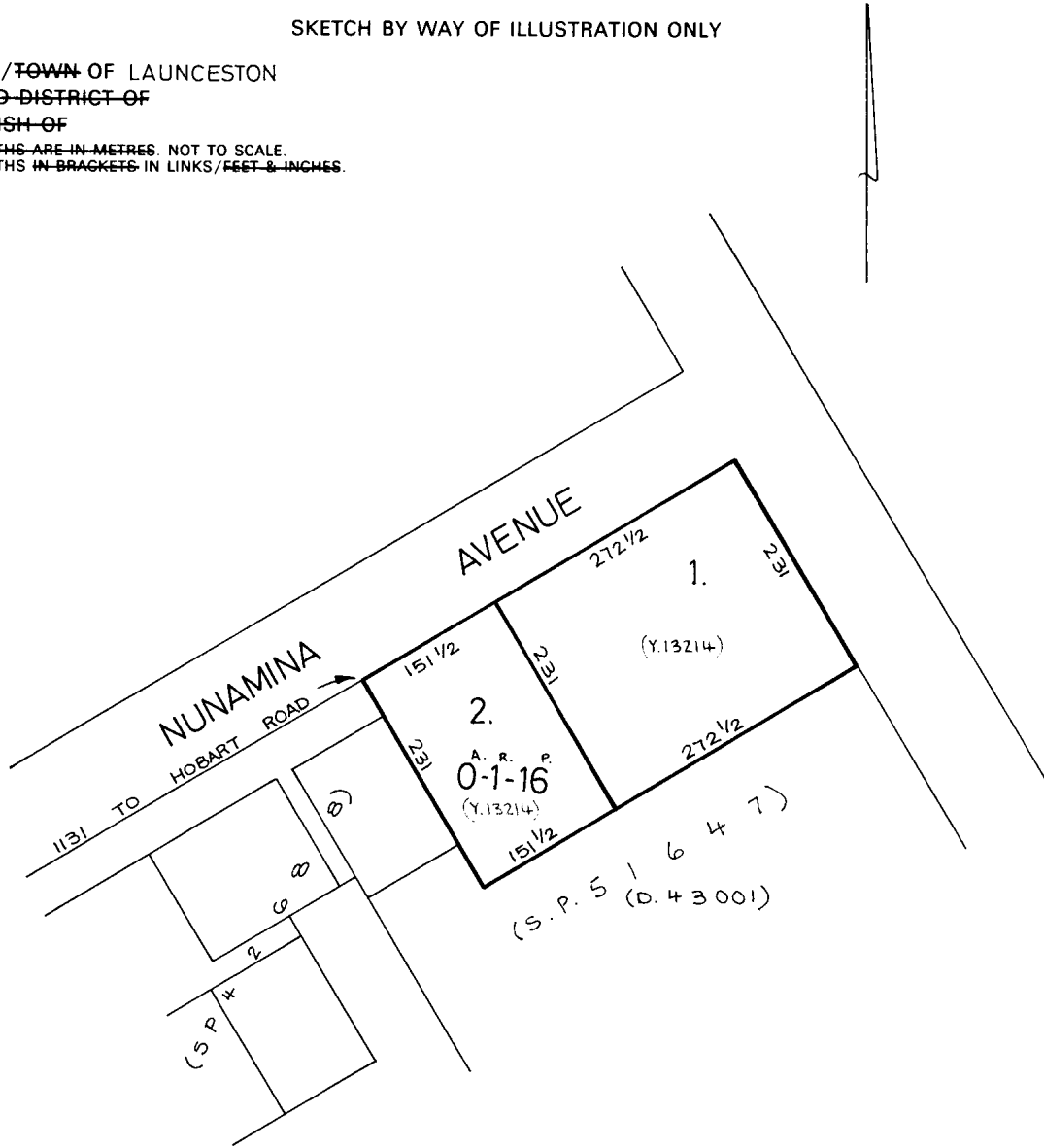
No unregistered dealings or other notations

APPROVED - 5 NOV 1990 <i>M. Knight</i> RECORDER OF TITLES	CONVERSION PLAN CONVERTED FROM 66/1906	REGISTERED NUMBER D.46601
FILE NUMBER Y.13214	GRANTEE: PART OF 327-0-0 GTD. TO JOHN KNIGHT.	DRAWN <i>M. Knight</i> 24/10/90.

PLANNING ENDORSED DOCUMENT
This document is one of the documents relevant to the issued Planning Permit as identified by Permit No. DA 00672015 Date: 25/05/2015
Manager Planning Services *[Signature]*

SKETCH BY WAY OF ILLUSTRATION ONLY

CITY/TOWN OF LAUNCESTON
LAND-DISTRICT OF
PARISH OF
LENGTHS ARE IN METRES. NOT TO SCALE.
LENGTHS IN BRACKETS IN LINKS/FEET & INCHES.



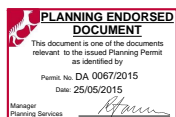


Finney Funerals

Traffic Impact Assessment (TIA)

32-34 Nunamina Avenue, Kings Meadows

May 2015



Document History and Status

Rev	Date	Reviewed By	Revision Details
A	18/04/2015	M Walters	TIA Prelim detail
B	01/05/2015	A Howell	TIA For Issue

Distribution of Copies

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B	1	Client Submission

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Project: 'Finney TIA – Nunamina Avenue'
Subject: 'TIA report'
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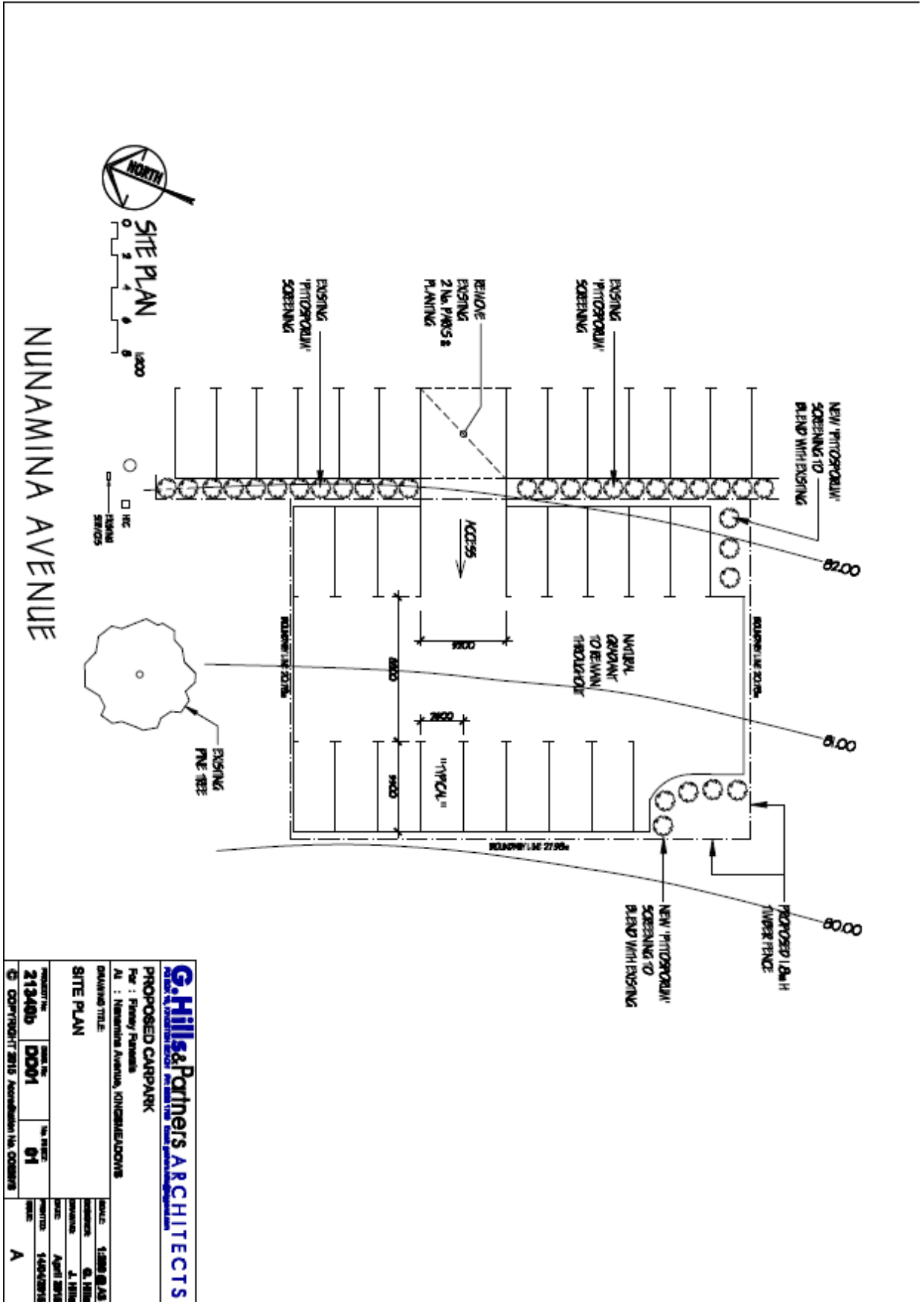


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Appendices

- A Plan (Layout & Access)



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PROPOSED CARPARK
 For: Finney Funerals
 At: Nunamina Avenue, KINGS MEADOWS

DRAWING TITLE:
SITE PLAN

PROJECT No.	21940b	DATE No.	0001	NO. SHEETS	01
DATE:	14/05/2015	DESIGNED BY:	G. HILL	CHECKED BY:	J. HILL
ISSUED:	14/05/2015	APPROVED BY:	G. HILL	DATE:	14/05/2015

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 A

B



1. Introduction

IPD Consulting has been engaged to complete a Traffic Impact Assessment on the development of land at 23 Pinkard Street, Kings Meadows.

The development consists of the construction of a new 18 space carpark on that land to be used by the existing funeral home at 32-34 Nunamina Avenue (from which the new carpark will be accessed via an existing vehicle access and carpark for 32-34). The subject title is to be adhered to the titles of the funeral home as part of the proposal, and no new access is proposed.

A site inspection was carried out on 1st April 2015.

1.1 Background & Project Scope

A preliminary submission for planning approval was submitted by All Urban Planning OBO the proponent Finney Funerals, to Launceston City Council including some comment on traffic related aspects. Feedback was provided by Launceston City Council that a formal TIA would be required to be undertaken, in addition to several other items requiring further information. The below report addresses traffic related aspects and any potential impacts on the development.

1.2 Objectives

The key objectives of this report are:

- Review of the existing road physical characteristics in the vicinity of the site
- Review of existing traffic conditions
- Describe the development with regards to arrangements for access, including any implications for traffic efficiency, safety, and amenity

1.3 Subject Site Location

The subject site is 23 Pinkard Street, Kings Meadows, and this property is new carpark will be accessed via an existing vehicle access and carpark servicing 32-34 Nunamina Avenue (as the only formal access to be provided)

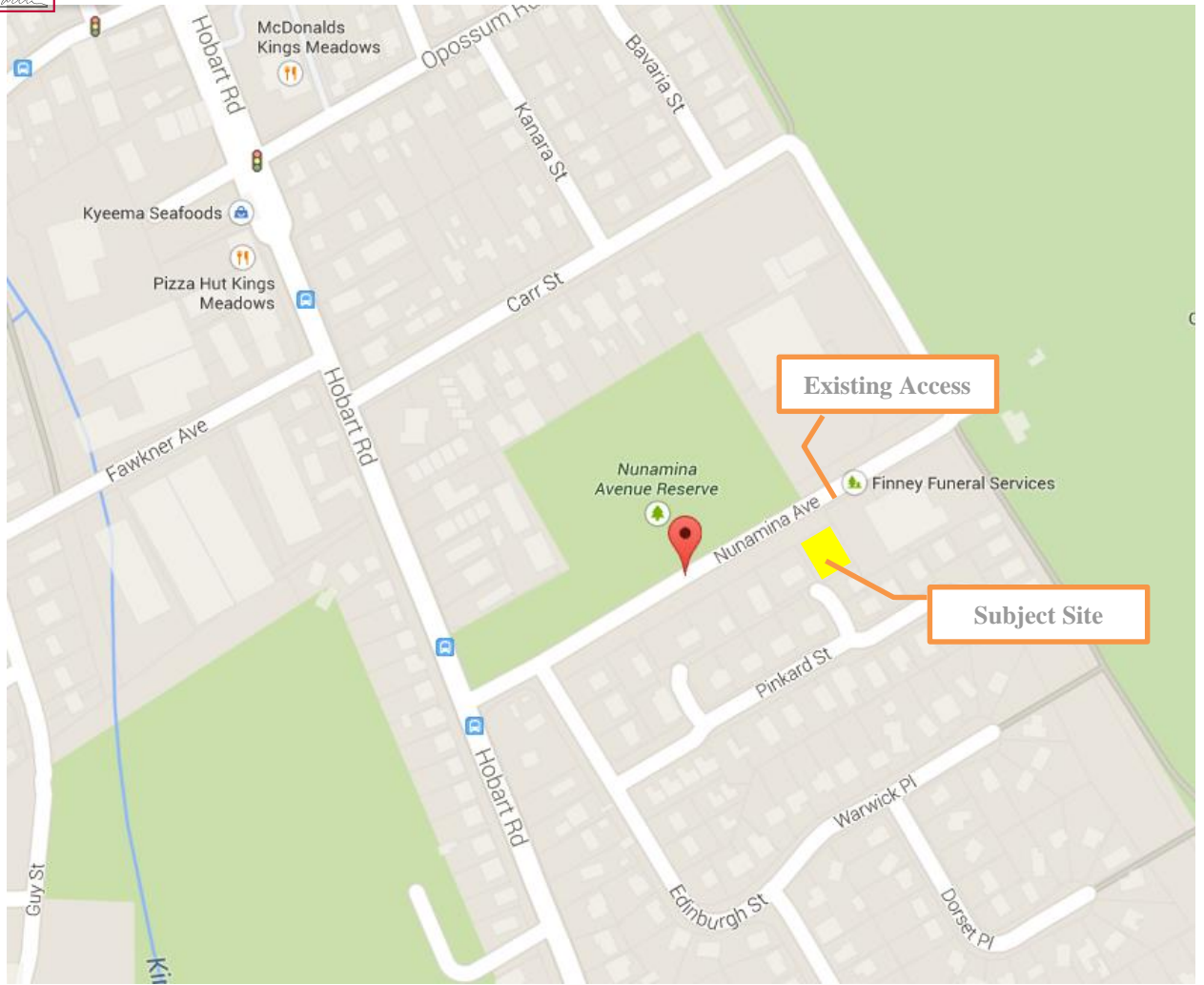


Fig 1.1 – Subject site map

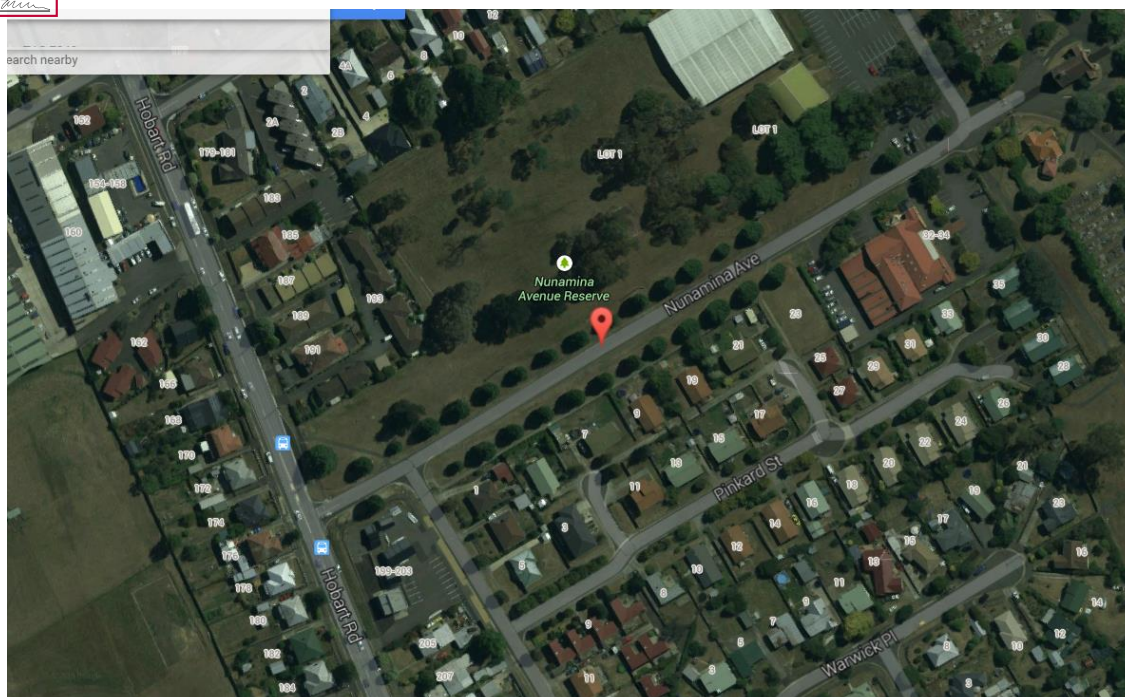


Fig 1.2 – Aerial photo, site location



Fig 1.3 – Existing driveway access (view a. & b.)

1.4 Information Sources & References

IPD have been provided with relevant information from the proponent and consultant All Urban Planning, including the planning submission report and detailed design drawing. These details provide an outline of the proposed development, and indicates that the on-site development proposes no change to the existing access arrangements on to Nunamina Avenue.

IPD have also undertaken an informal meeting with Launceston City Council Infrastructure Assets staff, to ascertain any pertinent issues relating to the development, and the requirements of this TIA. No specific issues were raised other than Council requiring a formal TIA to address any issues which were identified through the process.

IPD have utilized the DIER (now Dept State Growth or DSG) document “Traffic Impact Assessment (TIA) Guidelines” in the preparation of this report.



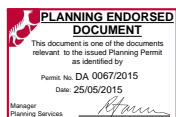
Further referenced documents include:

- DSG Tasmanian State Road Hierarchy
- Road and Rail Assets Code (Feb 2013)
- Launceston City Council Interim Planning Scheme 2012

1.5 Planning Scheme and Council Input

The Planning scheme applicable is the Interim Launceston City Council Planning Scheme 2012. A planning permit application was previously submitted relating to this subject site and development as outlined, and further information was requested (resulting in this TIA development). The trigger for this assessment arises from Clause E4.6.1 which notes the likely development of the site generating more than 40 vehicle movements per day.

Further discussions have since been held with Council Assets and Development Staff informally to seek feedback on any issues or shortcomings of the original planning application information. It was outlined that further information was required about the suitability of the access arrangements, and this should be reviewed through the TIA process.



2. Existing Conditions

2.1 Transport Network

The site access is to Nunamina Avenue, which is considered a Category 5 “other road” under the DSG Tasmanian Road Hierarchy, a “local traffic only” road. Nunamina Avenue is a no through road, which enters directly from Hobart Road, and provides access only to the Carr Villa Cemetery, the funeral home, bowls club, scout hall and six residential properties.

Informal discussions with Council have indicated that the likelihood of any impacts on the Hobart Road intersection and beyond are low, and so are not considered by this report. Due to the proposed site development and improvements being unlikely to generate additional trips to and from the subject site, Council advice appears sound.

2.2 Road Safety Performance

Council currently have no available information on actual traffic counts for the Nunamina Avenue or nearby Hobart Road junction available to confirm volumes and/or traffic speeds. However the subject site is located on a no through road, local traffic street, which appears to be fully developed with no additional specific growth opportunities to increase traffic volumes in the future. The default urban speed limit of 50km/hr applies to this location.

Nunamina Avenue is currently 7m wide, plus concrete kerb and channel on the near (south) side of the road adjacent to the Finney site, with an open drain on the Northern side of the road. Further to the west the South side of the road the kerb and channel terminates and a 500mm wide (approx.) “dutch seal” shoulder is provided. This allows some informal parking on the grassed verge on the Southern side of the road, which could be classified as unrestricted. Pavement condition for Nunamina Avenue appears sound.

The horizontal and vertical alignment of the road, and lack of accesses from other premises, provides satisfactory sight distance for the existing access, particularly in this low speed environment (up to 240m sight distance to the West; up to 95m to road termination to the East).



Fig 2.1 – Existing Road looking East to Finney Access



2.3 Unique parameters related to this proposal

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Whilst assessment of additional road network parameters were outside the formal remit of this report, it is understood that as a destination venue, there would be limited additional off-site impacts due to this specific proposal that Council considers relevant.

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Clause E4.7.4 of the Planning Scheme notes that sight distance must comply with Safe Intersection Sight Distance (SISD) from table E4.7.4 which for a road vehicle speed of 50 km/hr is 80 metres at the proposed site. This distance is clearly achieved to the West with sight distance of approx. 240m through to Hobart Road, and to the East the road terminates at the Carr Villa Cemetery access gates approx. 95 metres away, again satisfactory. As noted, there are no horizontal or vertical alignment issues affecting sight distance.

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Currently pedestrian access is provided past the site via a footpath which crosses the funeral home driveway access. Further pedestrian access is provided to link Nunamina Avenue to Pinkard Street via a concrete footpath adjacent to the proposed development site. No changes to either of these pedestrian paths are proposed, and pedestrian traffic is unlikely to be impacted.

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Nearby bus stop access is provided from Hobart Road, and Taxis also service the site. No change to existing arrangements is proposed.



5. Conclusions

This TIA has investigated the potential impacts from the development of the new car park on the subject site as part of a wider Finney Funerals site development.

Key findings are as follows:

- The overall vehicle volumes visiting Nunamina Avenue is unlikely to change as a result of this development.
- The proposed car park development is unlikely to generate additional patronage at the site, however it is likely to transfer some of the existing informal parking off-site to instead utilize the new car park spaces on-site.
- That the existing access arrangements and configuration appears sound to cater for the development proposed, and that the access meets the requirements of the LGAT Municipal Standards and the Planning Scheme performance criteria for accesses.
- Sight distances are satisfactory and comply with the planning scheme.

IPD Consulting conclude based on the above assessment of available information, that the development is unlikely to have any adverse effect on the existing traffic situation in Nunamina Avenue.

Limitations

- *IPD have completed this TIA based on information provided by the client and available in the public domain, additional information beyond this has not been considered*
- *Discussions with Launceston City Council indicated that the TIA should consider the proposed car park and associated development only and the impact beyond the site would be outside the scope of this report.*



Appendix A

Plan (Layout & Access)

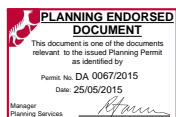


Finney Funerals

Traffic Impact Assessment (TIA)

32-34 Nunamina Avenue, Kings Meadows

May 2015



Document History and Status

Rev	Date	Reviewed By	Revision Details
A	18/04/2015	M Walters	TIA Prelim detail
B	01/05/2015	A Howell	TIA For Issue

Distribution of Copies

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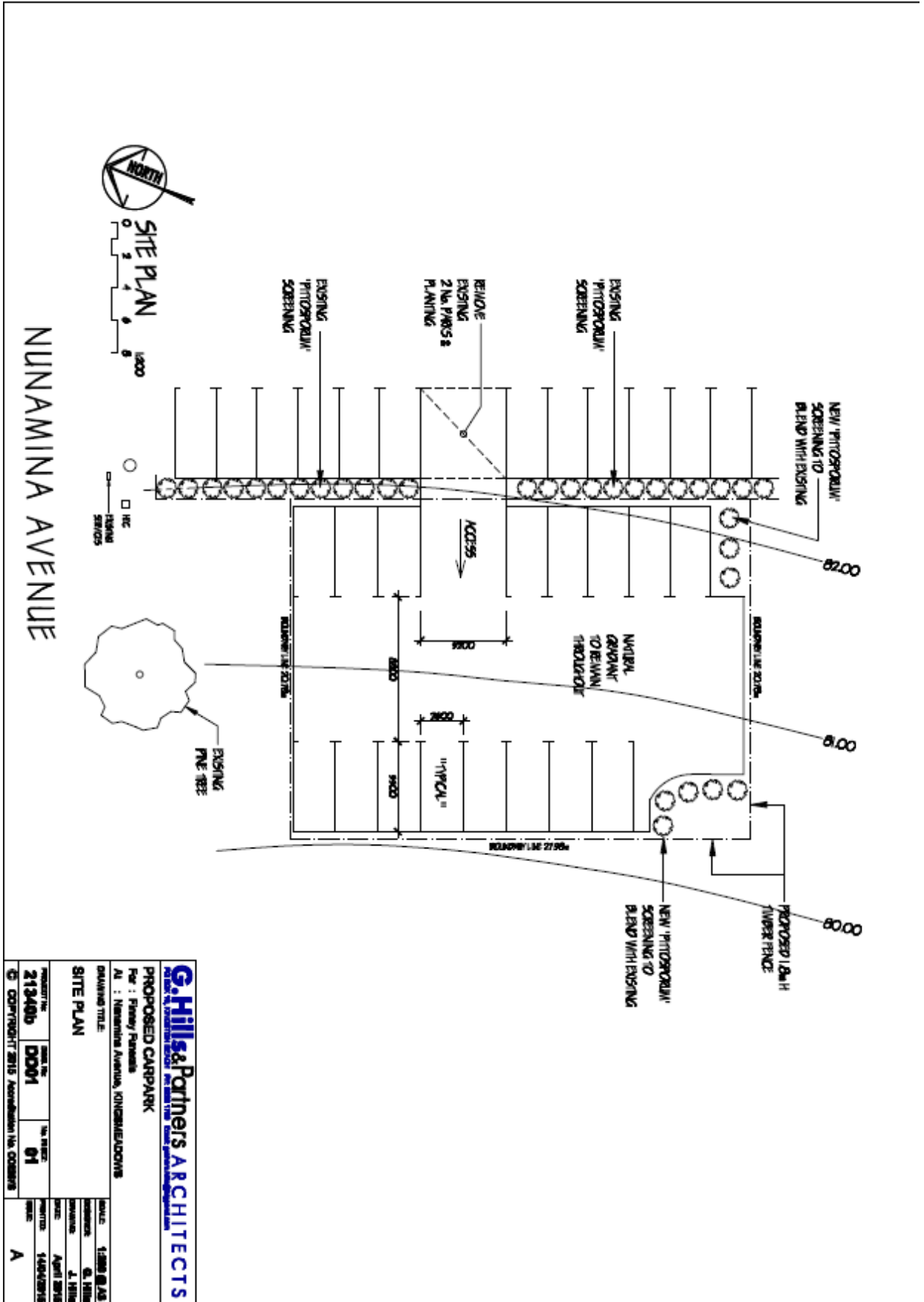


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Appendices

- A Plan (Layout & Access)



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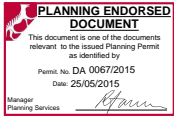
PROPOSED CARPARK
 For: Finney Funerals
 At: Nunamina Avenue, KINGS MEADOWS

DRAWING TITLE:
SITE PLAN

PROJECT No.	21940b	DATE No.	0001	NO. SHEETS	01
DATE:	14/05/2015	DESIGNED BY:	G. HILL	CHECKED BY:	J. HILL
ISSUED BY:	A	DATE:	April 2015	PROJECT:	1404/2015

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B



1. Introduction

IPD Consulting has been engaged to complete a Traffic Impact Assessment on the development of land at 23 Pinkard Street, Kings Meadows.

The development consists of the construction of a new 18 space carpark on that land to be used by the existing funeral home at 32-34 Nunamina Avenue (from which the new carpark will be accessed via an existing vehicle access and carpark for 32-34). The subject title is to be adhered to the titles of the funeral home as part of the proposal, and no new access is proposed.

A site inspection was carried out on 1st April 2015.

1.1 Background & Project Scope

A preliminary submission for planning approval was submitted by All Urban Planning OBO the proponent Finney Funerals, to Launceston City Council including some comment on traffic related aspects. Feedback was provided by Launceston City Council that a formal TIA would be required to be undertaken, in addition to several other items requiring further information. The below report addresses traffic related aspects and any potential impacts on the development.

1.2 Objectives

The key objectives of this report are:

- Review of the existing road physical characteristics in the vicinity of the site
- Review of existing traffic conditions
- Describe the development with regards to arrangements for access, including any implications for traffic efficiency, safety, and amenity

1.3 Subject Site Location

The subject site is 23 Pinkard Street, Kings Meadows, and this property is new carpark will be accessed via an existing vehicle access and carpark servicing 32-34 Nunamina Avenue (as the only formal access to be provided)

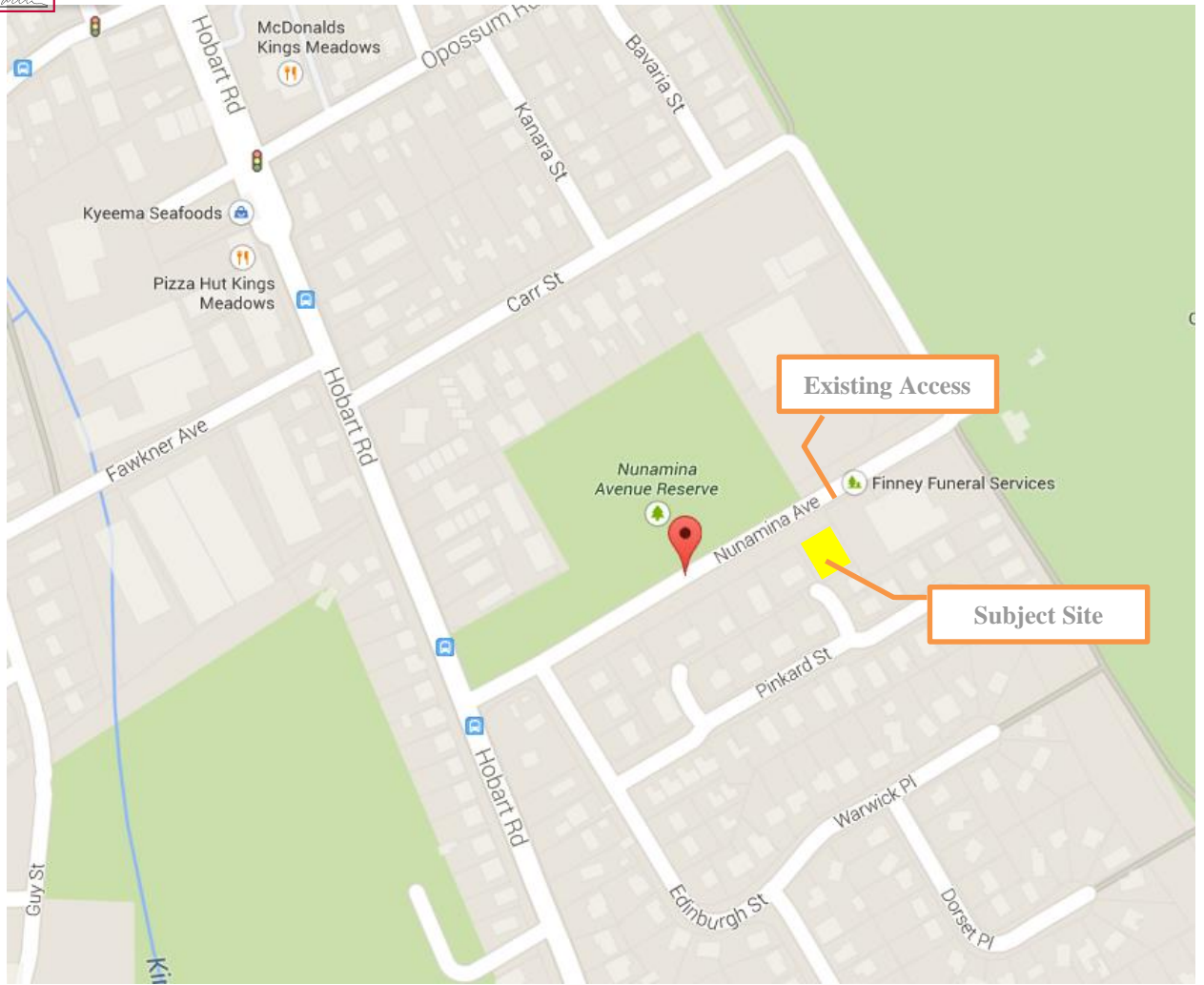
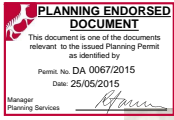


Fig 1.1 – Subject site map

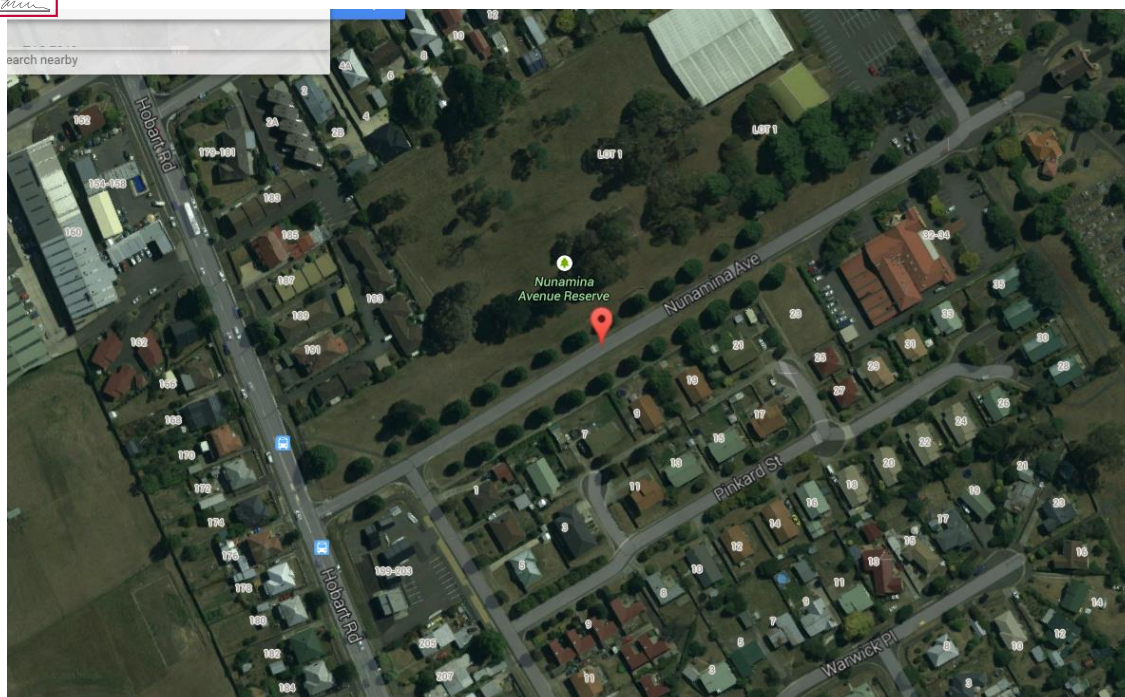
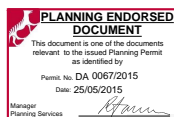


Fig 1.2 – Aerial photo, site location



Fig 1.3 – Existing driveway access (view a. & b.)

1.4 Information Sources & References

IPD have been provided with relevant information from the proponent and consultant All Urban Planning, including the planning submission report and detailed design drawing. These details provide an outline of the proposed development, and indicates that the on-site development proposes no change to the existing access arrangements on to Nunamina Avenue.

IPD have also undertaken an informal meeting with Launceston City Council Infrastructure Assets staff, to ascertain any pertinent issues relating to the development, and the requirements of this TIA. No specific issues were raised other than Council requiring a formal TIA to address any issues which were identified through the process.

IPD have utilized the DIER (now Dept State Growth or DSG) document “Traffic Impact Assessment (TIA) Guidelines” in the preparation of this report.



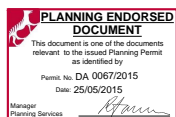
Further referenced documents include:

- DSG Tasmanian State Road Hierarchy
- Road and Rail Assets Code (Feb 2013)
- Launceston City Council Interim Planning Scheme 2012

1.5 Planning Scheme and Council Input

The Planning scheme applicable is the Interim Launceston City Council Planning Scheme 2012. A planning permit application was previously submitted relating to this subject site and development as outlined, and further information was requested (resulting in this TIA development). The trigger for this assessment arises from Clause E4.6.1 which notes the likely development of the site generating more than 40 vehicle movements per day.

Further discussions have since been held with Council Assets and Development Staff informally to seek feedback on any issues or shortcomings of the original planning application information. It was outlined that further information was required about the suitability of the access arrangements, and this should be reviewed through the TIA process.



2. Existing Conditions

2.1 Transport Network

The site access is to Nunamina Avenue, which is considered a Category 5 “other road” under the DSG Tasmanian Road Hierarchy, a “local traffic only” road. Nunamina Avenue is a no through road, which enters directly from Hobart Road, and provides access only to the Carr Villa Cemetery, the funeral home, bowls club, scout hall and six residential properties.

Informal discussions with Council have indicated that the likelihood of any impacts on the Hobart Road intersection and beyond are low, and so are not considered by this report. Due to the proposed site development and improvements being unlikely to generate additional trips to and from the subject site, Council advice appears sound.

2.2 Road Safety Performance

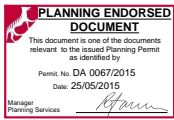
Council currently have no available information on actual traffic counts for the Nunamina Avenue or nearby Hobart Road junction available to confirm volumes and/or traffic speeds. However the subject site is located on a no through road, local traffic street, which appears to be fully developed with no additional specific growth opportunities to increase traffic volumes in the future. The default urban speed limit of 50km/hr applies to this location.

Nunamina Avenue is currently 7m wide, plus concrete kerb and channel on the near (south) side of the road adjacent to the Finney site, with an open drain on the Northern side of the road. Further to the west the South side of the road the kerb and channel terminates and a 500mm wide (approx.) “dutch seal” shoulder is provided. This allows some informal parking on the grassed verge on the Southern side of the road, which could be classified as unrestricted. Pavement condition for Nunamina Avenue appears sound.

The horizontal and vertical alignment of the road, and lack of accesses from other premises, provides satisfactory sight distance for the existing access, particularly in this low speed environment (up to 240m sight distance to the West; up to 95m to road termination to the East).



Fig 2.1 – Existing Road looking East to Finney Access



2.3 Unique parameters related to this proposal

The proponent and Council identify that due to the nature of the funeral activities on the site and limited normal residential traffic accessing the street which may otherwise change demographics, there is a high proportion of older, generally cautious drivers, which visit the site. Whilst this provides additional conservatism in access safety, etc., it may have implications for consideration on car parking and design parameters for specific limited mobility and disabled access vehicles and patrons (outside the scope of this report)

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