CPD Planning Application

Document Produced by: Chloe Lyne

Project: Hotel Verge – part of 69-71 Cimitiere Street, Launceston

Client: Stay Tasmania

stay tasmania
UNIQUELY TASMANIAN ACCOMMODATION

COMMERCIAL PROJECT DELIVERY
Project + Construction Management

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COMMERCIAL PROJECT DELIVERY
Project + Construction Management

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1 Introduction

This report has been prepared in support of a Development Application being lodged by Commercial Project Delivery on behalf of Stay Tasmania Pty Ltd trading as Stay Tasmania for use and development of land at 69-71 Cimitiere Street, Launceston for the purposes of 'Visitor Accommodation and Food Services', specifically a hotel with associated restaurant/café.

The report provides an assessment against the relevant provisions of the *Launceston Interim Planning Scheme 2015* ('The Planning Scheme').

1.1 Background to the Proposal

The conception of the proposed hotel arose several years ago when the developer, Stay Tasmania Pty Ltd identified a shortfall in the accommodation market in Launceston, particularly with the provision of high quality conference facilities. The subject site was identified by the proponent with the assistance of a range of strategic documents that Council has prepared and endorsed to guide the future development of Launceston, including the Greater Launceston Plan and the City Heart project.

The subject site, whilst in majority Council ownership is a parcel of land that has been identified in a range of strategic documents as being a potential key development site within the city. To enter into a contract of sale for the purchase of the land, the proponent prepared an expression of interest documented which provided significant detail as to how a hotel development on the subject site aligned with and furthered Council's strategic direction for the City. The sale of the land by Council to the proponent is premised on a hotel development proceeding and it was on this basis that Council agreed to the sale given the development's potential to align with Council's strategic direction and capitalise on economic growth centred on tourism by being proactive and embracing and supporting private investment in the sector.

The hotel design presented in this development application is as a result of a lengthy process. Initially, the proponent sought to purchase a site area of 1660m^2 land to support an eight storey hotel and it was on this basis that the sale of the land was initially agreed to by Council. Once detailed design commenced, the proponent became increasingly conscious that a lowering of the proposed building height to 7 storeys would provide a more sympathetic structure and reduce impacts on the surrounds. On this basis, the proponent sought to acquire a larger footprint of land, to which Council agreed, to enable setbacks to title boundaries and the scale of the building to be reduced without reducing the critical number of hotel rooms to be provided, which was a key component of the financial feasibility of the project.

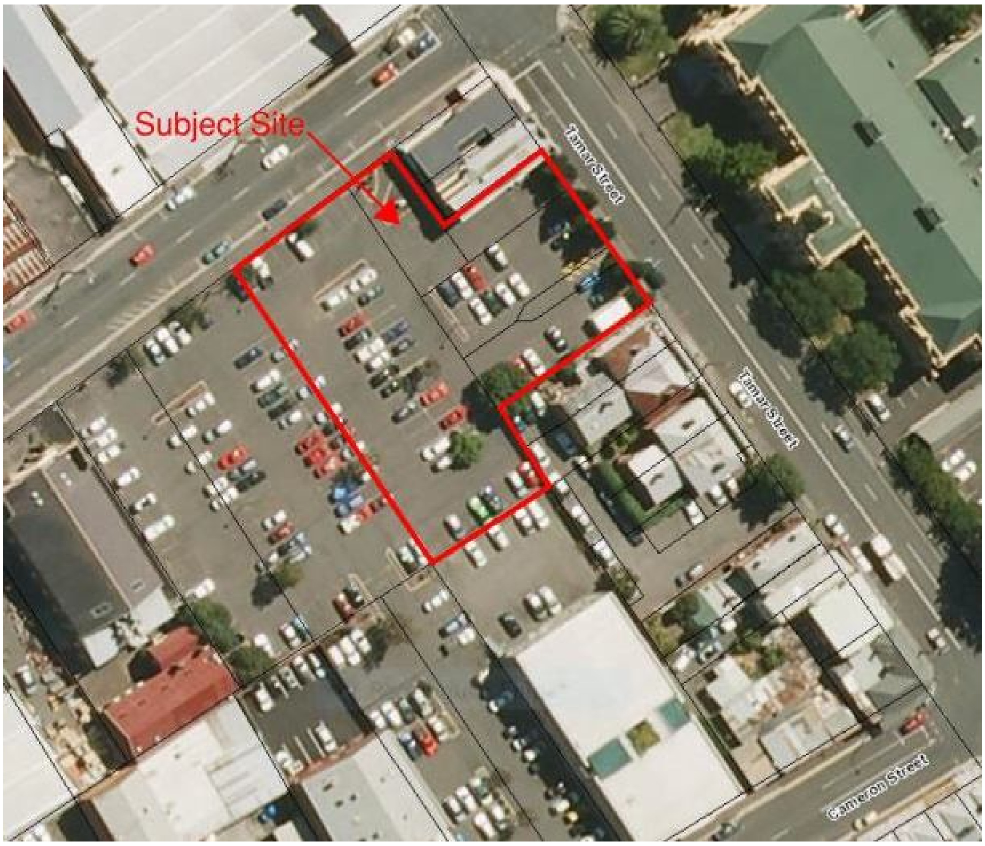
A DA for a 7 storey hotel was lodged with Council and following the public advertising period, a number of representations were received. It was evident from the submissions and a meeting with the representors that there was strong support for a hotel at the subject site but that a reduction in height and increased setbacks to Tamar Street should be considered. The hotel that is the subject of this DA is 3.7 metres lower in height than the original proposed design with a greater setback to Tamar Street. The tower component of the hotel (which extends to 6 storeys) is setback some 32 metres from Tamar Street and behind the existing buildings that front that street. The podium section which fronts Tamar Street is two storeys high and therefore consistent with the height of the other buildings along Tamar Street.

It is submitted that the revised design addresses many of the relevant planning concerns of the representors to the original proposal.

2 Site and Surrounds

2.1.1 Location

The subject site is located at land known as 69-71 Cimitiere Street, Launceston (see Figure 1).



Base image from theLIST (www.thelist.tas.gov.au). © State of Tasmania.

Figure 1 - Location Plan

The subject site comprises and area of 2427m^2 and is comprised of 5 titles. It forms part of the City of Launceston owned and operated Cimitiere Street car park and has frontage to both Tamar Street (31 metres) and Cimitiere Street (35 metres). A further parcel of land, described as Balance of Conveyance Number 4/3523 is included within the subject site. All subject titles are currently utilised as a car park with the Harvest Market operating out of the site on weekends. Stay Tasmania has a contract of sale to purchase the properties subject to obtaining relevant planning and building approvals. It is understood that the City of Launceston originally purchased the broader Cimitiere Street car park site with the intention that it be developed and the use of it as a car park has been an interim use until appropriate developer/development opportunities arose.

The site is bounded to the north along Tamar Street by a row of two storey office buildings, to the south along Tamar Street by a row of former terrace houses which are now utilised as office buildings, and to the west by additional titles forming the Cimitiere Street Car park. The land on the opposite side of Cimitiere Street comprises the Clarion Hotel City Park. Directly opposite the site on Tamar Street is the Albert Hall which sits adjacent to City Park.

Photo 1: View of site from opposite side of Tamar Street

Photo 2: View of hotel site looking across to Albert Hall

Photo 3: View of hotel site from Cimitiere Street (scale of Hotel Grand Chancellor evident in background)

2.2 Title Information

The proposed development application relates to the following titles:

Address	Owner(s)	Title Reference	Land Area
69-71 Cimitiere Street, Launceston	City of Launceston	67483/4	169m^2

69-71 Cimitiere Street, Launceston	City of Launceston	46022/1	366m^2
69-71 Cimitiere Street, Launceston	City of Launceston	46020/1	283m^2
69-71 Cimitiere Street, Launceston	City of Launceston	206941/1	1391m^2
69-71 Cimitiere Street, Launceston	City of Launceston	206940/5	218m^2
69-71 Cimitiere Street, Launceston	William Richards	Balance of Conveyance No 4/3523	Chain of title search included in Appendix A

A copy of the titles is included as ***Appendix A.***

It is noted that the five titles that are encapsulated within the subject site are under the ownership of City of Launceston. Accordingly, pursuant to section 52(1B) of the *Land Use Planning and Approvals Act 1993* the application is accompanied by a letter authorising the lodgement of the development application from a representative of the General Manager.

2.3 Topography

The site is relatively flat.

2.4 Natural Values

The subject site is a fully developed urban lot. It therefore does not contain any significant natural values. Most of the site is sealed with runoff managed by an on-site stormwater system which discharges into the reticulated system.

2.5 Natural Hazards

The subject site is not shown on the Planning Scheme maps as being subject to a potential flooding and landslip hazard. It is not located within or near bushfire prone land.

2.6 Heritage

The subject site is not heritage listed either locally or at State level.

2.7 Surrounding Area

The site is situated opposite City Park and Albert Hall and within walking distance to many key attractions around the City, hence it is an ideal location for a new hotel. The broader area is characterised by a mix of business, office and hotel developments with an eclectic range of building types and styles, including many of heritage value and significance. The site forms part of the broader Central Business

District of Launceston and as such the surrounding urban form could be described as well built up with building heights typically varying between two and four storeys including a number of buildings well in excess of four storeys.

The site is well located in terms of being within walking distance of the new University of Tasmania Campus at Inveresk and it is expected that with this development, the corridor along Tamar Street and across to Invermay Road will become more built up (both in terms of density and height) into the future.

2.8 Infrastructure Services

2.8.1 Transport Network

There are currently no direct access points onto any of the subject titles. Access to the car park which sits upon the site currently is via crossovers onto Cimitiere Street and Cameron Street on separate titles that form the overall site for the car park.

2.8.2 Reticulated Services

The subject site is a fully serviced urban lot located in a commercial area.

2.9 Site Contamination

The site is listed on Council's list of potentially contaminated sites, however the application is accompanied by an environmental site assessment which has concluded that the site is not contaminated and does not present a risk to potential receptors.

3 Development Application

3.1 Applicant

The applicant is Commercial Project Delivery obo Stay Tasmania Pty Ltd. The appropriate contact is:

Chloe Lyne, Planning and Development Consultant, CPD

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3.2 Proposed Use and Development

Approval is sought to use and develop the site for the purposes of Visitor Accommodation – 'residential hotel' incorporating a hotel restaurant and a future tenancy fronting Cimitiere Street. The proposed hotel is six storeys high with 86 rooms (including 5 premium rooms). The building is oriented such that is presents to both Tamar and Cimitiere Streets and therefore maintains active street frontages to both. Entry to the hotel lobby and reception is via a drop off area on the south eastern side of the building via a one way access point from Tamar Street. Egress from the site will be via a new crossover onto Cimitiere Street. The ground floor will include a café/restaurant with outdoor dining within the Tamar Street frontage setback. The second storey will include a 100 person capacity function room.

The typical hotel suites will be located on levels 1-5, with one premium large suite located on each level. Level 1 will include a guest gym.

The restaurant/café located on the ground floor will have an 80 seat capacity and include and outdoor dining area located along the Tamar Street frontage. The glazing along the Tamar Street frontage of the café will provide an active ground floor presence to the streetscape.

The plant room will be located on the roof of the building and effectively increases the overall height of the building to 23.2 metres for the plant room, lift shaft and fire stair only (area of 8326m^2). As such, the apparent height of the building will appear at 21.7 metres for the main tower with the plant room barely noticeable atop the hotel.

The façade of the building is to have the appearance of being constructed in brick and there is substantial glazing along all four façades which assists in providing rhythm ensures there are no large expanses of blank façade.

Details of the proposed hotel and associated works are summarised as follows:

Demolition (refer Drawing No 16283-da02)

- Removal of concrete kerbs and trees associated with the existing car park including the established trees along the Tamar Street frontage. Note that it is intended to retain the existing *Fraxinus excelsior* in the south eastern end of the site –
- Removal of two on street car parking spaces along Cimitiere Street to enable new crossover to be installed;
- Removal of two on street car parking spaces along Tamar Street to enable new crossover to be installed.

Hotel

- Building footprint of 673.60m^2 for the ground floor, 1081.95m^2 for level 1 with the upper floors of the tower block have areas of 818.5m^2;
- Hotel orientated towards both Tamar and Cimitiere Streets
- Building setback 10.2 metres from Tamar Street, built to the Cimitiere Street boundary for the upper levels, 11.1 metres from the south-eastern boundary and 2.9 metres from the north-western boundary for the hotel tower with the electrical substation extending to the boundary.
- Overall maximum height of 23.2 metres to the top of the plant room with the maximum height excluding the plant room will be 21.7 metres;
- There are two types of premium hotel suites proposed. Premium type 1 hasa floor area of 29m^2 and there are to be one each on floors 1-5.
- Premium suite 2 has a floor area of 40.5m^2 and includes a bedroom with separate lounge and an ensuite. There is one of each of these types on floors 1-5;
- The typical hotel suites have a floor area of 30m^2 with a separate ensuite;
- There are four DDA suites with a floor area of 40.5m^2 to be located on levels 2-5;
- The conference/function room has a floor area of 116.15m^2 with an adjoining breakout spaces of 46.3m^2;
- The restaurant has a seating capacity of 80 and an area of 104.9m^2.

- There will be a bar located adjacent to the function room on the first floor (area 14.45m^2);
- A 38.25m^2 future office or retail space is located on the ground floor fronting Cimitiere Street. This creates an active street frontage to that street.

Fencing

- 2.1 metre high chain wire mesh fence along the rear (north-western boundary) to separate the site from the balance of the adjacent car park. Subject to agreement with Council, it is possible that a gate will be installed between the two car parks within this fence line. As part of the proposed landscaping works is proposed to grow a climbing evergreen along the length of this fence to make it more aesthetically pleasing;
- Retain existing fences along south-western and south-eastern boundaries;
- Construct 1.8m high fence/screen on the eastern end of the Cimitiere Street boundary.

Landscaping (refer to Landscape Plan)

- It is proposed to create a courtyard area for outdoor dining between the Tamar Street frontage and the proposed hotel.
- New feature small eucalyptus trees will be planted along the Tamar Street frontage and the forecourt area will be landscaped to create a vibrant outdoor eating environment and make a feature of the Tamar Street frontage of the building.
- A secondary courtyard area will be created adjacent to the north-west quadrant of the building and extending to Cimitiere Street. Snow peas and low-level shrubs will be used to create an enclosed garden courtyard.
- Climbing evergreen will be used on the south-eastern and south-western perimeter fences.
- It is proposed to landscape the area to the south of the Tamar Street access driveway and that that driveway will be paved to create an aesthetically appealing entrance to the hotel.

Access and Car Parking

- Ingress only via a new 3 metre wide crossover to be installed at the south-eastern corner of the site from Tamar Street;
- Egress via a new 3-metre-wide crossover onto Cimitiere Street at which a sensor garage door will be installed;

- Provision of 35 car parking spaces to the rear of the hotel at ground floor level under the tower including one accessible space, and two motorcycle spaces. A taxi/drop off zone will be located on the south-eastern façade adjacent to the entrance.
- Car parking spaces will have dimensions of 5.4 metres by 2.5 metres. Three of the car parking spaces will be dedicated staff parking due to the fact that it will be difficult to reverse from them whilst deliveries are occurring;
- Deliveries will occur via the loading zone on the north-western side of the building directly adjacent to the back of house area. A second smaller bay is located within the car park.
- The site will be serviced by small commercial vehicles for the delivery of goods and collection of garbage;
- No dedicated bus access or parking is proposed, rather any buses wishing to drop hotel guests off would need to use one of the existing bus bays to the north in Tamar Street or outside the Albert Hall in Cimitiere Street.

Signage

- A single blade sign is proposed on the Tamar Street frontage with a height of 3 metres and width of 600mm.

A copy of the development plans is included as ***Appendix B*** to this report.

3.2.1 Design Philosophy (from Cumulus Architects)

The proposed Hotel Verge development in Launceston seeks to convey a sense of place by responding to and taking cues from the distinctive features of rhythm, relief, silhouette, and brick inherent to the significant Launceston building stock. These characteristic features are interpreted in a contemporary manner to offer both a modern insertion within the existing city grid while also responding to local context.

The massing and form respond to the setting on Tamar Street, the main entry and reception is located in a low two-storey element similar in scale to the existing Tamar Street buildings and has a considerable setback responding to the siting of the Albert Hall. The increased height required for the hotel rooms is located further away from the north-south sightline along Tamar Street, particularly from the higher ground. While the taller form will be seen it addresses Cimitiere Street with a traditional proportion of the existing built form in Launceston, that is narrow to the street and deeper into the block.

The core external fabric of the building responds to Launceston's strong connection to brick. The proposed brick skin is articulated as staggered bands that work to

reduce the overall scale of the building and introduce depth through shadowing of the façade. Where terminated at the parapet the staggered brick skin expresses a strong silhouette against the sky.

The Cimitiere Street facade is punctured with windows where required responding to the consistent rhythm that is a characteristic of so many local buildings. These window openings are further articulated through depth providing shadowing and relief to the façade.

The internal spaces express an identifiable Tasmanian character through the use of select Tasmanian timber features in the rooms, local artwork and hand picked Tasmanian furniture in the public spaces.

3.3 Works Not Included

Consolidation of the subject lots is being undertaken via a separate process by the property owners, The City of Launceston. Subject to planning approval, the applicant will purchase the property as a single, unencumbered lot with all infrastructure augmentation works undertaken as part of this process. Neither title consolidation (subdivision) or the associated infrastructure works form part of this development application.

4 Planning Assessment

4.1 Zoning

The subject site is zoned Urban Mixed Use under the *Launceston Interim Planning Scheme 2015* as identified in Figure 2 below. It is situated within the CBD Car Parking exemption area but otherwise is not subject to any overlays.

Base image from theLIST (www.thelist.tas.gov.au). © State of Tasmania.

Figure 2 - Zoning Plan

4.2 Use Categorisation

4.2.1 'Visitor Accommodation' use class

The broad use classification for the proposed use is 'Visitor Accommodation' which is defined as follows in Table 8.2 of the Planning Scheme.

'use of land for providing short or medium term accommodation for persons away from their normal place of residence. Examples include a backpackers hostel, bed and breakfast establishment, camping and caravan park, holiday cabin, holiday unit, motel, overnight camping area, residential hotel and serviced apartment.'

The restaurant and retail tenancies are subservient to the Visitor Accommodation use and therefore fall within the same use class as per Clause 8.2.2

4.2.1 'Food Services' use class

Given the restaurant/café may be let as a separate tenancy it is appropriate to allocate it as a separate use class being 'Food Services' which is defined as follows in Table 8.2 of the Planning Scheme:

'use of land for preparing or selling food or drink for consumption on or off the premises. Examples include a café, restaurant and take-away food premises.'

4.2.2 'Business and Professional Services' use class

Given the future tenancy fronting Cimitiere Street will likely be let as a separate tenancy it is appropriate to allocate it as a separate use class being 'Business and Professional Services' which is defined as follows in Table 8.2 of the Planning Scheme:

'use of land for administration, clerical, technical, professional or similar activities. Examples include a bank, call centre, consulting room, funeral parlour, medical centre, office, post office, real estate agency, travel agency and veterinary centre.'

4.2.3 Approval Status

Both 'Visitor Accommodation' and 'Business and Professional Services are identified in the Use Table at Clause 15.2 as being a discretionary use class in the Urban Mixed Use Zone if the use is on the ground floor. The ground floor only contains the lobby associated with the accommodation and no hotel suites. The proposed office is on the ground floor. Food services is a no permit required use within 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.

- 15.3.2 Mechanical Plant and Equipment (P1)
- 15.3.4 Noise level (P1)
- 15.4.1 Building height, setback and siting (P1, P2, P3)
- 15.4.3 Active Ground Floor (P1)
- E2.6.2 Excavation (P1)
- E6.6.2 Design and Layout of Car Parking Areas (P1)
- E6.6.3 Pedestrian Access (P1)
- E6.6.4 Loading Bays (P1)
- E6.7.1.3 Local Area Provisions (P1)

4.3 Urban Mixed Use Zone Provisions

4.3.1 Zone Purpose

15.1	***Zone Purpose***
15.2.1.1	*To provide for integration of residential, retail, community services and commercial activities in urban locations.*
15.2.1.2	*To provide for a diverse range of urban uses and increased intensity of development including residential densities that support the role of activity centres.*

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

15.2.1.4 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 statements are relevant to the exercise of the general discretion which applies to the 'Visitor Accommodation' use class in accordance with Clause 8.10.2 of the Interim Planning Scheme. They are considered individually below.

15.2.1.1 Consistent. The proposal to use and develop a marquee hotel adjacent to the CBD of Launceston will assist in creating a vibrant urban centre, particularly as it will increase the number of occupants within the CBD at night time and therefore assist in increasing night time activity.

15.2.1.2 Consistent. The addition of a new hotel in the inner-city area promotes the diverse range of activities and the provision of additional hotel beds in the core activity centre of Launceston being the CBD will have a flow on effect in terms of increased patronage to surrounding businesses and services.

15.2.1.3 Consistent. The proposed use and development of the site for visitor accommodation purposes will assist in furthering this objective.

15.2.1.4. Consistent. The hotel building has been designed to ensure pedestrian level activity along both street frontages is provided. Currently, as the site is vacant, it creates a break in the active facades along Tamar Street. The development of the hotel will infill this space and through the development of a restaurant café with outdoor dining and floor to ceiling windows will create an active Tamar Street frontage and provide interest and engagement to pedestrians. The proposed landscaping to create the courtyard adjacent to Tamar Street will further create visual interest to pedestrians and have the effect of reducing the apparent scale of the building to the street at that point.

With respect to the Cimitiere Street frontage, the building extends to the boundary at this point and approximately half of the building (to the future tenancy) will have glazing along it at ground level. Whilst the electrical substation component is a blank façade, the extent of that is 5 metres. The

upper levels have extensive glazing along them and create interest. It is noted that the Clarion Hotel directly opposite the site at this point also has large expanses of blank façade at street level.

The proposed access, parking and circulation has been designed to enable Tamar Street to retain an active frontage and provide the majority of car parking under and to the rear of the building. All of the proposed car parking will be concealed from view at street level.

4.3.2 Use Standards

The use standards below are applicable only in relation to the restaurant/café and not the Visitor accommodation or Business and Professional Services in accordance with Table 15.3.

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 Solution	***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

Commercial deliveries associated with the restaurant will occur between 6.00am and 10.00pm.

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 Solution	***Performance Criteria***
A1 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.	*P1 Noise odours, fumes or vibration generate must not cause unreasonable loss of amenity to adjoining or immediately opposite sensitive uses, having regard to:* *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.*

Complies with P1

The site is adjacent to a shop-top dwelling located above 63-67 Cimitiere Street and Visitor Accommodation being the Clarion hotel opposite the site on Cimitiere Street. It is noted that the actual restaurant and kitchen location (to which this clause applies) is not directly adjacent to either of these uses with the residence a minimum of 13 metres from the restaurant kitchen and the hotel more than 35 metres.

Regardless, the application relies on the Performance Criteria. It is submitted that in relation to the residence at 63-67 Cimitiere Street, it is situated above an existing restaurant so any emissions in terms of noise, odours or fumes from a commercial kitchen some 13 metres away would be unlikely to exceed emissions, noise or fumes from a restaurant immediately below it. The way the titles are arranged on the site in relation to the location of the proposed hotel means that this clause is triggered when in reality the two uses are not immediately adjacent to one another.

The section of the Clarion hotel opposite the site is a car park and conference room and not guest accommodation therefore there will be no impacts on a sensitive use within it.

15.3.3 Light spill and illumination

Objective

To ensure that light spill and levels of illumination from external lighting does not cause unreasonable loss of amenity to sensitive uses..

Acceptable Solution	***Performance Criteria***
A1 The use must: *(a) not include permanent, fixed floodlighting, where the zone adjoins the boundary of the General Residential, Inner Residential and Low Density Residential zones; and* *(b) contain direct light from external light sources within the boundaries of the site.*	*P1 Floodlighting or other external lighting used on site must not cause an unreasonable loss of amenity to nearby sensitive uses, having regard to:* *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;* *e) the degree of screening between the light sources and the sensitive uses; and* *f) existing light sources nearby.*

Complies with A1

The site does not directly adjoin any of the listed zones. All light will be contained within the boundaries of the site.

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 Solution	***Performance Criteria***
A1 Noise generated on the site must: *(a) not exceed a time average A-weighted sound pressure level (L^{Aeq}) of 5dB(A) above background during operating hours when measured at the boundary of an existing sensitive use adjoining or immediately opposite the site; or* *(b) be in accordance with any permit conditions required by the*	*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;*

Environment Protection Authority or an environmental protection notice issued by the Director or the Environment Protection Authority.

c) background noise levels;
d) any mitigation measures proposed;
e) the topography of the site; and
f) the character of the surrounding area.

Complies with P1

The site is adjacent to a shop-top dwelling located above 63-67 Cimitiere Street and Visitor Accommodation being the Clarion hotel opposite the site on Cimitiere Street. It is noted that the actual restaurant and kitchen location (to which this clause applies) is not directly adjacent to either of these uses with the residence a minimum of 13 metres from the restaurant kitchen and the hotel more than 35 metres.

Regardless, the application relies on the Performance Criteria and assessment against it is required. It is submitted that in relation to the residence at 63-67 Cimitiere Street, it is situated above an existing restaurant so it would already have a baseline noise level above that expected in a quiet residential street. It is unlikely any noise generated from the hotel some 13 metres away would exceed that of the restaurant below. The way the titles are arranged on the site in relation to the location of the proposed hotel means that this clause is triggered when in reality the two uses are not immediately adjacent to one another.

The section of the Clarion hotel opposite the site is a car park and conference room and not guest accommodation therefore there will be no impacts on a sensitive use within it.

15.3.4 Retail impact -not applicable to the proposed use classes.

4.3.3 Development Standards

15.4.1 Building height, setback and siting

Objective

To ensure that building bulk and form, and siting:

(a) Is compatible with the streetscape and character of the surrounding area;

(b) Protects the amenity of the adjoining lots;

(c) Promotes and maintains high levels of public interaction and amenity.

Acceptable Solution	***Performance Criteria***
A1 Building height must be no greater than: *a) 12m: or* *b) 1m greater than the average of the building height on the site or adjoining lots;* *Whichever is higher.*	*P1 Building height must be compatible with the streetscape and character of the surrounding area, having regard to:* *a) the topography of the site;* *b) the height of buildings on the site, adjoining lots and adjacent lots;* *c) the bulk and form of existing and proposed buildings;* *d) the allowable building heights;* *e) the apparent height when viewed from roads and public places; and* *f) any overshadowing of adjoining lots or public places.*

Complies with P1

The proposed building has a maximum overall height of 23.2 metres to the plant room and 21.7 metres to the roof and therefore relies on assessment against the Performance Criteria as the adjoining properties to the north and south have maximum heights of 8 metres and 9.5 metres respectively.

Hotel developments by the nature of their operation need their floor area to be created vertically rather than horizontally. To provide hotel rooms with windows and light, it is necessary to have a small site footprint to enable each room to be provided with natural light and to do so, the building must extend vertically. Further, to be financially feasible and justify the cost of construction versus financial return, hotels must be of a certain size and scale and for this site, the provision of 86 rooms is considered to make this a viable project. The height is therefore required in order to provide this number of rooms. The Best Western Hotel and Grand Chancellor Hotel provide examples in Launceston as to why hotels need height to function.

Relatively speaking and as demonstrated in Figure 3 below, the proposed hotel will have a finished RL lower (Hotel Verge at 27.8 to plant deck compared with Grand Chancellor with an RL of 30.4) than the Hotel Grand Chancellor which is situated less than 150 metres from the site and substantially lower than the Telstra Tower with an RL of 48.7 which is located less than 350 metres from the

site. Further, the proposed scale of the hotel will not be entirely out of character and will not completely dominate the Albert Hall directly opposite the site. The maximum RL for both the proposed Hotel and Albert Hall are similar (variance of 300mm only) so given the setback of the hotel (particularly the tower component) to Tamar Street, it is submitted that the scale of the hotel will not dominate nor detract from the Albert Hall.

The location of the subject site with a ground level RL of 4.8 metres and sitting at a low point in the Launceston valley, means that when viewed from hillside locations in South, East and West Launceston, the building will not impact the existing skyline as it will sit lower than these locations.

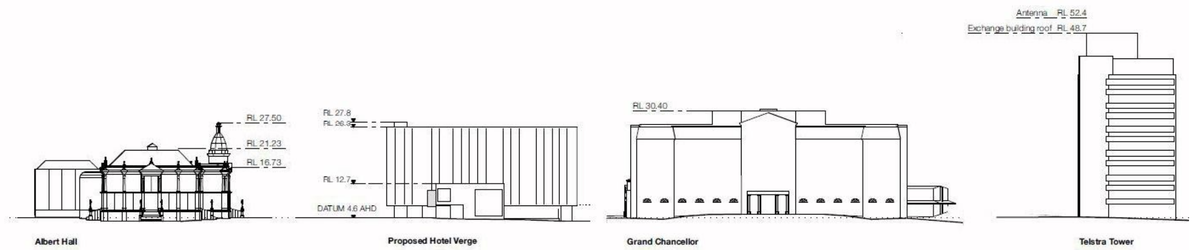

Figure 3 – Height Study

Assessment of the proposed additional height component is assessed against the matters to be considered under the Performance Criteria as follows:

(a) The topography of the site does not have a bearing on the overall height proposed.

(b) The site is currently vacant. The buildings on the adjoining lots to the north and south have maximum heights of 8 metres and 9.5 metres respectively. The Albert Hall is approximately the same height to the top of the spier as the hotel is to the top of the plant deck.

The setback of the building of 10.2 metres to Tamar Street with the restaurant and function centre effectively creates a podium level with a maximum height of 8.1 metres, and consistent with the height of the adjoining properties to the north and south. It is the tower component that has the height to 23.2 metres and that is setback some 32.2 metres from the Tamar Street frontage.

The apparent scale of the building will be greater on the Cimitiere Street frontage at which point the building will be built to the boundary.

It is submitted that at street level on Cimitiere Street, the impact of the height of the building will not be immediately noticeable and that there are many examples in Launceston where tall buildings are sited adjacent to much lower buildings. The Quest Hotel in Cameron Street is one such example and at street level the pedestrian does not actually immediately realise how tall that building is as shown in Photos 4 and 5 below.

Photo 4: Scale of Quest building at street level immediately opposite

Photo 5: Scale of Question building in comparison to adjacent properties

A second example of this is the Telstra building shown in photo 6 below

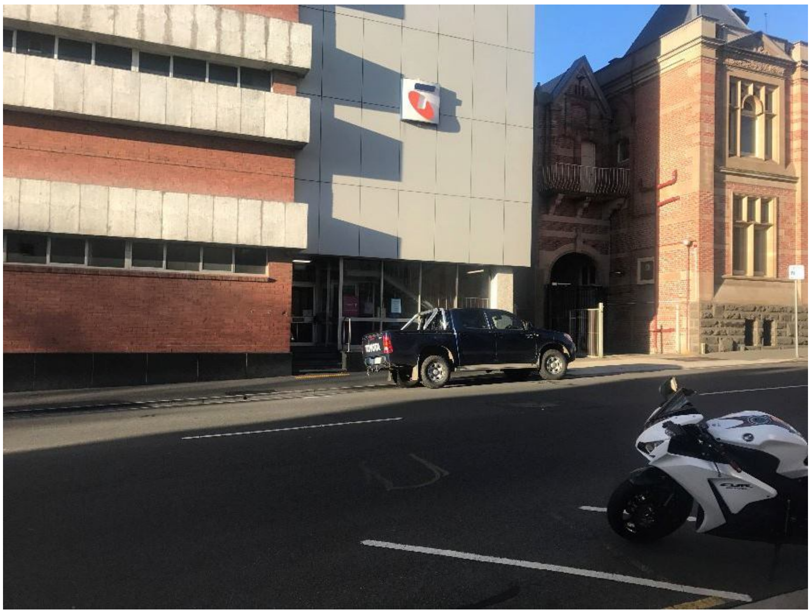

Photo 6: View of scale of Telstra building from St John St immediately opposite

(c) It is considered that Launceston is a city that is currently undergoing an exciting phase of development and increased prosperity. In order to create a more vibrant and diverse city centre and to increase levels of activity, the City needs to embrace new development that whilst respecting the unique heritage character we have, seeks to increase the efficiency of use of land through increased heights.

(d) The allowable building height is 12 metres therefore a dispensation is being sought for the additional 11.2 metres, although noting that the plant deck height, given its location will not be apparent when viewed from nearby locations, effectively meaning the dispensation will be 9.7 metres for the bulk of the building.

(e)The overall height of the building when viewed from immediately adjacent to the site on Cimitiere Street will not be immediately apparent, just as even second storeys on buildings throughout the CBD are not noticeable at the pedestrian level. It is submitted that the juxtaposition of buildings of different height and style against each other as is proposed creates interest in city streetscapes and highlights differences in building styles and scales over time.

The scale of the building when viewed from public places from where it will have visibility farther afield, such as the hillside locations of South, East and West Launceston, will be reduced as a result of distance to the building. Further, the relative RL of the ground level in comparison to these locations is low and therefore the building will not stand out in the skyline. Finally, it is submitted that the design of the building whereby there is relief repetition on each of the four facades is such that it will provide a point of interest in the Launceston landscape and not just a blank pre-cast wall as we have seen in so many of the more modern structures. This is a deliberate design technique undertaken to ensure its height can create interest in the landscape rather than just dominate it.

(f) The shadow study provided as Figure 4 below and within ***Appendix B*** plans shows a comparison of the shadow cast by a permissible building envelope (i.e 12 metre high building built to front and side boundaries) vs the proposed building. It is evident that in terms of impact to the adjacent lots to the north and south along Tamar Street, that the additional height component will have negligible impact in terms of overshadowing. There will be minor overshadowing in December to the City Park Grand Conference Centre which does have windows on the southern façade but the overshadowing will reduce to zero by 12pm. The additional height component will increase the overshadowing effect to the existing buildings located to the west of the site along Cimitiere Street in June but again it is argued that were the balance car park lots built upon within the allowable envelope, there would be overshadowing impacts greater than the current, ground level car park exhibits. The buildings along Cimitiere Street that will be impacted by overshadowing are oriented to the north in any case and this northern sunlight will not be impacted.

The other area of increased impact in terms of overshadowing beyond the allowable building envelope is to 10-14 Cameron Street to the south of the site fronting Cameron Street with the impact occurring at 3pm in June. Whilst the extent of overshadowing is greater than would occur for buildings within the permissible envelope, it is only the afternoon light that will be impacted and the frontage to this building on Cameron Street will not be impacted. The windows at the rear of this building would be overshadowed even if a building on the site was constructed within the permissible building envelope so the minor increase in overshadowing will occur on the eastern side wall only (as shown in photo 7).

Photo 7: Eastern elevation of 10-14 Cameron Street

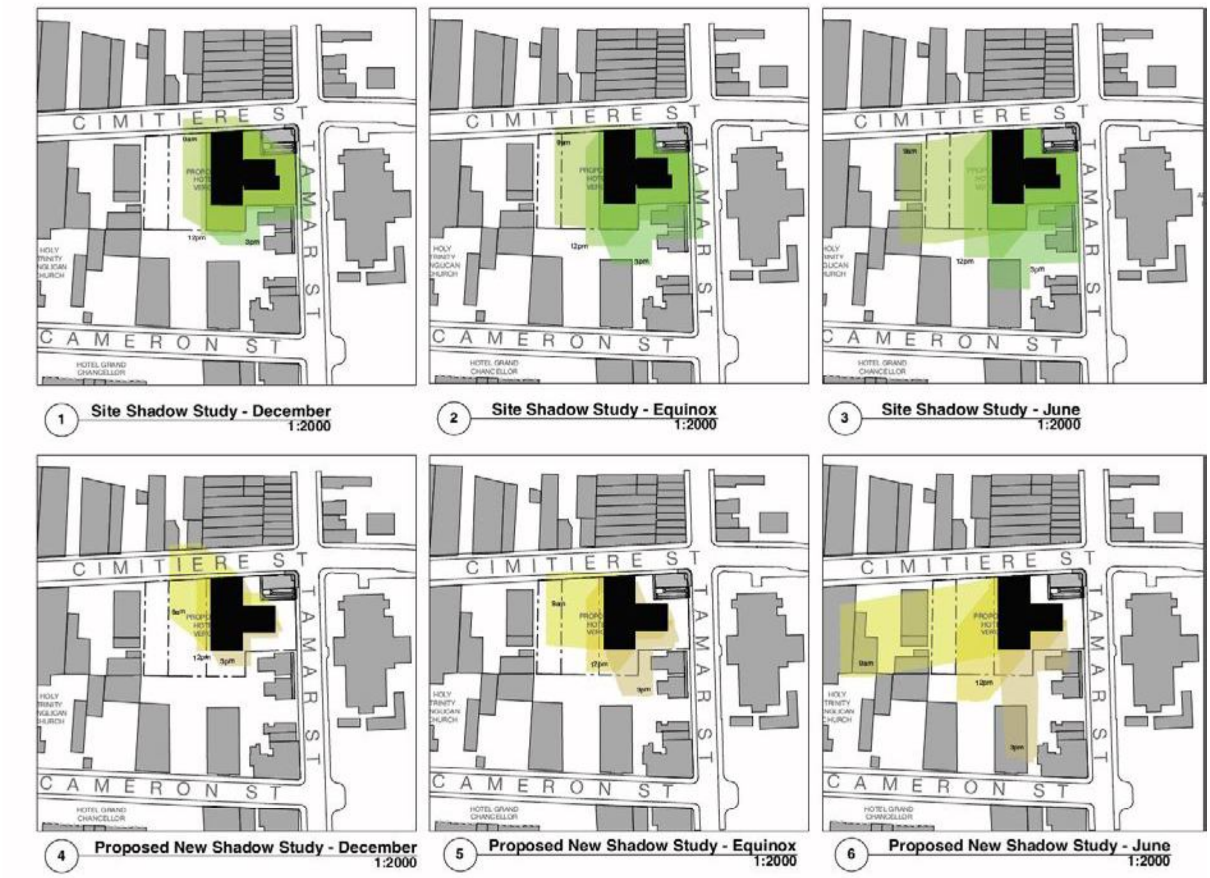

Figure 4 – Shadow Study

Acceptable Solution	***Performance Criteria***
A2 Setback from a frontage: *a) must be built to the frontage at ground level;* *b) be setback a distance that is not more than the maximum and minimum setbacks of the buildings on adjoining lots*	*P2 Buildings must be sited to be compatible with the streetscape and character of the surrounding area, having regard to:* *a) the level of public interaction and amenity, and pedestrian activity;* *b) the topography of the site;* *c) the setbacks of surrounding building;* *d) the height bulk and form of existing and proposed buildings;* *e) the appearance when viewed from roads and public places;* *f) the retention of vegetation;* *g) the existing or proposed landscaping; and*

h) the safety of road users.

Complies with P2

The proposed building is setback 10.1 metres from the Tamar Street frontage and the adjoining buildings are built to the frontage, therefore the application relies on assessment against the Performance Criteria. The building will be constructed to the Cimitiere Street frontage so meets the Acceptable Solution with respect to this frontage.

Firstly, it is noted that the provision requiring no setback to the frontage as the permitted standard is understood to have been drafted to encourage maximum use of site areas within the urban mixed use zone to ensure efficient use of land as is appropriate for an inner city area. The fact there is a corresponding performance criteria means that in certain circumstances it is entirely appropriate that front setbacks be provided for.

The proposed building is to be setback from the frontage for two reasons:

(1) to reduce the impact of the overall height of the building on the streetscape and the Albert Hall opposite the site;

(2) to allow for the provision of landscaping and outdoor dining area between the restaurant and Tamar Street which it is submitted will enhance the character of the streetscape and soften the impact of the building height. T

Assessment against the Performance Criteria is as follows:

(a) It is submitted that provision of the outdoor dining and landscaping area between the building and Tamar Street will improve the amenity of the building and encourage public interaction and interest as well as increase pedestrian activity.

(b) The topography of the site has not been a factor in determining the front setback.

(c) The buildings along the western side of Tamar Street within the section between Cimitiere and Cameron Streets are primarily built to the street frontage although it is noted the row of terraces immediately to the south have a small setback to the street with some landscaping within the front setback.

It is noted that the Albert Hall directly opposite the site and with a maximum RL to the spier of 27.5 (in comparison to a maximum RL for the proposed hotel of RL 27.8m) is setback from the street frontage. The two buildings on opposite sides of the street and with scales much greater than the permissible in the

urban mixed use zone, will therefore mirror each other in terms of being afforded a front setback.

(d) As stated, the increased front setback has been proposed in order to reduce the impact of the overall height of the building to the streetscape and particularly the Albert Hall opposite the site and to reduce the impacts of the height component to the buildings to the north and south of the site along Tamar Street. It is important that the building envelope for each individual site be considered in the context of the surrounds and the proposed scale and form of the building proposed

(e) The appearance of the building when viewed from Tamar Street immediately outside of it will be softened by the increased front boundary setback and provide an important human-scale interaction between the restaurant and outdoor dining area and the street. Views from public spaces farther afield than Tamar Street will not be impacted by the increased front boundary setback. It will be the height that will be the predominant characteristic noticeable when the building is viewed from further afield. The increased setback provides some symmetry with the Albert Hall opposite and will also lessen the impact of the scale of the building on the heritage listed Albert Hall.

(f) (g) The existing vegetation along the streetscape will be removed, however it will be replaced with new landscaping that will include several, mature trees.

(h) the increased setback of the building will not impact on the safety of road users.

Acceptable Solution	***Performance Criteria***
A3 Setback from a side boundary:. *(a) must be built to the side boundaries at ground level; or* *(b) be setback a distance that is not more or less than the maximum and minimum setbacks of the building on adjoining lots*	*P3* *Buildings must be sited such that there is no unreasonable loss of amenity to the occupiers of adjoining lots, having regard to:* *(a) the topography of the site;* *(b) the size, shape, and orientation of the site;* *(c) the setbacks of surrounding building;* *(d) the height bulk and form of existing and proposed buildings;* *(e) the existing buildings and private open space areas on the site;*

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(f) the privacy to private open space and windows of habitable rooms on adjoining lots;

(g)sunlight to private open space and windows of habitable rooms on adjoining lots;

(h)any existing screening or the ability to implement screening; and

(i) the character of the surrounding area.

Complies with P3

The proposed building is to be constructed to the north-western boundary at ground level, setback a minimum of 11.1 metres from the southern side boundary and 2.8 metres to the north-eastern side boundary therefore the application relies on the performance criteria. As with the front setback provisions, it is understood that Council has allowed zero boundary setbacks to encourage maximum development of inner city urban site and promote a dense urban form. There are always going to be instances where maintaining a zero boundary setback is not going to be appropriate and therefore there is the ability to vary the permitted standard. In this instance, the setbacks have been provided to provide access to the site from Tamar Street and to provide a sense of space between the proposed building and adjoining properties to the south to reduce the impact on those buildings.

Assessment of the proposed setbacks against the relevant matters to be considered under the Performance Criteria as follows:

(a) the topography of the site has not been a determining factor in the side seatbacks.

(b) The size, shape and orientation of the site has not been a determining factor in the side setbacks.

(c) The buildings along the section of Tamar Street between Cimitiere and Cameron Streets are mainly built to the side boundaries. Gaps in the streetscape are provided by existing car parks and access driveways so in that sense it is not a streetscape that has uniform buildings along it.

(d) As stated, the increased side boundary setbacks have been created to take account of the impact of the proposed hotel on the adjoining lots and to help create a sense of separation between the heritage buildings adjacent to the site and the modern design and scale of the hotel.

(e) There are no existing buildings on the site;

(f) The buildings on the adjoining lots to the north and south are used as office premises and therefore are not required to be provided with privacy in the same sense that residential premises are to be afforded. The increased side boundary setback will not have any bearing on impact to privacy;

(g) The proposed increased setback has been provided to assist in providing additional sunlight to the rear windows of the buildings on the adjoining lots. There are no private open space areas to residential properties on the adjoining lots;

(h) The provision of a side boundary setback to the northern boundary enables landscape screening to be installed between the site and the adjoining properties to the north which will soften the impact of the proposed building to these properties. It is noted that in this location, the building is only two storeys high and well within the permissible height limit of 12 metres.

(i) The increased side boundary setback is not inconsistent with the character of the surrounding area which is characterised by expanses of buildings constructed to the title boundary interspersed with buildings that have side boundary setbacks.

15.4.2 Location of car parking

Objective

To ensure that car parking:

(a) does not detract from the streetscape; and

(b) provides for vehicle and pedestrian safety

Acceptable Solution	***Performance Criteria***
A1 Car parking must be located: *(a) within the building structure; ore* *(b) behind the building*	*P1 Car Parking must be located to minimise the visibility from a road, mall, laneway or arcade, having regard to:* *(a) the existing streetscape;* *(b) the location of car parking;* *(c) vehicle and pedestrian traffic safety;* *(d) measures to screen parking; and* *(e) any landscaping proposed.*

Complies with A1

All car parking is located behind the building structure (and adjacent buildings) fronting both Tamar and Cimitiere Streets and will not be visible from either street.

15.4.3 Active ground floor

Objective

To ensure that the building façade promote and maintain high levels of pedestrian interaction and amenity.

Acceptable Solution	***Performance Criteria***
A1 New buildings with non residential uses on ground floors must: *(a) have clear glazing, display windows or glass doorways for a minimum of 80% of all ground floor facades to, roads, malls, laneways or arcades;* *(b) not have security grilles or screens that obscure the ground floor facades to roads, malls, laneways or arcades;* *(c) not have mechanical plant or equipment, such as air conditioning units or heat pumps located on the facade; and* *(d) not have blank walls, signage panels or blocked out windows, wider than 2m on ground floor facades to roads, malls, laneways or arcades.*	*P1 New buildings must be designed to maximise interaction between the use of the building and pedestrians, having regard to:* *(a) an adequate level of glazing, openness and transparency on the ground floor facades to roads, malls, laneways or arcades;* *(b) the potential for security grills or screens to reduce the amenity of the building or reduce levels of interaction with the public;* *(c) screening or obscuring all mechanical plant or equipment such as air conditioning units or heat pumps so they are not recognisable or visible from ground level public view points; and* *(d) minimising the area of all blank walls, signage panels or blocked out windows on ground floor facades to roads, malls, laneways or arcades*
A2 *Alterations to ground floor facades of non residential buildings must not:* *(a) reduce the level of glazing on a facade to a road, mall,*	*P2* *Alterations to ground floor facades of non-residential buildings must be designed to maximise interaction between the use of the building and pedestrians, having regard to:*

laneway or arcade that is present prior to alterations; (b) have security grilles or screens that obscure the ground floor facade; (c) introduce new or additional mechanical plant or equipment such as air-conditioning units or heat pumps located on the façade; and (d) increase blank walls, signage panels or blocked out windows, wider than 2m on ground floor facades to roads, malls, laneways or arcades.	(a) the level of glazing, openness and transparency on the ground floor facades to roads, malls, laneways or arcades; (b) the potential for security grills or screens to reduce the amenity of the building or reduce levels of interaction with the public; (c) screening or obscuring all mechanical plant or equipment such as air conditioning units or heat pumps so they are not recognisable or visible from ground level public view points; and (d) minimise the area of all blank walls, signage panels or blocked out windows on ground floor facades to roads, malls, laneways or arcades.
A3 The building must: (a) provide a direct access for pedestrians from the road or publicly accessible areas; and (b) be orientated to face a road, mall, laneway or arcade, except where the development is not visible from these locations.	P3 Buildings must be clearly visible from the road or publicly accessible areas, having regard to: (a) the safety and convenience of pedestrians; and (b) the existing streetscape.
A4 The total width of the door or doors on a garage facing a frontage must be no wider than 6m.	P4 Garage doors should not be a visually dominant element in the streetscape and must be designed, having regard to: (a) the location of existing buildings on the site; (b) the existing streetscape; and

(c) the design and locations of garages in the surrounding area.

Complies with P1. Complies with A3 and A4 and A2 is not applicable.

The ground floor of the Tamar Street frontage does not have a minimum of 80% glazing required however it does comply with A1 (b) (c) and (d).

The Cimitiere Street frontage also does not comply in terms of minimum levels of glazing but again complies with A1 (b), (c) and (d).

The application is therefore assessed against P1.

It is submitted that a large majority of the buildings in the Launceston CBD would fail to meet the requirement of a minimum of 80% as it is difficult to achieve. Both the Tamar Street and Cimitiere Street facades do have floor to ceiling glazing along half their frontage, so they do not have large blank expanses of wall. The ground level of the Tamar Street façade will largely be screened by landscaping along Tamar Street and within the hotel/restaurant courtyard.

The building is oriented to face both Tamar Street and Cimitiere Street and there will be direct access to the frontage of the building via the restaurant from Tamar Street, and direct access to the ground floor tenancy of the building facing Cimitiere Street. Therefore, it is compliant with A3.

The garage door on Cimitiere Street will have a width of 3.1 metres and therefore complies with A4.

Clauses 15.4.4 to 15.4.9 – not applicable

Clauses 15.4.10 – 15.4.13 – not applicable

4.4 Codes

4.4.1 Bushfire Prone Areas Code E1.0

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

4.4.2 Potentially Contaminated Land E2.0

The Code applies on the basis that excavation works greater than 0.5m^2 will occur on land identified as being potentially contaminated.

A copy of the Environmental Site Assessment undertaken for the site is included as ***Appendix C.***

Code Purpose

E2.1	*a) ensure that use or development of potentially contaminated land does not adversely impact on human health or the environment.*

Overall, the ESA accompanying the application which has been prepared to accompany the application has found that subject to protection measures being implemented during construction, that there is no risk to human health or the environment from the proposed works.

Use Standards

E2.5.1 Use Standards

Objective

To ensure that potentially contaminated land is suitable for the intended use.

Acceptable Solution	***Performance Criteria***
A1 *The Director, or a person approved by the Director for the purpose of this Code:* *(a) certifies that the land is suitable for the intended use; or* *(b) approves a plan to manage contamination and associated risk to human health or the environment that will ensure the land is suitable for the intended use.*	*P1* *Land is suitable for the intended use, having regard to:* *(a) an environmental site assessment that demonstrates there is no evidence the land is contaminated; or* *(b) and environmental site assessment that demonstrates that the level of contamination does not present a risk to human health or the environment; or* *(c) a plan to manage contamination and associated risk to human health or the environment that includes:* *(i) an environmental site assessment;* *(ii) any specific remediation and protection measures required to be implemented before any use commences; and*

	(iii) a statement that the land is suitable for the intended use.

Complies with A1

The application is accompanied by an ESA that includes an NEPM Based Risk Assessment that found there is no risk to future accommodation guests or staff and therefore certifies that the land is suitable for the intended use.

Development Standards

E2.6.1 Subdivision – not applicable

E2.6.2 Excavation

Objective

To ensure that works involving excavation of potentially contaminated land does not adversely impact on human health or the environment.

Acceptable Solution	***Performance Criteria***
A1	*P1*
No acceptable solution	*Excavation does not adversely impact on health and the environment, having regard to:* *(a) an environmental site assessment that demonstrates there is no evidence the land is contaminated; or* *(b) an environmental site assessment that demonstrates that the level of contamination does not present a risk to human health or the environment; or* *(c) a plan to manage contamination and associated risk to human health and the environment that includes:* *(i) an environmental site assessment;*

	(ii) any specific remediation and protection measures required to be implemented before excavation commences; and *(iii) a statement that the excavation does not adversely impact on human health or the environment.*

Complies with P1

The ESA accompanying the application found no evidence that the site has been impacted by contaminants discharged to the site soils or groundwater. However, the electrical substation for the hotel will be built at the eastern end of the lot in proximity to where the UPSS was removed. Ground penetrating radar confirmed that the UPSS was decommissioned and removed from the site. Due to the proximity of the development to potentially contaminated soil specific protection measures are required to be implemented to protect subsurface workers during construction (specifically excavation). The ESA accordingly recommends three protection measures to be implemented during construction and subject to those measures there is no risk to human health or the environment from the proposed works.

4.4.3 Landslide Code E3.0

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

4.4.4 Road and Railway Assets Code E4.0

A Traffic Impact Assessment has been prepared by Milan Prodanovic to assist with the assessment against the standards in the Code ***(see Appendix D).***

Code Purpose

E4.1	*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 networks.*

The purpose statements are considered separately below.

a) Consistent. The TIA accompanying the application has determined that the existing capacity of both Tamar and Cimitiere Streets coupled with the

estimated additional vehicle movements generated by the hotel will still be well within the operational capacity of both roads and the location and design of the access points do not present any safety of operational concerns.

b) Consistent. The site is not adjacent to any major road or rail networks.

Use Standards

E4.5.1Existing 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	***Performance Criteria***
A3 The annual average daily traffic (AADT) of vehicle movements, to and from a site, using 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.	*P3 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:* *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.*

Not applicable – there are no existing crossovers directly onto the subject titles.

E4.6.2 Road Accesses and Junctions

Objective

To ensure that the safety and efficiency of roads is not reduced by the creation of new accesses and junctions.

Acceptable Solution	***Performance Criteria***
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 A2

The proposed development will provide two new crossovers, one onto Tamar Street and one onto Cimitiere Street. The Tamar Street access will provide entry only and the Cimitiere Street will provide egress only. The application therefore complies with A2.

E4.6.4Sight Distance at Accesses, Junctions and Level Crossings

Objective

To ensure that accesses, junctions and level crossings provide sufficient sight distance between vehicles and trains to enable safe movements of traffic.	
Acceptable Solution	***Performance Criteria***
A1 Sight distances at *a) an access or junction must comply with the Safe Intersection Sight Distance shown in Table E4.6.4; and* *b) rail level crossings must comply with AS1742.7 Manual of uniform traffic control devices - Railway crossings, Standards Association of Australia; or*	*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 use;* *b) the frequency of use of the road or rail network;* *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; and* *g) any written advice received from the road or rail authority*

Complies with A1

The sight distance required for the both access points (although noting there is no egress from Tamar Street) is 80 metres in accordance with Table E4.6.4. The TIA has determined that the sight distances to and from both access driveways exceeds 100 metres.

4.4.5 Flood Prone Areas Code E5.0

Not applicable because the subject site is not mapped as being subject to a flood risk and is otherwise known to not be subject to flooding at a 1% annual exceedance probability due to the existence of the levee to the rear.

4.4.6 Car Parking and Sustainable Transport Code E6.0

The Traffic Impact Assessment ***(Appendix D)*** has been prepared by Milan Prodanovic to assist with the assessment against this Code.

Code Purpose

E6.1.1	*a) ensure that an appropriate level of car parking facilities are provided to service use and development;* *b) ensure that cycling, walking and public transport are supported as a means of transport in urban areas;* *c) ensure access for cars and cyclists and delivery of people and goods is safe and adequate;* *d) ensure that parking does not adversely impact on the amenity of a locality;* *e) ensure that parking spaces and accesses meet appropriate standards; and* *f) provide for the implementation of parking precinct plans.*

In accordance with Clause 8.10.2 of the Interim Planning Scheme, the Code Purpose is relevant to the exercise of discretion in relation to Design and Layout of Car Parking areas (E6.6.2), Pedestrian Access (E6.6.3), Loading Bays (E6.6.4) and Local Area Provisions (E6.7.1.3).

The purpose statements are considered separately below. They comprise a list of matters which Council is to have regard to in assessing consistency. Some of the matters are not relevant, however all of them have been addressed. In an overall sense, the Code seeks to provide an appropriate level of parking facilities, which will be provided on-site for the proposed use.

a) It is submitted that the number of car parks provided is appropriate (and does not exceed the planning scheme requirements) for the use proposed.

b) There are cycling, walking and public transport routes in the area.

c) As demonstrated by the assessment against the Road and Railway Assets Code, the proposed use will be serviced by two new accesses which will provide an appropriate level of service for vehicles expected to visit the site. It is expected that there will only be a limited number of cycle trips to the site due to the nature of the use being overnight accommodation.

d) The proposed parking will adversely not impact on the amenity of the locality. The existing site is currently utilised as a car park.

e) The proposed car parking areas have been designed in accordance with the design requirements in the Interim Planning Scheme and the relevant Australian Standard.

f) There is no relevant parking precinct plan.

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

A1 The number of car parking spaces must;

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; or

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.

Performance Criteria

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:

a) the availability of off-road public car parking spaces within reasonable walking distance;

b) the ability of multiple users to share spaces because of:

(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 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 of the use and development;

g) the effect on streetscape; and

	h) the recommendations of any traffic impact assessment prepared for the proposal; or
	P1.2
	The number of car parking spaces for residential uses must be provided to meet the reasonable needs of the use, having regard to: *a) the intensity of the use and car parking required;* *b) the size of the dwelling and the number of bedrooms; and* *c) the pattern of parking in the locality; or*
	P1.3
	The number of car parking spaces complies with any relevant parking precinct plan.
A2 *The number of accessible car parking spaces for use by persons with a disability for uses that require 6 or more parking spaces must be in accordance with Part D3 of the National Construction Code 2014, as amended from time to time.*	**P2** *No performance criteria*

A1 Not applicable – the site is located in the CBD car park exempt area.

A2 – Complies

The BCA requires one accessible car parking space per 100 cars for this type of use therefore given 35 car parking spaces are provided, one accessible space is required. The accessible space is located directly opposites the entrance to the hotel lobby/reception on the north-western side of the building.

6.5.2 Bicycle Parking Numbers

Objective

To ensure that an appropriate level of bicycle parking spaces are provided to meet the needs of the use.

Acceptable Solution	***Performance Criteria***
A1 The number of bicycle parking spaces must be provided on either the site or within 50m of the site in accordance with the requirements of Table E6.1	*P1 Bicycle parking spaces must be provided to meet the reasonable needs of the use, having regard to:* *a) likely number and characteristics of users of the site and their opportunities and likely need to travel by bicycle;* *b) location of the site and the likely distance a cyclist needs to travel to reach the site; and* *c) availability and accessibility of existing and planned parking facilities for bicycles in the vicinity.*

Complies with A1

Table E6.1 of the Planning Scheme, does not set a requirement for the provision of bicycle parking for visitor accommodation. If considering the restaurant as a stand-alone use (which given it will generate patronage outside of hotel guests is appropriate), the bicycle parking provision is 1 space per 75m^2 for Food Services. The restaurant has a floor area of 172.75m^2, and therefore generates a requirement for 3 spaces which are provided for opposite the main entrance to the hotel. It is considered that it is unlikely that guests of the hotel will travel to the hotel via bicycle given they will have luggage with them and most likely have travelled from some distance.

E6.6.3 Taxi Drop-off and Pickup

Objective

To ensure that taxis can adequately access developments.

Acceptable Solution	***Performance Criteria***
A1 Except for dwellings in the General Residential Zone, uses that require greater than 50 car spaces by Table E6.1 must provide one parking space for a taxi on site, with one additional taxi parking space provided for each additional 50 car parking spaces required.	*P1 Taxi parking spaces must be provided to meet the reasonable needs of the use, having regard to:* *a) the nature of the proposed use and development;* *b) the availability and accessibility of taxi spaces on the road or in the vicinity; and* *c) any site constraints such as existing buildings, slope, drainage, vegetation and landscaping.*

Complies with A1.

As there are 35 car parking spaces on site, there is no requirement for provision of taxi spaces. However, given the nature of the use as visitor accommodation, it is likely that many guests will arrive via taxi. As such, the 4 parking bays outside the hotel lobby/reception will be guest drop-off/pickup bays for both cars and taxis.

E6.6.4 Motorbike Parking Provisions

Objective

To ensure that motorbikes are adequately provided for in parking considerations.

Acceptable Solution	***Performance Criteria***
A1 Except for dwellings in the General Residential Zone, uses that require greater than 20 car parking spaces by Table E6.1 must provide one motorcycle parking space on site with one additional motorcycle parking space on site for each additional 20 car parking spaces required.	*P1 Motorcycle parking spaces must be provided to meet the reasonable needs of the use, having regard to:* *a) the nature of the proposed use and development;* *b) the availability and accessibility of motorcycle*

	parking spaces on the road or in the vicinity; and *c) any site constraints such as existing buildings, slope, drainage, vegetation and landscaping*

Complies with A1

A total of 2 motorcycle parking spaces are provided for within the hotel car park, meeting the requirement for 2 spaces (given 35 car parking spaces).

E6.6.5 Loading Bays

Objective

To ensure adequate access for goods delivery and collection, and to prevent loss of amenity and adverse impacts on traffic flows.

Acceptable Solution	***Performance Criteria***
A1 A loading bay must be provided for uses with a gross floor area greater than 1000m2 in a single occupancy.	*P1 Adequate space for loading and unloading must be provided, having regard to:* *a) the types of vehicles associated with the use;* *b) the nature of the use;* *c) the frequency of loading and unloading;* *d) the location of the site;* *e) the nature of traffic in the surrounding area;* *f) the area and dimensions of the site; and* *(g) any site constraints such as existing buildings, slope, drainage, vegetation and landscaping.*

Complies with A1

The hotel has a gross floor area exceeding 1000m^2 therefore provision of a loading bay is required. A loading zone is provided for adjacent to the back of house area on the ground floor at the rear of the building.

Development Standards

E6.6.1 Construction of Parking areas

Objective

To ensure that parking areas are constructed to an appropriate standard

Acceptable Solution	***Performance Criteria***
A1 All parking, access ways, manoeuvring and circulation spaces must:	*P1 All parking, access ways, manoeuvring and circulation spaces must be readily identifiable and constructed to ensure that they are useable in all weather conditions, having regard to:*
(a) have a gradient of 10% or less;	*(a) the nature of the use;*
(b) be formed and paved;	*(b) the topography of the land;*
(c) be drained to the public stormwater system, or contain stormwater on the site;	*(c) the drainage system available;*
(d) except for a single dwelling, and all uses in the Rural Resource, Environmental Management and Open Space zones, be provided with an impervious all weather seal; and	*(d) the likelihood of transporting sediment or debris from the site onto a road or public place;*
(e) except for a single dwelling, be line marked or provided with other clear physical means to delineate parking spaces.	*(e) the likelihood of generating dust; and*
	(f) the nature of the proposed surfacing and line marking.

Complies with A1

All parking, accessways, manoeuvring and circulation spaces meet the requirements of A1.

E6.6.2 Design and Layout of parking areas

Objective

To ensure that parking areas are designed and laid out to provide convenient, safe and efficient parking.

Acceptable Solution	***Performance Criteria***
A1 Car parking, access ways, manoeuvring and circulation spaces must: *(a) provide for vehicles to enter and exit the site in a forward direction where providing for more than 4 parking spaces;* *(b) have a width of vehicular access no less than the requirements in Table E6.2, and no more than 10% greater than the requirements in Table E6.2;* *(c) have parking space dimensions in accordance with the requirements in Table E6.3;* *(d) have a combined access and manoeuvring width adjacent to parking spaces not less than the requirements in Table E6.3 where there are 3 or more car parking spaces; and* *(e) have a vertical clearance of not less than 2.1 metres above the parking surface level.*	*P1 Car parking, access ways, manoeuvring and circulation spaces must be convenient, safe and efficient to use, having regard to:* *(a) the characteristics of the site;* *(b) the proposed slope, dimensions and layout;* *(c) vehicle and pedestrian traffic safety;* *(d) the nature and use of the development;* *(e) the expected number and type of vehicles;* *(f) the nature of traffic in the surrounding area; and* *(g) the provisions of Australian Standards AS 2890.1 - Parking Facilities, Part 1: Off Road Car Parking and AS2890.2 Parking Facilities, Part 2: Parking facilities - Off-street commercial vehicle facilities.*
A1.2 *All accessible spaces for use by persons with a disability must be located closest to the main entry point to the building.* **A1.3** *Accessible spaces for people with disability must be designated and*	

signed as accessible spaces where there are 6 or more.

A1.4

Accessible car parking spaces for use by persons with disabilities must be designed and constructed in accordance with AS/NZ2890.6 – 2009 Parking facilities – Off-street parking for people with disabilities.

Complies with P1 and A1.2, A1.3 and A1.4

With respect to the requirements under the Acceptable Solutions assessment as to compliance is provided as follows:

- Vehicles can enter and exit in a forward direction;
- Table E6.2 requires a minimum width of a vehicle access servicing more than 21 car parking spaces to be 5.5 metres. Both crossovers have a width of 3 metres given they are for one-way traffic only. The aisle width adjacent to the hotel lobby and at the circulation area at the back of house is 5.4 metres and 5.8 metres respectively. The application therefore relies on the Performance Criteria in relation to access widths.
- Table E6.3 requires the car parking spaces to have a width of 2.6 metres and length of 5.4 metres for a nominal aisle width of 5.8 metres. The proposed spaces meet the required length but have a width of 2.5 metres which has been determined sufficient and in accordance with the relevant AS by the TIA. The application therefore relies on the Performance Criteria with respect to car park width only.
- There is vertical clearance of 3.1 metres for the access driveway to the hotel entry and car parking beyond (2.2 metres required).
- The proposal complies with A1.2, A1.3 and A1.4 in that an accessible space is provided, it is in closest proximity to the building entrance and it is designed and constructed in accordance with AS/NZ2890/6 – 2009.

The car parking design relies on the Performance Criteria in relation to bay width. Given, and as stated in the TIA, it meets the Australian Standard AS 2890 it is submitted that the Performance Criteria is met. It also relies on the Performance Criteria in relation to access width but given the reduced width is for the access and egress points only where it is one-way traffic and the aisle widths are compliant, it is submitted that the proposed layout is safe and efficient.

E6.6.3 Pedestrian Access

Objective

To ensure pedestrian access is provided in a safe and convenient manner

Acceptable Solution	***Performance Criteria***
A1 Uses that require 10 or more parking spaces must: *(a) have a 1m wide footpath that is separated from the access ways or parking aisles, except where crossing access ways or parking aisles, by:* *(i) a horizontal distance of 2.5m between the edge of the footpath and the access way or parking aisle; or* *(ii) protective devices such as bollards, guard rails or planters between the footpath and the access way or parking aisle; and* *(b) be signed and line marked at points where pedestrians cross access ways or parking aisles; and*	*P1 Safe pedestrian access must be provided within car parks, having regard to:* *(a) the characteristics of the site;* *(b) the nature of the use;* *(c) the number of parking spaces;* *(d) the frequency of vehicle movements;* *(e) the needs of persons with a disability;* *(f) the location and number of footpath crossings;* *(g) vehicle and pedestrian traffic safety;* *(h) the location of any access ways or parking aisles; and* *(i) any protective devices proposed for pedestrian safety.*
A1.2 *In parking areas containing accessible car parking spaces for use by persons with a disability, a footpath having a minimum width of 1.5m and a gradient not exceeding 1 in 14 is required from those spaces to the main entry point to the building.*	

Complies with P1 and A1.2

A separate pedestrian footpath is not provided between the customer car park and the building entrance therefore compliance with A1.1 is not achieved.

There will be a pedestrian footpath beside the Tamar Street driveway between Tamar Street and the car park, passing the hotel entry point.

Compliance with A1.2 is not achieved as there is not a dedicated pedestrian pathway from the accessible space to the hotel lobby.

In relation to P1, it is considered safe pedestrian access is provided to the entrance from the car park given the aisle width at 5.8 metres and the relatively short distance between the south-western most car parks and the hotel entry point.

With respect to pedestrian pathway for the accessible space, it noted that the pavement in this location will be level and if required, pedestrian crossing markings could be provided.

E 6.6.4 Loading Bays

E6.6.4 Loading Bays

Objective

To ensure adequate access for goods delivery and collection and to prevent loss of amenity and adverse impacts of traffic flows.

Acceptable Solution	***Performance Criteria***
A1	***P1***
The area and dimensions of loading bays and access way areas must be designed in accordance with AS2890.2 – 2002, Parking Facilities, Part 2: Parking facilities - Off-street commercial vehicle facilities, for the type of vehicles likely to use the site.	*Loading bays must have area and dimensions suitable for the use, having regard to:* *(a) the types of vehicles likely to use the site;* *(b) the nature of the use;* *(c) the frequency of loading and unloading;* *(d) the area and dimensions of the site; and* *(e) the location of the site and nature of traffic.*
A1.2	***P2***
It must be demonstrated that the type of vehicles likely to use the site can enter, park and exit the site in a forward direction, without impact or	*Access for vehicles commercial vehicles to and from the site must be safe, having regard to:*

conflicting with areas set aside for parking or landscaping, in accordance with AS2890.2 – 2002, Parking Facilities, Part 2: Parking facilities - Off-street commercial vehicle facilities.	*(a) the types of vehicles associated with the use;* *(b) the nature of the use;* *(c) the frequency of loading and unloading;* *(d) the area and dimensions of the site;* *(e) the location of the site and nature of traffic;* *(f) the effectiveness or efficiency of the surrounding road network; and* *(g) site constraints such as existing buildings, slope, drainage, vegetation, parking and landscaping.*

Complies with P1 and A1.2

As per the assessment in the TIA, the site layout drawing shows provision for service vehicle deliveries directly adjacent to the back of house area. The loading zone allows a small rigid vehicle as described in AS2890.2 to access the site via the one-way traffic though the site.

The small rigid service vehicle parking space has been located opposite the staff parking spaces. While the vehicle is parking in this location for the short period of service, it will not prohibit passage of other vehicles or entry and exit manoeuvres for any of the parking bays, except Bays 28-29, where reverse entry into these bays, except Bays 28-29, where reverse entry into these bays will still be possible while the truck is in the loading bay. For this reason, there three parking bays have been designated or staff parking.

This arrangement is considered quite acceptable in this private car park.

The minimum 3.1 height clearance will allow small rigid vehicles to drive though the site and access the loading area. Although AS2890.2 indicates the need for a 3.5m height clearance, this is to accommodate all the types of vehicles that would be included under this class.

However, there are also a large number of such small rigid commercial vehicles that have a height of around 2.3-2.5m that are widely used as service vehicles, as required for this development (Veolia) garbage trucks, used for private

properties, that have a height of 2.6m. Therefore, the height clearance will not be an issue for the commercial servicing of the hotel.

E 6.6.5 Bicycle Facilities

E6.6.5 Bicycle facilities	
Objective *To ensure that cyclists are provided with adequate facilities.*	
Acceptable Solution	***Performance Criteria***
A1 Uses that require 5 or more bicycle spaces by Table E6.1 must provide 1 shower and change room facility on site, with one additional shower and change room on site for each 10 additional bicycle spaces required.	*P1 Shower and change room facilities must be provided at adequate level to cater for the reasonable needs of cyclists, having regard to:* *(a) the location of the proposed use;* *(b) the existing network of cycle paths and bicycle lanes and other means of access to the site for cyclists.* *(c) the nature of the proposed use;* *(d) the number of employees;* *(e) the users of the site and the likelihood of travel by bicycle;* *(f) whether there are facilities on the site for other reasons that could be used by cyclists; and* *(g) the opportunity for sharing bicycle facilities on nearby sites.* .

Not applicable – the use does not require more than 5 bicycle spaces.

E 6.6.6 Bicycle parking and storage facilities

E6.6.6 Bicycle parking and storage facilities	
Objective *To ensure that cyclists are provided with adequate facilities.*	
Acceptable Solution	***Performance Criteria***
A1 Bicycle parking and storage facilities for uses that require 5 or	*P1 Bicycle parking and storage facilities must be provided in a*

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more bicycle spaces by Table E6.1 must:

(a) be accessible from a road, cycle path, bicycle lane, shared path or access way.

(b) be located within 50 metres of the main entrance;

(c) be visible form the main entrance or otherwise signed;

(d) be available and adequately list during the times they will be used, in accordance with Table 2.3 of AS/NZS 1158.3.1:2005 Lighting for road and public spaces – Pedestrian area (Category P) lighting – Performance and design requirements.

A2

Bicycle parking spaces must:

(a) have minimum dimensions of:

(i) 1.7m in length; and

(ii) 1.2m in height; and

(iii) 0.7m in width at the handlebars

(b) have unobstructed access with a width of at least 2m and a gradient of no more than 5% from a road, cycle park, bicycle lane, shared path or access way; and

(c) include a rail or hoop to lock a bicycle to that meets AS 2890.3 1993 Parking facilities- Bicycle parking facilities.

safe, secure and convenient location, having regard to:

(a) the accessibility to the site:

(b) the characteristics of the site;

(c) the nature of the proposed use;

(d) the number of employees;

(e) the users of the site and the likelihood of travel by bicycle;

(f) whether there are facilities on the site for other reasons that could be used by cyclists;

(g) the opportunity for sharing bicycle facilities on nearby sites;

(h) whether there are other parking and storage facilities on the site; and

(i) the opportunity for sharing bicycle parking and storage facilities on nearby sites.

P2

Bicycle parking spaces and access must be convenient, safe and efficient to use having regard to:

(a) the characteristics of the site;

(b) the space available;

(c) the safety of cyclists;

(d) the proposed measures to secure bicycles; and

(e) the provisions of AS 2890.3 1993 Parking facilities – Bicycle parking facilities.

A1 not applicable. Can comply with A2 subject to conditions

Detailed design of the bicycle rack has not been provided at this stage but given its location off the main entrance driveway and opposite the hotel lobby it is considered that the design of the rack can meet Australian Standards and comply with A1 and that any permit issued can be conditioned accordingly.

E6.7.1 Local Area Provisions

Objective

To limit on-site car parking within the Launceston Central Business District Parking Exemption Area.

Acceptable Solution	***Performance Criteria***
A1	*P1*
On-site car parking is:	*On-site car parking must demonstrate:*
(a) not provided; or	*(a) that it is necessary for the operation of the use; and*
(b) not increased above existing parking numbers.	*(b) parking must not exceed the minimum provision required by Table E6.1.*
	.

Complies with P1

The subject site is located within the Car Parking exemption area, therefore provision of on-site parking is not required. Given the nature of the proposed use and development being a hotel, from an operational perspective, on-site parking is a necessary function of the operation, particularly as the closest public car parks not associated with a hotel (i.e the Grand Chancellor) where demand would be at similar times, are several blocks away.

A total of 35 car parking spaces are provided for on-site (including 4 drop-off/pickup/taxi bays, therefore assessment against P1 is required.

The proposed operator of the hotel, Stay Tasmania has significant experience in the operation of hotels in Tasmania and a good understanding of the car parking required to service this use. Unlike in major metropolitan cities such as Sydney or Melbourne where many guests would be likely to have arrived via public transport, in Launceston, the main mode of transport for guests is via car, therefore on-site car parking is a necessity. It is also unlikely to be palatable to the public and surrounding business owners for an 86 room hotel with conference and restaurant facilities to rely entirely on on-street car parking as is

allowable under the Acceptable Solution. It is therefore submitted that compliance with P1(a) is achieved.

Table E6.1 requires provision of one space per 4 beds for Visitor Accommodation. The hotel has a total of 86 rooms, each with one bed, therefore it requires provision of 22 car parking spaces. Further, Table E6.1 requires 1 space per 15m^2 floor area for Food Services, which given a floor area of 172.75m^2 for the restaurant with 80 seats, the parking requirement is 12 spaces, however it is likely that many of the restaurant patrons would be staying within the hotel. The proposed office requires 1 space per employee and 1 space per 50m^2 GFA, therefore requiring a minimum of 2 spaces. The total requirement under E6.1 is therefore for 36 spaces on site. A total of 35 are proposed and therefore P1(b) is met in that the minimum provision is not exceeded.

4.4.7 Scenic Management Code E7.0

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

4.4.8 Biodiversity Code E8.0

Not applicable because 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.

4.4.9 Water Quality Code E9.0

Not applicable because the existing development is connected to reticulated sewer and stormwater.

4.4.10 Recreation and Open Space Code E10.0

Not applicable because the application does not involve a subdivision.

4.4.11 Environmental Impacts and Attenuation Code E11.0

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

4.4.12 Airports Impact Management Code E12.0

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

4.4.13 Local Historic Heritage Code E13.0

Not applicable because the subject site is not within an identified heritage precinct and is not identified as a local heritage place or place of identified archaeological significance.

4.4.14 Coastal Code E14.0

Not applicable because the subject site is not located in a coastal environment.

4.4.15 Telecommunications Code E15.0

Not applicable because the application does not involve telecommunications facilities.

4.4.16 Invermay/Inveresk Flood Inundation Area Code E16.0

Not applicable because the subject site is not mapped as being within the "Invermay/Inveresk Flood Inundation Area".

4.4.17 Cataract Gorge Management Area Code E17.0

Not applicable because the subject site is not mapped as being within Management Units MU1 – MU18.

4.4.18 Signs Code E18.0

E18.5.1 Unacceptable Signage

Objective

To prevent unacceptable signage.

Acceptable Solution	***Performance Criteria***
A1	*P1*
Signage must not be for the following sign types: *(a) an above awning sign;* *(b) bunting;* *(c) flashing lights sign;* *(d) a roof sign;* *(e) a sky sign;* *(f) a third party sign*	*No performance criteria*

Complies with A1

The proposed sign does not constitute an unacceptable sign type.

E18.5.2 Design and siting of signage

Objective

To:

(a) provide for appropriate signage and to ensure the visual scale and impact of signage is managed; and

(b) ensure that the design and siting of signs achieves the purpose of this code.

Acceptable Solution	***Performance Criteria***
A1 *A sign must:* *(a) be located within the applicable zone for the relevant sign type set out in Table 1 of E18.6; and* *(b) meet the requirements for the relevant sign type set out in Table 1 of E18.6.*	*P1* *A sign must:* *(a) be located within an applicable zone for the relevant sign type as set out in Table 1 of E18.6; and* *(b) be appropriate to the natural and built environment of the locality, having regard to:* *(i) domination of the streetscape or premises on which it is located;* *(ii) the size and dimensions of the sign;* *(iii) the amenity to surrounding properties;* *(iv) the repetition of messages or information;* *(v) the number and density of signs; and* *(vi) the obstruction of movement of vehicles and pedestrians.*

Complies with A1

The proposed blade sign as an allowable sign type within the Urban Mixed Use Zone and meets the requirements set out in Table E18.6 with a maximum vertical dimension of 3 metres (3.6m allowable) and horizontal dimension of 600mm (1.2m allowable).

Acceptable Solution	***Performance Criteria***
A2 *A sign must be a minimum distance of 2 metres from the boundary of any lot in the general Residential, Inner Residential, Low Density Residential, Rural Living, Environmental Living or Village Zones.*	*P2* *A sign must not result in the unreasonable loss of amenity to adjoining residential properties, having regard to:* *(a) The topography of the site and the surrounding area;* *(b) The relative location of buildings;* *(c) Any overshadowing; and* *(d) The nature and type of the sign.*

Complies with A2

The blade sign proposed is setback greater than 2 metres from any lot within the listed zones.

Acceptable Solution	***Performance Criteria***
A3 *A building or tenancy must have:* *(a) A maximum of one of each sign type per building or tenancy, unless otherwise stated in Table 1 of E18.6; and* *(b) No more than 3 individual signs in total.*	*P3* *Visual clutter must be reduced where multiple signs of the same type are proposed, having regard to:* *(a) The number of signs;* *(b) Replacement of existing signs with fewer, more effective signs; and* *(c) Duplication of messages or information on the same frontage.*

Complies with A3

One blade sign is proposed.

Acceptable Solution	***Performance Criteria***
A4 *A sign must not be illuminated*	*P4* *A sign must not result in unreasonable loss of amenity to neighbouring properties or cause undue distraction to drivers of motor vehicles, having regard to:* *(a) The location of the sign;* *(b) The intensity of the lighting;* *(c) The hours of operation of the sign;* *(d) Whether the sign is visible from the road; and* *(e) The character of the surrounding area.*

Complies with A4

The proposed sign will not be illuminated.

4.4.19 Development Plan Code E19.0

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

5 Conclusion

Approval is sought for a new landmark hotel in Launceston. In getting to planning approval stage, the proponent has been through a process of site acquisition with the City of Launceston which involved the preparation of a document detailing the demand for additional hotel beds in Launceston to cater for the boom in the tourism industry that Tasmania is currently experiencing. Further, the document provided extensive information detailing how development of the site for a hotel aligns with Council's various key strategies including the Great Launceston Plan and Launceston City Heart and Launceston Central Area Development Strategy.

The appropriateness of the proposed Visitor Accommodation use for the site is evidenced by its status as permitted above ground level in the Urban Mixed Use zone and by Food Services being a no permit required use. The key discretions arise in the relation to building height and front and side boundary setbacks (noting that a greater than the permitted zero setback required is being sought). A full list of the discretions sought is as follows:

- 15.3.2 Mechanical Plant and Equipment (P1)
- 15.3.4 Noise level (P1)
- 15.4.1 Building height, setback and siting (P1, P2, P3)
- 15.4.3 Active Ground Floor (P1)
- E2.6.2 Excavation (P2)
- E6.6.2 Design and Layout of Car Parking Areas (P1)
- E6.6.3 Pedestrian Access (P1)
- E6.6.4 Loading Bays (P1)
- E6.7.1.3 Local Area Provisions (P1)

The discretion on height is the key matter to overcome. This submission has detailed how the design of the façade, setback to the frontage and overall RL of the building means that it will not dominate the Launceston City landscape nor adversely impact the adjoining and surrounding buildings.

Provision of car parking is another key discretion with the permitted standard requiring no on-site car parking. Given the proposal is for an 86 bedroom hotel in a city that does not have the same level of public transport services as major metropolitan areas, particularly between the key gateways of the Spirit of Tasmania Port, the Launceston Airport and the site, it is a requirement from an operational

perspective that car parking be located on site. The provision of 35 car parking spaces does not exceed the maximum required spaces for the use as required by the discretion.

The proposed hotel presents an opportunity for Launceston to announce it is open for business and build on its growing reputation for being a key tourist attraction in its own right and as an important central point for visitors wishing to explore the north of the State.

On the basis of this submission and supporting reports, the application is considered to include sufficient information to enable Council to consider the proposed use and development and make a determination in accordance with Clause 8.10 of the Interim Planning Scheme.