

From: Hewes, Amanda MS
Sent: 5 Apr 2018 15:48:48 +1000
To: Contact Us
Subject: Formal Letter to LCC RE: DA0055/2018 - 29-31 Charles Street Launceston.
[SEC=UNCLASSIFIED]
Attachments: Letter to LCC RE DA0055_2018_29-31 Charles Street Launceston (Department of Defence).pdf

UNCLASSIFIED

Good Afternoon All,

Please find attached herewith an electronic copy of a letter addressed to the General Manager, concerning the Notice of 'Application for Planning Permit' reference numbered **DA0055/2018** for the proposed demolition and construction for Bulky Goods Sales located at 29-31 Charles Street, Launceston.

Any further questions or concerns please do not hesitate to contact me on telephone (03) 9282 3622.

Regards

Amanda Hewes

Property Services Officer
Estate and Facilities Services
Service Delivery - South/East Zone (VIC, TAS, Riverina)

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Australian Government
Department of Defence

Service Delivery – (South/East Zone VIC, TAS,
Riverina)
South East Zone

SD-VT [SDD]/OUT/2018/127

General Manager
Launceston City Council
PO Box 396
LAUNCESTON TAS 7250

Dear Sir/Madam

Email: contactus@launceston.tas.gov.au

**NOTICE OF AN APPLICATION FOR PLANNING PERMIT – APPLICATION REFERENCE
NUMBER DA0055/2018 – 29-31 CHARLES STREET LAUNCESTON**

Thank you for the opportunity to provide comments on the Launceston Planning Application DA0055/2018 for the proposed demolition and construction for Bulky Goods Sales located at 29-31 Charles Street, Launceston.

The proposed construction of new vehicle showrooms, building extensions and associated signage and works in the Charles Street Road for vehicle display will have no impact on the Defence Owned site at 29-31 Charles Street Launceston, consequently Defence has no objections.

To discuss the content of this submission please contact Mr. Alan Walker, Property Services Manager,


ALAN WALKER

REGIONAL PROPERTY MANAGER
Service Delivery – (South/East Zone VIC, TAS, Riverina)
South East Zone

05 Apr 2018

From: PlanningAlerts on behalf of Mrs Robyn Jones
Sent: 27 Mar 2018 10:06:01 +1100
To: Council
Subject: Comment on application DA0055/2018

For the attention of the General Manager / Planning Manager / Planning Department

Application DA0055/2018
Address 29-31 Charles Street Launceston TAS 7250
Description Bulky Goods Sales - motor vehicle sales and service; demolition of hotel and listed building fronting the Esplanade retaining the facade; Subdivision and adhesion of land - no extra lots created; construction of a building (two new vehicle showrooms), construction of extensions to a heritage listed building, construction of alterations to existing showroom, installation of associated signage and works in the Charles Street Road reserve for vehicle display.
Name of commenter Mrs Robyn Jones
Address of commenter
Email of commenter

Comment

When there was an inlet at the lower end of Charles Street, a local merchant named Walkinshaw bought the wreck of a boat, the Kanes (or Kains), from down the Tamar, towed it up and cut a door in the hull to use as a Bond Store. (Alcohol imported into the colony was stored in a Bond Store until the new owner paid taxes on it). From there he sold grog and food so it was the original Pub. The owner lived in the poop and on top of the poop he had a watch dog, but one night some of the local men got to, bored through the timbers of the Kanes, into the barrels, syphoned off his grog.....not a word from the dog.

The timbers of the Kanes do still lie in the marshy ground (timbers were found when plumbing was being put in for the Riverview pub); they just filled in, built on top. First up was the "Salmon and Ball" (19th century) (remnants of that are still there) and then the Riverview pub in the 1950s. The Kanes is marked on the 1835 Smythe Map. The Kanes when it was seaworthy has an interesting history, too - convict women transported in it, followed by pirates, rebellious crew.

All this is very well documented. The theft of the alcohol was reported in the Cornwall Chronicle at the time. The City Council displays the 1835 Smythe Map on a board on the corner of Charles Street and William Street.

It is to be hoped that proper archaeological consideration will be given in the approval of this DA. Such early Tasmanian and Australian history needs to be properly recognised and acknowledged.

This comment was submitted via PlanningAlerts, a free service run by [the OpenAustralia Foundation](#) for the public good. [View this application on PlanningAlerts](#)



From: Robin Verhoeff
Sent: 15 Apr 2018 20:50:23 +1000
To: Contact Us
Subject: DA0055/2018 Objection to Application, 29-31 Charles Street LAUNCESTON
Attachments: IMG-20180410-WA0003.jpg, IMG-20180410-WA0005.jpg, IMG-20180410-WA0006.jpg, IMG-20180410-WA0008.jpg, Waterfront_Hotel_key_area_to_retain.jpeg, DemolishedForNothing.png

Hello,

I am writing this email in the hopes that the Launceston City Council will see reason in considering the recent development application for the development and demolitions to be conducted by Errol Stewart at the site of the old Waterfront Hotel on the corner of Charles x William Streets.

I have been over the plans and observed them in detail as to what he plans to do and am disgusted by his intent to destroy the heritage (though not 'listed') hotel on William Street. Whilst the corner building facing the Seaport is of no heritage value, the portion around the side is the original building dating back over 140 years and an important part of Launceston's history, especially as it is now one of the last few 'harbour-side' hotels in Launceston and a connection to the city's history as a hub of maritime trade (a connection difficult to see today in the city). What is more is that the present plan could easily be attached to the old hotel as the portion of the new build which would meet with the old hotel is mostly offices and a spare parts shop, it's retention or demolition has not impact of the ability of the new building to market the car showroom to passing highway traffic as that key portion of the new building is sited where the non-historic mid 20th century building is set to be pulled-down and this is of no issue. The changes needed to retain the historic building would be incredibly minor and have little impact on the function or internal layout of the proposed building and would cost little time or additional architects fees to make the amendment but would have a major impact on retaining some of the dwindling heritage in a part of the city already so heavily deprived of its history in the 1990's when the Jackson car yard was built.

The rest of the plan involving changes to existing buildings on site, reconstruction of the back of the old Holyman's Shipping building and signage changes are perfectly fine and I have no issue, but if the council has any regard for the history of this city and finding 'appropriate' means to balance development with heritage values, rather than do pointless things like limit building heights (which have no actual effect on heritage character but stifle development), start by protecting the physical heritage itself, and not just that limited percentage which has a 'heritage listed' title because if that's all that is worthy of protection, then there stands to be little left of this city in decades to come because most of this city's history lies unprotected except by my the moral and cultural conscious of those in power. The council's responsibility to this city is to facilitate development, maintain quality of life and to protect and promote the things that matter in this city and it's places of natural beauty and surviving cultural/heritage fabric is easily one of the highest on that list.

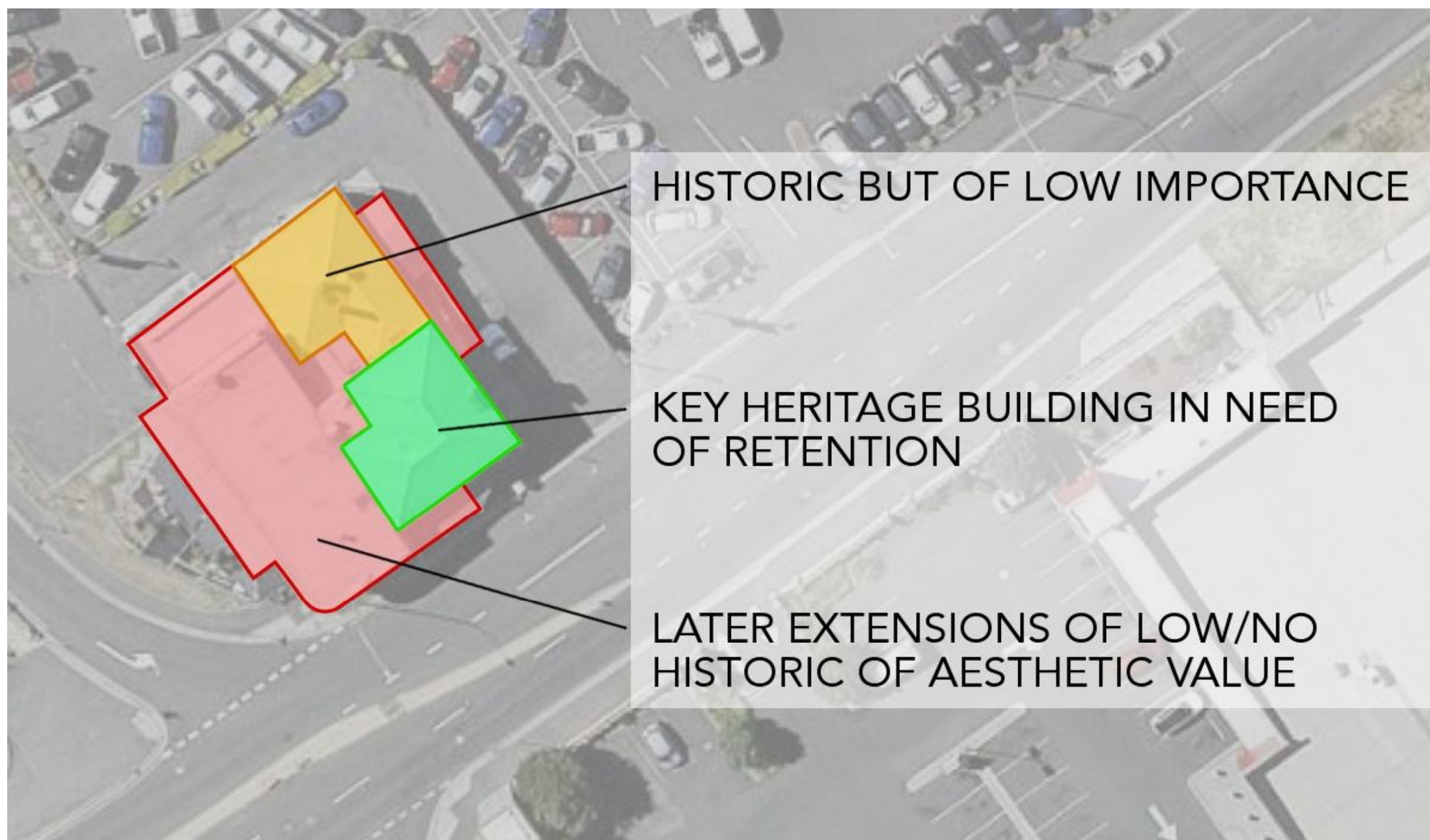
Sincerely,
Robin Verhoeff

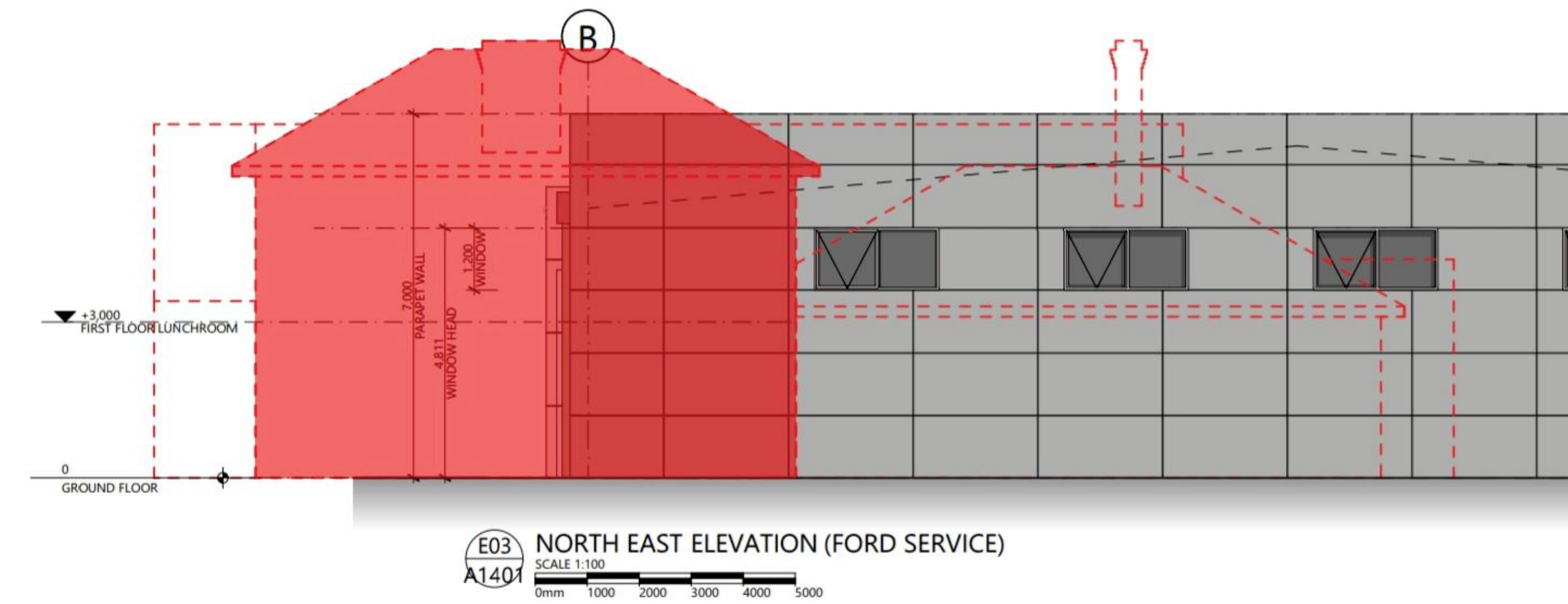
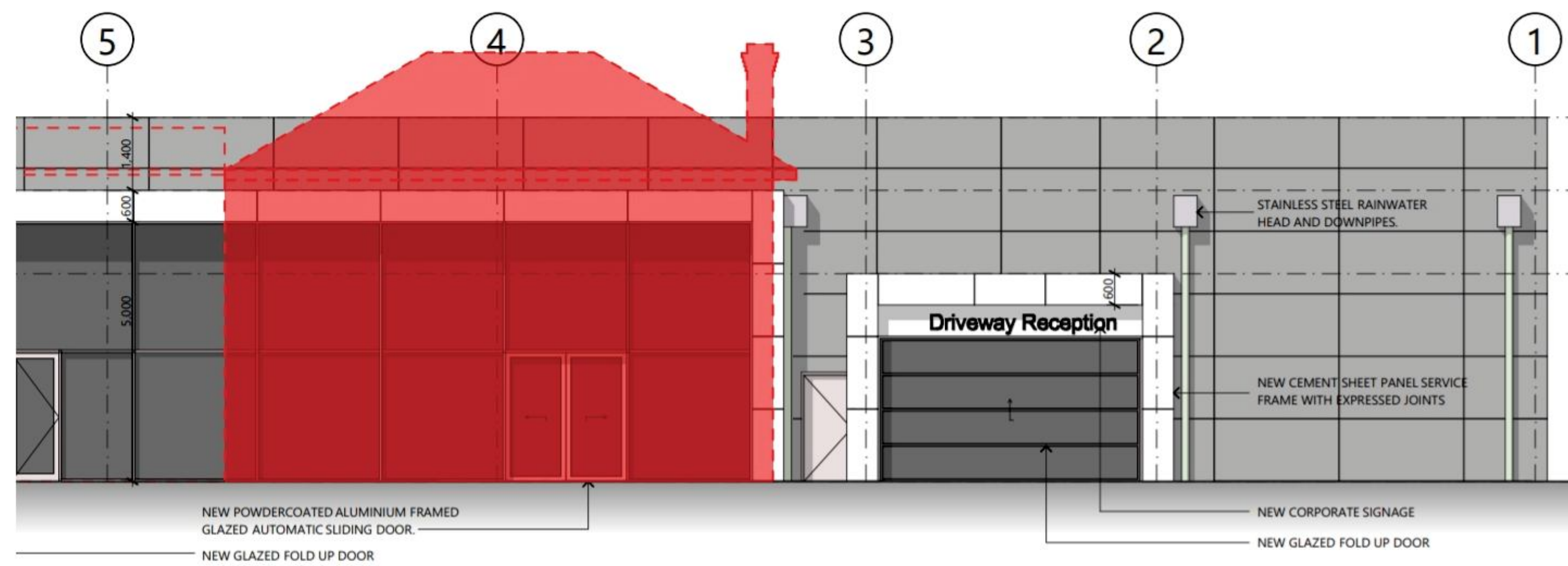












REPRESENTATION IN RELATION TO DA 0055/2018

The "Examiner" reported that Mr Stewart believed the fact that a boat lies beneath the River View Hotel is a myth. It is not a myth, it actually occurred.

The ship the "Kains" captained by William Goodwin arrived in the Tamar River in September 1831 from Sydney and struck a rock in Whirlpool Reach and ran aground. The hull was sold to William Walkinshaw who towed it to Launceston. He dug out a drain on his land grant at the bottom of Charles Street and towed the "Kains" into it. He cut part of the hull away and used it as a bond store.

When Walkinshaw died in 1846 the land was sold to James Lilly who built a new house over the "Kains" and licensed it as the "Salmon and Ball" hotel. In 1886 the name was changed to the River View Hotel. I attach Plan 2/7 Launceston, dated 1838 which shows the "Kains". It also appears on Smythe's 1835 map.

As there is every likelihood that the keel and hull of the "Kains" is still under the Hotel and the hotel is to be demolished it is the perfect opportunity to undertake an archaeological excavation to prove once and for all that the "Kains" is NOT a myth before it is built over for another 100 years or more.

The developer could use the results to provide a display of artefacts, to even mark the outline on the floor and provide interpretive signage about the "Kains". This could provide a great point of interest for customers to the business.

This representation is therefore requesting the developer or Council to require an archaeological investigation to occur and the report to be made publicly available to further inform and enhance the known history of Launceston.

John Dent
12/4/2018
Launceston Historical Society
Archaeology Group Convenor

[Redacted Signature]

Tasmanian Ratepayers' Association Inc.

16 April 2018

Mr. Michael Stretton
General Manager
Launceston City Council
Town Hall
St John Street
LAUNCESTON TAS 7250

By email to Michael.Stretton@launceston.tas.gov.au

Dear Sir,

Re: DA0055/2018. Bulky Goods Sales – motor vehicle sales and service; demolition of hotel and listed building fronting the Esplanade retaining the façade; Subdivision and adhesion of land – no extra lots created; construction of a building (two new vehicle showrooms), construction of extensions to a heritage listed building, construction of alterations to existing showroom, installation of associated signage and works in the Charles Street Road reserve for vehicle display. 29-31 Charles Street, 43 Charles Street and 58-60 William Street, Launceston 7250.

We note that part of this development includes the demolition of a hotel on corner Charles St and William Street to be replaced by the construction of a new building for a motor vehicle showroom which will encroach on land that is presently a road, albeit subject to a short term lease for outside dining for hotel patrons.

Whilst there has been debate about the potential purchase of this section of road by the proponent, that in fact has not occurred and so this application is at the very least premature, and cannot be considered. The proposed sale of this piece of land is controversial, and even if agreed by Launceston City Council, will be subject to consideration by members of the public who may potentially oppose its sale and lodge an appeal in another jurisdiction. There is no justification for the proposed new building to be constructed within the roadway or for the balance of that presently leased land to be used to display vehicles for sale given the large area of this Motor Dealer's site that is underutilized and is used for ground level parking or outdoor motor vehicle sales. Given that land on this Charles Street frontage may be required for road widening as part of a yet-to-be determined proposal to access a duplicated Charles Street Bridge, it is fool hardy to allow new buildings to be built right up to the frontage, and as in this case to be built on land that is already roadway. It is also quite possible that in order to alleviate congestion at the Wellington Street bottleneck, that the flow into the city via Charles Street will need to be improved and the present full width road reservation be regained for an additional or improved traffic lane.

In another part of this application, we note it is stated that there is no need for any investigation to be made for contaminants within the greater development site.

Justification appears to be based on a lack of records or pre-existing designation by the environmental authority, seemingly demonstrating that no contaminants ought be present. Salisbury Foundry and other industrial users occupied this area for many decades, and the area was commonly known as a dumping ground for metals from the foundry and the metal works industries operating there. We believe that hazardous materials and oils etc were almost certainly present on this former industrial site, and that much of this tidal marshland was filled up over this extended period taking advantage of waste metals from the furnace and potentially toxic oil and fuel residue disposal within the boundaries of this subject land.

Accordingly we submit that it is appropriate for the site to be tested for the presence of hazardous materials and that appropriate actions be subsequently undertaken accordingly.

In summary, it is our submission that this proposal should be refused and the applicant be encouraged to amend the application.

Yours faithfully,

Lionel Morrell

President
Tasmanian Ratepayers Association Inc.

The General Manager
Launceston City Council
PO Box 396.
Launceston Tas 7250

Dear Sir,

Re Application DA0055/2018,

1. I suggest that in light of the earlier Council matter of Item 18.1, 5 March 2018, that this current DA should not come under any consideration until such time as the earlier matter with its various ramifications has been finalised.
2. As traffic movements continue to grow in and around that area of Lower Charles Street and Williams Street and as traffic management becomes increasingly difficult, it is not appropriate to bring about the closure or disposal of that piece of land. Given the current traffic conditions and the ever-increasing congestion, there is the strong possibility that it (that piece of highway) will be needed for future traffic management use.
3. There is no need, demonstrated or otherwise, for it to be handed to or sold off to private enterprise. This section of Lower Charles Street must remain as a 'highway' under the *Act* and therefore be retained as Crown Land, leaving it available to be incorporated in any future traffic management and/or alterations to signalisation or future directional changes at Lower Charles Street.

Yours faithfully,

Jillian Koshin.

Invermay 7248

16 April 2018

The General Manager,
Launceston City Council
St John St, Launceston 7250.

Dear Sir,

In relation to the DA 0055/2018, I would like to reiterate the points that I made at the Council meeting on 5 March 2018.

The Riverview Hotel is a social and cultural heritage site – one of the last, if not the last, living (i.e. constantly in use, same use, which is unusual in itself) remnant of Launceston's very early 19th century waterfront heritage on the town side of the rivers.

If Council is serious about enlivening the CBD and attracting visitors/tourists and if that is one of the aims of the Council, then the demolition of the Riverview Hotel and its replacement with a car yard is inconsistent with those aims.

The extension of an already large car yard over retaining a piece of Launceston's waterfront heritage - regardless of whether the building is formally listed or not and regardless of whether it is not the same as the original 1851 construction – would represent further degradation of that heritage. Given all the previous talk about pedestrian links to the CBD etc, the destruction of the Riverview Hotel would destroy what should/could be, and has been for over 150 years, part of the linkages between the waterfront / the rivers and the CBD.

As one who used to conduct guided historic Launceston waterfront walks, I find that any further destruction of that heritage, particularly for a car yard, is to be deplored.

Yours faithfully,

Jillian Koshin

To: Mr M Stretton,
General Manager
Launceston City Council
Town Hall
St John Street
LAUNCESTON TAS 7250

I wish to register my opposition to - DA0055/2018. Bulky Goods Sales – motor vehicle sales and service, demolition of hotel and listed building fronting the Esplanade at 29-31 Charles Street and 43 Charles Street and 58-60 William Street Launceston.

I do so on the grounds that it is an inappropriate development because I believe it would have a detrimental impact on what is already a seriously constricted traffic congestion point in Launceston along with the fact that it will also prevent any future solving of such traffic issues by for example, the widening a re-design of the bottom end of Charles Street.

I strongly argue against this development application that a ground-level car yard is not an appropriate use of such limited urban land.

I also wish to emphasise the fact that it is already difficult enough trying to smoothly enter or exit central Launceston towards the Northern Suburbs through this area due to the convoluted and poorly designed traffic flow and this proposed development will only exacerbate the matter.

I urge you to refuse Development Application DA 0055-2018.

Yours Sincerely
Leigh Murrell

From: PlanningAlerts on behalf of Allan Miller
Sent: 16 Apr 2018 16:44:25 +1000
To: Council
Subject: Comment on application DA0055/2018

For the attention of the General Manager / Planning Manager / Planning Department

Application DA0055/2018
Address 29-31 Charles Street Launceston TAS 7250
Description Bulky Goods Sales - motor vehicle sales and service; demolition of hotel and listed building fronting the Esplanade retaining the facade; Subdivision and adhesion of land - no extra lots created; construction of a building (two new vehicle showrooms), construction of extensions to a heritage listed building, construction of alterations to existing showroom, installation of associated signage and works in the Charles Street Road reserve for vehicle display.
Name of commenter Allan Miller
Address of commenter
Email of commenter

Comment

If the 1870s part of the building must be demolished, it seems to me to be a lost opportunity not to at least conduct some archeology into the site considering the story of the Kanes buried underneath. If the story turns out to be correct, it might give us some amazing insights into early Launceston.

This comment was submitted via PlanningAlerts, a free service run by [the OpenAustralia Foundation](#) for the public good. [View this application on PlanningAlerts](#)



From: PlanningAlerts on behalf of K Simpson
Sent: 16 Apr 2018 16:49:33 +1000
To: Council
Subject: Comment on application DA0055/2018

For the attention of the General Manager / Planning Manager / Planning Department

Application DA0055/2018
Address 29-31 Charles Street Launceston TAS 7250
Description Bulky Goods Sales - motor vehicle sales and service; demolition of hotel and listed building fronting the Esplanade retaining the facade; Subdivision and adhesion of land - no extra lots created; construction of a building (two new vehicle showrooms), construction of extensions to a heritage listed building, construction of alterations to existing showroom, installation of associated signage and works in the Charles Street Road reserve for vehicle display.
Name of commenter K Simpson
Address of commenter
Email of commenter

Comment

Smythe's 1835 survey map of Launceston clearly indicates a large shipping vessel, said to be the convict transport Kains, on the site of the Riverview Hotel. Archaeological investigations across sites in Launceston indicate the very high degree of accuracy of Smythe's survey work, and Launceston City Council's overlay map. When Smythe conducted his survey Melbourne had not been colonised by Europeans. This site is early for Launceston, Tasmania, and the southern states of Australia.

The archaeological potential of the Riverview Hotel should not be discounted. Since 1831, various accounts note the physical presence of the wreck. As a former prison transport, the remains may provide a rare insight into convict transportation practices, technology and materials. It has the potential to reveal information not available in the written record, on a site rarely found in Tasmania. Cultural remains can provide further information on this ruin and its later use as a government store and hotel. The site has meaning to Launcestonians and has been a landmark for nearly two centuries.

I acknowledge that this place is not on the state heritage register. However the applicant has a proven track record of conserving and promoting Launceston's built and archaeological heritage. I would suggest it would be prudent for the applicant to consider a heritage assessment of the place, including a statement of archaeological potential, prior to undertaking any works. It is feasible that this site is of not just state or local significance, but of national significance.

This comment was submitted via PlanningAlerts, a free service run by [the OpenAustralia Foundation](#) for the public good. [View this application on PlanningAlerts](#)



From: Hong, Nikki
Sent: 23 Apr 2018 14:35:58 +1000
To: Contact Us
Subject: RE: Notice of application for Planning Permit - 29-31&43 Charles St and 58-60 William St Launceston
Attachments: Advertised Documents - 29-31 Charles Street, 43 Charles Street and 58-60 William Street, Launceston.pdf, Notice of application for Planning Permit.pdf
Importance: High

To Who Might Concern,

Trust you are well.

In regards to the attached Notice of application for Planning Permit, we have our franchisees from the store review it. Below are the concerns raised by the franchisees. Can you please review and confirm?

1. No Parking by the contractors employees etc in Harvey Norman car park while construction works are undertaken
2. What procedures are in place to suppress noise and contain dust, etc, during construction
3. Will the street access be closed restricting entry to the HN car park during construction
4. What is the signage on the Charles Street road reserve and where will it be placed. Does it impact on HN.
5. What days and times are allocated for the construction period
6. Will the acquisition of the land from Council impact on entry to William Street.

We received the notice quite late and didn't have enough time to review it before the expiry date. We believe our store might have potential impact from the development. Hope we will hear from you soon.

Thanks and Regards

Nikki

As a Representative of the Franchisor, I recommend the above.

Nikki Hong | Assistant Property/Valuation Manager
Property Department

Harvey Norman

Yoogalu Pty Limited ACN 002 269 132

Please consider the environment before printing this email

Attention: Mr Michael Stretton, General Manager Launceston City Council
Re: DA0055/2018

Having worked with Tasmanian heritage since 1995, I am writing as an enthusiastic supporter and research specialist in Tasmania's rich cultural heritage. I strongly support further investigation works on the Riverview Hotel site because of the potential for outstanding heritage values and archaeological remains of a particularly early period of Tasmania's history. Given the history of this site as a potentially unique remnant of early convict transport vessels, dockland warehousing industry, and commercial trades, current development proposals should definitely consider further investigations of possible subsurface remains associated with this heritage site in advance of site development works.

Within an Australian context, heritage related to the 1830s is of outstanding and unique value, and represent a rare opportunity to understand the early development of British colonial history and trade networks on a global scale. Since this site is potentially unique within Tasmania, further heritage analysis would establish the nature and extent of preservation of any surviving remnants of the convict hulk, early bond store, and later transfer of the site into a waterfront hotel. All of these archaeological remains offer unique evidence of daily life in Launceston, and its role within the wider trade networks of Britain's 19th century global empire. Archaeological remains have the potential to be included in any redevelopment of the site. There are many international examples of developers including cultural heritage remains in project works, and I would be happy to provide contacts with professional (state and commercial) heritage colleagues in New South Wales/Sydney to provide examples, if helpful. I would also be happy to undertake a site visit to the hotel site in order to assist the applicant with ascertaining archaeological potential. I am based at the Queen Victoria Museum over this May, should my service be of assistance.

All the best,



Professor Eleanor Conlin Casella
Professor of Historical Archaeology

*Content of
This Copy ~~for~~ intended in relation
to DA 0055/2018*

Message navigation
Message 16 of 19 [Previous](#) [Next](#)

Subject: DA 0590/2016 CH Smith site

From

To contactus@launceston.tas.gov.au

Date 2016-12-20 17:10

General Manager, Launceston City Council

Re DA 0590/2016.

I make two points in relation to this DA.

1. The site is like an island in a sea of traffic, the busiest area with the highest numbers of vehicle movements daily anywhere in Launceston. The inclusion of the large amount of carparking in the plan will only add to that traffic and congestion.

2. The car park idea shows a complete lack of imagination for this historic site, or for Launceston's waterfront and maritime history. Instead of adding to the traffic congestion with that amount of parking, the current open area could have been developed as a maritime history annexe to the Museum with some under-cover areas with clear viewing through glass for example to the early settlement archaeology underneath. It is disappointing that a car park is to cover an important aspect of Launceston's river/maritime heritage, heritage that was revealed in the archeological dig and recording that was carried out in recent years. Clear viewing areas or see-through flooring of the type mentioned are to be found in the Tasmanian Museum, Hobart, and in Sydney. What a shame such a project has not been included for the CH Smith site instead of layers of concrete and motor vehicles.

Yours faithfully,

Dr Jillian Koshin

Questions without Notice. - Council meeting
5 March 2018.

In regard to Agenda Item 8.1, Closure of part of Highway adjacent to 43 Charles St. 5 March 2018

The Riverview Hotel is a social and cultural heritage site - one of the last, if not the last, living (i.e. constantly in use, same use) remnant of L'ton's very early 19th Century waterfront heritage on the town side of the rivers.

The Council agenda (pp. 73-75) fails to refer to any history, activity or use of the Riverview Hotel prior to 2002.

In relation to the constant repetitions of the phrase "Lack of use" (p. 73, Para 1, p. 75, paragraphs 1, 2, 3) and "minimal use for many years", (p. 75, para 1) these are disingenuous statements.

Q 1. What is the point of considering Item 8.1 if enlivening the CBD and attracting visitors/tourists is one of the aims &/or arguments that you as aldermen and as a council consistently put forward to support your decisions on developments?

Q 2. The decision statement is "To consider a request to close..." The intention of this 'request' for a street closure is to allow/progress the extension of a car yard over the city's heritage and over what is an existing social link to the city's CBD.

In light of all the previous talk about enlivening the CBD, tourism, visitor numbers etc, why would any alderman individually, or the council as a whole, authorise such a request and allow the destruction of that particular heritage and social area?

J. Koshin.