

89-91 Lindsay Street, Invermay

Function centre

Planning permit supporting submission

25 September 2020



ERA Planning Pty Ltd trading as ERA Planning and Environment

ABN 67 141 991 004

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Job Number: 2021-021

Document Status

Document Version	Date	Author	Reviewer
Draft V1	10 September 2020	Frances Beasley	Emma Riley
Final V1	25 September 2020	Frances Beasley	Emma Riley

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1 Introduction

1.1 Purpose of the Report

ERA Planning and Environment (ERA) have been engaged by Mr Errol Stewart of Silo Hotel Pty Ltd. to prepare a planning permit application for the conversion of an existing deck to a function centre at 89-91 Lindsay Street, Invermay (CT 169012/2).

Enquiries relating to this planning report should be directed to:

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1.2 The Proposal

The proposal is for alterations and additions to the Silo Hotel building involving the enclosure of an existing deck area to form a function space, addition of female and male amenities block and 2 unisex WC's. The alterations also include installation of a prep kitchen within the existing building footprint and minor internal alterations. A new concrete staircase and small extension to the existing deck platform located on 87 Lindsay Street to the south is also proposed.

The proposal plans can be found in Appendix A.

1.3 Title Details

Land involved in this application is outlined below.

Address	Owner	Title ref.	Property ID
89-91 Lindsay Street, Invermay	Silo Hotel Pty Ltd.	169012/2	3354015
87 Lindsay Street, Invermay	Launceston City Council	169012/1	3354023
Lindsay Street, Invermay	Launceston City Council	169882/1	2860709

Title documentation can be found within Appendix B.

2 Site and surrounds

2.1 The site

The proposed works are predominantly located within the existing building footprint of the Silos Hotel at 89-91 Lindsay Street, with small encroachments across 87 Lindsay Street and CT 169882/1 which are both Council owned land (see Figure 1 below). The Silos Hotel site has an overall area of approximately 5076 m² (excluding the council owned land).

The site is located at the western extent of Lindsay Street and directly east of the River Tamar foreshore. 89-91 Lindsay Street contains the multi-story Silo Hotel and associated car parking located at the Lindsay Street frontage.

87 Lindsay Street is undeveloped council owned land and CT 169882/1 includes the foreshore area associated with Riverbend Park.



Figure 1: Location of the subject site. Council owned land outlined in red (source: www.thelist.tas.gov.au)

2.2 Surrounding area

The site is located adjacent to the River Tamar and North Esk River foreshore and directly adjoins Riverbend Park to the east. The site is less than a kilometre north of the Launceston CBD. The subject land is positioned at the southwest corner of the Invermay open space corridor which follows the river foreshore to the southeast. A commercial and industrial precinct adjoins to the north of the site.

3 Planning assessment

3.1 Statutory Controls

The site is subject to the provisions of the *Launceston Interim Planning Scheme 2015* (the planning scheme). Specifically, the land is subject to the provisions of the Particular Purpose Zone 9 – North Banks Silos and Open Space zones (see Figure 2 below).

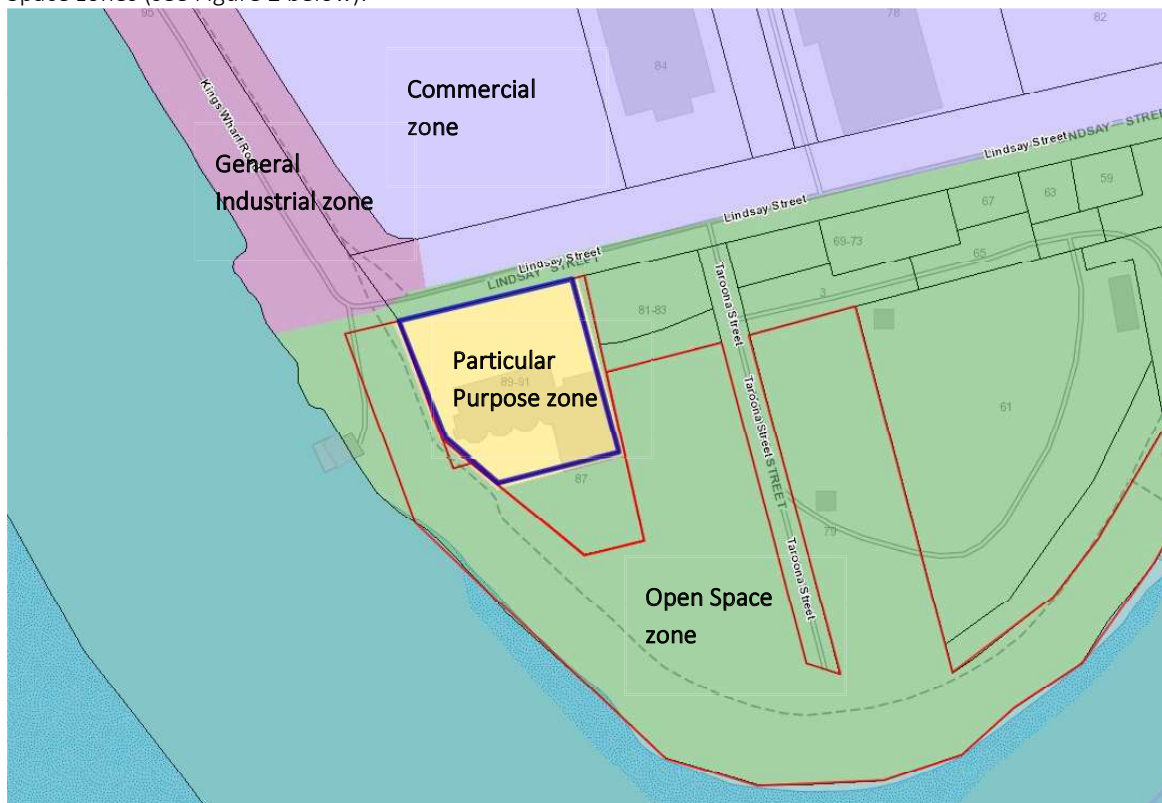


Figure 2: Zoning of the subject site (source: www.thelist.tas.gov.au)

In addition, the site is also subject to Invermay/Inveresk Flood Inundation Area – 7. Riveredge Recreational overlay.

Applicable codes under the planning scheme are therefore:

- E4.0 Road and Railway Assets Code;
- E6.0 Parking and Sustainable Transport Code; and
- E16.0 Invermay/Inveresk Flood Inundation Area Code.

3.2 Use status

The proposed alterations and additions to the Silo Hotel are associated with the existing visitor accommodation use, which is a Permitted use in the Particular Purpose zone. The proposed function centre is classified as a Community meeting and entertainment use which is also a Permitted use in the Particular Purpose zone.

The works proposed on council land, 87 Lindsay Street and on CT 169882/1, include the construction of a small concrete stair providing access between an existing deck associated with the Silo Hotel and Riverbend Park, and a minor extension to the deck area to the southwest of the Silo Hotel site. The stairs are considered to be ancillary to the community meeting and entertainment use, which is a Discretionary use in the Open Space zone.

The minor extension to the existing deck on CT 169882/1 is located in the Particular Purpose zone and is considered to be associated with the proposed function centre and therefore is included within the Community meeting and entertainment use which is Permitted in the zone.

3.3 Particular Purpose Zone 9 – North Banks Silos zone

3.3.1 Use standards

The following use standards are contained within the Particular Purposes Zone 9 – North Banks Silos zone.

PLANNING SCHEME REQUIREMENT	RESPONSE
Clause 40.3.1 Mechanical plant and equipment	
A1 <i>Air conditioning, air extraction, heating or refrigeration systems or compressors for non-sensitive uses must be designed, suitably located, baffled or insulated to prevent noise, odours, fumes or vibration from being received by users of the surrounding public land.</i>	No mechanical plant or equipment is proposed external to the building. Complies with acceptable solution.
Clause 40.3.2 Light spill	
A1 <i>Direct light sources from a building above the height of 10 m must not be emitted outside the land.</i>	The maximum height of the proposed additions is 7.65 m above existing ground level. A1 is not applicable.
Clause 40.3.3 Storage	
A1 <i>Storage of goods and materials, other than for retail sale, or waste must not be visible from any road or public open space adjoining the site.</i>	No external storage of goods and/or materials is proposed. A1 is not applicable.

3.3.2 Development standards

The following development standards are contained within the Particular Purposes Zone 9 – North Banks Silos zone.

PLANNING SCHEME REQUIREMENT	RESPONSE
Clause 40.4.1 Building height, siting and design	

PLANNING SCHEME REQUIREMENT	RESPONSE
<p>A1</p> <p><i>Building height must not exceed:</i></p> <p>(a) 10 m and</p> <p>(b) 42 m, provided the building is contained in an envelope formed by;</p> <p>(i) A line 16 m to the north of, and parallel to, the northern façade of the existing silos;</p> <p>(ii) A line 2 m to the south of, and parallel to, the southern façade of the existing silos; and</p> <p>(iii) Lines projecting at 90 degrees to the line of the northern and southern facades of the existing silos, drawn at the eastern and western extremities of the building;</p> <p>(iv) As shown in Figure 40.4.1.</p>	<p>The highest element of the proposed addition is the function centre which has a maximum height from existing ground level of 7.65 m and 4.5 m above the existing deck level.</p> <p>Complies with acceptable solution.</p>
<p>A2.1</p> <p><i>Building must be setback a minimum of 5.5 m from a frontage.</i></p> <p>A2.2</p> <p><i>Buildings may be built to the side and rear boundaries.</i></p>	<p>The proposed works are setback more than 5.5 m from the front boundary, is 3 m from the rear boundary and extends to the side boundary.</p> <p>The proposal meets A2.1 and A2.2</p>
<p>A3</p> <p><i>Site coverage must not exceed 55%</i></p>	<p>The proposed function centre, circulation area and amenities extension will create additional roofed area. The resultant site coverage will be 47% of the site area, consistent with A3.</p>
<p>A4</p> <p><i>A wall of a habitable floor higher than 10m with an area of more than 40m² and a minimum dimension of 3.0m must be broken by:</i></p> <p>(a) a window with a minimum dimension of 500mm; or</p> <p>(b) a balcony; or</p> <p>(c) a change in the vertical plane of more than 500 mm.</p>	<p>The maximum roof height of the proposed addition is less than 10 m from natural ground level therefore A4 is not applicable.</p>

PLANNING SCHEME REQUIREMENT	RESPONSE
<p>A5</p> <p><i>The southern external wall of the existing silos structure higher than 10m must not have mechanical plant and equipment, such as air conditioning units or heat pumps, visible from public view points or from publicly accessible areas on the land.</i></p>	<p>The maximum roof height of the proposed addition is less than 10 m from natural ground level therefore A5 is not applicable.</p>
Clause 40.4.2 Active ground floors	
<p>A1.1</p> <p><i>New buildings on ground floors must:</i></p> <p>(a) <i>have clear glazing display windows or glass doorways for not less than a total of 50% of all ground floor facades; and</i></p> <p>(b) <i>screen mechanical plant or equipment.</i></p>	<p>The proposed function centre and building alterations and additions are located on the second floor of the existing hotel building and above the existing ground level carpark to the south of the hotel.</p> <p>A1.1 is not applicable.</p>
<p>A1.2</p> <p><i>New buildings must provide at least one accessible entry point to connect the buildings to the levee walkway to the south of the land.</i></p>	<p>The proposed function centre will have access to the levee walkway southwest of the land. A new access stair is also proposed at the southern boundary of the hotel site which will provide access to 87 Lindsay Street (council land) to the south.</p> <p>The proposal meets A1.2</p>
<p>A2</p> <p><i>Alterations on ground floors must:</i></p> <p>(a) <i>have clear glazing, display windows or glass doorways for not less than a total of 50% of all ground floor facades; and</i></p> <p>(b) <i>screen mechanical plant or equipment.</i></p>	<p>The proposed function centre and building alterations and additions are located on the second floor of the existing hotel building and above the existing ground level carpark to the south of the hotel.</p> <p>A2 is not applicable.</p>
Clause 40.4.3 Landscaping	
<p>A1.1</p> <p>(a) <i>A minimum of 5% of any uncovered car park is to be landscaped.</i></p>	<p>No changes are proposed to existing car park areas therefore it is considered that A1.1 is not applicable.</p>
<p>A1.2</p> <p><i>A minimum of 1 tree (capable of growing to a minimum of 5 m in height) per 250 m² of the land must be provided.</i></p>	<p>No changes are proposed at ground level therefore it is considered that A1.2 is not applicable.</p>

3.4 Open Space zone

3.4.1 Use standards

The following use standards are contained within the Open Space zone.

PLANNING SCHEME REQUIREMENT	RESPONSE
Clause 19.3.1 Hours of operation	
<p>A1</p> <p><i>Operating hours, except for office and administrative tasks, must be between:</i></p> <p>(a) <i>8.00 am and 10.00 pm adjacent to the boundary of the General Residential, Inner Residential, Low Density Residential, Urban Mixed Use and Village zones; or</i></p> <p>(b) <i>6.00 am to midnight otherwise.</i></p>	<p>The site does not adjoin a boundary with any of the zones referred to in A1(a).</p> <p>The proposed function centre will only operate between the hours specified in A1(b).</p> <p>The proposal meets the requirements of A1.</p>
Clause 19.3.2 Mechanical plant and equipment	
<p>A1</p> <p><i>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.</i></p>	<p>The site does not adjoin or is within immediate proximity of any sensitive uses.</p> <p>A1 is not applicable.</p>
Clause 19.3.3 Light spill and illumination	
<p>A1</p> <p><i>The use must:</i></p> <p>(a) <i>Not include permanent, fixed floodlighting where the zone adjoins the boundary of the General Residential, Inner Residential, Low Density Residential, Urban Mixed Use and Village zones; and</i></p> <p>(b) <i>Contain direct light from external light sources within the boundaries of the site.</i></p>	<p>The site does not adjoin or is within immediate proximity of any sensitive uses therefore A1(a) is not applicable.</p> <p>Light emitted from external light sources will be contained within the boundaries of the site, consistent with A1(b).</p>
Clause 19.3.4 External storage of goods	
<p>A1</p>	<p>No external storage of goods or materials is proposed.</p> <p>A1 is not applicable.</p>

PLANNING SCHEME REQUIREMENT	RESPONSE
<i>Storage of goods and materials, other than for retail sale, or waste must not be visible from any road or public open space adjoining the site.</i>	
Clause 19.3.5 Commercial vehicle parking	
A1 <i>Commercial vehicles must be parked within the boundary of the site.</i>	The works proposed on land within the open space zone do not require onsite parking for commercial vehicles. A1 is not applicable.
Clause 19.3.6 Open space character	
A1 <i>If for:</i> <i>(a) No permit required uses; or</i> <i>(b) A combined gross floor area not exceeding 250 m² over the site.</i>	The works proposed within the open space zone include an external stair providing access to Riverbend Park to the south of the Silo Hotel site. As such, not additional floor area is created on the portion of the site within the open space zone. The proposal is considered to be consistent with A1(b).

3.4.2 Development standards

The following development standards are contained within the Open Space zone.

PLANNING SCHEME REQUIREMENT	RESPONSE
Clause 19.4.1 Building height, setback and siting	
A1 <i>Building height must be no greater than 5 m.</i>	The proposed external staircase is less than 5 m in height. No other building work is proposed within the open space zone. The proposal meets A1.
A2 <i>Setback from all boundaries must be no less than 10 m.</i>	The proposed staircase is located on the property boundary and as such, the proposal has been assessed against the performance criteria below.
P2 <i>Buildings must be sited so that there is no unreasonable loss of amenity to the occupiers of adjacent lots, having regard to:</i> <i>(a) The topography of the site;</i> <i>(b) The size, shape, and orientation of the site;</i>	

PLANNING SCHEME REQUIREMENT	RESPONSE
<p>(c) <i>The natural and landscape values of the site;</i></p> <p>(d) <i>The setbacks of surrounding buildings;</i></p> <p>(e) <i>The height, bulk and form of existing and proposed buildings;</i></p> <p>(f) <i>The privacy to private open space and windows of habitable rooms on adjoining lots;</i></p> <p>(g) <i>Sunlight to private open space and windows of habitable rooms on adjoining lots;</i></p> <p>(h) <i>Any existing screening or the ability to implement screening; and</i></p> <p>(i) <i>The character of the surrounding area.</i></p> <p>The proposed staircase will provide direct pedestrian access between the proposed function centre in the Silos Hotel and Riverbend park. The staircase is a minor structure and will not generate unreasonable loss of amenity through overshadowing, privacy or detract from the natural values or surrounding landscape.</p> <p>The proposal satisfies the requirements of P2.</p>	
Clause 19.4.2 Landscaping	
<p>A1</p> <p><i>If for no permit required uses.</i></p>	<p>The proposed staircase is ancillary to the Community meeting and entertainment use which is discretionary in the zone. As such, the proposal has been assessed against the performance criteria below.</p>
<p>P1</p> <p><i>Development must be landscaped to respect the natural values of the site and the broader landscape of the area, having regard to:</i></p> <p>(a) <i>Location and height of retaining walls;</i></p> <p>(b) <i>The existing vegetation and its retention where it is feasible to do so;</i></p> <p>(c) <i>The location of any proposed buildings, driveways, car parking, storage areas, signage and utility services;</i></p> <p>(d) <i>Proposed height and type of fencing;</i></p> <p>(e) <i>Proposed vegetation plantings;</i></p> <p>(f) <i>The location of pedestrian movement routes;</i></p> <p>(g) <i>Maintenance of plantings, weed management and soil and water management; and</i></p> <p>(h) <i>The character of the surrounding area;</i></p> <p><i>As shown in a detailed landscaping plan.</i></p> <p>As the works proposed within the open space zone only involve the installation of a staircase, providing pedestrian access between the Silo Hotel and Riverbend park, providing landscaping in accordance with a detailed landscape plan is not considered necessary in this case.</p>	

PLANNING SCHEME REQUIREMENT	RESPONSE
	The requirements of P1 are not considered applicable due to the minor nature of works proposed.

3.5 Road and Railway Assets Code

A Traffic Impact Assessment (TIA) has been prepared in order to address the increase in use of the existing access onto Lindsay street as a result of the proposed function centre.

The TIA has indicated that the proposed development is expected to generate an additional 150 to 200 vehicle movements for an event over and above the existing allowance for the current operation. Assuming that there is one major event a week over the year, the annual average daily traffic (AADT) increase is between 21 and 29 vehicle movements per day. This increase is less than 40 vehicles per day and 20% of existing movements and it is therefore considered that the proposal complies with Acceptable Solution A3 of Clause E4.5.1 of the Scheme.

A copy of the TIA is provided under Appendix C.

3.6 Parking and Sustainable Transport Code

A TIA has been prepared in order to address the requirements for an increase in car parking spaces in accordance with Table E6.1 of the scheme. The proposed development does not provide additional car parking on site, instead it relies upon surplus car parking created on Lindsay Street (opposite the site) as part of another development application. Performance Criteria P1.1 of Clause E6.5.1 is triggered as no car parking is provided onsite.

The TIA sets out the following with regards to car parking requirements for the proposal:

Table E6.1 requires 1 car parking space per 20 m² of floor area or 1 space per 4 seats. The proposed floor area is 421 m², which would result in a car parking requirement of 22 spaces. The seating capacity of the function centre would increase by 200 people as a result of the proposal, which would require an additional 50 car spaces. The larger of the 2 calculations is 50 spaces and the acceptable solution A1 requires between 45 and 52 car parking spaces. The surplus car parking created through the new car parking area proposed on Lot 5 Lindsay Street is 116 spaces, which is sufficient to accommodate the additional parking generated by the proposal. The proposal is therefore considered in compliance with Performance Criteria P1.1 of Clause E6.5.1.

The TIA provides further details with regards to the requirements for accessible car parking, bicycle parking, taxi parking and motorcycle parking.

A copy of the TIA is provided under Appendix C.

3.7 Water Quality Code

The proposed works are located approximately 36 m east of the River Tamar and therefore the provisions of the Water Quality Code do not apply.

3.8 Invermay/Inveresk Flood Inundation Area Code

The provisions of the Invermay/Inveresk Flood Inundation Area Code apply as the site is located within the Invermay/Inveresk Flood Inundation Area – 7. Riveredge Recreational precinct. The precinct is described as the:

Land between Lindsay Street and the North Esk River from the Tamar Street Bridge to Town Point. This precinct is currently industrial in nature. As part of the flood management project this land is being acquired to be used for the re-constructed levees.

3.8.1 Use standards

The following use standards are contained within the Code.

PLANNING SCHEME REQUIREMENT	RESPONSE
Clause E16.6.1 Unacceptable uses	
<p>A1</p> <p><i>Must not be:</i></p> <p>(a) <i>Education and occasional care, except in the Inveresk Cultural precinct;</i></p> <p>(b) <i>Emergency services; or</i></p> <p>(c) <i>Hospital services.</i></p>	<p>The proposal is for a community meeting and entertainment use, consistent with the requirements of A1.</p>
<p>A2</p> <p><i>Must not be Residential, unless:</i></p> <p>(a) <i>A single dwelling in the Invermay Residential or Inveresk Residential precincts;</i></p> <p>(b) <i>A multiple dwelling in the Invermay Residential Precinct; or</i></p> <p>(c) <i>Associated with an supporting the educational activities within the Inveresk Cultural precinct.</i></p>	<p>The proposal does not involve residential uses, therefore A2 is not applicable.</p>
<p>A3</p> <p><i>Must not be Community meeting and entertainment in the Riveredge Industrial or Inveresk Residential precincts, unless:</i></p> <p>(a) <i>A museum in the Riveredge Industrial precinct and located in the Light Industrial Zone or Commercial Zone.</i></p>	<p>The proposed works are located within the Riveredge Recreation precinct therefore A3 is not applicable.</p>

3.8.2 Development standards

The following development standards are contained within the Code.

PLANNING SCHEME REQUIREMENT	RESPONSE
Clause E16.7.1 Intensification of residential development	

PLANNING SCHEME REQUIREMENT	RESPONSE
<p>A1</p> <p><i>Except within the Invermay Residential Precinct, new residential development or extensions of existing residential buildings:</i></p> <p>(a) <i>Must not increase the gross floor area of individual dwellings or total gross floor area by 10% more than that existing or approved on the 1st January 2008;</i></p> <p>(b) <i>Must not result in more than 200 m² of gross floor area on a single title; or</i></p> <p>(c) <i>Must be for residential uses associated with the educational activities within the Inveresk Cultural Precinct.</i></p>	<p>The proposal does not involve residential development therefore A1 is not applicable.</p>
<p>A2</p> <p><i>Subdivision or division of land by strata plan:</i></p> <p>(a) <i>Must not create any additional lots capable for any future residential development ; or</i></p> <p>(b) <i>Is to:</i></p> <p>(i) <i>Separate existing dwelling units; or</i></p> <p>(j) <i>Separate existing residential and non-residential buildings;</i></p> <p><i>That have been approved by Council on a single title.</i></p>	<p>The proposal does not involve subdivision, therefore A2 is not applicable.</p>
Clause E16.7.2 Flood Impact	
<p>A1</p> <p><i>Floor levels of all habitable rooms within the Residential use class must be at least 3.7 m AHD.</i></p>	<p>The proposal does not involve residential use, therefore A1 is not applicable.</p>
<p>A2</p> <p><i>No acceptable solution.</i></p>	<p>A2 is only applicable to development within the residential use class. As the proposal does not involve residential development, A2 is not applicable.</p>
<p>A3</p> <p><i>All buildings not in the Residential use class must have a:</i></p> <p>(a) <i>Floor level at least 3.4 m AHD; and</i></p>	<p>The proposed function centre, amenities and circulation area are located on an existing concrete deck area which is positioned above an existing car park. The finished floor level of the proposed development is 5.85 m AHD, consistent with (a).</p>

PLANNING SCHEME REQUIREMENT	RESPONSE
<p>(b) <i>Gross floor area of not more than:</i></p> <p>(i) <i>400 m²; or</i></p> <p>(ii) <i>10% more than that existing or approved on the 1st January 2008.</i></p>	<p>The gross floor area of the proposed additions to the Silo Hotel exceed 400 m² and therefore the performance criteria must be addressed.</p>
<p>P3</p> <p><i>Buildings not in the Residential use class must be sited and designed in accordance with a hydrological report and an emergency management plan prepared by a suitably qualified engineer. The report and plan must:</i></p> <p>(a) <i>Detail:</i></p> <p>(i) <i>the risks to life;</i></p> <p>(ii) <i>the likely impact on the use or development; and</i></p> <p>(iii) <i>how the use or development will manage the risk to tolerable levels; during either an overtopping of the levee or a levee breach at the closest point in the levee during a 5% AEP, 2% AEP or a 1% AEP flood event; and</i></p> <p>(b) <i>Consider the following:</i></p> <p>(i) <i>the likely velocity and depth of flood waters;</i></p> <p>(ii) <i>the need to locate electrical equipment and other fittings above the 1% AEP flood level;</i></p> <p>(iii) <i>the likely effect of the use or development on flood characteristics;</i></p> <p>(iv) <i>The development and incorporation of evacuation plans into emergency management procedures for the precinct; and</i></p> <p>(v) <i>the ability of the use or development to withstand flood inundation and debris damage and the necessity for the incorporation of any flood proofing measures in the development.</i></p> <p>A flood management plan was prepared for the existing Silo's redevelopment in February 2016 which will remain applicable to the proposed function centre addition. The management plan identified a flood level for the site of 5.2 m. The proposed addition has a minimum floor level of 5.85 m which is therefore above the predicted flood level for this site.</p> <p>An addendum letter to this report has been prepared and includes an assessment of the proposed additions and alterations with respect to implications on flood and stormwater management on the site. A copy of the original flood management plan and addendum letter is provided under Appendix D.</p> <p>The proposal is considered to satisfy the requirements of P3.</p>	

4 Conclusion

The proposal is for alterations and additions to the Silo Hotel building involving the enclosure of an existing deck area to form a function space, addition of an amenities block and internal alterations. A new concrete staircase and small extension to the existing deck platform located on 87 Lindsay Street to the south is also proposed, facilitating a pedestrian connection with Riverbend Park to the south. The proposal will improve the useability and services provided at the Silos Hotel whilst remaining within the existing building footprint.

The application requests discretion in relation to the following clauses in *Launceston Interim Planning Scheme 2015*:

- Clause 19.4.1 A2;
- Clause 19.4.2 A1;
- Clause E6.5.1 A1.1; and
- Clause E16.7.2 A3

The proposal has been assessed against the relevant standards within the applicable zones and the proposed development has been found to meet the requirements of the *Launceston Interim Planning Scheme 2015* and can therefore be approved on planning grounds.

Appendix A Proposal Plans

Appendix B Certificate of Titles

Appendix C Traffic Impact Assessment

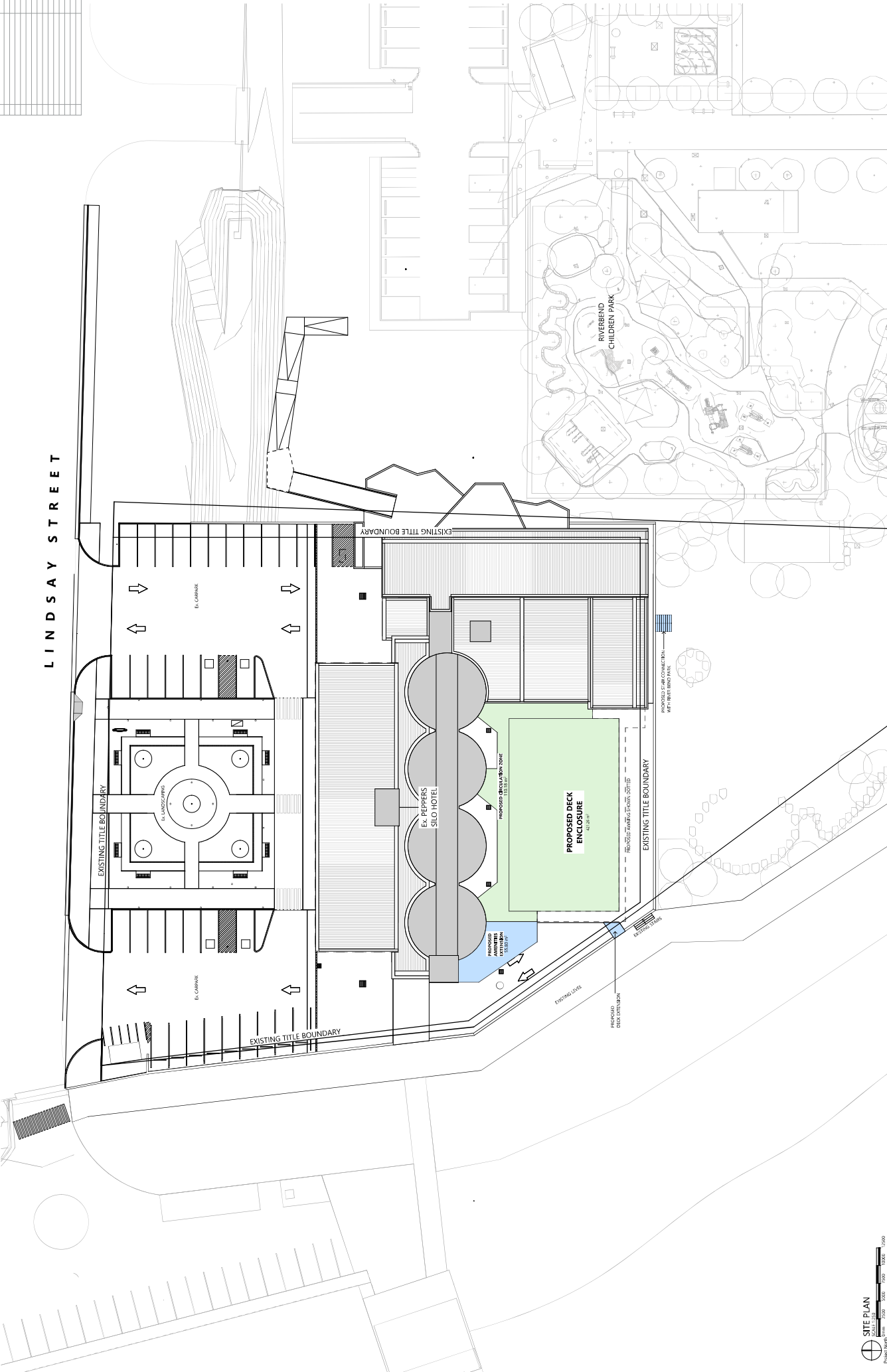
Appendix D Flood Management Plan



E: enquiries@eraplanning.com.au

W: www.eraplanning.com.au

REV	DATE	BY	DESCRIPTION



LINDSAY STREET



SILO HOTEL - DECK ENCLOSURE

SILO HOTEL PTY LTD

ARTAS

ARCHITECTS

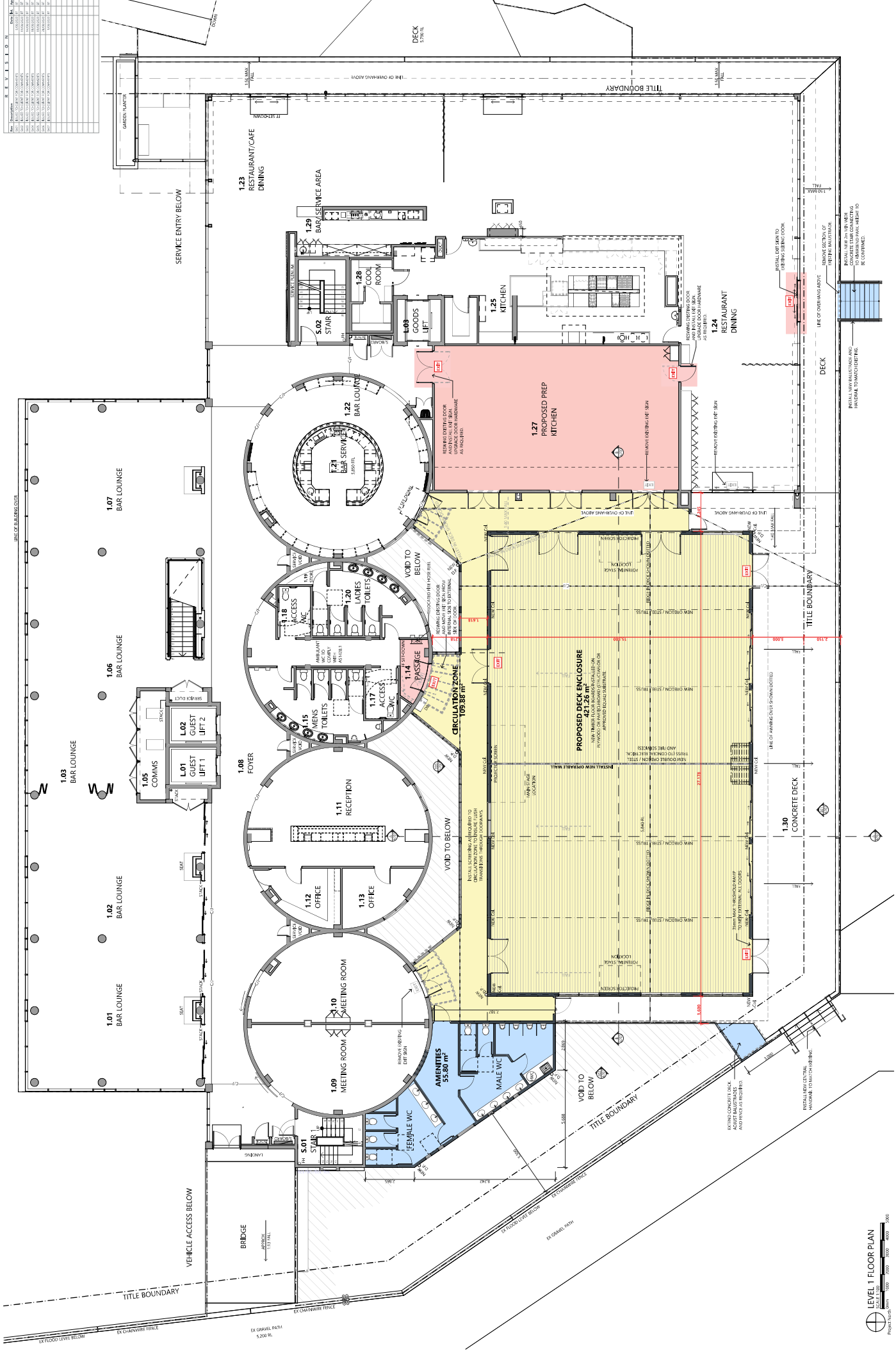
A700-Sk01

SKETCH 201047

ISSUE TITLE: LANDSCAPE

PROJECT: RIVERBEND CHILDREN PARK REDEVELOPMENT FROM QUAYS ARCHITECTS (P/L) N.S.W. 2007 301 3481

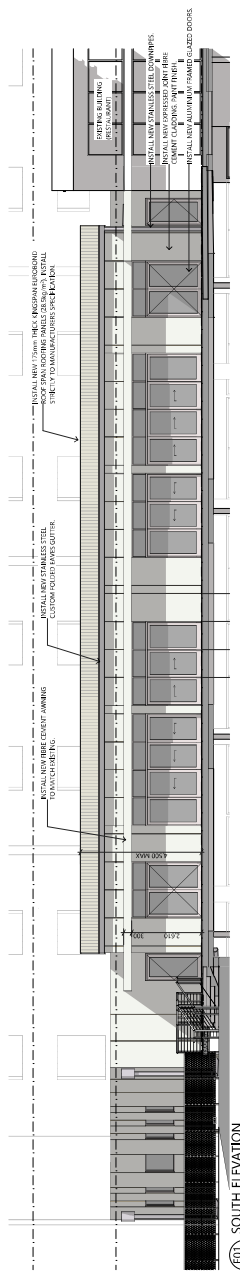
NO.	DESCRIPTION	DATE	BY
1	ISSUED FOR PERMIT	12/12/2023	ARTAS ARCHITECTS
2	REVISED PER CLIENT COMMENTS	12/15/2023	ARTAS ARCHITECTS
3	REVISED PER CLIENT COMMENTS	12/18/2023	ARTAS ARCHITECTS
4	REVISED PER CLIENT COMMENTS	12/20/2023	ARTAS ARCHITECTS
5	REVISED PER CLIENT COMMENTS	12/22/2023	ARTAS ARCHITECTS
6	REVISED PER CLIENT COMMENTS	12/25/2023	ARTAS ARCHITECTS
7	REVISED PER CLIENT COMMENTS	12/28/2023	ARTAS ARCHITECTS
8	REVISED PER CLIENT COMMENTS	12/30/2023	ARTAS ARCHITECTS
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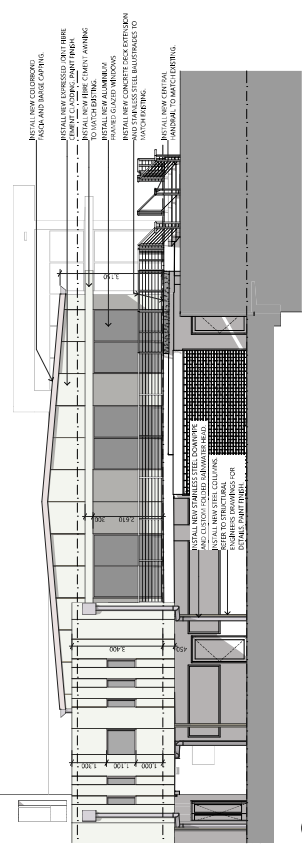
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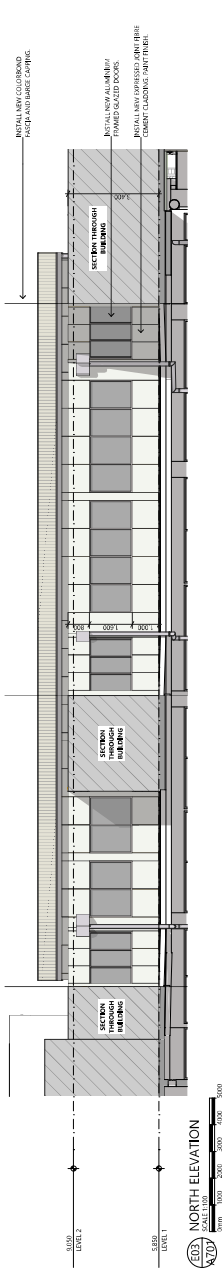
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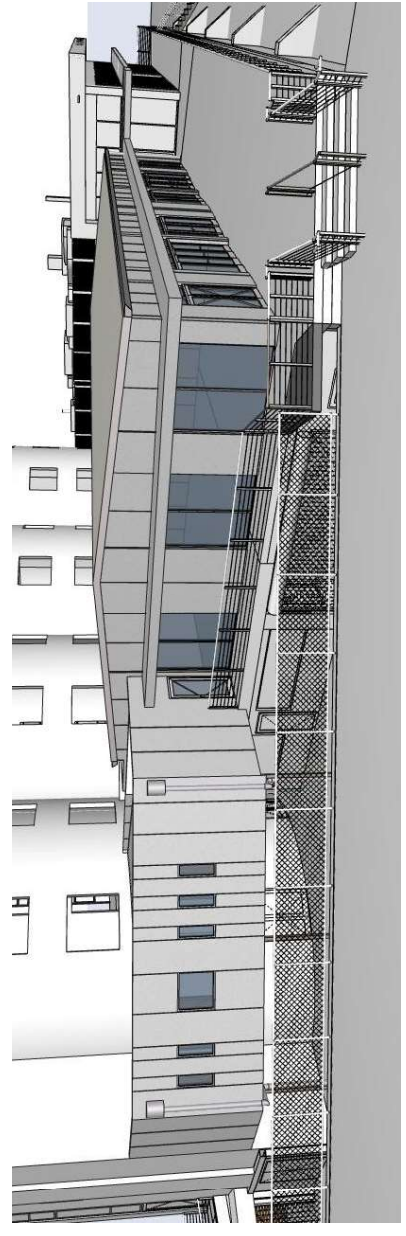
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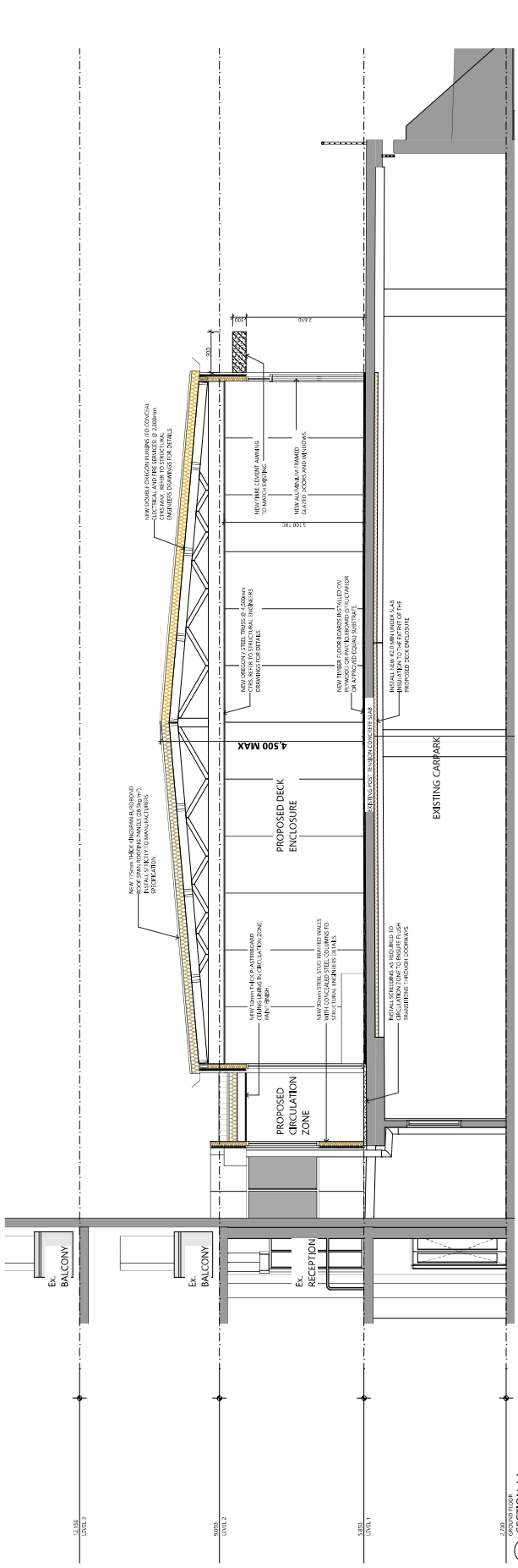
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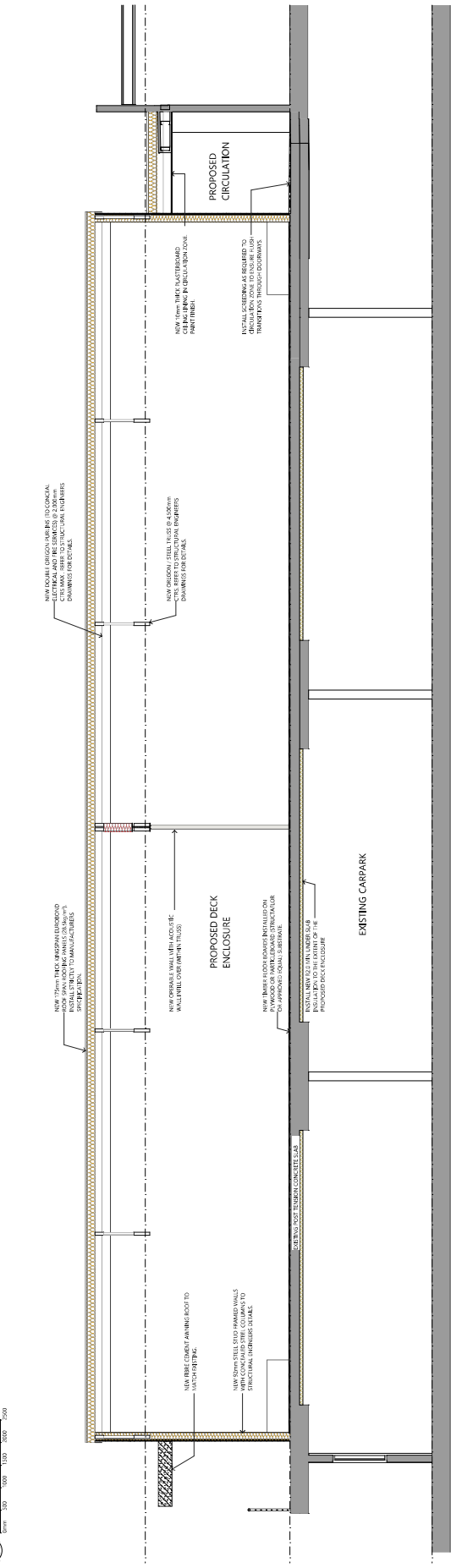
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SILO HOTEL - DECK ENCLOSURE

SILO HOTEL PTY LTD



Silo Hotel Pty Ltd

Proposed Silo Hotel Deck Extension Transport Impact Assessment

September 2020

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1. Introduction

1.1 Background

GHD were engaged to undertake a transport impact assessment for the proposed extension to the Silo Hotel at 89-91 Lindsay Street, Invermay.

1.2 Purpose of this report

The purpose of this report is to document the anticipated traffic and parking impacts due to the proposal.

1.3 Scope and limitations

This report has been prepared by GHD for Silo Hotel Pty Ltd and may only be used and relied on by Silo Hotel Pty Ltd for the purpose agreed between GHD and the Silo Hotel Pty Ltd as set out in this report.

GHD otherwise disclaims responsibility to any person other than Silo Hotel Pty Ltd arising in connection with this report. GHD also excludes implied warranties and conditions, to the extent legally permissible.

The services undertaken by GHD in connection with preparing this report were limited to those specifically detailed in the report and are subject to the scope limitations set out in the report.

The opinions, conclusions and any recommendations in this report are based on conditions encountered and information reviewed at the date of preparation of the report. GHD has no responsibility or obligation to update this report to account for events or changes occurring subsequent to the date that the report was prepared.

The opinions, conclusions and any recommendations in this report are based on assumptions made by GHD described in this report. GHD disclaims liability arising from any of the assumptions being incorrect.

GHD has prepared this report on the basis of information provided by Silo Hotel Pty Ltd and others who provided information to GHD (including Government authorities)], which GHD has not independently verified or checked beyond the agreed scope of work. GHD does not accept liability in connection with such unverified information, including errors and omissions in the report which were caused by errors or omissions in that information.

1.4 Subject Site

The subject site is the existing Silo Hotel located at 89-91 Lindsay Street, Invermay. The development also relies on car parking provided at Lot 5 Lindsay Street located opposite the hotel. The site and surrounds are presented in Figure 1.



Figure 1 Site Location

Base imagery obtained from TheLIST © State of Tasmania

2. Existing Conditions

2.1 Transport Network

For the purpose of this assessment the transport network comprises the following roads:

- Lindsay Street
- East Tamar Highway (Goderich Street)

These roads are examined in detail in the following sections.

2.1.1 Lindsay Street

Lindsay Street is a local road connecting between Kings Wharf Road and Invermay Road. It runs in a predominantly east-west direction parallel to, and on the northern side of, the North Esk River. West of the Goderich Street junction, Lindsay Street provides access to Riverbend Park, a large format retail precinct (including Bunnings, Officeworks and JB-HiFi), the National Automobile Museum of Tasmania, and the existing Silos Hotel.

Lindsay Street is a two-lane, two-way road. A footpath is provided along the northern side of the road, between the Goderich Street junction and the extents of the Officeworks site, and along the southern side of the road for its full length. Unrestricted on-street car parking is available along Lindsay Street, west of the Goderich Street junction, and this is typically used by commuters.

The default urban speed limit of 50 km/h applies to Lindsay Street.

Traffic data was collected by Council from Wednesday 12 July to Tuesday 18 July 2017 on Lindsay Street, east of the Bunnings site access. The data shows that traffic volumes on Lindsay Street peak during the middle of the day, with a maximum of around 1,200 vehicles per hour (two-way) during the Saturday midday peak.

Traffic statistics for Lindsay Street are summarised as follows:

- | | |
|--|-----------|
| • Average daily traffic | 7,270 vpd |
| • Weekday AM peak (8:00 - 9:00 am) | 300 vph |
| • Weekday midday peak (1:00 - 2:00 pm) | 842 vph |
| • Weekday PM peak (4:00 - 5:00 pm) | 673 vph |
| • Saturday midday peak (12:00 - 1:00 pm) | 1,200 vph |

It is noted that recent developments, including the National Automobile Museum and Riverbend Park, have increased traffic on Lindsay Street and these are described in Section 2.3.

2.1.2 East Tamar Highway

East Tamar Highway, of which Charles Street and Goderich Street form part, is a Category 1 State Road and part of the National Land Transport Network. The East Tamar Highway connects between Launceston and George Town, providing the primary access route to Mowbray, Newnham, the University of Tasmania and Bell Bay, and numerous small towns north of Launceston.

In the vicinity of the subject site, East Tamar Highway is known as:

- Goderich Street (north of Lindsay Street)
- Charles Street (south of Lindsay Street)

Both Goderich Street and Charles Street have two lanes travelling in each direction. At the Lindsay Street junction, short right-turn lanes are provided for turns into Lindsay Street as well as a northbound left-turn slip lane. The Lindsay Street junction is signalised, and forms part of the Launceston SCATS network along with other closely spaced signalised junctions to the north and south including Forster Street, Esplanade and William Street.

East Tamar Highway is subject to consistently heavy traffic volumes throughout the day, with two-way traffic flows exceeding 2,000 vehicles per hour between 8:00 am and 6:00 pm weekdays. Traffic statistics for East Tamar Highway north of Lindsay Street (collected by Department of State Growth in May 2019) are summarised as follows:

- Average daily traffic 28,410 vpd
- Weekday AM peak (8:00 - 9:00 am) 2,896 vph
- Weekday midday peak (12:00 - 1:00 pm) 2,097 vph
- Weekday PM peak (4:00 - 5:00 pm) 2,415 vph
- Saturday midday peak (11:00 am - 12:00 pm) 2,225 vph

There are a number of significant changes to the Goderich Street corridor proposed as part of the Invermay Traffic Master Plan project. These are described in Section **Error! Reference source not found.**

2.2 Road Safety Performance

Crash data was obtained from the Department of State Growth for Charles Street and Goderich Street, between Esplanade and Gleadow Street, and for Lindsay Street (west of Goderich Street). The data covered the 5-year period from July 2015 to June 2020 and is summarised in Table 1.

Table 1 Crash History (2015 – 2020)

Location	Number of Crashes		Dominant Crash Type(s)
	Total	Casualty	
Intersections			
Charles St / Esplanade	12	3	Rear end (7), Pedestrian (3)
Goderich St / Lindsay St	34	11	Rear end (15), Right turn (7)
Goderich St / Gleadow St	1	1	Left turn (1)
Mid-Block			
Lindsay Street (west of Goderich Street)	5	0	Manoeuvring (3), Emerging (2)
Charles Street (Esplanade to Lindsay St)	19	5	Rear end (16)
Goderich Street (Lindsay St to Gleadow St)	15	4	Rear end (8), Side swipe (3)
Total	86	24	Rear end (46)

Based on Table 1, there were a total of 86 crashes recorded over the 5-year time period. The vast majority of these crashes (81) were on the East Tamar Highway corridor which carries very

high traffic volumes. The crash profile, comprising majority 'rear end' type collisions is typical of congested urban corridors.

Crashes on Lindsay Street were typically low severity and associated with parking manoeuvres or use of driveway accesses.

2.3 Recent Developments

The Invermay area around the subject site is rapidly changing and there have been numerous developments in recent years. These are described briefly in the following sections.

2.3.1 Riverbend Park

Riverbend Park was completed in 2019 and includes a range of recreational including walking tracks, playgrounds, sports courts and BBQ area. The Park provides a walking bridge connection to Launceston Seaport. A public car park is provided with 113 parking spaces.

The Traffic Impact Assessment prepared for Riverbend Park estimated traffic generation based on the available parking supply. The Saturday midday peak was considered the most intense period with up to 98 vehicle movements per hour (two-way). During the weekday commuter peak periods, trip estimates were in the range of 24 vehicles per hour for the morning and 36 vehicles per hour for the evening.

2.3.2 Business/Industrial Subdivision

The large parcel of land between Lindsay Street and Gleadow Street has recently been subdivided for potential business park / light industrial use. Some of the development of this land has included the National Automobile Museum of Tasmania, a proposed car park and a 'Good Guys' electrical store. Importantly, the proposed subdivision includes a new public road link connecting between Lindsay Street and Gleadow Street which will provide alternative access routes to this development site from the arterial road network.

National Automobile Museum of Tasmania

The Transport Impact Assessment for the Museum estimated a typical daily trip generation rate of around 45 trips per day weekdays, with 5 vehicles per hour during the weekday commuter peak periods. It is likely that Saturdays would attract more trips, with around 23 trips per hour assumed during the Saturday midday peak.

Lot 5 Lindsay Street Car Park

A proposed car park is currently being considered by Council on land directly opposite the subject site. The car park would have a total of 116 car parking spaces and is intended to accommodate overflow parking associated with the Silo Hotel as well as surplus parking to service the extension documented in this report.

Good Guys Development

A 'Good Guys' store has recently been approved by Council for Lot 1 of this parcel of land. Based on the transport impact assessment submitted with the application, the store is assumed to generate around 437 vehicle movements per day, with commuter peak volumes in the range of 70 vehicle movements per hour, and Saturday midday peak volumes of around 100 vehicles per hour.

Direct access is provided via a new left turn slip lane on Goderich Street, with egress via either Lindsay Street or Gleadow Street.

2.4 Future Developments

2.4.1 Invermay Traffic Master Plan

The Invermay Traffic Master Plan is a suite of traffic improvement works that are currently being rolled out at key locations within the area surrounding the subject site. Some of the key projects include the following:

- New public road link between Lindsay Street and Gleadow Street to provide alternative access and alleviate congestion at the Lindsay Street / Goderich Street intersection.
- Signalisation of the intersection of Gleadow Street and Goderich Street to provide the ability for controlled right turns into and out of Gleadow Street at this location.
- Additional right turn lane at the Goderich Street / Forster Street intersection and construction of additional eastbound traffic lane along Forster Street connecting to Invermay Road.

The above projects have been adopted by Council and the Department of State Growth to support development of the Invermay area which includes relocation of the UTAS Campus to Inveresk, and the range of developments listed in 2.3, as well as future development of existing land in the immediate area.

It is considered that this current Hotel extension project falls within the intended purpose of the Invermay Traffic Master Plan.

3. Proposed Development

3.1 Proposed Hotel Extension

The proposed development involves extending the existing deck at the Silos Hotel and enclosing it to provide a function centre capable of seating up to 300 people. The existing function centre (100 people) will be converted to a large kitchen to service the extension. The effective change due to this proposal is an increase in function centre capacity from 100 people to 300 people.

A floor plan is provided in Figure 2.

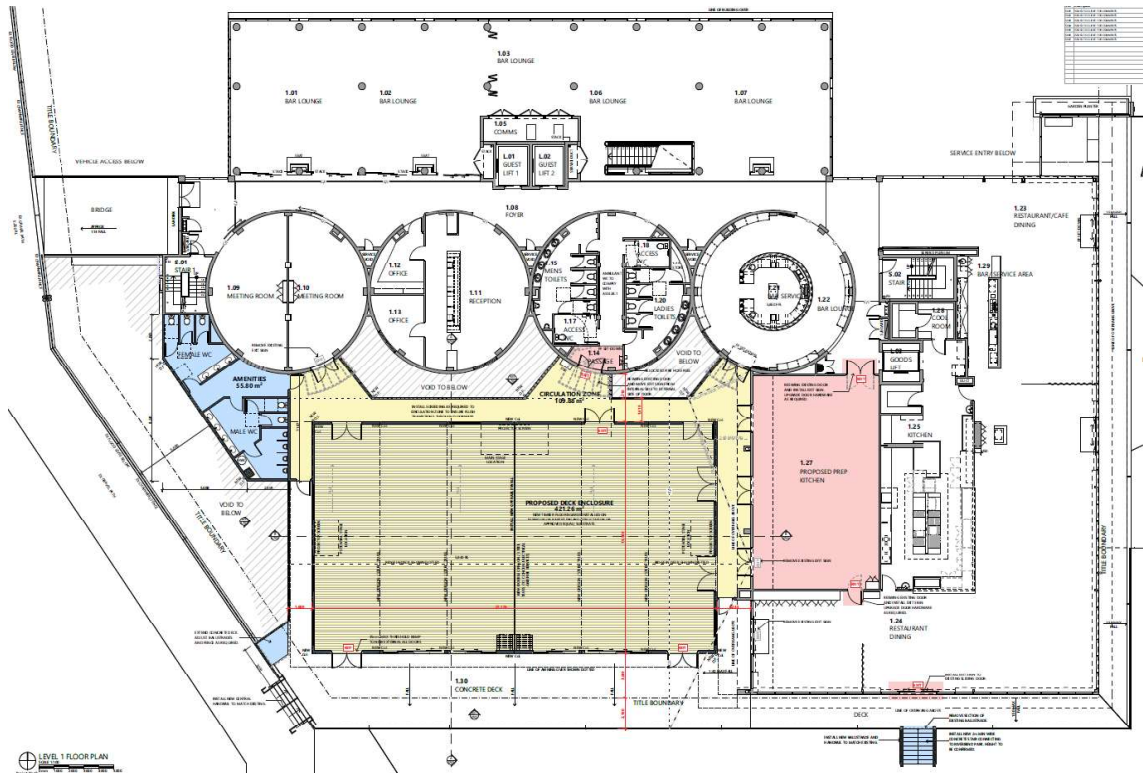


Figure 2 Proposed Function Centre

Source: Artas Architects, Dwg No. A701-Sk07, Level 1 Floor Plan

The proposed development does not include any changes to car parking or access arrangements. It is intended that the parking demand associated with the proposed extension will be accommodated within the car park located at Lot 5 Lindsay Street opposite the site (refer Section 2.3.2) which was developed for this purpose.

The car park development is currently being considered by Council as part of a separate development application.

3.2 Traffic Generation

The proposed development will increase the capacity of the function centre by around 200 guests. The centre could accommodate a range of different functions including all-day conventions, sit-down lunches or dinners, or evening receptions. For the purpose of this assessment, the following scenarios have been developed:

- Full day convention with arrivals in the AM and departures in the PM

- Saturday midday lunch function with arrivals and departures during the Saturday midday period
- Friday evening reception with arrivals during the latter half of the commuter peak period

These scenarios are considered to represent the most intense uses of the function centre and coincide with the peak periods on the surrounding road network.

Table 2 Traffic Generation Scenarios

Scenario	Additional Attendees	Mode Share to Private Car	Car Occupancy	Hourly Traffic	Time of Day
Full Day Convention	200	75% ¹	1.5 people per car	100 vph	Inbound: AM Peak Outbound: PM Peak
Saturday Lunch Function	200	80% ¹	2.2 people per car	73 vph	Inbound: Sat Peak Outbound: Sat Peak
Friday Evening Reception	200	100%	2.2 people per car	91 vph	Inbound: PM Peak Outbound: Offpeak

1. Remainder of attendees staying at the hotel or staying in the surrounding area and walking to the site.

3.3 Traffic Distribution

For the purpose of this assessment, it is assumed that all traffic will approach the site using the Goderich Street / Lindsay Street intersection. Departing traffic will be split across the Lindsay Street intersection and the Gleadow Street intersection due to the new road link and traffic signalisation works created as part of the Invermay Traffic Master Plan.

4. Site Access

4.1 Access Arrangements

The proposed development does not amend existing access arrangements for the Silo Hotel or the car park currently being considered by Council as part of a separate development application.

On this basis, the following Planning Scheme clauses do not apply to the proposed development and have not been considered in this report:

- Clause E4.6.2 Road accesses and junctions
- Clause E4.6.4 Sight distance at accesses, junctions and level crossings
- Clause E6.6.1 Construction of parking areas
- Clause E6.6.2 Design and layout of parking areas
- Clause E6.6.3 Pedestrian access
- Clause E6.6.4 Loading bays

5. Parking Assessment

5.1 Car Parking Assessment

Clause E6.5.1-A1 of the Planning Scheme states that: *“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 ... (c) not exceed the requirements of Table E6.1 by more than 2 spaces or 5% whichever is the greater...”*

The proposed development involves the *Community meeting and entertainment* land use. For this use, Table E6.1 requires 1 space per 20 m² of floor area available to the public or 1 space per 4 seats, whichever is greater. The parking calculations are as follows:

- The proposed deck enclosure is 421 m², which results in a car parking requirement of 22 spaces
- The capacity of the function centre is set to increase by 200 people, which results in a car parking requirement of 50 spaces

The larger of the two calculations is 50 spaces and therefore the acceptable solution A1 requires between 45 and 52 car parking spaces. The proposed development does not provide additional parking, instead relying on surplus parking created on Lindsay Street (opposite the site) as part of another development application.

The surplus parking created through the new car park is 116 parking spaces which is sufficient to accommodate the additional parking generated by the proposed function centre extension. On this basis, the proposed development is considered to provide sufficient parking to ‘meet the reasonable needs of the use’ in compliance with performance criteria of Clause E6.5.1-P1.1.

5.2 Special Parking Requirements

5.2.1 Accessible Car Parking

Clause E6.5.1-A2 of the Planning Scheme states that: *“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.”*

The current version of the National Construction Code is the NCC 2019. For a Class 9b building, Part D3.5 of the NCC 2019 requires 1 accessible parking space for every 100 car parking spaces or part thereof. The car park contains 2 accessible parking spaces which satisfies this requirement.

5.2.2 Bicycle Parking

Clause E6.5.2-A1 of the Planning Scheme states that: *“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.”*

From Table E6.1, the proposed development requires 8 additional bicycle parking spaces. It is recommended that the total supply of bicycle parking on the site be increased by 8 spaces in the form of 4 additional public bicycle hoops in order to meet the acceptable solution.

5.2.3 Taxi Parking

Clause E6.5.3-A1 of the Planning Scheme states that: *“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.”

The existing site provides a large drop-off zone at the front of the building, near the main entrance, which is sufficient to satisfy the requirement of Clause E6.5.3.

5.2.4 Motorcycle Parking

Clause E6.5.4-A1 of the Planning Scheme states that: *“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.”*

Given that the proposed development requires an additional 50 car parking spaces on top of existing requirements, calculated in accordance with Table E6.1, an additional 3 motorcycle parking spaces are required. It is recommended that the total supply of motorcycle parking available to the proposed development be increased by 3 spaces to meet the acceptable solution. Motorcycle parking could be located either on this site, or within the car park located opposite.

5.2.5 Loading Bays

There is no requirement for additional loading bays as a result of the proposed extension.

6. Traffic Impacts

6.1 Planning Scheme Assessment

Clause E4.5.1-A3 states that: *“The annual average daily traffic (AADT) of vehicle movements, to and from a site, using an existing access or junction, in an area subject to a speed limit of 60 km/h or less, must not increase by more than 20% or 40 vehicle movements per day, whichever is the greater.”*

The proposed development is expected to generate around 150 to 200 additional vehicle movements for a typical capacity event over the existing allowance for the current operation, depending on the timing and nature of the function. The developer has advised that they would be expecting a major event fortnightly on average, and a weekly frequency would be an extraordinary result.

If a conservative scenario is assumed, with an average of one major event weekly over the year, the Annual Average Daily Traffic (AADT) increase due to the proposed extension is between 21 and 29 vehicle movements per day.

The 2015 Transport Impact Assessment for the Silo Hotel estimated:

- 391 peak period vehicle movements (AM plus PM) on a day with a major function
- 213 peak period vehicle movements (AM plus PM) on a day without a major function

Assuming one major function a week, the existing traffic generation of the Silo Hotel is estimated to be around 240 vehicle movements per day on average, considering peak period movements only. Ad-hoc movements throughout the remainder of the day likely increase this to exceed 300 vehicle movements per day.

Based on this, the proposed AADT increase in traffic of between 21 and 29 vehicles per day is less than 40 vehicles per day and 20% of existing movements (say 60 vehicles per day) and the proposed development complies with the Acceptable Solution A3 of Clause E4.5.1.

6.2 Impacts to Traffic Efficiency

The proposed development is expected to generate a moderate increase in traffic during peak periods one day per week on average. The peak scenarios are as follows:

- 100 vehicles per hour inbound during AM peak
- 100 vehicles per hour outbound during PM peak
- 73 vehicles per hour outbound during Saturday midday peak

Given a cycle time of around 90-100 seconds for the Goderich Street corridor, this represents an additional 2 to 3 vehicles per cycle added to the queue on Lindsay Street. This intersection currently operates with relatively high delays at certain times of the day, with queuing extending back along Lindsay Street. The addition of 2 to 3 extra vehicles on average per hour will not have a significant impact on existing performance.

Furthermore, upgrades to the network more generally as part of the Invermay Traffic Master Plan will significantly enhance access to and from this area, and in particular adding new right turn capacity at the Gleadow Street intersection. It is likely that many people exiting the site will travel to Gleadow Street and use the high capacity right turn at that location to enter Goderich Street.

On this basis, and given that events are only expected to be held on average once per week, the proposed development will not significantly impact on the traffic efficiency of the network.

6.3 Impacts to Road Safety

No detrimental road safety impacts are foreseen for the project. This is based on the following:

- The proposed development does not include new access points or introduce new conflict points onto the road network.
- The traffic generated by the proposal can be absorbed by the road network. In particular, the Invermay Traffic Master Plan will significantly enhance access to the area generally.
- The crash history does not suggest any specific crash trends that might be exacerbated by the additional traffic generated by the proposed development.

6.4 Impacts to Walking and Cycling Networks

The proposed development is well serviced by walking and cycling networks being located in relatively close proximity to the shared use path along Goderich Street, and having connectivity to the Launceston CBD via the new footbridge at Riverbend Park.

7. Conclusions

This report has assessed the traffic impacts of a proposed extension to the Silo Hotel and Lindsay Street, Invermay. The extension involves increasing the capacity of the existing function centre from 100 people to 300 people (an increase by 200 people). The proposal provides no additional car parking, instead relying on surplus parking created on the opposite side of the road as part of another development application.

The key findings of the report are as follows:

- The proposed development is anticipated to generate up to 150-200 vehicles per day, one day per week on average, in addition to the existing traffic generated by the Hotel.
- This represents an AADT increase by between 21 and 29 vehicles per day which is less than 40 vehicles per day and therefore the proposed development complies with the Acceptable Solution A3 of Clause E4.5.1 of the Planning Scheme.
- Notwithstanding compliance with E4.5.1, the proposed development is unlikely to significantly impact on the performance of the surrounding network, and the proposed upgrades as part of the Invermay Traffic Master Plan will significantly enhance access to this area generally.
- Sufficient car parking is provided to accommodate the demand due to the proposed extension.
- It is recommended that:
 - The total supply of bicycle parking on the site be increased by 8 spaces to meet the Planning Scheme requirement, and
 - An additional 3 motorcycle parking spaces be provided either on this site, or within the car park opposite, to meet the Planning Scheme requirement.

Based on the findings of this report, and subject to the recommendations outlined above, the proposed development is supported on traffic and parking grounds.

GHD

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Document Status

Revision	Author	Reviewer		Approved for Issue		
		Name	Signature	Name	Signature	Date
0	M. Petrusma	M. Byrne	On file	M. Byrne	On file	18.9.20

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24th September 2020

Errol Stewart
JMC Property Group
Launceston TAS 7250

ATTENTION: E STEWART

Dear Errol

FLOOD MANAGEMENT PLAN – DECK ENCLOSURE – 89 LINDSAY STREET, LAUNCESTON

This letter is provided in reference to the Flood Management Plan dated 14th January 2016 previously provided for the North Bank Silo Redevelopment, in regard to a proposed deck enclosure and amenities extension.

The proposed additions primarily include a new deck enclosure (421.26m²), amenities extension (55.80m²) and circulation zone (110.18m²) with each proposed addition/alteration located over an area of existing impervious surface. As such, the proposed additions will not increase the impervious area for the site with no increase to stormwater volumes.

The existing impervious surfaces are drained to the existing stormwater system for the site with the proposed additions to also be similarly connected. With the proposed use of drainage infrastructure including roof drainage gutters/downpipes and grated pits and with a floor level of RL5.85, the proposed additions are expected to provide no net impact on flood management or stormwater management for the site.

Should you have any further queries please do not hesitate to contact us.

Yours Faithfully



Alan Leake
Director
Buildings and Industrial

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Launceston



QMS Certification Services

OUR REF. 16001

14 January 2016

PDS – Planning Development Services
Level 2, 67 – 75 Paterson Street
Launceston TAS 7250

ATTENTION: C GREGG

Dear Claire

NORTH BANK SILO REDEVELOPMENT – FLOOD MANAGEMENT PLAN

1. Flood Management Plan

A flood management plan for the site is currently being developed and a draft copy follows below. In the event of a 100 year flood, the site, situated at 89 Lindsay Street, Launceston, it is expected that the flood level at the levees will be 5.2 metres. This is as advised by the Launceston City Council. The following plan will be issued to key staff and prominently displayed at the premises. As this forms part of the company policies, it must be strictly adhered to by all staff.

In the Event of a Flood Warning

- Listen to local radio (ABC 91.7FM) and TV.
- Regularly check the Bureau of Meteorology website for warnings www.bom.gov.au click on TAS.
- Contact the Launceston City Council Customer Service on 6323 3000.
- Check for rising water levels at and around the premises.
- Listen for public address warnings.
- Monitoring will be the responsibility of the General Manager.

When Flood Warnings are Issued

Approximately 24 hours notice will be issued prior to premises being flooded, however only 6 to 7 hours will be available before the area will be evacuated. In this time the following must be done to minimize damage to company and customer's property as well as harm to the environment:

- Remove hazardous materials to higher ground.
- Move all vehicles to higher ground.
- Move portable electrical and other equipment (computers, tools etc) documents and manageable.
- Furniture to higher areas.
- Procure sandbags which should be placed in toilet bowls and around all doors - silicon may also be used to seal all doors and windows.
- Weigh manhole covers down with sandbags or heavy objects.
- Block drains with plugs.
- Leave all drawers, cabinet doors and internal doors open to prevent swelling and sticking shut.
- Lock all windows.

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- Turn power off at the main switchboard.
- Lock all external doors.

If Evacuation is Required

- Follow all directions given by police and other authorities to leave the area.
- Do not re-enter the area or premises until advised by authorities that it is safe to do so.

17 October 2013 AJL Consulting Engineers Pty Ltd 13

2. Sewer Drainage

The responsible authority for sewer drainage is TasWater. It is proposed to run the new sewer system from the new development via a gravity feed to a new private sewer pump station (located within the property). It is then proposed to pump from the private pumpstation to the public sewer system in Lindsay Street via a new sewer rising main.

TasWater have endorsed this proposal and has indicated that this pumpstation as well as the rising main towards Lindsay Street will be considered private sewer drainage. It is expected that the developer will take ownership of these and will be responsible for any upgrades / ongoing maintenance of this pump station and sewer lines.

It is envisaged that the sewer main from the development will run with the natural slope of the land and a fall of 1:60 which can be easily achieved for a gravity drained sewer to the new sewer pump station.

All connections to existing pump station are to be carried out in accordance with TasWater standards and AS3500 Plumbing Code.

Due to reactive and soft foundation conditions we recommend rubber ring jointed pipework or sewermax class SN8 be adopted for trunk mains.

Yours faithfully,

AJL CONSULTING ENGINEERS PTY LTD



Alan J. Leake
Director
B Eng (Civil) // MIEAust // CP Eng

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