



PLANNING SCHEME AMENDMENT APPLICATION

**COMMERCIAL
PROJECT
DELIVERY**

Project + Development +
Construction Management

Client: JAC Group
Project: Gorge Hotel Planning
Scheme Amendment

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Version Control

Author: Chloe Lyne (CPD)

Reviewer: Alex Brownlie (GHD)

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NOTE

References to provisions of the *Land Use Planning and Approvals Act 1993* (the Act) are references to the **former provisions** of the Act as defined in Schedule 6 – Savings and transitional provisions of the *Land Use Planning and Approvals Amendment (Tasmanian Planning Scheme) Act 2015*. Parts 2A and 3 of the **former provisions** remain in force until a Local Provisions Schedule comes into effect for the municipal area

1. Introduction

Commercial Project Delivery (CPD) acts on behalf of TRC Multi Property Pty Ltd (JAC Group) to request a site specific amendment in the form of the introduction of a Specific Area Plan (SAP) to the Launceston Interim Planning Scheme 2015 (the Scheme) pursuant to section 33 of the Land Use Planning and Approvals Act 1993 (the Act). A copy of the Specific Area Plan is included as **Appendix A**.

The proposed SAP seeks to establish a permissible building envelope for the development of the Gorge Hotel. The SAP has been drafted to allow the CBG architects' design of the proposed Gorge Hotel to be considered as a permitted development in terms of building envelope consideration only. A future application for the Gorge Hotel would still be assessed as discretionary due to several other discretions it triggers in relation to zone and code provisions.

The SAP seeks to include a permissible building envelope based on a particular hotel design which was the subject of a Resource Management and Planning Appeals Tribunal (RMPAT) hearing and ultimately refused. The introduction of a SAP is based on the outcome of that appeal which essentially found that the proposed building did not have an adverse impact on adjoining properties or the surrounds in terms of amenity. Ultimately the decision to refuse the application was solely based around the issue of streetscape and surrounding area with RMPAT effectively interpreting the current planning scheme provisions as meaning taller buildings cannot be approved unless it is within 100m of an existing tall building. Therefore, the building envelope proposed as being permitted within the SAP is one which has been found to have no adverse amenity impacts, even though technically it cannot be approved under existing discretions within the planning scheme because there is no existing tall building within 100m of the site.

The purpose of this submission is to establish the rationale for the amendment and analysis against the relevant sections of the Act.

1.1. Background

The proponents of the Gorge Hotel project, the JAC Group, have been working on the proposal for over four years now. The strategically positioned site is the last significant development site on the Tamar Basin riverfront within easy walking distance of the CBD and the Cataract Gorge. For this reason, the JAC Group commissioned six architects to participate in a design competition before having the designs assessed by a range of experts in relevant fields and then selecting the best concept.

Each concept design was assessed in consultation with feedback from expert planners, landscape architects, engineers, service engineers, surveyors, builders, building surveyors, quantity surveyors, cost consultants and international hotel operators before first second and third prize were awarded. The first prize was awarded to CBG Architects from Melbourne, which entitled them to prepare plans and elevations for the development application based on their concept design.

A Development Application was lodged with the City of Launceston and approved by Council (10 votes to 1) at their meeting on the 13th June 2019. However, the decision was appealed by the owners of the adjoining property at 22-24 Margaret Street on a number of grounds. Whilst the Tribunal overturned Council's decision and issued a refusal, the decision essentially found that there were no adverse amenity impacts to that adjacent property (including in relation to overshadowing of the upper floor dwelling and car park/open space area associated with 22-24 Margaret Street). The refusal was only based on the Tribunal's interpretation of wording in the Scheme. In particular, how a taller building cannot be considered to be compatible with an existing streetscape and surrounding area if there are no taller buildings nearby within 100m, even if arguably the proposal improves the streetscape and nearby surrounding area and there are no identified amenity issues AND there are buildings of a similar height in the broader surrounding area of the City.

Showing confidence in the Launceston tourism market, despite the impacts of the Covid-19 pandemic, the proponents are now seeking an amendment to the Launceston Interim Planning Scheme to essentially ensure the building envelope component of a future development application for visitor accommodation is permitted.

The JAC Group has received expressions of interest from three international hotel operators who are seeking to manage the Gorge Hotel as a luxury hotel under their international branding. The specifications of the proposal have been developed in consultation with each of these operators to ensure that the hotel meets their needs. In particular, the international hotel operators made it clear that if they come to Launceston they all require around 150 rooms at a minimum, of a standard of 4.5 to ideally 5 stars with outstanding river and city views and significant hospitality and conference facilities and car parking to match. The Gorge Hotel has 140 rooms plus 5 double size penthouse suites which the international hotel operators regard as equivalent to 150 rooms. Close proximity to Cataract Gorge was also seen as vital by these operators given that it is the number one tourist attraction in Launceston and Northern Tasmania.

These interactions with potential international hotel providers demonstrates that it simply isn't desirable nor economically feasible to build a hotel with the number of rooms required by international operators without extending the building vertically due to land size constraints and the fact that 5 star hotel design dictates that it is desirable for all rooms to have windows facing outwards with views. A 3-4 storey building across the entire site area simply wouldn't provide the function that a hotel building needs to operate efficiently and provide amenity to guests nor afford guests views across the city and Tamar River.

The proposed amendment seeks certainty and clarity over a suitable building envelope for the subject site for a specified development, and as such the building envelope in the SAP is based on a specific building design.

1.2. Executive Summary

The subject site for the proposed Gorge Hotel SAP is one of the lowest in elevation in Launceston sitting in close proximity to the Tamar River to the north (see 2.1 Location) and within 400 metres of the Central Business District to the east and only 350 metres from Cataract Gorge to the west

(see 2.2 Surrounding Area). The land is zoned Urban Mixed Use Zone with a flood overlay that is mitigated by the existing flood levees and the proposed Gorge Hotel design having mostly car parks at ground level (see 2.4 Zoning and Overlay).

The subject site is included on Council's register of potentially contaminated sites due to the presence of fuel tanks, however a Preliminary Site Investigation prepared by ES&D (**Appendix F**) indicates no evident site contamination and recommends processes to handle any future contamination if identified during development (see 2.14 Environmental hazards and constraints). A Flood Levels and Risk Management Report prepared by 6ty (**Appendix G**) confirms that the SAP will not increase the risk of flooding or pollution in the area (see 2.14.4 Flood Impact).

A Landscape and Visual Impact Assessment prepared by GHD (**Appendix H**) assessed the visual impacts from 15 viewpoints and found the proposed Gorge Hotel building envelope to have no impact on protected views under the Cataract Gorge Management Area and otherwise to only have low to medium visual impact with no cases of high visual impact (see 2.15 Visual Impact).

This SAP is being proposed because the proponents are unable to advance a section 43A to seek a permit concurrently with a planning scheme amendment since the proposed Gorge Hotel is not a prohibited use or development (see 3.2 Rationale for the Amendment).

Despite RMPAT finding no adverse amenity impacts in the Gorge Hotel appeal referred to above, the Tribunal effectively refused the development on the sole basis that there was not another taller building within 100m even though there are similar height buildings within 600m. The term 'surrounding area' is not defined in the Launceston Interim Planning Scheme but the Tribunal limited the surrounding area to 100m (3.2.1 RMPAT Decision). The Tribunal almost twelve months later, however, changed its mind on what constitutes the surrounding area and rejected the 100m definition it had previously adopted and instead accepted that the surrounding area could extend beyond 900m (see 3.2.2 GP Hotel Tribunal Decision). This has led to uncertainty as to what constitutes the surrounding area for taller buildings. It could also lead to development being stymied and/or taller buildings only being developed in clusters next to existing taller buildings, which is not in accordance with the existing character of the Launceston Cityscape where all of the taller buildings pop up above the lower cityscape well separated from other tall buildings which minimises obstruction of views and sunlight (see 3.2.3 Implications of Tribunal Decision).

An Economic Impact Assessment prepared by Choice Location Strategists (**Appendix I**) also states that the Gorge Hotel project would cost \$52.8 million and employ 300 full-time equivalent jobs over a two year construction period and then total direct and indirect employment of 281 full-time equivalent jobs ongoing once operational (see 3.2.7 Economic Impact). Tourism demand is forecast to exceed supply by 2028-29 if both GP Hotels and the Gorge Hotel are built. Depending on market conditions following the COVID-19 pandemic and construction of such other hotels, the Gorge Hotel could be ready for construction as early as mid-2022 with a two year construction timeframe or construction could be delayed up to 5 years to mid-2027 and open mid-2029 (see 3.2.7 Economic Impact).

1.3. Applicant

The applicant is Commercial Project Delivery on behalf of TRC Multi Property Pty Ltd (JAC Group).
The contact is:

- **Chloe Lyne**
Planning and Development Consultant
Commercial Project Delivery
178 Charles St
Launceston TAS 7250

1.4. Structure of the Report

The planning submission has been prepared to:

- provide the rationale for the draft amendment;
- provide a full description of the proposed use and development;
- detail the site and the surrounding uses;
- demonstrate that the application can further the objectives set out in Schedule 1 of the Act;
- determine that the proposal is in accordance with the State Policies;
- establish that the proposal is in accordance with the Northern Regional Land Use Strategy 2016 (Version 5.0);
- demonstrate that the proposal is outside of the area regulated by the Gas Pipelines Act 2000; and
- make evident that this proposal does not conflict with uses on adjoining land;

1.5. Planning Overview

Element	Overview
Address	123 Paterson Street, 125-133 Paterson Street and 270 Brisbane Street, Launceston
Title Reference	CT 151150/3, CT151150/2, CT175274/1
PID	2787978, 2787951, 9057673
Land Area	6065m ²
Planning Instrument	Launceston Interim Planning Scheme 2015
Legislative Instrument	Land Use Planning and Approvals Act 1993
Existing Zoning	Urban Mixed Use Zone
Proposed Zoning	Urban Mixed Use Zone
Existing Overlay	Flood Risk Area
Proposed Overlay	Flood Risk Area
Existing Specific Area Plan	Nil
Proposed Specific Area Plan	Gorge Hotel Specific Area Plan

1.6. Statutory References

1.6.1. Name of Planning Instrument

The subject of the proposed amendment is the Launceston Interim Planning Scheme 2015 (hence forth referred to as the LIPS 2015).

1.6.2. Name of Planning Authority

The Planning Authority is the *City of Launceston* (Council)

2. Site Analysis

2.1. Location

The subject site is located on land known as 123 Paterson Street, 125-133 Paterson Street and 270 Brisbane Street, Launceston as shown on Figure 1 and Figure 2. The subject site comprises three titles with frontage to Brisbane, Margaret and Paterson Streets to the south-west of the Central Business District (CBD) and to the east of the Cataract Gorge. The site is irregular in shape and has a total area of approximately 6,065 m². It has a depression in the centre and is more elevated at each of the street interfaces. The site is one of the lowest in elevation in Launceston sitting in close proximity to the Tamar River to the north.

The site is developed with the TRC Hotel and bottle shop, a service station and a public car park which the property owner developed in early 2017 to provide additional parking to service the immediate area and the CBD.

Figure 1: Site Context



Figure 2: Location Plan



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

2.2. Surrounding Area

The site is in close proximity to, and within walking distance from two of the City's key visitor destinations, being the Central Business District (400 metres) and the Cataract Gorge (350 metres). The immediate area to the west can be described as a tourism precinct which contains such attractions as the Penny Royal, the Cataract Gorge and several restaurants. The immediate area to the east is described as an education precinct with Launceston College directly opposite the site and the Launceston TAFE campus beyond. The area to the north of the site can be described as parkland with a number of open spaces including Kings Park and Royal Park fronting the South Esk and North Esk River confluence.

The land immediately to the west of the site contains the Cataract Apartments and Restaurant complex at the northern end of the site, whilst the Penny Royal Complex including the Windmill area are located on the western side of the southern precinct of the site.

The site surrounds two properties which are situated on the south-eastern corner, including one restaurant with a shop top apartment, and one single storey dwelling owned by the JAC Group.

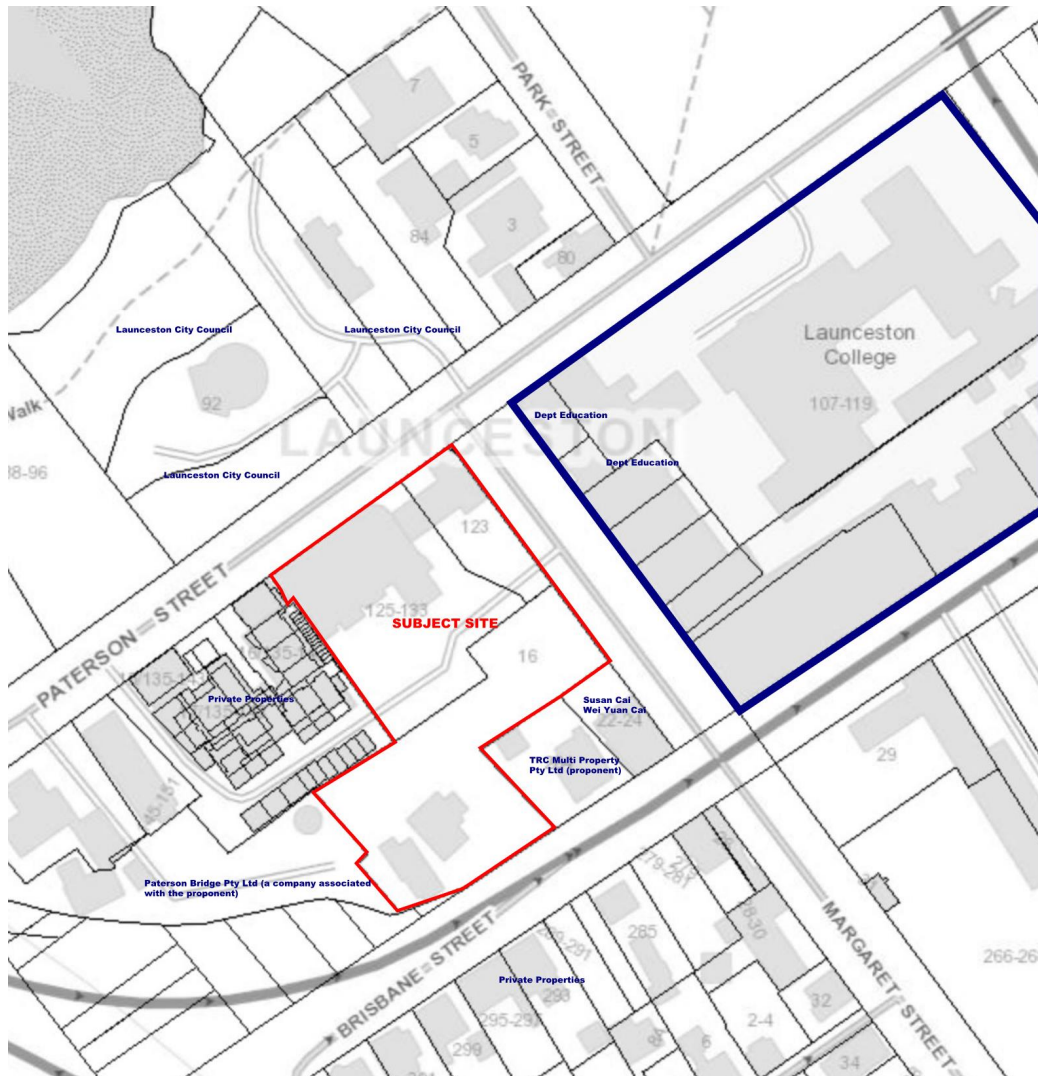
Land on the southern side of Brisbane Street to the site comprises a mix of commercial and residential properties.

The general area to the south-east of the site is a commercial precinct containing a number of car yards and a Dan Murphy's liquor store.

2.3. Land Tenure

Figure 3 shows the land tenure of the immediately surrounding properties to the site.

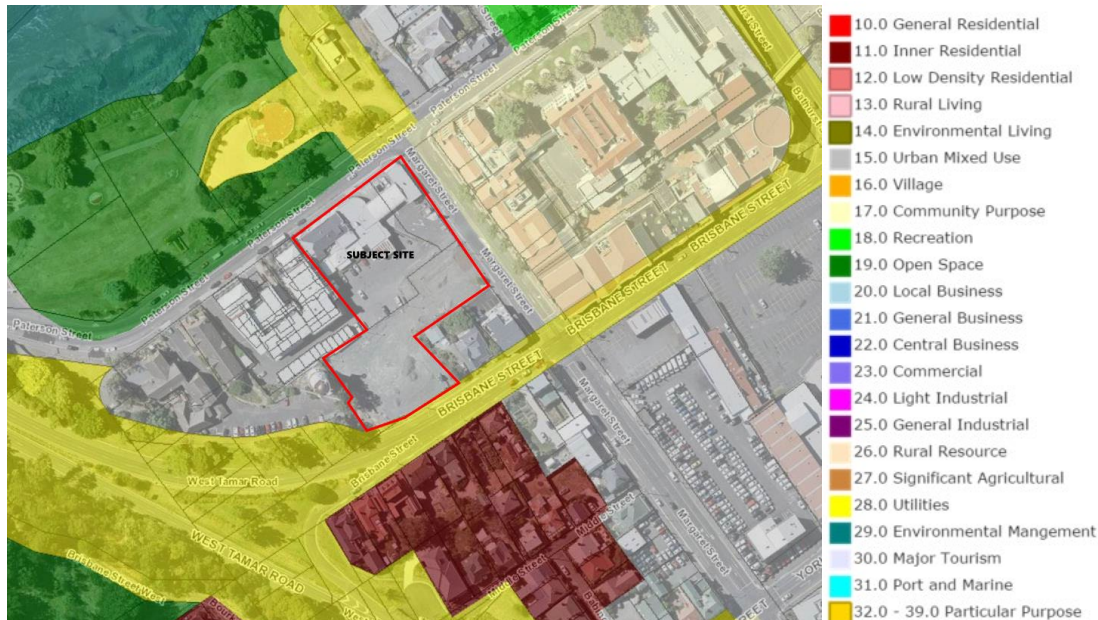
Figure 3 Land Tenure of surrounds



2.4. Zoning and Overlay

The subject site is zoned Urban Mixed Use under the *Launceston Interim Planning Scheme 2015* as identified in Figure 4 below. It is partially subject to the Flood Risk Area as identified in Figure 5.

Figure 4 – Zoning Plan



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

Figure 5 – Overlay Plan



2.5. Title Information

The proposed Specific Area Plan relates to the titles listed in Table 1.

Table 1: Relevant title information

Address	Owner(s)	Title reference	Land area
123 Paterson Street	TRC Multi Property Pty Ltd	CT151150/3	706 m ²
125-133 Paterson Street	TRC Multi Property Pty Ltd	CT151150/2	2,466 m ²
270 Brisbane Street	TRC Multi Property Pty Ltd	CT175274/1	2,893 m ²
Total land area			6,065 m²

A copy of the titles is included as **Appendix B** and a copy of Land Owners Consent in **Appendix C**

2.6. Title Encumbrances


Table 2: Details of encumbrances on each title

Address	Title reference	Encumbrances
123 Paterson Street	CT151150/3	2 x Right of Way Easements (burdening)
125-133 Paterson Street	CT151150/2	4 x Right of Way Easements (burdening) 3.00 m wide drainage easement
270 Brisbane Street	CT175274/1	2 x Pipeline and Service Easement (burdening) 5 x Right of Way Easement (benefitting) providing access to both Margaret and Paterson Street

2.7. Existing Built Form

Each of the three lots comprising the proposal are currently developed and are shown in Table 3.

Table 3: Existing use and development

Address	Use and development
123 Paterson Street	<p>United Service Station – single storey rendered brick and metal commercial building</p>  <p>View of Service Station from Paterson Street</p>  <p>View of Service Station from corner of Margaret and Paterson Streets</p>
125-133 Paterson Street	<p>TRC Hotel – double storey rendered commercial building</p> <p>Cellarbrations bottle shop – single storey rendered commercial building</p>

Address	Use and development
	 <p>View of bottle shop and TRC Hotel from intersection of Paterson and Margaret Streets</p>  <p>View of TRC Hotel from Paterson Street</p>
270 Brisbane Street	<p>Ground level car park</p>  <p>View across car park to Windmill and rear of Cataract Apartments from Margaret Street</p>

2.8. Topography

The site is situated at one of the lowest points in Launceston. The central part of the site has an AHD of 2.75 and the site rises on all sides from this point. Even at the outer extremities of the site, it is still low lying in comparison to surrounding areas. The site rises to 3.75 AHD in the south-western corner adjacent to Brisbane Street, between 4.00 AHD and 4.50 AHD along Margaret Street and up to 5.75 AHD in the northern corner at the intersection of Paterson and Margaret Streets.

All of the immediate surrounds sit on the 5 metre contour, including Launceston College, Kings Park, the residential area on the southern side of Brisbane Street and the Leisure Inn and Penny Royal Tavern. The land rises significantly on the western side of the West Tamar Highway and Bridge Road with even the lower reaches of the Cataract Gorge sitting along the 20-30 metre contour. The lower sections of West Launceston also sit between the 20-30 metre contour and reach the 90 m contour along Hill Street.

The low lying topography of the site presents an opportunity to develop a building of greater height in the context of the surrounding landscape thereby reducing the building's perceived scale, resulting in diminished visual and physical impact for surrounding development.

2.9. 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 to the reticulated system.

2.10. European Heritage

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

It is noted that the immediately adjoining property at 264 Brisbane Street (owned by JAC Group), contains a single storey weatherboard dwelling, listed on the Tasmanian Heritage Register.

In addition to this, there are a number of State listed properties within close proximity to the site, including parts of 'Launceston College and former Female Factory and Gaol', which are beyond the college's modern building opposite the site on Margaret Street, as well as Kings Park and part of the Tamar River opposite the site on the Paterson Street frontage.

2.11. Aboriginal Heritage

As the site is a fully developed urban lot and the proposed amendment will not change the status quo in terms of development potential an Aboriginal Heritage Desktop Review has not been undertaken.

2.12. Streetscape Analysis

The immediately surrounding streetscape can best be described as eclectic and does not represent a single style or pattern of built form or character. The surrounding streetscape including existing building heights is documented in the Design Analysis plans at **Appendix D** (DA08-P5, DA09-P5, DA10-P5). In summary the surrounding street network is described as follows:

Paterson Street

The northern side of Paterson Street directly opposite the site comprises parkland fronting the Tamar River, which also includes utility infrastructure (Margaret Street Sewage and Stormwater Pumping Station). Further to the west, beyond the site sits the historic Ritchie's Mill while to the east lies car parking, a residential dwelling and a double storey weatherboard building that is used for commercial purposes but is residential in character.

On the southern side of Paterson Street, the properties to the west of the site contain the modern Cataract on Paterson buildings, which includes commercial tenancies and residential apartments. These buildings are three storeys high and are of a modern design aesthetic. Beyond that, the faux heritage (built 1970s) Penny Royal complex provides a mix of stone finished buildings with no definable streetscape presence.

Figure 6: View looking east along Paterson Street, parkland on the northern side and commercial buildings along the southern side



The modern buildings of Launceston College dominate the streetscape around the subject site, with the plain brick, three storey built form constructed to the street along Paterson, Margaret and Brisbane Streets, creating an imposing structure which does not create a high level of pedestrian activity and integration. There is limited articulation of the buildings form fronting Paterson Street, while the Margaret Street façade has some articulation and uses colour and material variation in an attempt to break up its bulky form. Constructed to the street frontages there are no opportunities for landscaping to break up the bulk of the building. The building dominates the streetscape in the immediate area of the subject site and also obstructs views along streetscapes and into the subject site, when viewed from east of the buildings looking west.

Figure 7: Margaret and Brisbane Street frontages for Launceston College



Margaret Street

The Margaret Street streetscape to the south of the site is highly variable. On the western side is a mix of commercial one to two storey buildings interspersed with single storey dwellings with heritage value. The eastern side is dominated by the modern buildings of Launceston College and hardstand which comprises either car parks or car sales yard.

Figure 8: View of Margaret Street south of the site



Brisbane Street

The Brisbane Street streetscape opposite the site is characterised by one to two storey residential properties, many in evident poor condition and disrepair. Several large advertising billboards disrupt this streetscape and are particularly visible for motorists driving into the city from Riverside. There is a two-storey weatherboard commercial building on the south-eastern corner of Margaret and Brisbane Street. A more modern, double storey commercial building is located on the opposite street corner.

Figure 9: Brisbane Street looking east (left) and Brisbane Street looking west (right)



It is submitted that overall, there is no clear and coherent streetscape pattern and that the large areas of hardstand in the immediate surrounds means there is no clear sense of urban design character, unlike areas in the CBD which clearly have a common built form pattern and design. This presents opportunities in terms of design for the site which is ideally situated to provide strong architectural design to create a transition between Launceston and the natural areas of the nearby Cataract Gorge. The three street frontages of the site provide an opportunity for a well-integrated visual statement from both near and far.

2.13. Infrastructure Services

2.13.1. Transport Network

The three key roads surrounding the subject site include Margaret Street, Paterson Street and Brisbane Street. There are also key pedestrian, cycling and public transport routes in close proximity to the site area which are outlined in detail in the Traffic Impact Assessment included as **Appendix E** of this report.

In the area adjacent to the site, Margaret Street is a two-lane, two-way road with formal on-street parking and marked bicycle lanes. There are two existing access points to the site from Margaret Street.

Paterson Street functions as an arterial road and is the primary access road between Trevallyn and Launceston. In the area adjacent to the site, Paterson is two-lane, two-way. There is an extended existing access point to the subject site from Paterson Street, serving both the bottle shop and service station.

Brisbane Street serves as an arterial road and connects the West Tamar Highway to Launceston CBD. Adjacent to the site, Brisbane Street is a four-lane, one-way road with traffic travelling in an

easterly direction. There are currently no direct access points from the subject site to Brisbane Street.

2.13.2. Hydraulic Services

The subject site is a fully serviced urban lot.

2.14. Environmental hazards and constraints

The following section provides an investigation into potential environmental hazards and constraints of the subject site.

2.14.1. Landslide hazard

The subject site is not identified as being subject to a landslide hazard as depicted by the overlay maps within the Scheme. Accordingly, the subject site is free from landslide hazards.

2.14.2. Bushfire hazard

The subject site is not located within a bushfire prone area as defined by the Scheme. Accordingly, the subject site is free from direct bushfire hazards.

2.14.3. Site Contamination

The subject site is included on Council's register of potentially contaminated sites which confirms that the following two titles within the site are included on the register due to the presence of fuel tanks:

- 123 Paterson Street – CT151150/3
- 125-133 Paterson Street – CT151150/2

A Preliminary Site Investigation has been prepared by ES&D and is included as **Appendix F** which indicates no evident contamination and processes to handle any future contamination if identified during development.

2.14.4. Flood impact

Part of the subject site is shown on the Planning Scheme maps as being within a Flood Risk Area as shown on Figure 10. Accordingly, the proposed use and development has been subject to a Flood Levels and Risk Management Report which is included as **Appendix G**.

Figure 10: Flood Overlay

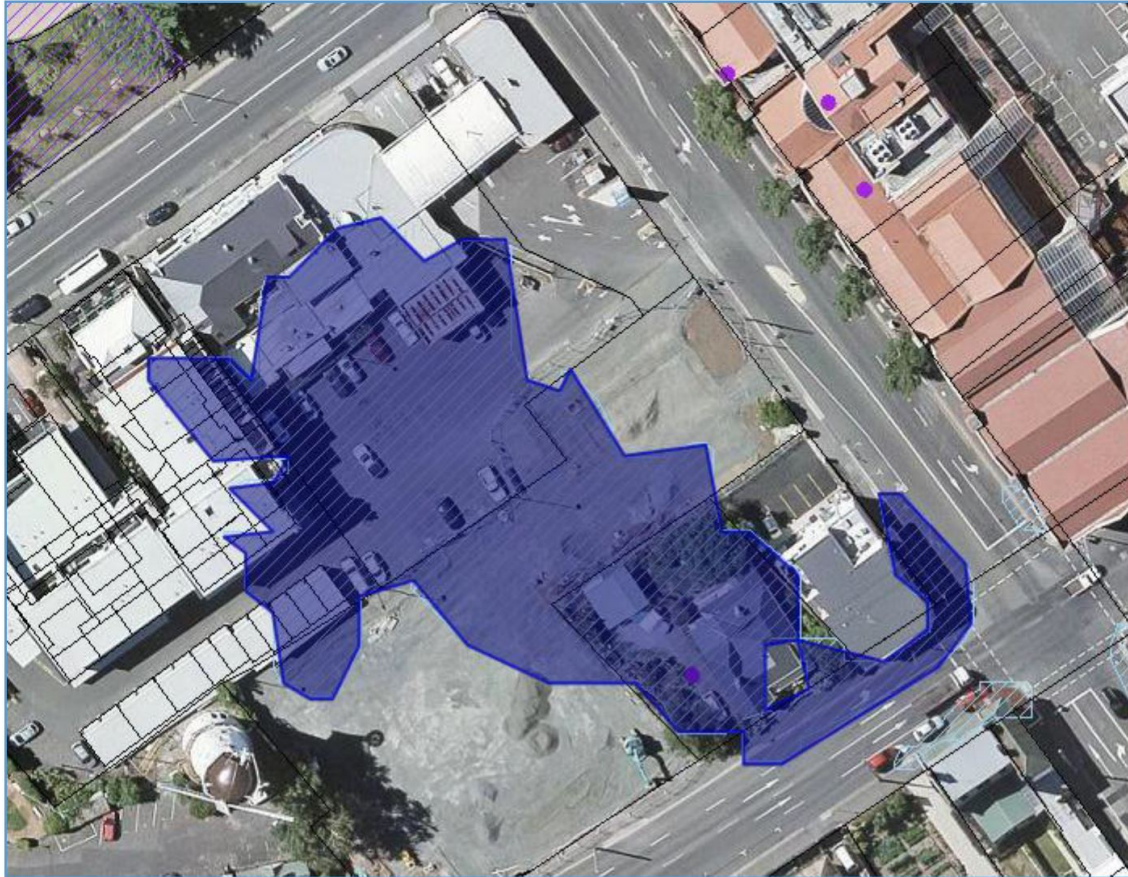


Image 3 - LCC Interim Planning Scheme Plan showing extent of flood prone land.

Section 2 of the Flood Risk Report outlines the Flood Risk as follows:

The site is located in the lower reaches of the Margaret Street urban catchment that extends south from the Tamar River edge into the suburban areas of West Launceston and South Launceston. The original drainage path that drained this large valley has previously been piped with an extensive combined sewer system that has substantial amounts of detained storage. Overland flows to the river are restricted by the presence of a large flood levee on the northern side of Paterson Street.

The combined sewer system is collected by the Margaret Street Sewerage and Stormwater Pumping Station and is designed, along with the Percy Street detention basin, to contain much of the peak events. In a sufficiently large flood, the pump station and its high level overflow to the Tamar River may be exceeded resulting in low level flooding of the low lying areas of Margaret Street as shown in Figure 10, If the levee bank itself fails, the flooding is far more extensive and is shown in Figure 11.

Whilst the flood report was prepared in relation to the Gorge Hotel development application, it has been included in this submission as demonstration that the permitted building envelope proposed under the SAP will not increase the risk of flooding or pollution in the area. Any future

development application would still be assessed against the provisions of the Flood Prone Areas Code

Figure 11: LCC Flood Map showing extent of ARI 100 year event

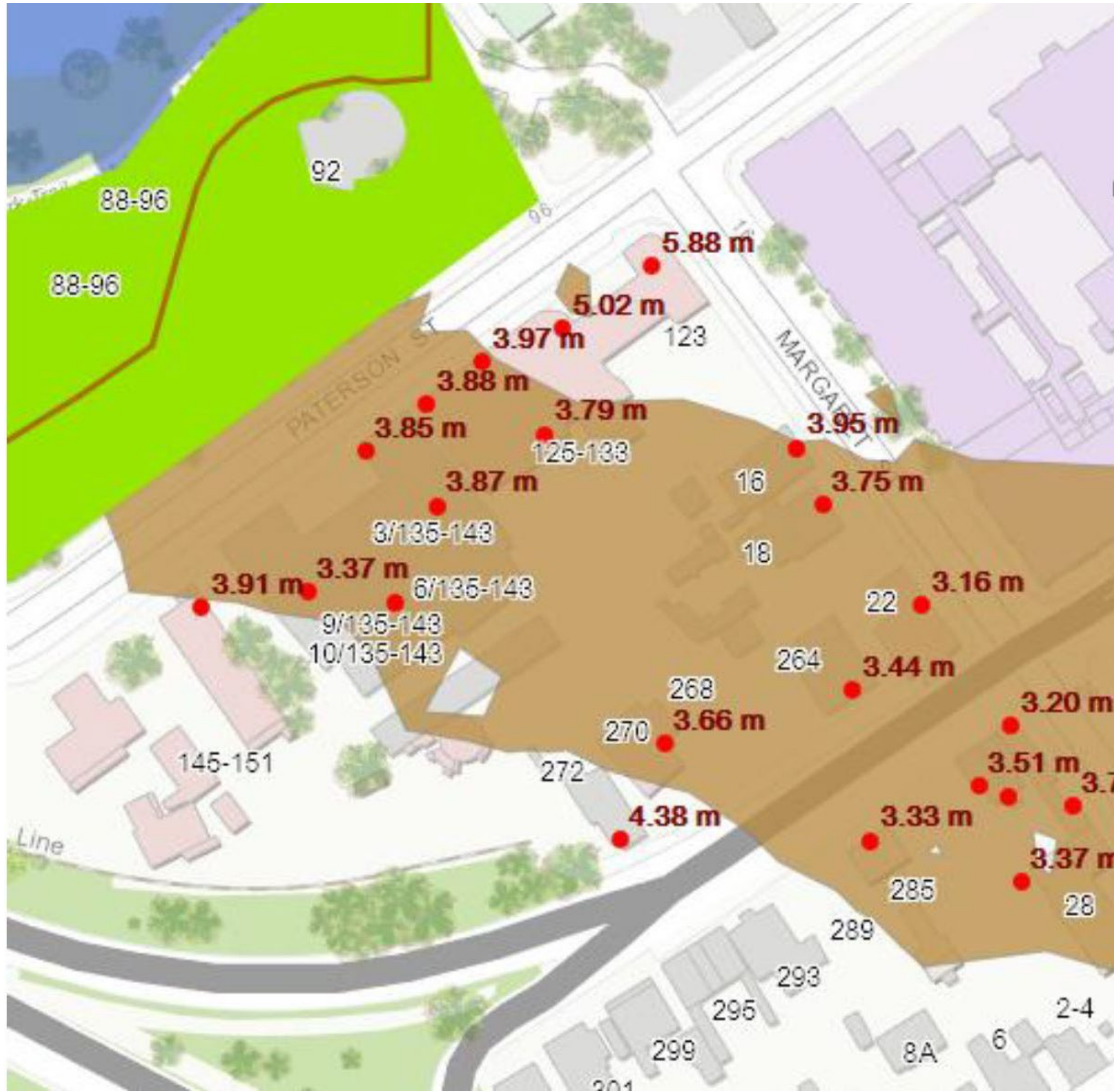


Image 2 - LCC Flood Map showing extent of ARI 100 year event

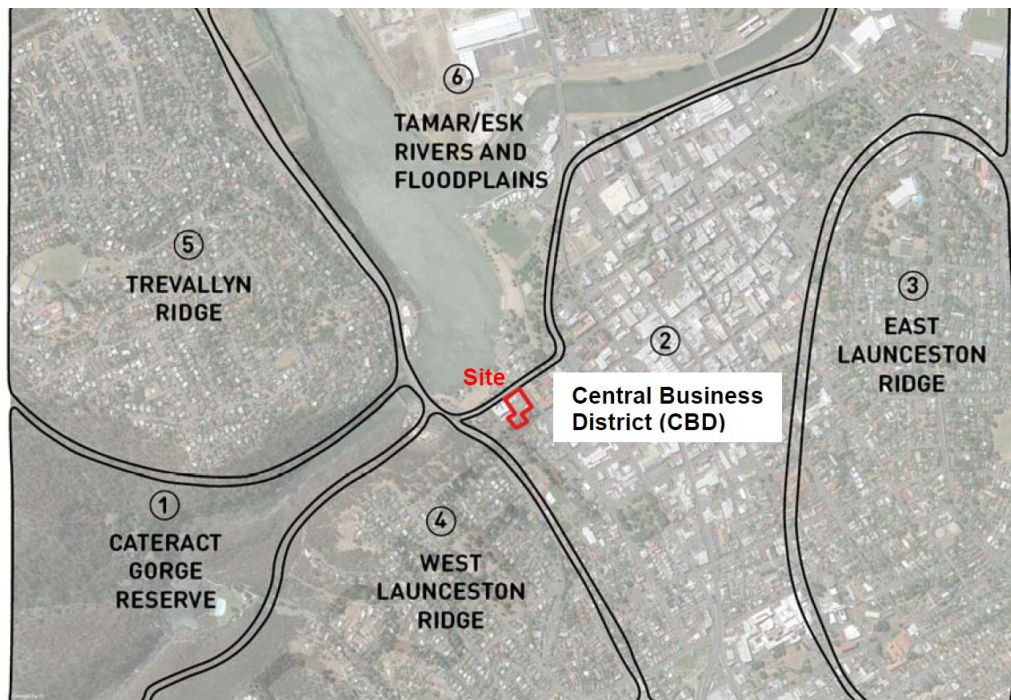
2.15. Visual Impact Assessment

The JAC Group engaged GHD to prepare a Landscape and Visual Impact Assessment which assessed the impacts the proposed hotel building (and for the purposes of this amendment – the envelope of that building) will have from a range of key viewpoints throughout the city. Refer to **Appendix H**. Whilst the VIA was prepared for the specific Gorge Hotel design, it is primarily based on the building envelope and therefore translates well across to the proposed SAP envelope which closely follows the Gorge Hotel design.

In terms of determining the study area, the report authors used the recently completed Peppers Silos Hotel as a useful reference point, given its similar height characteristics (maximum height of 39.8 metres) and proximity to the site. The report authors determined that at a distance of greater than 3 km, a building the size of the proposed hotel would be difficult to discern and begins to be visually absorbed into its surroundings.

The Study Area was classified into six different landscape character units based on distinguishing elements such as topography, land use, settlement patterns, form and scale of built elements and vegetation. The six landscape character units are shown in Figure 9 and described in detail in Section 7.2 of the LVIA Report found at **Appendix H**.

Figure 12: Launceston City landscape character units



The visual impacts have been assessed from 15 viewpoints, of which 3 are identified as Prime Viewpoints under the Launceston Interim Planning Scheme. It is important to note here the Prime Viewpoints referred to are identified within the Cataract Gorge Management Area Code which does **NOT** apply to this site. They have been used in the LVIA given their importance, but views from these locations are not protected under the Planning Scheme.

The criteria used to assess visual impact at the viewpoint locations are distance, landscape, viewer numbers and visibility of the project. Table 4 provides a summary of the findings and the location of the viewpoints is shown in Figure 13. Some select viewpoints are shown with the Hotel montaged into them in Figures 11-15.

Table 4 : Summary of findings from LVIA

Viewpoint	Overall Visual Impact
Viewpoint 1 – Trevallyn (South Esk Road)	Medium
Viewpoint 2 – Trevallyn (Trevallyn Road)	Medium
Viewpoint 3 – Kings Bridge	Medium
Viewpoint 4 – West Launceston	Low
Viewpoint 5 – Bridge Road	Medium
Viewpoint 6 – Paterson Street	Medium
Viewpoint 7 – Kings Park	Medium
Viewpoint 8 – Tamar Yacht Club	Medium
Viewpoint 9 – Home Point Cruise Terminal	Medium
Viewpoint 10 – Kings Wharf Road	Low
Viewpoint 11 – Cimitiere Street	Low
Viewpoint 12 – Windmill Hill Reserve	Low
Viewpoint 13 – Glen Dhu (Wellington Street)	Low
Viewpoint 14 – Talbots Lookout	Nil
Viewpoint 15 – Glen Dhu (Westbury Road)	Low

Figure 13: Viewpoint locations

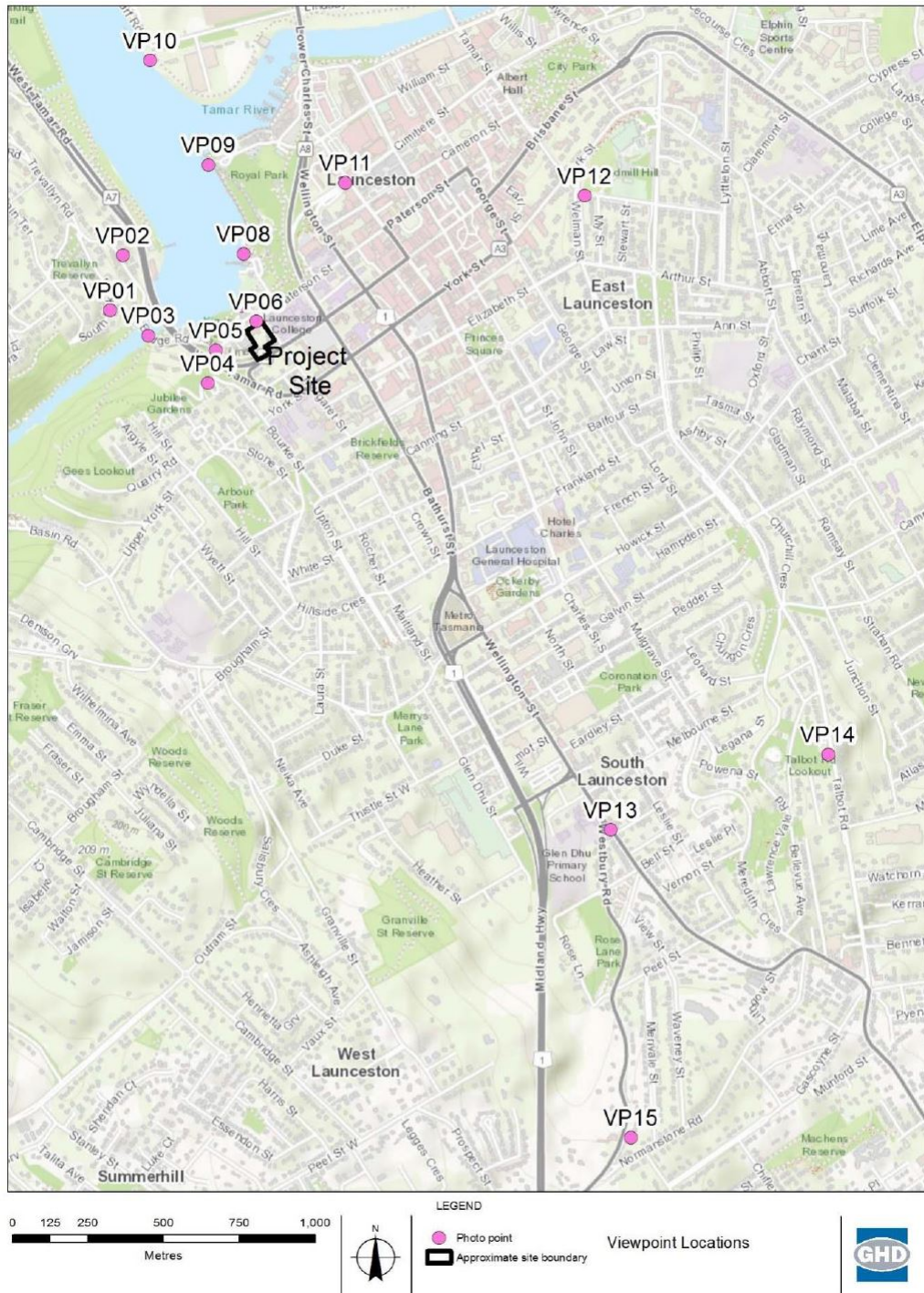


Figure 14 Viewpoint 2 – Trevallyn (Trevallyn Road)



Figure 15 – Viewpoint 4 – West Launceston



Figure 16 - Viewpoint 6 -Paterson Street

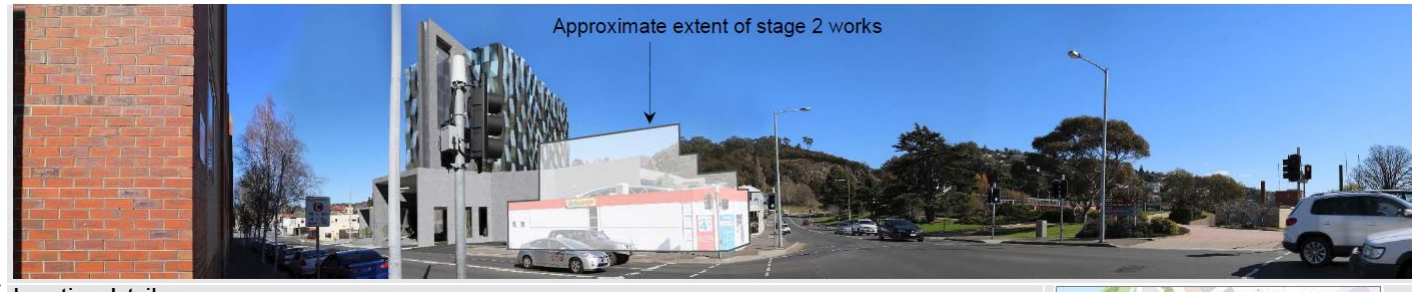
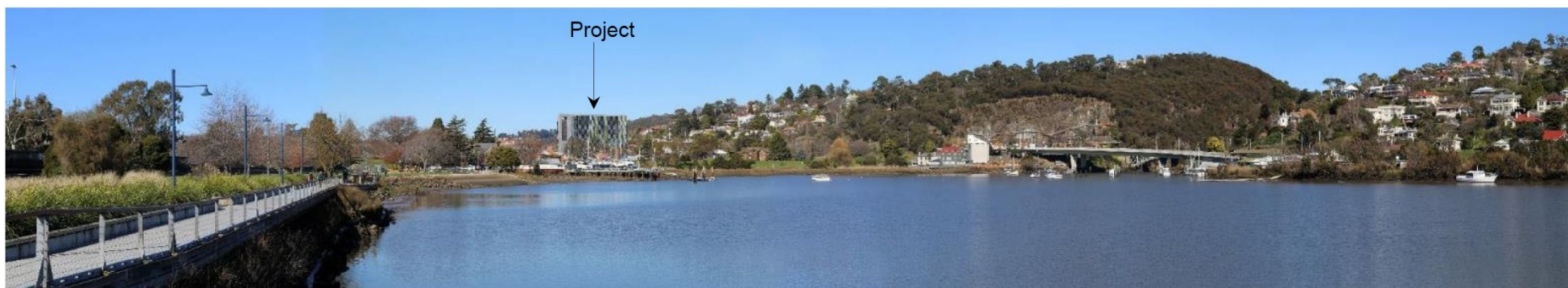


Figure 17 – Viewpoint 8 – Tamar Yacht Club



Figure 18 Viewpoint 9 – Home Point Cruise Terminal



The LVIA concludes that the visual impact of the hotel would be highest at those locations closest to the site, where a medium visual rating has been assigned. Given that the project does not impact on the key landscape values identified, the impact is not high at any of the viewpoints. Elsewhere, the effect of distance and intervening terrain, buildings and vegetation would result in a low impact. The project is well suited to minimise impacts to key city landscape and visual resources within the local context.

3. Proposed Interim Planning Scheme Amendment

3.1. Explanatory Notes

The following table provides an explanation of the purpose and intent of the provisions proposed under the Gorge Hotel Specific Area Plan (**Appendix A**) which is proposed to be introduced into the Planning Scheme.

Clause No.	Provision	Commentary
F11.1 Purpose of Specific Area Plan		
F11.1.1	Provide the opportunity for development of a landmark building to provide for visitor accommodation to an international standard with ancillary conference centre, bar, retail and restaurant in a manner that does not detrimentally impact on the surrounding streetscapes or view to or from key landscape viewpoints.	The purpose is kept simple as the overarching purpose of the SAP is to alter the building envelope in terms of height on a specific site to accommodate a specific hotel design.
F11.2 Application of Specific Area Plan		
F11.2.1	The specific area plan applies to the area of land designated as SAP11 – Gorge Hotel Specific Area Plan shown on the planning scheme overlay maps and in figure F11.2.1	See Figure F11.2.1 for the proposed SAP overlay area within the context of the surrounding land. The SAP is intentionally limited to the proponent's site and directly linked to the CBG design for the Gorge Hotel.
F11.5 Development Standards		
F11.5.1	A1 All development must be contained within the Building envelope at Figures F11.5.1 and F11.5.2 and be for the purposes of Visitor Accommodation, and ancillary uses including retail, food services community meeting and entertainment and hotel industry;	A1 requires development on the site to be in accordance with a building envelope that specifically relates to the CBG Gorge Hotel design. A1 only applies if the use is Visitor accommodation and ancillary uses meaning there is certainty that the increased building envelope can only be utilised for the purposes of a Hotel use. The nature of the Gorge Hotel design with the podium and tower levels means that any alternate design would most likely not meet the Acceptable Solution. There is no corresponding Performance Criteria proposed as A1 is intended to be in addition to the existing Acceptable Solutions under Clause 15.4.1. If an application came in and did not meet proposed A1, it would be assessed against P1 of

		Clause 15.4.1 within the zone provisions.
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3.2. Rationale for the Amendment

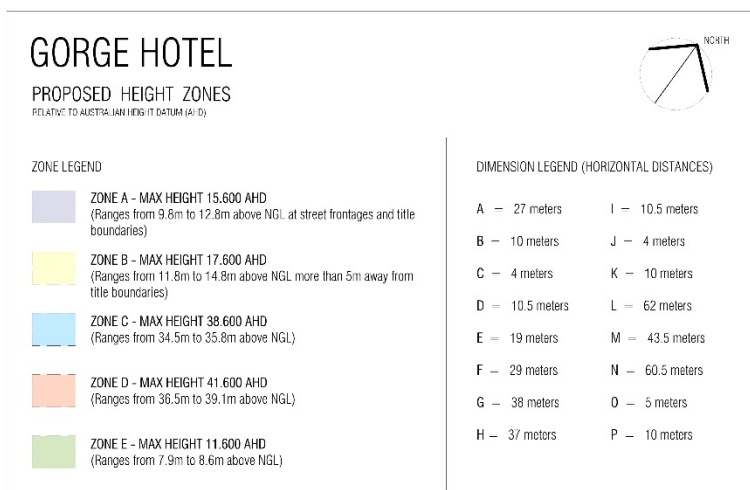
The proposal to introduce a Specific Area Plan into the Planning Scheme to specifically deal with the building envelope on the subject site has been developed to enable the proponents of the Gorge Hotel project an ability to reapply for the proposed hotel (which was originally approved by Council 10 votes to 1) in the knowledge that the building envelope is permitted. Figure 16 shows the building envelope proposed in the SAP overlaid onto the Gorge Hotel design footprint and demonstrates how it is accommodated

All other aspects of assessment under the Planning Scheme will remain in situ and as such any future application will be discretionary, albeit, provided the design sits within the proposed building envelope, the height will be permitted and not able to form the subject of an appeal.

The proponent's are unable to advance an amendment application in accordance with Section 43A and seek a permit concurrently as the proposed Gorge Hotel is not a prohibited use or development and Section 43A can only be used for applications that would otherwise be prohibited under the current planning scheme provisions.

It is submitted that the proposal to ensure certainty over building envelope for a specific development that will make a significant economic contribution to not only the City but the northern region of Tasmania is appropriate. The current planning scheme provisions in relation to building envelope under the Urban Mixed Use Zone are open to differing interpretations as they were in the appeal of the Council's previous approval of the Gorge Hotel, the findings of which are discussed in Section 3.2.1. Further, Council is also aware that the current provisions in relation to height and building envelope across the city are open to differing interpretations and are in the process of drafting a Specific Area Plan to cover most of the CBD and surrounds and provide more general standards around height and building envelope. These are discussed in Section 3.2.2. It is envisaged that the Gorge Hotel SAP will be specific to the subject site and the Gorge Hotel design which was arrived at following an extensive design competition.

Figure 19: SAP envelope overlaid on building design



3.2.1. RMPAT Decision – S Cai v Launceston City Council and TRC Multi Property Pty Ltd 2019)

As noted, the building which the proposed SAP amendment is structured to accommodate was approved by Council on 13th June 2019 (10 votes to 1), however the decision was appealed by the owner of the adjoining property at 22-24 Margaret Street on a number of grounds. Whilst the Tribunal overturned Council's decision and issued a refusal, the decision essentially found that there were no adverse amenity impacts to that adjacent property and the refusal was based on the Tribunal's interpretation of how a taller building can be considered to be compatible or not within the existing streetscape and character of the surrounding area based on the Tribunal's interpretation of the term 'surrounding area' which is not a defined term in the Launceston Interim Planning Scheme 2015. RMPAT effectively interpreted the current planning scheme provisions as meaning a taller building cannot be approved/built unless it is within 100m of an existing taller building. A summary of the findings of RMPAT (S Cai v Launceston City Council and TRC Multi Property Pty Ltd 2019 TASRMPAT 22) in relation to the proposal is outlined below.

The key discretion in the case and the sole ground of refusal is that of height under Clause 15.4.1 Building height, setback and siting which is replicated in table 5 below:

Table 5: Clause 15.4.1

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 adjoining lots; and

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

Acceptable Solution

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.

Performance Criteria

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 apparent heights when viewed from road and public places; and

		e) any overshadowing of adjoining lots or public places.
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Noting the above provisions upon which the appeal rested, the following summary of the Tribunal Findings is made:

- In terms of the definition of surrounding area, the Tribunal found that the surrounding area constituted any cadastral parcels within 100m of the site. This finding meant that there was no discretion to take into account similar height buildings within the broader surrounding area of the CBD and Tamar Basin River Front beyond 100m from the site.
- In terms of the meaning of 'compatible' the Tribunal took the same view as was taken in 9 Sandy Bay Road Pty Ltd v Hobart City Council and Ors and determined that it *'requires an outcome which is in harmony or broad correspondence with the surrounding area.'*
- In respect of the topography of the site P1 (a) the Tribunal found that the topography is a neutral consideration given the site is relatively flat;
- In respect of P1 (b), the Tribunal found that the proposed building could not be compatible with the heights of buildings on adjoining and adjacent lots given the discrepancy in heights i.e proposed building has a height of 39m whilst the buildings on adjoining sites and lots are typically 2-3 storeys, or 21.4m in the case of Launceston College and 31.5m in the case of the Penny Royal faux heritage windmill. The Tribunal found the discrepancy in height of buildings on adjoining lots meant that the Gorge Hotel *'is not compatible in the sense of being in harmony or broad correspondence, with the streetscape of the surrounding area.'* The Tribunal found that the proposal failed to meet P1(b).
- In respect of P1 (c), the Tribunal found that the podium level which does not comply with A1 by 400mm would be compatible in terms of bulk and form with the surrounding area, particularly given the three to four storey College building fronting Margaret Street.

It is the tower element that the Tribunal found failed to meet P1 (c) on the basis that *'the bulk and form of the tower element is out of character with the bulk and form of existing buildings so markedly that even with diverse streetscape and the eclectic character of the surrounding area it is not in harmony with or broad correspondence with either.'*

- In respect of P1(d), apparent height of the building when viewed from roads and public spaces, the Tribunal found that the apparent height of the proposal is so manifest that it is not in harmony or broad correspondence with either the streetscape or character of the surrounding area or cadastral parcels within 100m radius of the site.

- In respect of P1(e) and also P3 of Clause 15.4.1 which deals with side setback, impacts of overshadowing of adjoining lots and public spaces must be considered. The Tribunal found that the overshadowing of the lot at 22-24 Margaret Street would not result in unreasonable loss of amenity by reason of the building height not being compatible with the streetscape and character of the area.

Summary

Following the City of Launceston's approval of the Gorge Hotel, the decision was appealed by an adjoining property owner (22-24 Margaret Street). Whilst the Tribunal found that the proposal did not comply with clause 15.4.1 P1 (b), (c) and (d), these findings were largely due to the fact that the Tribunal found that being compatible was to be in 'harmony or broad correspondence' and that only the existing built form within a 100m radius of the cadastral parcels forming the site could be considered as the 'surrounding area' despite that term not being defined in the Planning Scheme.

The Tribunal did not uphold any of the appeal grounds that related specifically to amenity impacts of the building envelope such as is proposed to be included in the SAP. In terms of overshadowing and loss of sunlight or noise to the appellant's property at 22-24 Margaret Street. Specifically, the following grounds of appeal were lodged in relation to amenity impacts linked with building envelope:

- (ground 2) *The proposal fails to comply with 15.4.1 of the Launceston Interim Planning Scheme, in that the building area does not comply with the Acceptable Solution A1 of a building height of 12m or 1m greater than the average of the building heights on the site or adjoining lots therefore must comply with P1. The proposal; fails to do so on these grounds(e) the building height is compatible with the streetscape and character of the surrounding area having regard to the overshadowing of adjoining lots and specifically to the property at 22-24 Margaret Street.*
- (ground 3) *The proposal fails to comply with the acceptable solution A3 of 15.4.1 as the building will be built to the side boundary above ground level, and is not set back a distance that is not more or less than the maximum and minimum setbacks of the buildings on adjoining lots. The proposal must therefore comply with the provisions of P3, which it fails to do on the following grounds: a. The building is not sited such that there is no unreasonable loss of amenity to the appellants, in respect to sunlight to private open space and windows of habitable rooms on the adjoining lot (22-24 Margaret Street).*
- (ground 4) *The proposal fails to comply with Clause 15.4.7 of the Launceston Interim Planning Scheme, in that the proposed new building will reduce sunlight to the open space of the dwelling at 22-24 Margaret Street, combined with the existing extent of shadowing, to less than 4 hrs, and further reducing the amount of sunlight currently received. The proposal further fails to satisfy the corresponding performance criteria in that:*
 - a. the impact on the amenity of the existing dwelling is significant;*

- b. the extent of overshadowing will effectively obliterate any remaining sunlight enjoyed by the occupants of the existing dwelling;
- c. the proposed development will result in the private open space being impacted by shadow for the entire day;
- d. the resultant shadowing will have significant impact on the amenity of the residents of the dwelling.”

Decision: The Tribunal’s decision in relation to matters of overshadowing contemplated by paras 70-75 of the decision as provided below:

70. P1(e) requires regard to any overshadowing of adjoining lots of public places. The performance criterion enlivened by Ground 3 (Clause 15.4.1 P3) also deals with overshadowing. P3 requires that buildings must be sited such that there is no unreasonable loss of amenity to the occupiers of adjoining lots, having regard to sunlight to private open space and windows of habitable rooms on adjoining lots. The Scheme defines “habitable room” as any room of a dwelling other than a bathroom, laundry, toilet, pantry, walk-in wardrobe, corridor, stair, hallway, lobby, clothes drying room and other space of a specialised nature occupied neither frequently nor for extended period. It is useful to consider both issues of overshadowing together, noting that while both require consideration of overshadowing of an adjoining lot, P1(e) relates overshadowing to streetscape and character of the surrounding area and P3 is narrower and directed at amenity.

71. The only adjoining lot claimed to be affected by shadowing is 22-24 Margaret Street. The building houses a restaurant and residence owned by the Appellant. Two parts of the site will be affected. A first-floor area at the north western corner of the building was an outdoor veranda but has been converted to an enclosed living area making it a habitable room. The other area affected is a ground level area used for patron carparking for the restaurant and used by the occupiers for outdoor space. The Appellant contends that the carpark area constitutes private open space under the Scheme. The Appellant says that both areas will be unacceptably impacted by shadows cast by the proposal.

72. The Scheme is silent as to the extent of overshadowing impacts that might be considered acceptable. There was no evidence as to any relevant, objective town planning principle as to solar access. It may be said that at least 3 hours of mid-winter sunlight between the hours of 9 am and 3 pm to habitable rooms of a residential use in a residential zone is desirable. This is the acceptable standard for habitable rooms of multiple dwellings and private open space in the development standards for the General Residential Zone in the Scheme. Zones allowing a denser level of development might reasonably be expected to accept a lesser amount.

73. The shadow diagrams in evidence show that the enclosed living area at 22-24 Margaret Street would receive a total of about 3.7 hours of mid-winter sunlight from 10 am until about 1.45 pm if the development went ahead. The carparking area is already affected by overshadowing from the College but would retain about 4 hours of sunlight to at least some of this area at mid-winter.

74. The open space is required for, and used as, a carpark by the restaurant. The planning approval requires the carpark to be available during the approved operating hours of the restaurant, from 10 am until 10 pm Monday to Saturday. It appears doubtful that it could be said to constitute private

open space for the occupiers. The Scheme defines private open space as “an outdoor area of the land or dwelling for the exclusive use of the occupants of the land or dwelling”. Clearly for the substantial periods that the area is required for use as a car park it will not be available for the exclusive use of the occupants. However, it is not necessary to finally determine whether a limited period of exclusive use can amount to private open space because the Tribunal is satisfied that, even if it is private open space, the overshadowing of 22-24 Margaret Street by the development would not result in an unreasonable loss of amenity to that lot. For the same reasons, if considerations of amenity can be read into P1(e) because of the objective (b), then the overshadowing of the lot at 22-24 Margaret Street would not result in an unreasonable loss of amenity by reason of the building height not being compatible with the streetscape and character of the area.

75. In respect to the broader question in P1, Ms Duckett observed that the character of the surrounding area of relatively low scale buildings, together with a high proportion of open or unbuilt space affords a high level of sunlight to existing buildings, forming part of the character and amenity of the area. However, having regard to the eclectic and imprecise character of the surrounding area, with its mixture of built and unbuilt areas up to three storeys, and the shadows cast by the existing buildings, particularly the College, the extent of shadowing from the proposed development is not extensive as to be out of character on a qualitative assessment. Specifically, the overshadowing of the lot at 22-24 Margaret Street by reason of the height of the proposed development is compatible with the streetscape and character of the area pursuant to Clause 15.4.1 P1(e)

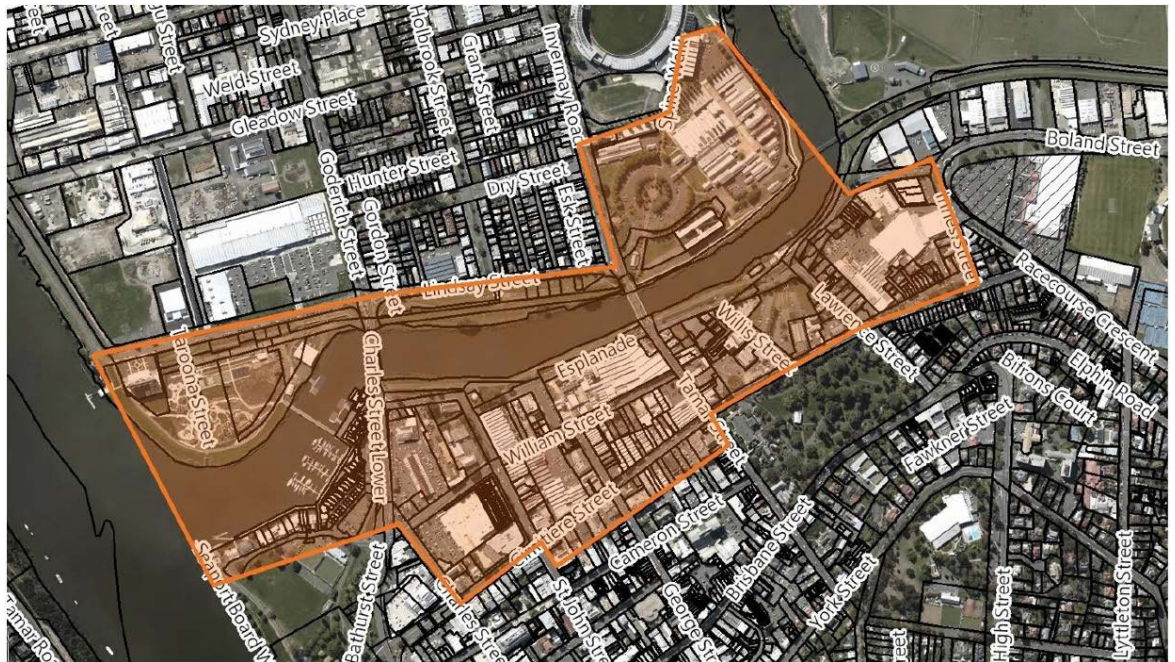
The Tribunal’s decision in relation to Ground 3 primarily concerns itself as to whether the Acceptable Solution is met. The Tribunal found that A3 is met (para 89) and that if the Tribunal was incorrect in that respect it was satisfied that having consideration to overshadowing, P3 would be met in any case.

3.2.2. GP Hotel Tribunal Decision

In *S Cai vs Launceston City Council and TRC Multi Property Pty Ltd* [2019] TASRMPAT 22, The Tribunal accepted the evidence of Ms Duckett that the surrounding area constituted any cadastral parcel within 100m of the site and therefore development in respect of height had to be compatible with existing development within 100m.

Yet, in *J Collier vs Launceston City Council and GP Hotel Launceston Pty Ltd* [2020 TASRMPAT 31] (GP Hotel decision) a decision handed down approximately 12 months after the Gorge Hotel decision referenced above for a hotel of a similar height, the findings in respect of what constituted ‘surrounding area’ differed. In the GP Hotel decision, the Tribunal rejected Ms Duckett’s evidence that the surrounding area comprised a 100m radius from the site and instead preferred Mr Jamieson’s evidence as outlined below:

25 Mr Jamieson took the surrounding area to be “that area of the city that display similar distinctive qualities with the subject site”. He considered this to be the entirety of the former industrial river side precinct which he identified in his Figure 1 reproduced below:



- 26 Ms Duckett adopted the surrounding area as comprising a 100m radius from the site of the proposal. In the Tribunal's view this is too narrow an inquiry as the 'distinctive qualities' extend well beyond that area.
- 27 The Tribunal accepts the Second Respondent's and Council's submission that the surrounding area is a distance within the surrounding streets where the proposal is able to be viewed in the context of those streets which share similar distinctive qualities with the subject site. On the basis of the evidence, the Tribunal is satisfied the surrounding area incorporates the surrounding area broader than that encompassed within a 200m radius of the site. The Tribunal prefers Mr Jamieson's evidence that the area identified by him "shares many common characteristics and has an identifiable character distinct from the broader central city area, defined by its proximity to the river and historic occupations by export industry and supporting uses".
- 28 The area identified by Mr Jamieson is sufficiently large, to enable an assessment of the prevailing characteristics, but not so large so as to dilute the character of the area around the proposal.

The findings of the Tribunal in respect of proposals of similar height in the Urban Mixed Use Zone differed in what constitutes surrounding area meaning the outcome in terms of assessment against comparable buildings differed.

Mr Jamieson's 'surrounding area' includes the Silo Hotel (40m) which is similar in height to both the Gorge Hotel (39m) and the GP Hotel (40m). The Silo Hotel is actually closer in distance to and highly visible from the Gorge Hotel at 900m as compared to the GP Hotel (1000m) from which the Silo Hotel could not be seen. The Myer Building (38m) is also a similar height and situated approximately 600m from both the Gorge Hotel and the GP Hotel.

In the Gorge Hotel decision, the Tribunal found the maximum height of the Gorge Hotel at 39 m was not compatible with the Launceston College building (directly opposite the site) which is slightly more than half as high at 21.4m (ie 54.9%). Yet in the GP Hotel decision, the Tribunal found that the maximum height of the proposed GP Hotel at 40.3m is compatible with the Verge Hotel (again directly opposite the site) which is also slightly more than half as high at 23.2m (ie 57.6% as high).

3.2.3. Implications of Tribunal Decisions for Tall Buildings

In the Gorge Hotel decision, the Tribunal found that due to the way clause 15.4.1 is worded (coupled with their interpretation that surrounding area constitutes 100m from a site) that unless a site is within 100m of another site which contains a building of comparable size as what is being sought, that such a building cannot be considered. In contrast, in the GP Hotel decision, a much larger area (up to 900m away) could be considered to constitute surrounding area.

The differences in interpretation of what constitutes surrounding area means that a proponent cannot put forward a proposal for a taller building under the current scheme standards with any clear direction as to what the matters to be considered in determining the appropriateness of the height discretion are. For this reason, we submit that dealing with a taller building via a planning scheme amendment which introduces a specific building envelope provides greater certainty to both developer and the public for larger scale developments.

Figures 20 and 21 demonstrate that the prevailing character of Launceston is that every single tall building is in fact constructed in isolation and not located in a cluster of tall buildings. In that regard, development of a 39m tall building on the subject site which the amendment proposes actually continues the character of tall buildings in Launceston whereby they are dispersed and separated from one another. Indeed, Figure 22 demonstrates that the subject site neatly ties ‘outlier’ tall buildings, being the Silo Hotel, QV building and the Charles (noting the latter two sit at a much higher elevation than the subject site). This scattering of tall buildings allows views across the city from the various hillside locations to be maintained as glimpses are retained between the buildings due to their large offset from one another. This is demonstrated in Figures 20 and 21. It is clear that the Launceston Cityscape is punctuated by taller buildings rather than having them formed in a cluster as occurs in larger capital cities like Melbourne, Sydney and Hobart.

Figure 20 Launceston Cityscape looking south-west taken from 1 Welman Street



Figure 21 Launceston Cityscape looking north-east, taken just north of 319 Brisbane Street West in West Launceston



Figure 22: Location of taller buildings in Launceston (red) and subject site (blue)



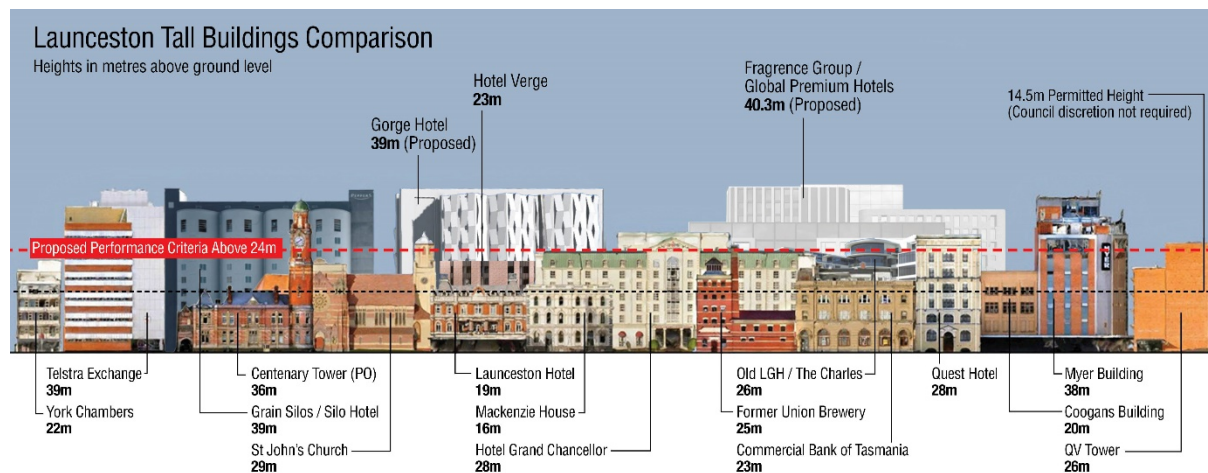
It is submitted that if the Scheme only allows taller buildings to be considered when they are proximate to another existing tall building (as per the Tribunal's interpretation of the Scheme in the Gorge Hotel decision but not the GP Hotel decision), that one of two things or both will occur:

1. Development will be stymied as the available development sites are not always necessarily adjacent or proximate to existing tall buildings; or
2. If such sites are found, that the existing unique character of Launceston's Cityscape of dispersed taller buildings allowing retention of views and sunlight, will be eroded as a cluster of taller buildings will emerge.

Therefore, the proposed amendment which allows for a taller building on a specific site which is located such that it neatly bookends and defines the outer edge of taller buildings in the city whilst also having the advantage of being at a very low elevation, will allow the existing character of Launceston's Cityscape to be retained.

Figure 23 provides an illustrative view of the varying height of buildings across the Launceston CBD and beyond. Whilst not representative in terms of location, it demonstrates there are a number of buildings in the Launceston CBD in the 35m-40m which when read with Figure 22 shows how they are interspersed and don't create a single cluster of tall buildings.

Figure 23 Launceston Tall Buildings Comparison



Source: *The Gorge Hotel, Landscape and Visual Impact Assessment, GHD, 2018*

3.2.4. City of Launceston Council – Central Area SAP (DRAFT)

It is understood that the City of Launceston is in the process of drafting a 'Central Area Specific Area Plan' which has led from the recommendations of the Building Height and Massing Study undertaken by Paul Davies (discussed in detail in section 4.6 of this report).

The purpose of the Central Area SAP is to provide more certainty around the scale and form of future developments in Launceston and to assist in facilitating investment in Launceston Central areas to revitalise under-developed areas and increase levels of activity.

In terms of building height, it is understood that the SAP will look to introduce a standardised permitted height of 14 metres across the area with two lots of corresponding performance criteria:

1. Heights up to 24 metres
2. Heights beyond 24 metres.

In conjunction with the height standards the Central Area SAP will introduce a range of standards around setbacks, particularly in relation to street frontage.

The Central Area SAP will include other standards around parking and access, awnings and materiality.

The Central Area SAP does not address the specific requirements of any proposed development in Launceston, rather it is general in nature.

Whilst the JAC Group is aware of Council's intention to introduce the Central Area SAP, the reason it has decided to seek an amendment to introduce the Gorge Hotel SAP is to ensure certainty around building height on the site. Whilst it is clear that buildings above 24m can be considered under the Central Area SAP, the criteria for assessment are subjective and given they have yet to be tested at appeal, the proponent cannot afford more uncertainty for a project of such economic significance.

However, it is submitted that the Gorge Hotel SAP could be included within the Central Area SAP in the new Statewide Planning Scheme and indeed it would be desirable for that to occur given the permitted height for development in the Urban Mixed Use Zone will reduce to 10m whilst areas included in the Central Area SAP will have a permitted height of 14m. Therefore, in the event that the hotel did not proceed, the planning controls impacting the site with respect to height would be reflective of the surrounds.

3.2.5. Gorge Hotel SAP and the Launceston Interim Planning Scheme 2015

The proposed Gorge Hotel SAP has been deliberately kept simple in its construct. The SAP applies to the subject site only and provides an additional means of meeting the Acceptable Solution under Clause 15.4.1 Building height, setback and siting by allowing for development within a specified building envelope.

If a proposed development on the subject site did not meet either the existing Acceptable Solution under Clause 15.4.1, OR the specified building envelope shown in Figure F11.5.1 then it would need to be assessed against the existing Performance Criteria under Clause 15.4.1.

All other relevant zone standards and codes would still apply to any application on the site.

3.2.6. Gorge Hotel SAP and the Local Provisions Schedule

The Gorge Hotel SAP has been drafted following the drafting conventions for the Local Provisions Schedule and will readily be able to be incorporated as a SAP into the TPS.

3.2.7. Economic Impact

Choice Location Strategists were engaged by the JAC Group to prepare an assessment of the economic and wider tourism benefits accruing from the development of the proposed luxury hotel, hospitality, conference and specialty retail facility. The full Economic Impact Assessment (EIA) is included as **Appendix I**.

A snapshot of the findings is outlined below.

Tourism Demand

- It is forecast the tourist numbers to Tasmania will not return to 2019 levels until 2024 following the Covid-19 pandemic.
- By mid-2030 Launceston's demand for accommodation is anticipated to be **37 %** higher than mid 2019 levels. This equates to a demand of an additional **525** rooms. Of these 147 would be required by mid 2026.
- The room provision in the proposed Gorge Hotel (145) combined with hotels in the pipeline (i.e Fragrance Group 285 rooms) means that demand is forecast to exceed supply by 2028-29 if both hotels are built. The timeframe for construction of the Gorge Hotel will be flexible. Depending on market conditions following Covid-19 pandemic and approval of other hotels, the Gorge Hotel could be ready for construction as early as mid 2022 with a 2 year construction timeframe or construction could be delayed up to five years to mid 2027 and opening mid 2029.
- The provision of a large (500pax) conference facility in the Gorge Hotel is forecast to boost Launceston's business event capacity by 10.5 % and will also assist in growing the overall size of the business event market in the State.

Expenditure

- Gorge Hotel guests are forecast to spend \$21.4 million per annum (on and off site) and of that expenditure 50% (or \$10.6 million) will be new expenditure that is attracted to the region by the operation of the hotel.
- The Gorge Hotel is estimated to contribute \$28.25 million per annum in Gross Value Added (GVA) (equivalent to a 6 per cent increase) to the regional economy.

Construction costs and job creation

- Construction and fit out costs for the project are estimated at **\$52.8 million** and the construction phase will create an estimated 300 full-time equivalent jobs over a two year

construction period generating wages and salary income worth \$21.91 million. The project would indirectly support a further 187 jobs earning \$10.45 million income in the Launceston and Northern Tasmania region.

Employment

- Once operating, the hotel will generate an estimated **211 FTE jobs** including 180 direct jobs within the development. The wages and salaries are estimated at \$13.17 million per annum (current dollars) and will mainly be directed to the retail and hospitality sectors.
- The demands and needs of these employees are expected to support an additional 69 jobs throughout the community, 90% of these estimated to be based within the Launceston and Northern Tasmania region.
- The total employment is estimated at 281 FTE earning \$19.46 million annually in wages and other earnings.

4. Strategic Planning Assessment

4.1. Requirements of the Act

Section (2)(b) of Schedule 6 of the Land Use Planning and Approvals Act 1993 (the Act) saves Parts 2A and 3 of the former provisions under the Act.

Pursuant to Section 32(1) of the Act, a draft amendment of a planning scheme, and an amendment of a planning scheme, in the opinion of the relevant decision-maker within the meaning of–

(a)....

(b)....

(c)....

(d)....

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

(ea) must not conflict with the requirements of section 30O; and

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

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

Section 30O of the Act requires that an amendment to an interim planning scheme is as far as practicable, consistent with the regional land use strategy. Section 30O also sets a number of requirements relating to the insertion of a local provision and its relationship to a common provision.

In addition to these requirements, Section 20(1) is also relevant as a planning scheme amendment is also the making of a planning scheme:

(1) A relevant decision-maker, in preparing, accepting, declaring or making a relevant scheme, or giving approval in relation to the making or approving of a relevant scheme, must, in the opinion of the relevant decision-maker–

(a) seek to further the objectives set out in Schedule 1 within the area covered by the scheme; and

(b) prepare the scheme in accordance with State Policies made under section 11 of the State Policies and Projects Act 1993; and

(c)....

(d) have regard to the strategic plan of a council referred to in Division 2 of Part 7 of the Local Government Act 1993 as adopted by the council at the time the planning scheme is prepared; and

(e) have regard to the safety requirements set out in the standards prescribed under the Gas Pipelines Act 2000.

The following sections address the matters that are covered by the above mentioned legislative requirements.

4.2. Northern Tasmania Regional Land Use Strategy June 2018

The Northern Tasmania Regional Land Use Strategy (NTRLUS) is the lead strategic land use planning document for the northern region of Tasmania. The Strategy comprises 6 parts, of which the Regional Strategic Planning Framework and Regional Planning Policies are considered in the context of the proposed amendment.

Section C of the NTRLUS sets out the Vision for the region and four key strategic goals. Both Economic Development and Liveability are relevant to the proposed amendment and considered below:

C 4.1 Goal 1: Economic Development

To facilitate economic development and productivity through integrated land use and infrastructure planning.

Strategic Direction

Response

<ul style="list-style-type: none"> Strategic Direction G1.1 <i>Capitalise on the region's sources of competitiveness by identifying future growth opportunities for sustainable competitive advantage.</i> 	<p>Strategic Direction G 1.1 is centred on diversifying job opportunities and value adding whilst recognising that planning and development processes need to be flexible to accommodate goal attainment.</p> <p>To that end it is submitted that the proposed Gorge Hotel which is forecast to contribute \$28.5 million per annum in Gross Value Added (GVA) to the regional economy is a project that capitalises on the region's strengths in terms of tourism offerings and as an emerging business market for conferences. The proposed amendment is a mechanism for the project to be able to be wholly and robustly considered through existing planning processes but will ultimately give the proponent certainty around the project moving forward. It is this flexible approach to planning controls that is envisaged by Strategic Direction G 1.1</p>
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<ul style="list-style-type: none"> Strategic Direction G1.3 <p><i>Develop a thorough understanding of key industry needs, including future demand and location requirements</i></p>	<p>The proposed amendment to accommodate the Gorge Hotel is specifically supported by the strategic direction which includes the following strategy:</p> <p>b) Support tourism, culture and arts by:</p> <ul style="list-style-type: none"> Recognising the ‘drivers’ of tourism including natural values, heritage, food and wine and local character; and Providing for development of tourism products including accommodation. <p>The demand for additional accommodation offerings in Launceston is well documented. The Economic Impact Assessment accompanying this application shows that by mid-2030 Launceston’s demand for accommodation is anticipated to be 37 % higher than mid 2019 levels even taking account of the slow down due to the Covid -19 pandemic. This equates to a demand of an additional 525 rooms. Of these 127 would be required by mid 2026. Whilst there are other projects in the pipeline, there is no guarantee of their final approval nor of their ultimate development. In any case the modelling has found that taking into account the rooms proposed in both the Gorge Hotel and Fragrance Group, demand will outstrip supply by 2028-29.</p> <p>The growth in the Launceston tourism economy is intrinsically linked to the development of visitor accommodation to meet demand. The site is ideally located in a tourism precinct at the gateway to one of the City’s most iconic attractions, the Cataract Gorge.</p>
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C 4.3 Goal 3: Sustainability

To promote greater sustainability in new development and develop stronger community resilience to social and environmental change.

Strategic Direction	Response
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<ul style="list-style-type: none"> Strategic Direction G3.1 <p><i>Promote and protect the Region's unique environmental assets and values</i></p>	<p>Strategic Direction G 3.1</p> <p>Strategic Direction G3.1 is centred on ensuring the region's unique natural assets are protected and development is not impacted by natural hazards. To that end the subject site is a brownfield development and is zoned for development. The proposal to introduce an SAP to allow for certainty around a taller building will not impact on natural values. Further, a full suite of investigations into natural hazards has been undertaken and the site is capable of being developed for a hotel without risk to the environment or risk to the structure itself.</p> <p>It is noted that the proximity of the proposed Gorge Hotel development site to the Cataract Gorge will help to promote the Region's most unique environmental assets. Further, the subject site is proximate to the Tamar River and its attractions including ferry operators out of Home Point, the Boardwalk and Riverbend Park all of which function alongside the environmental values of the estuary.</p>
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Section E of the NTRLUS sets out the regional planning policies and key planning principles and actions presented under six headings. Heading 1-4 primarily address the residential land use strategy as well as outlining a settlement hierarchy for the region. The City of Launceston is identified as the Principal Activity Centre for the region which means it has the highest concentration of employment for the region with a diversity across business and industrial sectors. The Principal Activity Centre is seen as the primary hub for (among other things) tourism services for the region. Development of a world class hotel on the subject site would further reinforce the status of Launceston as the region's primary hub for tourism services.

Section E.5 outlines the Regional Economic Development Policy. Under Section E5.1, the Strategic Context for Tourism and Recreation is provided as follows:

- The region is rich with assets, industry and activities that enhance tourism and recreation opportunities, such as natural environment and wilderness experiences; scenic landscapes, cultural and built heritage; food and wine experiences and recreation and sporting activities;*
- Tourism in Northern Tasmania has grown in recent years in line with substantial growth in State-wide tourism, increasing its regional economic contribution.*
- Land use and local strategies that seek to advance regional economic development need to recognise the value of maintaining and protecting key tourist attractors, activities and the visual and scenic amenity of tourist route*

Tourism

ED-P9

Support tourism development that is guided by research and economic strategies that develop projects and initiatives to enhance the range of tourism and visitor experiences in the region.

ED-A14

Advance a tourism strategy to promote an expanded and enhanced range of tourism and visitor experiences while addressing broad issues affecting tourism, including in relation to skills shortages, competitiveness and marketing.

The tourism strategy will:

- Complement the region's open space strategy and address cultural heritage considerations;
- Facilitate supply side support programs to deliver on a strategy for existing and new operators;
- Identify key tourism investment sites; and
- Support tourism infrastructure investment as part of the region's infrastructure plan.

ED-A15

Support the implementation of the *Trail of Tin Dragon Master Plan [2004]* and prioritise the completion of 18 associated key projects identified to complete the trail.

Response: It is evident that tourism is seen as an important economic driver in the region and as such a tourism strategy for the region was envisaged in the Greater Launceston Plan. There is no regional tourism strategy but rather a series of Destination Action Plans (DAP) for each destination. The most recent Destination Action Plan prepared for Launceston was October 2016. The DAP for Launceston identified a number of challenges for the City in attracting tourists which are relevant to the proposed amendment being:

- Developments not easy to do – too much ‘red tape’; too many road blocks from the higher policy areas;
- Economies of scale -very small, lack of critical mass.

The lack of a large event space is also seen as an inhibitor to further tourism growth in the City.

The proposed amendment seeks to provide a permitted building envelope through the introduction of an SAP to remove uncertainty for the developers around what is an acceptable building height on the site. The proposed 145 room hotel that will result from the amendment will assist in ensuring Launceston is provided with a world class, large accommodation and conference facility which will significantly increase the tourism traffic through the City and into the region.

The City of Launceston has developed a Tourism Plan the direction of which is related to this amendment are outlined in Section 4.7 of this report.



Specific Policies and Actions

Policy ▾	Actions ▾
Tourism	
ED-P10 Support the development of the tourism sector by ensuring land use planning policies and principles do not unnecessarily restrict tourism use and development.	ED-A16 Identify key tourism sites within an appropriate land use zone to provide for the enhancement of existing and future tourism opportunities and visitor experiences.
ED-P11 Provide for the opportunity in planning schemes to identify, protect and enhance distinctive local characteristics and landscapes.	ED-A17 Provide opportunities to economically support rural land uses (e.g. farming) by allowing diversification through tourism use and development.
ED-P12 Avoid unnecessary restrictions on new tourism sector innovation in planning schemes and acknowledge that planning schemes cannot always predict future tourist sites/developments.	ED-A18 Encourage the establishment of small tourism businesses by allowing flexible locations and minimising regulation, such as working from home and farm gate tourism.
	ED-A19 Consider all options (such as planning scheme amendment or S 43A applications) to enable support for tourism proposals.

Response:

The proposed amendment directly furthers Action ED-A19 by proposing the introduction of a building envelope on a specific site via a S33 amendment to accommodate the future approval of an international standard hotel to be developed by a local business. It is submitted that the supporting material in this application demonstrates that the subject site is ideally situated at the gateway to a tourism precinct whilst being situated within a low lying area of the City and not constrained by heritage considerations, provides the context within which the proposed development can be advanced..



Section E.6 outlines the Social Infrastructure and Community Policy. Under Section E6.1, the strategic context recognises the importance of Cultural Heritage. It is submitted that the subject site is ideally located to provide for a modern design of building given it is not heritage listed nor is it contained within a heritage precinct. Specific Policies and actions in relation to Cultural Heritage are as follows:

Cultural Heritage

CH-P01

Recognise, retain and protect cultural heritage values in the region for their character, culture, sense of place, contribution to our understanding of history.

CH-P02

Recognise, manage and preserve regional archaeological values.

CH-A01

Investigate planning means to recognise and list places, precincts of heritage significance within planning schemes and spatially define them with associated map overlays.

CH-A02

Planning schemes are to require an assessment of impacts on heritage-listed places, precincts and landscapes.

CH-A03

Provide for the protection of identified significant cultural heritage and archaeological sites.

CH-A04

Ensure that development is undertaken in accordance with an archaeological management plan where soil disturbance within areas of archaeological significance is proposed.

Response: The proposed planning scheme amendment which essentially provides a permitted building envelope on a specific site will not impact the achievement of the objectives in relation to Cultural Heritage. The site is not listed at either a State or Council level and as such the Local Historic Heritage Code.



Section E7 outlines the Regional Environment Policy. Of relevance to the proposed amendment is the recognition of the importance of the scenic landscapes and the protection of skylines and prominent hillsides from obtrusive development and/or works. Specific Policies in relation to landscape and scenic amenity are:

Specific Policies and Actions

Policy	Actions
Landscape and Scenic Amenity	
<p>LSA-P01 Consider the value of protecting the scenic and landscape amenity of key regional tourism routes having regard to the routes identified in Map E3 and local circumstances, as well as the:</p> <ul style="list-style-type: none"> ■ Importance of scenic landscapes as viewed from major roads and tourist routes/destinations as contributing to economic basis of the tourism industry as well as local visual amenity; ■ Importance of natural/native vegetation in contributing to scenic values of rural and coastal areas generally, with particular emphasis on prominent topographical features; and ■ Need to protect skylines and prominent hillsides from obtrusive development/works. <p>LSA-P02 Protect specific topographic or natural features of significant scenic/landscape significance.</p>	<p>LSA-A01 Identify scenic corridors associated with identified tourism routes with an overlay in planning schemes.</p> <p>LSA-A02 Develop a regionally consistent approach to determining scenic corridor overlays around identified tourism routes.</p> <p>LSA-A03 Include performance criteria in planning schemes for development within scenic corridor overlays that address following considerations:</p> <ul style="list-style-type: none"> ■ The impact of development skylines, ridgelines and prominent locations; ■ The establishment and/or retention of existing vegetation to provide screening in combination with other requirements for hazard management; ■ The bulk and form of buildings and earthworks and the ability of development to blend with the landscape; ■ The impact of materials, finishes and colours of buildings on the landscape setting; and ■ Whether existing native or significant exotic vegetation within the corridor is managed to retain the visual values of the tourism route. <p>LSA-A04 Planning schemes may identify visually significant topographic, natural features and landscapes (e.g. Cataract Gorge) in an overlay, including objectives and discretionary criteria relating to the visual impact of use and development.</p>

Response:

The subject site is not within a scenic management area or corridor and as such the Scenic Management Code does not apply to any development on site and the introduction of the SAP will not alter this situation. The same applies to the Cataract Gorge Management Area Code. It does not apply to any development on the site and importantly views to the Cataract Gorge from the prime viewpoints identified in the Planning scheme will not be impacted by the proposed building envelope. That said, the proposed amendment does seek to make permitted a building height of 39 metres (within a defined area on the site) and it is important to consider the impacts of that building envelope on the broader cityscape and skyline. A Landscape and Visual Impact Assessment was prepared

to support the original DA and its findings remain relevant to the proposed planning scheme amendment given the proposed building envelope directly represents the Gorge Hotel design the LIVA was based upon. A copy of the LVIA is included as **Appendix H** of this report.

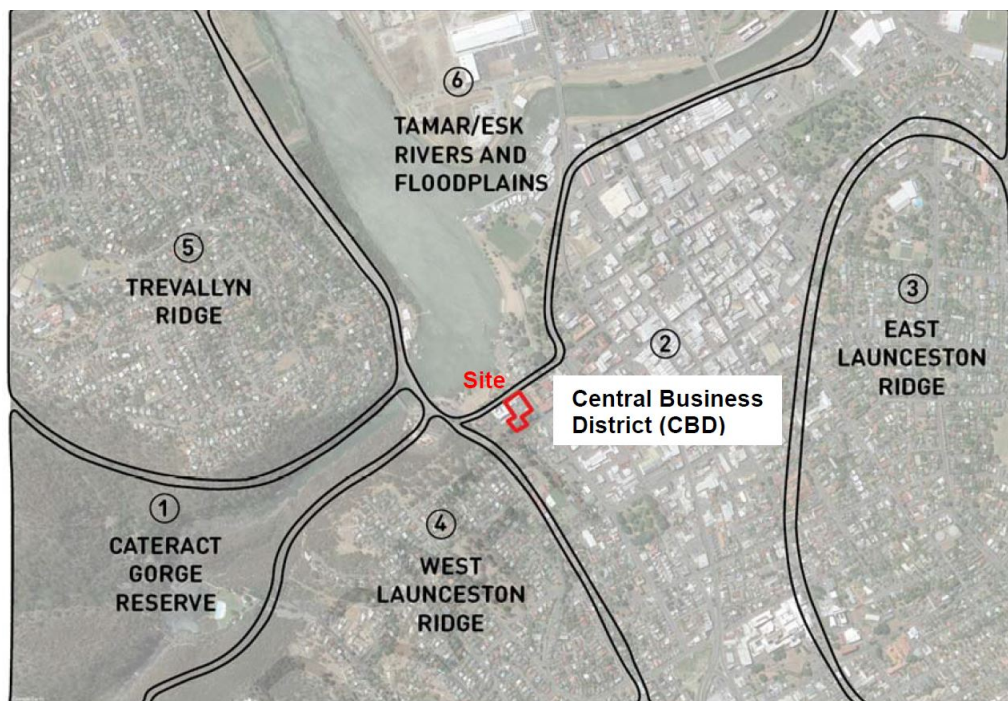
This assessment formed part of the criteria in determining the winning design of the architectural competition. Once the CBG design was appointed as the successful entrant, GHD finalised a Landscape and Visual Impact Assessment which assesses the impacts the proposed hotel building will have from a range of key viewpoints throughout the city.

In terms of determining the study area, the report authors used the recently completed Peppers Silos Hotel as a useful reference point, given its similar height characteristics (maximum height of 39.8 metres) and proximity to the site. The report authors determined that at a distance of greater than 3 km, a building the size of the proposed hotel would be difficult to discern and begins to be visually absorbed into its surroundings.

The Study Area was classified into six different landscape character units based on distinguishing elements such as topography, land use, settlement patterns, form and scale of built elements and vegetation. The six landscape character units are shown in Figure 21 and described in detail in Section 7.2 of the LVIA Report in **Appendix H** of this report.



Figure 24: Launceston City Landscape Character Units



The visual impacts have been assessed from 15 viewpoints, of which 3 are identified as Prime Viewpoints under the Launceston Interim Planning Scheme. It is important to note here that the Prime Viewpoints referred to are identified within the Cataract Gorge Management Area Code which does **NOT** apply to the subject site. They have been used in the LVIA given their importance, but views from these locations are not protected under the Planning Scheme.

The criteria used to assess visual impact at the viewpoint locations are distance, landscape, viewer numbers and visibility of the project. Table 6 provides a summary of the findings.

Table 6: Summary of findings from LVIA

Viewpoint	Overall Visual Impact
Viewpoint 1 – Trevallyn (South Esk Road)	Medium
Viewpoint 2 – Trevallyn (Trevallyn Road)	Medium
Viewpoint 3 – Kings Bridge	Medium
Viewpoint 4 – West Launceston	Low
Viewpoint 5 – Bridge Road	Medium
Viewpoint 6 – Paterson Street	Medium
Viewpoint 7 – Kings Park	Medium
Viewpoint 8 – Tamar Yacht Club	Medium
Viewpoint 9 – Home Point Cruise Terminal	Medium
Viewpoint 10 – Kings Wharf Road	Low
Viewpoint 11 – Cimitiere Street	Low
Viewpoint 12 – Windmill Hill Reserve	Low
Viewpoint 13 – Glen Dhu (Wellington Street)	Low
Viewpoint 14 – Talbots Lookout	Nil
Viewpoint 15 – Glen Dhu (Westbury Road)	Low



The LVIA concludes that the visual impact of the hotel would be highest at those locations closest to the site, where a medium visual rating has been assigned. Given that the project does not impact on the key landscape values identified, the impact is not high at any of the viewpoints. Elsewhere, the effect of distance and intervening terrain, buildings and vegetation would result in a low impact. The site and building design is well suited to minimise impacts to key city landscape and visual resources within the local context.

Mitigation measures

Mitigation of visual impact has been incorporated into the project through design features such as the tessellated glass panels, proposed rooftop planting, building setback, articulation, orientation and the earthen colours and textures used in the design. These design elements have been selected to assist the building to respond to the hotel's landscape context incorporating the Cataract Gorge and Tamar River.

The LVIA concluded that given the height of the Project and its visibility from the surrounding landscape, further mitigation measures designed to conceal or camouflage the tower would not be practical or feasible. Furthermore, as the design is intended to be an iconic, landmark building of high architectural quality, concealing it from view or measures designed to blend it with the surrounding landscape would be contrary to one of the primary objectives of the project.

Iconic buildings such as the Sydney Opera House are highly visible and located within highly sensitive waterfront landscapes, yet they make a significant contribution to visual amenity and local identity. The proposed Gorge Hotel presents an opportunity for Launceston to gain an iconic, architecturally designed building in a location with few heritage constraints and no prevailing character.



4.3. City of Launceston Strategic Plan 2014-2024

The City of Launceston's Strategic Plan 2014-2024 seeks to provide direction to the range of operations Council undertakes in their role as the major provider of services and facilities for the City of Launceston. The Strategic Plan essentially indicates the actions and strategies that the Council will implement to deliver on the Greater Launceston Plan goals.

Commentary is provided below against each of the relevant goals in the Strategic Plan demonstrating how our client's vision for the Paterson St site align with the Council's own goals and therefore should be facilitated by Council.

1. A city where people choose to live

Goal 2: To promote Launceston as a unique place to live, work and play

Comment: Key indicators of success in achieving this goal include increasing visitor numbers and visitor satisfaction. The Plan states that Council should support the CBD and commercial areas as activity places during day and night. The development of a new premier hotel on the CBD fringe location, within a bustling tourist precinct adjacent to the Cataract Gorge will assist Council in achieving this goal. Increased accommodation within walking distance of inner city restaurants and shops means visitors will patronise these and inject life into the CBD.

Another indicator of success is increasing usage of the riverfront precinct. The site is ideally situated to encourage visitors to the City to explore the City's riverfront. There is a shared pathway access from the site through to the Cataract Gorge and then east to Seaport and beyond.

The above comments are made taking account of the fact that the only change proposed to be introduced by the Gorge Hotel SAP is the introduction of a permitted building envelope on the subject site that provides certainty for future development. It is the ability for the JAC Group to proceed with another planning application that is desirable and will assist in making the vision for the development of an international standard hotel, significantly bolstering the city's tourism attractors and promote Launceston as a unique place to visit.

5. A city that values its environment

Goal 5: To reduce the impacts on our natural environment and to build resilience to the changing intensity of natural hazards

Some of the key directions relevant to the proposed SAP amendment which is designed to accommodate the Gorge Hotel building are:

2. To manage the risks of climate-related events, particularly in the area of stormwater management.

This matter is relevant to consider given the site does flood and is within a flood prone area. Flood risk and management was addressed in a report included as **Appendix G**

Section 2 of the Flood Risk Report outlines the Flood Risk as follows:

The site is located in the lower reaches of the Margaret Street urban catchment that extends south from the Tamar River edge into the suburban areas of West Launceston and South Launceston. The original drainage path that drained this large valley has previously been piped with an extensive combined sewer system that has substantial amounts of detained storage. Overland flows to the river are restricted by the presence of a large flood levee on the northern side of Paterson Street.

The combined sewer system is collected by the Margaret Street Sewerage and Stormwater Pumping Station and is designed, along with the Percy Street detention basin, to contain much of the peak events. In a sufficiently large flood, the pump station and its high level overflow to the Tamar River may be exceeded resulting in low level flooding of the low lying areas of Margaret Street as shown in Figure 25, If the levee bank itself fails, the flooding is far more extensive and is shown in Figure 26.

Figure 25: Flood prone land



Image 3 - LCC Interim Planning Scheme Plan showing extent of flood prone land.

Figure 26: LCC Flood Map showing extent of ARI 100 year event

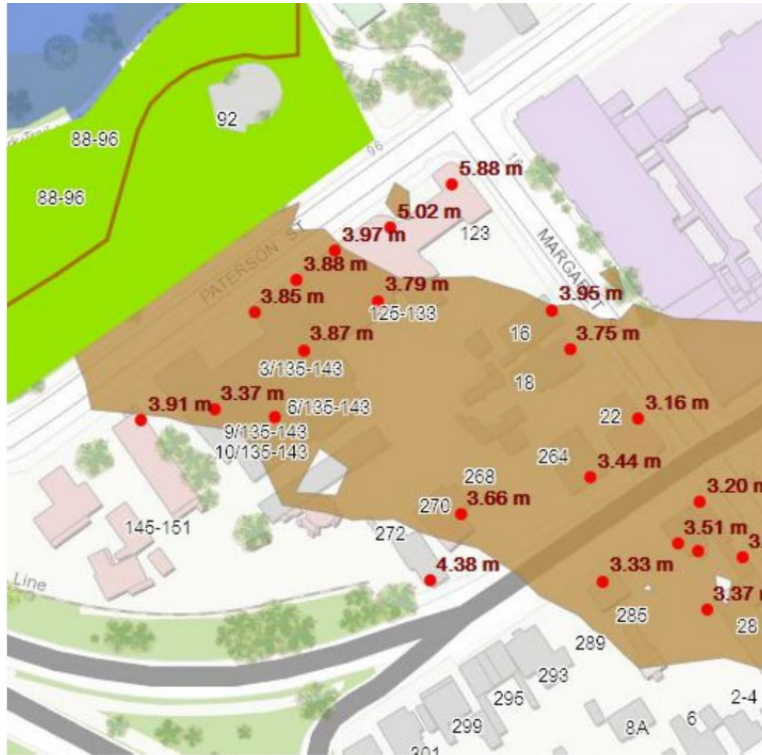


Image 2 - LCC Flood Map showing extent of ARI 100 year event

The flood risk at the site is known and a building can be designed to mitigate flood risks. The only real change to existing planning scheme considerations which includes flood risk of the introduction of the SAP is that relating to height which has no bearing on flood impact, although noting that any development on site is best to only include car parking at ground level to reduce property loss in the event of a levee breach.

6. A city building its future

Goal 6: To drive appropriate development opportunities as well as infrastructure, land use planning and transport solutions

Comment: It is clear that through this goal Council is seeking to strategically drive investment in the City. The proposed development of a 39m high international standard hotel at the subject site would be a key economic contributor to the City in the future and contribute to the vibrancy of the City.

A key indicator of success in obtaining the goal is increased levels of investment and development in the CBD and other urban areas. The proposed SAP which is aligned with Council's proposed Central Area SAP in terms of heights is a means to provide a committed Launceston developer with certainty about how height is assessed for any future application whilst being specific enough to provide certainty around the building envelope.

7. A city that stimulates economic activity and vibrancy

Goal 7: To develop a strategic and dedicated approach to securing investment in Launceston

Comment: This goal is the key area of relevance to this proposal. The key directions outlined below clearly reference the need for an ‘active’ and ‘facilitative’ approach by Council to engage with investors and drive economic growth. Key directions are:

1. *To actively market the City and Region and pursue investment*
2. *To provide an environment that is conducive to business and development*
3. *To promote tourism and a quality Launceston tourism offering*
4. *To promote and attract national and international events and support the sector to ensure a diverse annual events calendar.*
5. *To support sustainable population growth in Launceston*
6. *To facilitate direct investment in the local economy to support its growth.*

Development of an iconic and successful hotel at the site will enable increased visitor numbers which ties in with the key direction of promoting tourism and a quality Launceston tourism offering. The hotel will be developed by a local Tasmanian business with a proven track record meaning the entire process from procurement to operation will result in economic investment in the local economy.

The heritage nature of the City (which is clearly an asset for the tourist market), also means that land parcels are small in size presenting difficulties in the purchase of sites of a sufficient size that aren’t also constrained in terms of development options due to heritage listed properties. The vacant, large land holding that is the subject site is ideally located and unencumbered to enable development of a hotel.

The hotel will not only promote tourism in the city and provide additional jobs during the operational phase but also significant investment and jobs growth during the construction phase. As per the EIA, development of the hotel will:

- Create 300 FTE jobs during a two year construction phase with construction costs estimated at \$52.8 million;
- Attract an additional \$10.6 million in new guest expenditure to the region annually.
- Contribute \$28.25 million per annum in Gross Value Added to the regional economy.
- Increase business event tourism capacity by 10.5 % and grow the overall size of that market in Tasmania.
- Create 211 FTE jobs including 180 jobs directly in the development and the majority in the retail and hospitality sectors.

It is clearly evident that the proposed hotel development will have a significant positive impact on both the City and region’s economies and will assist in driving a growing tourist market.

8. A secure, accountable and responsive Organisation

Goal 8: To communicate and engage consistently and effectively with our community and stakeholders

To seek and champion collaboration to address major issues for Northern Tasmania

To ensure decisions are made in a transparent and accountable way

To continue to meet our statutory obligations and deliver quality services

To continue to ensure the long-term sustainability of our Organisation

It is evident from this Goal that Council needs to balance their role of championing for Launceston and guaranteeing economic growth with ensuring it remains transparent and accountable. The opportunity to progress a Planning Scheme amendment specifically drafted to provide certainty around development of the site for a Hotel allowing a private investor to provide much needed additional visitor accommodation clearly meets the goal of stimulating economic growth. The Strategic Plan states that:

‘Accountability requires that decisions are made on the basis of relevant and complete information, including information about the implications of decisions and alternative options.’

We submit that in this instance, the introduction of a SAP to provide clear direction as to an appropriate building envelope consistent with one which had already been advertised and approved by Council, albeit refused on appeal based on an interpretation of the scheme is an accessible and responsive approach.

4.4. Greater Launceston Plan

The Greater Launceston Plan (‘GLP’) is the lead strategic reference document for Council for the next 20 years. It outlines a ‘community vision and evidence-based framework for the sustainable development of Launceston and its suburbs and localities over the next 20 years.’

It is understood that the GLP underpins all of the actions in the Strategic Plan and provides a blueprint to attainment of the vision under the Strategic Plan.

Section 2 provides the Policy and Vision Framework. Policy Framework 9 – Economic Development is most relevant to this proposal.

Key Directions:

- *maximise regional advantage and competitiveness by focusing on strategic development and investment that builds on the greater city’s strengths and opportunities.*
- *support planning and investment decisions that optimise greater Launceston’s regional role and attraction.*

- *provide a framework for future investment and development within a co-ordinated physical framework.*
- *support the ongoing development of key services that best promote regional growth and exports and economic and employment diversity.*
- *support ongoing investment and the longer term consolidation and advancement of the region's gateways.*
- *support opportunities for new regional employment and logistics development co-located with existing and future regional arterial routes. Facilitate migration to promote population growth in greater Launceston*

Response: The key directions are centred on facilitating investment and economic growth. One way of facilitating investment and stimulating economic growth, particularly in an area such as tourism is for Council to enable appropriate development on parcels of land that could be better utilised than they currently are. The subject site is ideally located at the gateway to a tourism precinct and for the majority of the site is currently underutilised being a ground level car park.

One of the key (and high priority) projects identified in the GLP that provide further evidence that a hotel located on the proposed site espouses the Strategic Direction envisaged by Council through the GLP being the:

- **F.1 Launceston City Heart: CBD Revitalisation Project**
A set of inter-related initiatives planned to improve living, tourism, recreational and employment opportunities within a robust heritage and environmental framework.

Section 5.9 deals with Activity Centres and Employment Areas. Section 5.9.3 recognises there should be a number of significant changes to Inner Launceston and the Launceston Central Area and that includes ongoing tourism development including hotel developments in the forecast period (2013-2036).

4.5. Horizon 2021 City of Launceston Economic Development Strategy

Horizon 2021: City of Launceston Economic Development Strategy is the framework document to promote Launceston's economic development to the year 2021. It is important to consider the proposed planning scheme amendment in the context of the strategy given the economic significance (as outlined in the EIA at **Appendix H**) of the Gorge Hotel project.

The Strategy recognises tourism as a key driver of the economy and the fourth largest employment industry for the City in 2016.

The Strategy is centred on four key themes with associated actions, those of which are relevant are outlined and discussed in relation to the proposed amendment below:

Theme 1: Cultivate Launceston as a Regional Knowledge City

Action	Response
1.12 Continue to work with State and Federal governments regarding Launceston's critical infrastructure needs. Particular attention should be paid to...tourism infrastructure.	Theme 1 is centred on positioning Launceston as a desirable place for knowledge based workers to live and work and provide the opportunities to do so. It is not directly relevant to the proposed amendment to allow for a tall hotel building but it is apparent that tourism is a key part of the City's economy and that provision of infrastructure to facilitate that should continue to be provided for.

Theme 2: Support Launceston's Evolution into a Learning City

Objective	Response
Collaborate with education industry stakeholders and government agencies to develop and promote Launceston as a city of choice in which to study, research, collaborate and innovate	<p>Again, this theme is not directly relevant to the proposed amendment however it is noted that a new hotel will provide additional employment opportunities for graduates of the various learning institutes.</p> <p>A key performance measure indicating success of the actions is attracting an increase in international students to the City to study. Such students often have parents/family/friends to visit during their period of study. The City needs to have hotels to accommodate these additional visitors. The proposed amendment seeks to allow the JAC Group to construct a new hotel of international standard.</p> <p>The proximity of the site to Launceston College and TAFE also allows opportunities for training and casual jobs for students attending education facilities in close proximity to the hotel.</p>

Theme 3: Promote Launceston as an Internationally-recognised Visitor Destination

Objective	Response
<p><i>Identify, showcase and promote Launceston's diversity of tourism assets and experiences as an integral feature of the Tasmanian tourism offer, to facilitate sustained growth in visitation and spending.</i></p>	<p>The proposed amendment seeking to allow the development of the Gorge Hotel will expand on the City's tourism offerings and facilitate sustained growth in visitation and spending. The demand for additional accommodation offerings in Launceston is well documented. The Economic Impact Assessment accompanying this application shows that by mid-2030 Launceston's demand for accommodation is anticipated to be 37 % higher than mid 2019 levels. This equates to a demand of an additional 525 rooms. Of these 147 would be required by mid 2026. Whilst there are other projects in the pipeline, there is no guarantee of their final approval nor of their ultimate development. In any case the modelling has found that taking into account the Gorge Hotel and Fragrance Group, demand will outstrip supply by 2028-29.</p> <p>The ability to accommodate additional visitors to Launceston will give confidence to tourism attraction operators to expand their offerings and thus increase tourism spending in the region.</p>
Action	
<p>3.4 Through Destination Launceston, continue to work with Tourism Northern Tasmania and Business Events Tasmania to explore opportunities to develop the City's meetings, incentives, conferences and exhibition or (MICE) market. Continue to focus on particular events which the City can attract (e.g Master Games, Blooming Tasmania, National Band Championships, State and national junior/school sporting events.</p>	<p>The proposed Gorge Hotel which the amendment seeks to facilitate has a large conference facility at its core. The conference facility has capacity for 500 people which will boost Launceston's business event market capacity by approximately 10.5 % and its large venue capacity (500+) by 17.5 %.</p>

3.5 Collaborate with Tourism Tasmania in exploring a boutique / 5 -star hotel and restaurant development in Tasmania.	The proposed Gorge Hotel which the amendment seeks to facilitate will be a 5 star hotel and attract international operators.
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4.6. Launceston Interim Planning Scheme 2015 - Planning Scheme Objectives

Part A of the Launceston Interim Planning Scheme outlines the Purpose and Objectives of the Scheme. These are relevant to consider in determining the appropriateness of a planning scheme amendment. The table below demonstrates how the proposed amendment aligns with relevant objectives:

Objective	Response
<p>3.1 Maintaining the primacy of Launceston City in Tasmania and in the Northern Tasmania Region.</p> <p>3.1.2 The new planning scheme seeks to:</p> <ul style="list-style-type: none"> - ensure that opportunities are provided within the Launceston urban to provide for the higher order facilities required by the population of Northern Tasmania 	<p>The proposed planning scheme amendment to introduce a new permitted building envelope on a specific site will not adversely impact the primacy of Launceston City in Tasmania or the Northern Tasmanian Region. In fact the amendment affords the ability for a world class hotel to be considered at the site which will assist in cementing Launceston as the prime City within the region.</p>
<p>3.2 Maintaining Launceston as the business and commercial heart of the region.</p> <p>3.2.1.3 Tourism</p> <p>Tourism is a major economic driver and industry for Launceston. As an industry tourism is the fifth highest employer accounting for over 2,200 jobs or 6.8% of the Launceston workforce.</p> <p>Tourism is also a growing industry with the region achieving a 4% growth in visitation during 2010 compared to 2009. Key attractors for visitors to Launceston include natural attractions (including the Cataract Gorge Reserve), arts and cultural heritage, and food and wine. To ensure sustainability and competitiveness the industry must invest in new and renewed product and focus on generating</p>	<p>The proposed planning scheme amendment directly aligns with the goals and objectives set by the City for tourism. The site is at the gateway to one of the identified key tourism assets of the City being the Cataract Gorge and as demonstrated in the Economic Impact Assessment accompanying this application. This report shows that by mid-2030 Launceston's demand for accommodation is anticipated to be 37 % higher than mid 2019 levels. This equates to a demand for an additional 525 rooms. Of these 147 would be required by mid 2026. Whilst there are other projects in the pipeline, there is no guarantee of their final approval nor of their ultimate development. In any case the modelling has found that taking into account the Gorge Hotel and Fragrance Group, demand will outstrip supply by 2028-29.</p>

Objective	Response
<p>greater returns on the resources it employs. Launceston's strategic planning needs to include a focus on infrastructure development and investment attraction.</p> <p>The Planning Scheme seeks to align with the City's tourism goals including:</p> <p>(a) Adopting a flexible approach to support development of tourism infrastructure to enhance the city's environmental, built heritage, rural and recreational assets;</p>	<p>It is evident by (a) that the Planning Scheme should be flexible in its approach to ensure the tourism industry can continue to be supported. The proposal to amend the planning scheme to accommodate the building envelope of a world class hotel is an example of such flexibility.</p>
<p>3.5 Promoting a national important heritage city.</p> <p>The Planning Scheme seeks to:</p> <p>(a) Identify areas of special character and implement controls to prevent inappropriate development that may detract from or significantly alter characteristics valued by the community;</p> <p>(b) Ensure that the local identity is not eroded by incremental development that is insensitive to recognised local or traditional development patterns.</p> <p>(c) Ensure that demolition of significant building heritage, loss of significant views and buildings that are out of scale or visually intrusive, do not harm local character; and</p> <p>(d) Encourage the active re-use of heritage buildings and provide flexibility to consider proposals on their merits.</p>	<p>This objective is highlighted only to be clear that the proposed amendment does not impact any heritage listed sites or precincts. The Local Historic Heritage Code does not apply to any use or development proposals currently and the proposed amendment will not alter this position.</p> <p>The site is uniquely situated in Launceston with all the immediately surrounding buildings having no heritage values (with the exception of the Brisbane St house owned by the JAC Group that remains unaffected by the proposed Gorge Hotel) and no coherent streetscape style or pattern.</p>

Objective	Response
<p>3.10 Managing natural hazards</p> <p>The Planning Scheme seeks to</p> <ul style="list-style-type: none"> - Prevent development on land prone to instability; - Manage contaminated land to ensure public safety; - Avoid impacts of flooding by controlling the nature of development in flood prone areas; and - Minimise the threat of bushfires to new development. 	<p>Again this objective is highlighted to demonstrate that the proposed amendment will not in any way impact the applicability of Codes that address natural hazards. The site is subject to the Flood Prone Areas Code and Contaminated Sites Code. The applicability of these codes to future development will not change as a result of the planning scheme amendment nor do they have a bearing on the appropriateness of the proposed building envelope.</p>

4.7. 2019-2022 City of Launceston Tourism Plan

Given the proposed SAP amendment is to support the approval of a new 5 star international hotel in Launceston, it is important to look directly at the vision for tourism in the City and how a new hotel might shape the future. To that end the City of Launceston has developed a Tourism Plan to guide tourism strategy for the years 2019-2022. The Tourism Plan has seven overarching principles of which two are directly relevant to the proposed amendment. These are outlined below alongside the actions Council can undertake to achieve the principles.

- 4. An ample range of accommodation options available for the visitor, to enable greater choice and the potential to increase length of stay.

The proposed amendment to facilitate development of a new international standard hotel for the City directly aligns with attainment of this principle. Specifically, Council has identified that it wants to advocate for a wide variety of accommodation options and continue to support the development of new hotels. Initiation of this amendment application is an opportunity for Council to directly realise one of its strategic priorities.

- 5. Encourage and attract public and private sector investment in tourism products, services and infrastructure to increase the appeal of Launceston and the region, and assist in growing the regional tourism market.

The proposed amendment is an opportunity for Council to enable a significant economic investment in the tourism space by a local developer with a proven track record in delivering world class developments to the City.

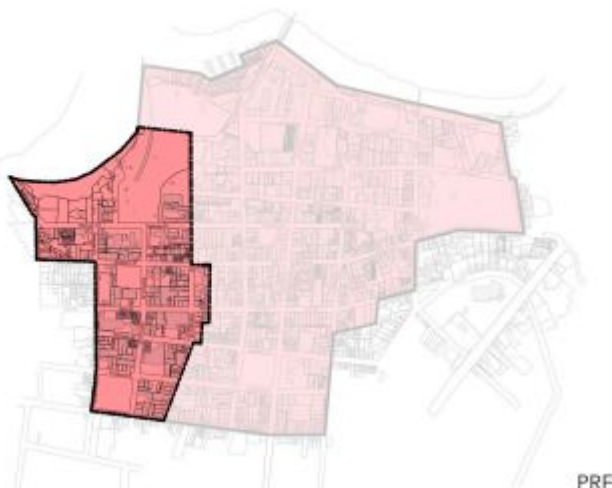
The SWOT analysis undertaken as part of the Tourism Plan identified one threat as being ‘lack of confidence in the economy/investment’ whilst conversely an opportunity was seen as ‘attract investment in a wider range of accommodation offerings.’ This amendment presents an opportunity to attract a significant economic investment to the City by a local developer whilst also enhancing the range of accommodation offerings within the City.

4.8. Launceston CBD Building Height and Massing Study

The City of Launceston commissioned architect, Paul Davies to undertake a Building Height and Massing Study to provide guidance to the Council on a range of planning controls around height and building setback to inform potential changes to the Planning Scheme.

The Study divided the City into a number of Precincts characterised by *some similarity in form, scale of the development, alignment of built form, lot size and topography*. The subject site falls into Precinct A which is delineated in Figure 27.

Figure 27 Precinct A from the Launceston CBD Building Height and Massing Study



The report summarises the characteristics of Precinct A as follows:

- Larger undeveloped and low-scale developed sites;
- Some heritage items but are isolated;
- Major north-south traffic routes through the city;
- Predominant mixed low scale;
- Block sizes are consistent and largely rectangular in shape.

The study recommended an absolute maximum height for Precinct A at 30 metres. The Study was subsequently the subject of public consultation and following feedback, a revised recommendation was made to Council (7th November 2018) as follows:

1. Adopt the introduction of 'design guidelines' as part of the Planning Scheme and as part of the assessment process.
2. Make the following adjustments to the planning scheme controls (within the study area):
 - i. *Retain an acceptable height solution and reduce it to 9 metres consistently across the study area.*
 - ii. *Introduce an **absolute maximum height limit of 24 metres** across the city area.*
 - iii. *Areas that should not be subject to these controls be excised from the study and remain in their current zonings and controls (note this does not include the subject site).*
 - iv. *Prepare a SAP to address the changes proposed as they involve several different use zones and areas;*
 - v. *Establish design guidelines as part of the discretionary controls;*
 - vi. *Undertake a separate study to establish guidelines that can provide a clear framework for new development in the city.*
 - vii. *Establish exemptions for minor works where the application of the design guidelines is not appropriate.*
 - viii. *Proposals that exceed the maximum height limit be addressed by the Planning Scheme amendments;*
 - ix. *Consideration of design panels or other review processes to be addressed separately as the recommendations arising from this study are independent of that consideration.*

At its meeting on the 30th May 2019, the City of Launceston resolved to adopt the recommendations in the Paul Davies report and:

- *Prepare 'design guidelines' to interpret and support the Planning Scheme;*
- *Prepare an amendment and provisions for the Planning Scheme (to study the area):*
 - a) *Retain and amend the Acceptable Solution and reduce to 14.5m*
 - b) *Introduce a Performance Criteria (PC) for development up to 24m in height.*
 - c) ***Introduce a Performance Criteria (PC) for development over 24m in height;***
 - d) *Areas that should not be subject to controls in the study area be excised and remain in their current zonings and controls;*
 - e) *Develop a Special Area Plan (SAP) to address the changes proposed;*
 - f) *Establish design guidelines as part of the discretionary controls;*
 - g) *Undertake separate guidelines that can provide a clear framework for new development in the city;*
 - h) *Establish exemptions for minor works where the application of the design guidelines is appropriate.*

The Specific Area Plan (SAP) referred to in the above resolution has been prepared in draft form and is discussed in Section 3.2.2 of this report. The purpose of including the Council's actual resolution in relation to the Paul Davies report here is to highlight that despite the recommendations of the Paul Davies study of imposing an absolute height limit, Council resolved

not to impose an absolute height limit across the city and instead allow proposals to be assessed on their merit. It is also of relevance to note that Paul Davies found that looking across the entire City, Precinct A had the capacity to absorb the tallest buildings with his initial recommendations pre public consultation being for a height of 30 metres in the Precinct.

4.8.1. Objectives of the RMPS

An assessment of the Proposed Amendment against the objectives of the Resource Management and Planning System of Tasmania is outlined below.

Objective	Response
Part 1	
(a) to promote the sustainable development of natural and physical resources and the maintenance of ecological processes and genetic diversity	<p>It is considered that the proposed Specific Area Plan amendment promotes the sustainable development of Launceston by allowing existing land located within an existing urban environment to be developed to its highest and best use without impact on environmental values. The subject site does not contain any threatened flora or fauna species and does not contribute to significant ecological processes within the locality.</p> <p>A perceived issue raised during the advertising process of the Development Application lodged for the Gorge Hotel was the risk of seismic activity. The statement below from Dr Wayne Griffieon addresses the issue in relation to the proposed building envelope:</p> <p><i>Faults are a common feature of the geological environment and occur widely in Tasmania in rocks of all ages at all scales.</i></p> <p><i>Launceston is situated in a basin known as the Tamar Graben, one of several basins formed during the breakup of Australia and Antarctica, particularly during the Cretaceous period. The Tamar Graben is a narrow, north-west trending basin containing predominantly non-marine sediments and basalt, to a maximum thickness of about 400m, overlying a basement of faulted Jurassic dolerite. The two faults referred to in the representations appeared and were active during this basin formation.</i></p>

Objective	Response
	<p>In the vicinity of Launceston, there are at least six significant faults associated with the Tamar Graben, not just two. The formation of the basin was mostly between about 65 and 75 million years ago. The basalts that were erupted into the basin came more recently, and are associated with pre-existing faults; the basalts are dated at between about 25 and 47 million years old.</p> <p>Most geologists would be reluctant to describe faults as 'dead', because it is possible for tectonic activity to reactivate pre-existing faults. However, it would be fair to describe the Tamar Graben faults as dormant, since the known period of activity was mostly around 70 million years ago, and no significant seismicity has been associated with any of them in recorded history. Therefore, the probability of seismic activity associated with the mapped faults is assessed to be low, and therefore does not require specific consideration. We note that of the two faults referred to in the representations, one is mapped over at least 9km of length, and the other over about 4km of length. They are both likely to be longer.</p> <p>The Neotectonic Database is maintained by Geoscience Australia (GA), and contains information on currently active faults. There are 6 entries in this database for Tasmania, two of which are considered 'definite' features, one which is considered 'probable' and three of which are considered as 'possible' features. None of these features are located near Launceston, with the closest being at Poatina. Thus, the faults referred to in the representations are not in the Neotectonic Database, and therefore not of interest to GA in the context of seismic hazard assessment.</p> <p>The second set of comments in the representations relating to earthquake risk refer to work performed by Dr Owen Ingles and Dr Marion Michael-Leiba on seismic microzonation in Launceston. This work was instigated by the Australian Geological Survey Organisation (AGSO, now GA) 'Cities' Projects designed to assist local government in planning for natural hazards including earthquakes. Work commenced in 1990 in the wake of the Newcastle earthquake.</p>

Objective	Response
	<p>Jim Henshelwood, on behalf of the Launceston City Council, asked AGSO to prepare a zoning map of Launceston with zones related to the requirements of Australian Standard AS1170.4-1993. It was this study that was conducted and reported on by Dr Michael-Leiba, and various zoning maps were provided to the Council at the time.</p> <p>AS1170.4 was revised and re-issued in 2007, and various changes were made to the way in which structural design related to earthquake actions. As a result the work by Ingles and Michael-Leiba no longer reflects the current standard. We understand the development will be required to be compliant with the current edition of AS1170.4.</p>
(b) to provide for the fair, orderly and sustainable use and development of air, land and water	<p>The proposed SAP amendment represents an orderly and sustainable use of land. The proposed SAP amendment provides the proponents of the Gorge Hotel certainty that their proposed building envelope (which does not create amenity issues for neighbouring properties) is appropriate for the subject site and the broader Launceston cityscape. All other current applicable planning scheme provisions will continue to apply.</p> <p>The site is connected to full reticulated services.</p>
(c) to encourage public involvement in resource management and planning	<p>If initiated, the Draft Amendment will be placed on public exhibition for a formal comment period prescribed by Section 38 of the Act.</p>
(d) to facilitate economic development in accordance with the objectives set out in paragraphs (a), (b) and (c)	<p>The proposed SAP amendment will result in a development that will make a significant economic contribution to Launceston as a City and the northern region of Tasmania as outlined in section 3.2.4 of this report.</p>
(e) to promote the sharing of responsibility for resource management and planning between the different spheres of Government, the community and industry in the State	<p>This Objective is not relevant to the circumstances of the proposed amendment.</p>
Part 2	

Objective	Response
(a) to require sound strategic planning and co-ordinated action by State and local government	As addressed in sections 4.2 and 4.6 of this report, the proposed amendment is in accordance with the directions under the Northern Regional Land Use Strategy and the Launceston Interim Planning Scheme 2015.
(b) to establish a system of planning instruments to be the principal way of setting objectives, policies and controls for the use, development and protection of land	The proposed rezoning will not impact on the construct of the Launceston Interim Planning Scheme 2015. It has also been drafted in a format that is readily transferable to the Statewide Planning Scheme. The SAP drafting follows the guidelines for drafting of SAP's under the Statewide Planning Scheme.
(c) to ensure that the effects on the environment are considered and provide for explicit consideration of social and economic effects when decisions are made about the use and development of land	Attainment of this Objective is not impacted by the proposed planning scheme amendment. The site is within an existing urban area and the amendment only seeks to allow a specific building envelope as permitted on the subject site. Codes dealing with environmental issues would still be applicable to any future planning application.
(d) to require land use and development planning and policy to be easily integrated with environmental, social, economic, conservation and resource management policies at State, regional and municipal levels	The proposal furthers the State and municipal objectives of sustainable economic development of land in a manner which does not compromise environmental, social, conservation and resource management values.
(e) to provide for the consolidation of approvals for land use or development and related matters, and to co-ordinate planning approvals with related approvals	The proponent is seeking to introduce the SAP amendment to the Planning Scheme in advance of a Development Application for the Gorge Hotel. The reason for this approach is that a S43A amendment can only be sought if the proposed use or development is expressly prohibited under the existing scheme. In this instance, the proposed height is not outrightly prohibited. Therefore, at this stage a combined S43A rezoning and development application approval pathway is not appropriate.
(f) to promote the health and wellbeing of all Tasmanians and visitors to Tasmania by ensuring a pleasant, efficient and safe working, living and recreational environment for all Tasmanians and visitors to Tasmania	The proposed amendment will not impact the residential amenity of neighbouring residential properties noting these properties are situated in the Urban Mixed Use Zone so the amenity they are to be afforded is not as great as if they were in a residential zone. The existing zone provisions in relation to issues such as hours of operation, mechanical plant and equipment, light spill and illumination and noise level

Objective	Response
	<p>will continue to apply to any future development on the site after the introduction of the proposed SAP. The key issue in terms of impact to a pleasant living environment that the SAP will have is that of overshadowing and loss of sunlight to adjacent properties which is shown in the Diagrams included as Appendix F to this report.</p> <p>The diagrams show that all of the surrounding properties are still afforded a minimum of 3.7 hrs sunlight to habitable room windows on the 21st June. It is noted that the shadow diagrams have been prepared on the basis of the proposed building envelope in the SAP and not the more intricate Gorge Hotel design.</p>
<i>(g) to conserve those buildings, areas or other places which are of scientific, aesthetic, architectural or historical interest, or otherwise of special cultural value</i>	There are no known local historic or aboriginal heritage values applicable to the site. Notwithstanding this, the provisions of the <i>Aboriginal Heritage Act 1976</i> will apply to any development of the subject site.
<i>(h) to protect public infrastructure and other assets and enable the orderly provision and co-ordination of public utilities and other facilities for the benefit of the community.</i>	The proposed rezoning amendment will not impact on the attainment of this objective.
<i>(i) to provide a planning framework which fully considers land capability.</i>	The site is not currently zoned for agricultural purposes so consideration of this objective is not applicable.

4.9. State Policies

4.9.1. State Coastal Policy 1996

The subject land is not located within one kilometre of the coast, and therefore the State Coastal Policy 1996 does not apply.

4.9.2. State Policy on the Protection of Agricultural Land 2009

The State Policy on the Protection of Agricultural Land 2009 is not relevant in considering the amendment as the site is within an existing City and not zoned for rural or agricultural purposes nor adjacent to any land within that zoning.

4.9.3. State Policy on Water Quality Management 1997

The State Policy on Water Quality Management is concerned with achieving ‘sustainable management of Tasmania’s surface water and groundwater resources by protecting or enhancing their qualities while allowing for sustainable development in accordance with the objectives of Tasmania’s Resource Management and Planning System.’

Comment:

The proposed SAP amendment will not result in any physical change or impact on water quality. The Urban Mixed Use Zone standards will continue to apply along with the associated planning scheme Codes and these will ensure the long term quality of stormwater runoff from the site is efficiently managed to protect water quality.

4.9.4. National Environment Protection Measures

National Environmental Protection Measures (NEPMs) are developed under the *National Environment Protection Council (Tasmania) Act 1995* and outline objectives and protections for aspects of the environment. Section 12A of the *State Policies and Projects Act 1993* provides NEPMs with the status of a State Policy.

Seven NEPMs have been made to date that deal with:

- Ambient air quality;
- Air Toxins;
- Assessment of Site Contamination;
- Diesel Vehicle Emissions;
- Movement of Controlled Waste Between States and Territories;
- National Pollutant Inventory; and
- Used Packaging Materials.

None of these NEPMs are considered relevant to this application.

4.9.5. Provisions relating to use, development, protection of conservation of land and potential land use conflict

Pursuant to Section 32(1) (e), the Council must be satisfied that the proposed amendment, as far as practicable, avoids the potential for land use conflicts with use and development permissible under the Scheme applying to the adjacent area.

All required provisions relating to the sustainable development of the land are provided for through the normal planning scheme requirements. In particular, the range of codes dealing with land hazards and values will continue to apply to future applications for a permit.

The proposed planning scheme amendment simply seeks to introduce a permitted building envelope on the subject site only. Any development that does not fit within the building envelope or A1 of Clause 15.4.1 would need to be considered against P1 of Clause 15.4.1. As outlined in section 3.2.1 of this report, when the Resource Management and Planning Appeal Tribunal considered

effectively the same building envelope they determined that it did not impact on the amenity of adjoining properties.

There is no change proposed to allowable uses on the site therefore no change in the potential for land use conflict.

4.9.6. Regional Impact

The proposed amendment is considered to be consistent with the Northern Tasmania Regional Land Use Strategy, as discussed in Section 3.4 above. This demonstrates that the future development facilitated by the proposed amendment is consistent with the desired environmental, economic and social outcomes for the Northern Region.

Further, the economic benefits of the project will not be localised to the City but rather will flow to the region as a whole. The Economic Impact Assessment for the Gorge Hotel found:

- Once operating the hotel will generate an estimated **211 FTE jobs** including 180 direct jobs within the development. The wages and salaries are estimated at \$13.17 million per annum (current dollars) and will mainly be directed in the retail and hospitality sectors.
- The demands and needs of these employees are expected to support an additional 69 jobs throughout the community, 90% of these estimated to be based within the Launceston and Northern Tasmanian region.

This is a project of regional significance and as such the Specific Area Plan is required to provide certainty around its future due to the fact that the current Zone provisions around height can be interpreted in a number of differing ways that may not always favour a taller building.

4.9.7. Other requirements of Section 20

The proposed amendment is also consistent with the other requirements under Section 20(2), (3), (4), (5), (6), (7), (8) and (9) of the Act. In particular, the proposed amendment does not:

- prevent the continuance or completion of any lawful use or development;
- prevent the reconstruction or restoration of buildings or works unintentionally destroyed or damaged;
- extend or transfer a use from one part of a parcel of land to another part; and
- affect forestry operations, mineral exploration, fishing or marine farming.



Appendix A — Gorge Hotel Specific Area Plan



F 11.0 Gorge Hotel Specific Area Plan

F 11.1 Purpose of Specific Area Plan

The purpose of the Specific Area Plan is:

- F11.1.1 Provide the opportunity for development of a landmark building to provide for visitor accommodation and complementary supporting uses in a manner that does not impact on the surrounding streetscapes.

F11.2 Application of Specific Area Plan

- F11.2.1 The specific area plan applies to the area of land designated as SAP11 – Gorge Hotel Specific Area Plan shown on the planning scheme overlay maps and in figure F11.2.1

Figure F11.2.1



F11.3 Definition of Terms

This sub-clause is not used in this specific area plan

F 11.3 Use Table

This sub-clause is not used in this specific area plan

F 11.4 Use Standards

This sub-clause is not used in this specific area plan

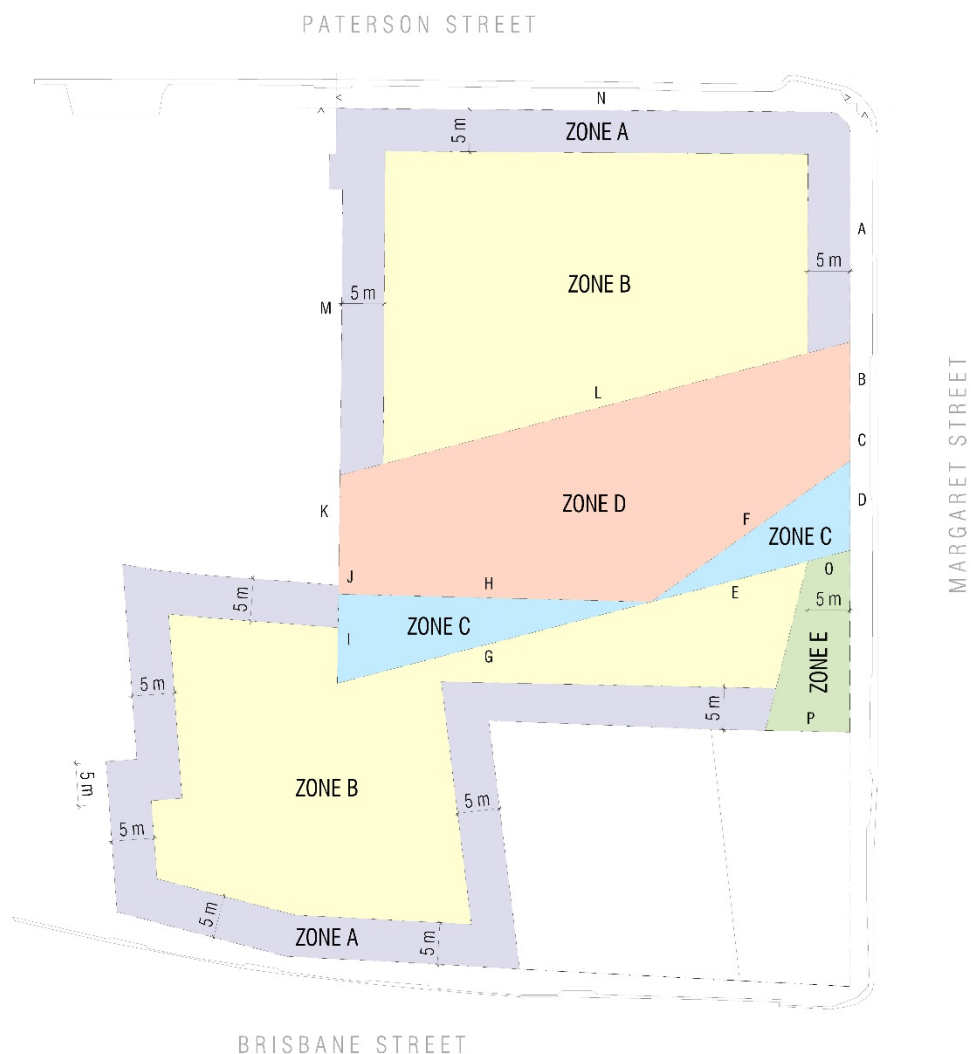
F11.5 Development Standards

F11.5.1 Building envelope

This clause is an additional acceptable solution to the Urban Mixed Use Zone – clause 15.4.1 Building height, setback and siting, A1

Acceptable Solutions
<p>OR</p> <p>A2</p> <p>All development must be contained within the Building envelope at Figures F11.5.1 and F11.5.2 and be for the purposes of Visitor Accommodation, and ancillary uses including retail, food services community meeting and entertainment and hotel industry.</p>

F11.5.1



GORGE HOTEL

PROPOSED HEIGHT ZONES

RELATIVE TO AUSTRALIAN HEIGHT DATUM (AHD)



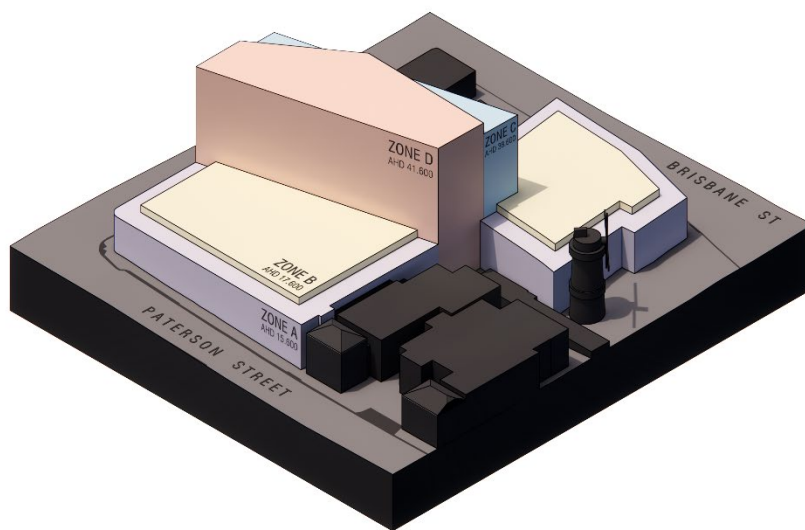
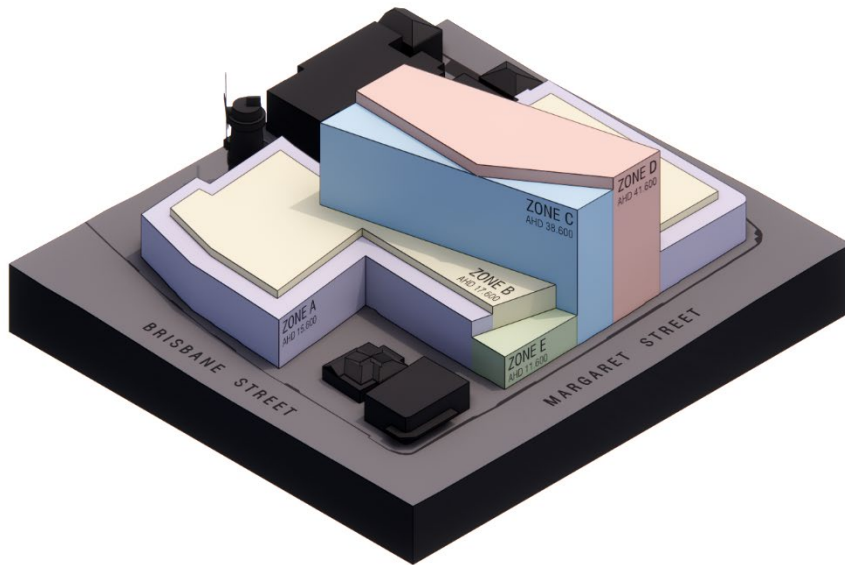
ZONE LEGEND

- ZONE A - MAX HEIGHT 15.600 AHD**
(Ranges from 9.8m to 12.8m above NGL at street frontages and title boundaries)
- ZONE B - MAX HEIGHT 17.600 AHD**
(Ranges from 11.8m to 14.8m above NGL more than 5m away from title boundaries)
- ZONE C - MAX HEIGHT 38.600 AHD**
(Ranges from 34.5m to 35.8m above NGL)
- ZONE D - MAX HEIGHT 41.600 AHD**
(Ranges from 36.5m to 39.1m above NGL)
- ZONE E - MAX HEIGHT 11.600 AHD**
(Ranges from 7.9m to 8.6m above NGL)

DIMENSION LEGEND (HORIZONTAL DISTANCES)

- | | |
|-----------------|-----------------|
| A = 27 meters | I = 10.5 meters |
| B = 10 meters | J = 4 meters |
| C = 4 meters | K = 10 meters |
| D = 10.5 meters | L = 62 meters |
| E = 19 meters | M = 43.5 meters |
| F = 29 meters | N = 60.5 meters |
| G = 38 meters | O = 5 meters |
| H = 37 meters | P = 10 meters |

F11.5.2



Appendix B — Certificates of Title



SEARCH OF TORRENS TITLE

VOLUME 175274	FOLIO 1
EDITION 2	DATE OF ISSUE 13-Jul-2018

SEARCH DATE : 26-Jul-2018

SEARCH TIME : 01.39 PM

DESCRIPTION OF LAND

City of LAUNCESTON

Lot 1 on Sealed Plan 175274

Derivation : Whole of Lot 36533, 68.3m2 Gtd. to John William and Gwenneth May Ikin, Part of Location to William Henry Gough and Part of 1A-0R-33P Gtd to George Cartwright and Joseph Allport

Prior CTs 18409/1, 18410/1, 19633/1, 20377/1, 34571/1 and 47225/1

SCHEDULE 1

M595056 TRANSFER to TRC MULTI PROPERTY PTY LTD Registered
02-Nov-2016 at 12.01 PM

SCHEDULE 2

Reservations and conditions in the Crown Grant if any
SP175274 EASEMENTS in Schedule of Easements
E66885 MORTGAGE to Commonwealth Bank of Australia
Registered 02-Nov-2016 at 12.02 PM

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations

<p>OWNER TRC MULTI PROPERTY PTY LTD</p> <p>FOLIO REFERENCE CT:18409-1, CT:18410-1, CT:19633-1 CT:20377-1, CT:34571-1, CT:47225-1 I-O-33</p> <p>GRANTEE PART OF 18-33 GRANTED TO GEORGE CARTWRIGHT & JOSEPH ALLPORT. PART OF LOCATION TO WILLIAM HENRY GOUGH. LOT 36533 JOHN WILLIAM & GWENNETH MAY IKIN.</p>	<h3>PLAN OF SURVEY</h3> <p>BY SURVEYOR D. J. McCULLOCH</p> <p>6ty° 16.235 & 5416</p> <p>LOCATION</p> <h3>CITY OF LAUNCESTON</h3> <p>SCALE 1:500 LENGTHS IN METRES</p>	<p>REGISTERED NUMBER</p> <h2>SP175274</h2> <p>APPROVED 22 JUN 2018</p> <p><i>Alice Kawa</i> Recorder of Titles</p>	
<p>MAPSHEET MUNICIPAL CODE No. 120 (5041)</p>	<p>LAST UPI No.</p>	<p>LAST PLAN D.18409, No. D.18410, D.19633, D.20377, D.34571, D.47225</p>	<p>ALL EXISTING SURVEY NUMBERS TO BE CROSS REFERENCED ON THIS PLAN</p>

The map shows a survey area bounded by Paterson Street to the west, Margaret Street to the north, and Brisbane Street to the east. A central area is labeled '1' with an area of 2893m². Various land parcels are identified with their respective owners and survey details. Key features include:

- Paterson Street**: Runs along the western boundary.
- Margaret Street**: Runs along the northern boundary.
- Brisbane Street**: Runs along the eastern boundary.
- Right of Way (Private)**: Several areas are designated as private rights of way, including one 'CREATED BY (C.759731)' and another 'CREATED BY (C.759731)'.
- Pipeline and Services Easement**: A 3.00 wide easement is shown running diagonally across the central area.
- Survey Data**: Numerous bearings and distances are provided for the boundaries and internal features, such as '323° 36' 30" 10.89' and '229° 26' 40" 3.66'.
- Parcel Identifiers**: Various parcel numbers and owner names are listed, including (P 469) DO, (D 40147), (SP 151150), (P 219989), (P 68784), (P 227607), (39-48) NS, (2-29 L), (36-27) NS, (P 248799), (P 682571), (14-31) NS, (P 240112), (P 4779) LO, (P 4460) LO, (P 243810), (D 18410), (D 19633), (D 34571), (9/338 DO), (D 18410), (P 20377), (D 63958), (2/4 LTON), (8/44 LTON), (P 202922), (8/45 LTON), (P 240112), (14-31) NS, (P 240112), (14-31) NS, (P 240112), (14-31) NS.

SCHEDULE OF EASEMENTS

NOTE: THE SCHEDULE MUST BE SIGNED BY THE OWNERS & MORTGAGEES OF THE LAND AFFECTED. SIGNATURES MUST BE ATTESTED.

Registered Number

SP 175274

PAGE 1 OF 5 PAGE/S

EASEMENTS AND PROFITS

Each lot on the plan is together with:-

- (1) such rights of drainage over the drainage easements shown on the plan (if any) as may be necessary to drain the stormwater and other surplus water from such lot; and
- (2) any easements or profits a prendre described hereunder.

Each lot on the plan is subject to:-

- (1) such rights of drainage over the drainage easements shown on the plan (if any) as passing through such lot as may be necessary to drain the stormwater and other surplus water from any other lot on the plan; and
- (2) any easements or profits a prendre described hereunder.

The direction of the flow of water through the drainage easements shown on the plan is indicated by arrows.

EASEMENTS

1. Lot 1 is subject to a Pipeline and Services Easement in favour of TasWater over the strip of land marked "Pipeline and Services Easement 3.00 wide" on the plan.
2. Lot 1 is subject to a Pipeline and Services Easement in favour of TasWater over the strip of land marked "Pipeline and Services Easement 4.00 wide" on the plan.
3. Lot 1 is together with a Right of Carriageway (created in and defined by C.759731) over the strip of land marked "Right of Way (Private) 'A' & created by (C.759731) limited to a maximum height of 6.08 AHD" shown on the plan.
4. Lot 1 is together with a Right of Carriageway (created in and defined by C.759731) over the strip of land marked "Right of Way (Private) & created 'B' (C.759731)" shown on the plan.
5. Lot 1 is together with a Right of Carriageway (created in and defined by C.759731) over the strip of land marked "Right of Way 'C' (Private) & created by (C.759731)" shown on the plan.
6. Lot 1 is together with a Right of Carriageway (created and defined by C.759731) over the strip of land marked "EFGH" and called "Right of Way 7.80 Wide (C.759731)" shown on the plan.
7. Lot 1 is together with a right to pass and repass over the right of way (shown on Conversion Diagram D.40147) over the strip of land marked "Right of Way (Private) (D.40147)" shown on the plan.

'SEE PAGE 4A FOR QUALIFICATION OF EASEMENTS 3-7 HEREON'

(USE ANNEXURE PAGES FOR CONTINUATION)

<p>SUBDIVIDER: TRC Multi Property Pty Ltd</p> <p>FOLIO REF: 18409 Folio 1, 18410 Folio 1, 19633 Folio 1, 20377 Folio 1, 34571 Folio 1, 47225 Folio 1.</p> <p>SOLICITOR Rae & Partners Nicholas Reaburn & REFERENCE: NRR 166375</p>	<p>PLAN SEALED BY: LAUNCESTON CITY COUNCIL</p> <p>DATE: 13-6-2018</p> <p>FP0407/2016-1</p> <p>REF NO.</p> <p><i>[Signature]</i> Council Delegate</p>
<p>NOTE: The Council Delegate must sign the Certificate for the purposes of identification.</p>	

[Signature]

[Signature]

ANNEXURE TO SCHEDULE OF EASEMENTS PAGE 2 OF 5 PAGES	Registered Number SP 175274
SUBDIVIDER: TRC Multi Property Pty Ltd FOLIO REFERENCE: 18409 Folio 1, 18410 Folio 1, 19633 Folio 1, 20377 Folio 1, 34571 Folio 1, 47225 Folio 1.	

DEFINITIONS

“Pipeline and Services Easement in favour of TasWater” means a pipeline and services easement in gross in favour of the Tasmanian Water and Sewerage Corporation Pty Ltd, its successors and assigns (“Tas Water”).

“Pipeline and Services Easement” is defined as follows :

The full right and liberty of TasWater at all times to :

- (1) enter and remain upon the Easement Land with or without employees, contractors, agents and all other persons duly authorised by it and with or without machinery, vehicles, plant and equipment;
- (2) investigate, take soil, rock and other samples, survey, open and break up and excavate the Easement Land for any purpose or activity that TasWater is authorised to do or undertake;
- (3) install, retain, operate, modify, relocate, maintain, inspect, cleanse and repair the Infrastructure;
- (4) remove and replace the Infrastructure;
- (5) run and pass sewage and water through and along the Infrastructure;
- (6) do all works reasonably required in connection with such activities or as may be authorised or required by any law:
 - (1) without doing unnecessary damage to the Easement Land; and
 - (2) leaving the Easement Land in a clean and tidy condition; and
- (7) if the Easement Land is not directly accessible from a highway, then for the purpose of undertaking any of the preceding activities TasWater may with or without employees, contractors, agents and all other persons authorised by it, and with or without machinery, vehicles, plant and equipment enter the Lot from the highway at any then existing vehicle entry and cross the Lot to the Easement Land; and
- (8) use the Easement Land as a right of carriageway for the purpose of undertaking any of the preceding purposes on other land, TasWater reinstating any damage that it causes in doing so to any boundary fence of the Lot.

NOTE: Every annexed page must be signed by the parties to the dealing or where the party is a corporate body be signed by the persons who have attested the affixing of the seal of that body to the dealing.



ANNEXURE TO SCHEDULE OF EASEMENTS PAGE 3 OF 5 PAGES	Registered Number SP175274
SUBDIVIDER: TRC Multi Property Pty Ltd FOLIO REFERENCE: 18409 Folio 1, 18410 Folio 1, 19633 Folio 1, 20377 Folio 1, 34571 Folio 1, 47225 Folio 1.	

PROVIDED ALWAYS THAT:

- (1) The registered proprietor from time to time of each Lot ("the Owner") must not without the written consent of TasWater first had and obtained and only in compliance with any conditions which form the consent:
 - (a) alter, excavate, plough, drill or otherwise penetrate the ground level of the Easement Land;
 - (b) install, erect or plant any building, structure, fence, pit, well, footing, pipeline, paving, tree, shrub or other object on or in the Easement Land;
 - (c) remove any thing that supports, protects or covers any Infrastructure on or in the Easement Land;
 - (d) do anything which will or might damage or contribute to damage to any of the Infrastructure on or in the Easement Land;
 - (e) in any way prevent or interfere with the proper exercise and benefit of the Easement Land by TasWater or its employees, contractors, agents and all other persons duly authorised by it; or
 - (f) permit or allow any action which the Owner must not do or acquiesce in that action.
- (2) TasWater is not required to fence any part of the Easement Land.
- (3) The Owner may erect a fence across the Easement Land at the boundaries of the Lot.
- (4) The Owner may erect a gate across any part of the Easement Land subject to these conditions:
 - (a) the Owner must provide TasWater with a key to any lock which would prevent the opening of the gate; and
 - (b) if the Owner does not provide TasWater with that key or the key provided does not fit the lock, TasWater may cut the lock from the gate.
- (5) If the Owner causes damage to any of the Infrastructure, the Owner is liable for the actual cost to TasWater of the repair of the Infrastructure damaged.
- (6) If the Owner fails to comply with any of the preceding conditions, without forfeiting any right of action, damages or otherwise against the Owner, TasWater may:
 - (a) reinstate the ground level of the Easement Land; or

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[Signatures]

ANNEXURE TO SCHEDULE OF EASEMENTS PAGE 4 OF 5 PAGES	Registered Number SP 175274
SUBDIVIDER: TRC Multi Property Pty Ltd FOLIO REFERENCE: 18409 Folio 1, 18410 Folio 1, 19633 Folio 1, 20377 Folio 1, 34571 Folio 1, 47225 Folio 1.	

- (b) remove from the Easement Land any building, structure, pit, well, footing, pipeline, paving, tree, shrub or other object; or
- (c) replace any thing that supported, protected or covered the Infrastructure.

Interpretation:

"Easement Land" means each Lot which is subject to a Pipeline Easement in favour of TasWater.

"Infrastructure" means infrastructure owned or for which TasWater is responsible and includes but is not limited to:

- (a) sewer pipes and water pipes and associated valves;
- (b) telemetry and monitoring devices;
- (c) inspection and access pits;
- (d) power poles and lines, electrical wires, electrical cables and other conducting media (excluding telemetry and monitoring devices);
- (e) markers or signs indicating the location of the Easement Land, the Infrastructure or any warnings or restrictions with respect to the Easement Land or the Infrastructure;
- (f) anything reasonably required to support, protect or cover any of the Infrastructure;
- (g) any other infrastructure whether of a similar nature or not to the preceding which is reasonably required for the piping of sewage or water through the Easement Land or monitoring or managing that activity; and
- (h) where the context permits, any part of the Infrastructure.

PROVIDED THAT it is hereby declared that nothing herein obtained or implied shall prevent the said TRC Multi Property Pty Ltd or its directors from:-

- (i) Selling any lot free or exempt from any one or more of the restrictive covenants and stipulations contained in the covenants hereinbefore contained; and
- (ii) Modifying, waiving or releasing or allowing any departure from any of the said restrictive covenants in relation to any lot or portion of any lot.

NOTE: Every annexed page must be signed by the parties to the dealing or where the party is a corporate body be signed by the persons who have attested the affixing of the seal of that body to the dealing.

<p align="center">ANNEXURE TO SCHEDULE OF EASEMENTS</p> <p align="center">PAGE 4A OF 5 PAGES</p>	<p align="center">Registered Number</p> <p align="center">SP175274</p>
<p>SUBDIVIDER: TRC Multi Property Pty Ltd</p> <p>FOLIO REFERENCE: 18409 Folio 1, 18410 Folio 1, 19633 Folio 1, 20377 Folio 1, 34571 Folio 1, 47225 Folio 1</p>	

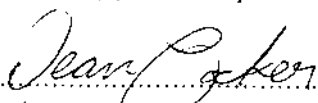
EASEMENTS (CONTINUED)

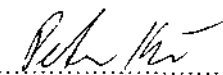
- (1) The easements described in Paragraphs 3 to 6 benefit those parts of Lot 1 on the Plan formerly comprised in Lot 1 on Diagram 18409, Lot 1 on Diagram 18410, Lot 1 on Diagram 19633 and Lot 1 on Diagram 34571.
- (2) The easement described in Paragraph 7 benefit that part of Lot 1 on the Plan formerly comprised in Lot 1 on Diagram 47225.

NOTE: Every annexed page must be signed by the parties to the dealing or where the party is a corporate body be signed by the persons who have attested the affixing of the seal of that body to the dealing.

ANNEXURE TO SCHEDULE OF EASEMENTS PAGE 5 OF 5 PAGES	Registered Number SP 175274
SUBDIVIDER: TRC Multi Property Pty Ltd FOLIO REFERENCE: 18409 Folio 1, 18410 Folio 1, 19633 Folio 1, 20377 Folio 1, 34571 Folio 1, 47225 Folio 1.	

SIGNED BY TRC Multi Property Pty)
Ltd (ACN 614 344 384) in accordance with)
Section 127 (1) of the Corporations Act)

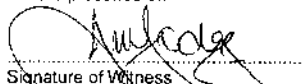

Director

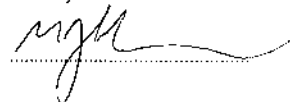

Director

Commonwealth Bank of Australia pursuant to Mortgage E66885 hereby consent to the registration of this Schedule of Easements.

SIGNED for and on behalf of
COMMONWEALTH BANK OF AUSTRALIA ABN 48 123 123 124
by its Attorney Michael John Howard under Power dated
25/7/2008, registered number PA28019 dated who certifies that
he is Relationship Executive
of COMMONWEALTH BANK of AUSTRALIA
in the presence of:

COMMONWEALTH BANK OF AUSTRALIA by its
attorney



Signature of Witness
JON LODGE
Name of Witness (block letters)



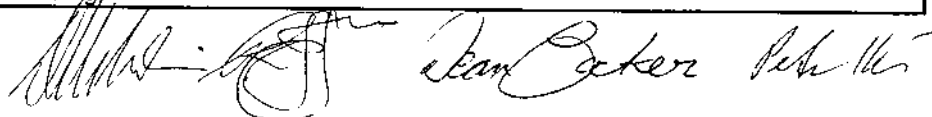
TRC Pty Ltd pursuant to Mortgage M588559 hereby consent to the registration of this Schedule of Easements.

EXECUTED by TRC PTY LTD pursuant to
Section 127 of the Corporations Act:


Robert John Jones (Director)


Donald Roy McQuestin (Director)

NOTE: Every annexed page must be signed by the parties to the dealing or where the party is a corporate body be signed by the persons who have attested the affixing of the seal of that body to the dealing.



SEARCH OF TORRENS TITLE

VOLUME 151150	FOLIO 2
EDITION 4	DATE OF ISSUE 05-Jan-2017

SEARCH DATE : 29-Jan-2018

SEARCH TIME : 04.24 PM

DESCRIPTION OF LAND

City of LAUNCESTON

Lot 2 on Sealed Plan 151150

Derivation : Part of 1A-0R-33Ps. Gtd. to George Cartwright & Joseph Allport

Prior CTs 40147/2, 40147/1, 40147/5, 228520/1, 40147/4 and 40146/3

SCHEDULE 1

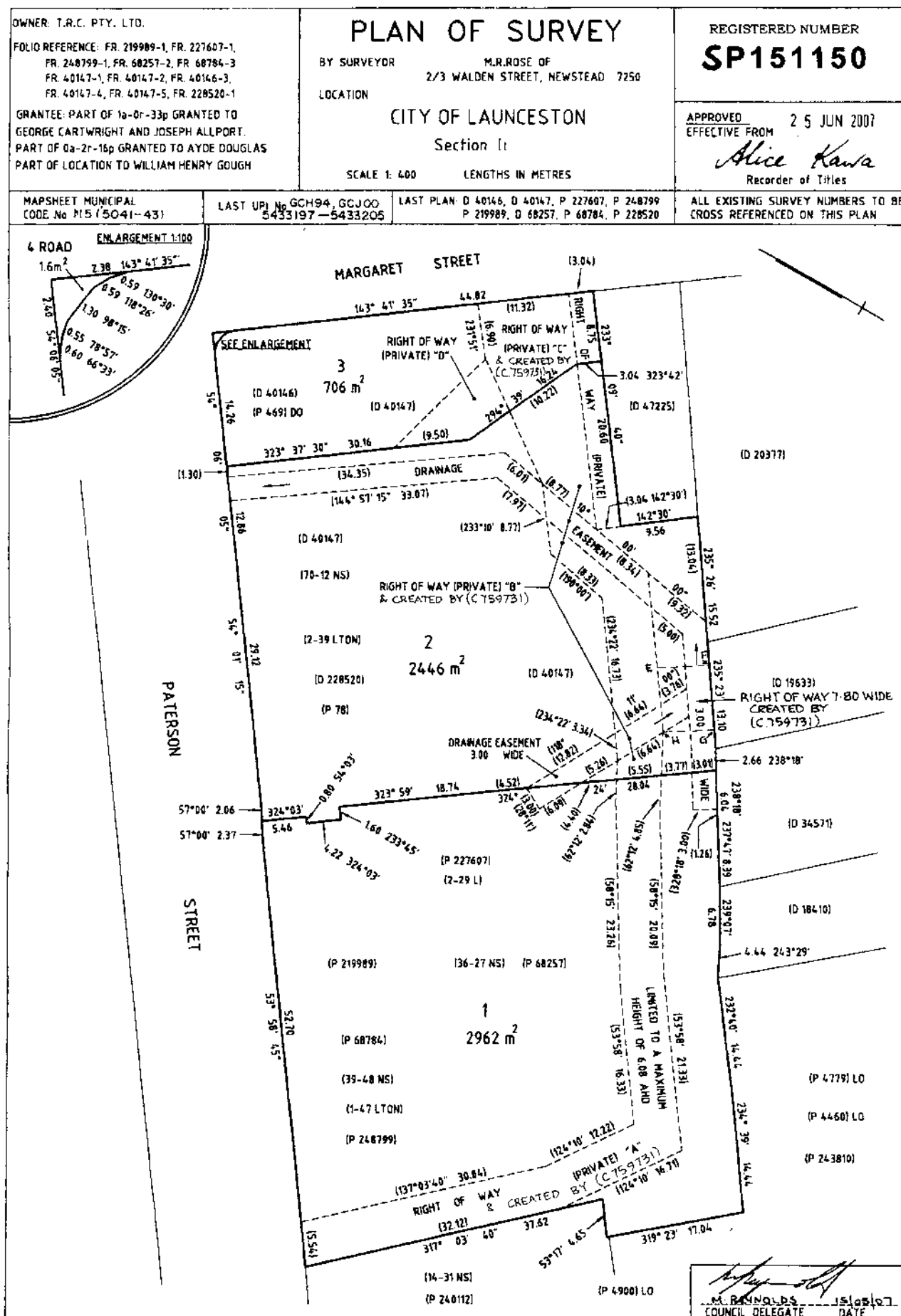
M595056 TRANSFER to TRC MULTI PROPERTY PTY LTD Registered
02-Nov-2016 at 12.01 PM

SCHEDULE 2

Reservations and conditions in the Crown Grant if any
 SP151150 EASEMENTS in Schedule of Easements
 SP151150 FENCING PROVISION in Schedule of Easements
 C759731 BURDENING EASEMENT: Right of Carriageway
 (appurtenant to Lot 1 on D18409, Lot 1 on D18410,
 Lot 1 on D19633 and Lot 1 on D34571) over the Right
 of Way (Private) "B", and Right of Way 7.80 Wide
 marked "EFGH" shown on SP151150 Registered
 21-Aug-2007 at noon
 E66885 MORTGAGE to Commonwealth Bank of Australia
 Registered 02-Nov-2016 at 12.02 PM
 M588559 MORTGAGE to TRC Pty Ltd Registered 05-Jan-2017 at
 noon

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations



SCHEDULE OF EASEMENTS	Registered Number SP 151150
NOTE: THE SCHEDULE MUST BE SIGNED BY THE OWNERS & MORTGAGEES OF THE LAND AFFECTED. SIGNATURES MUST BE ATTESTED.	

PAGE 1 OF 2 PAGE/S

EASEMENTS AND PROFITS

Each lot on the plan is together with:-

- (1) such rights of drainage over the drainage easements shown on the plan (if any) as may be necessary to drain the stormwater and other surplus water from such lot; and
- (2) any easements or profits a prendre described hereunder.

Each lot on the plan is subject to:-

- (1) such rights of drainage over the drainage easements shown on the plan (if any) as passing through such lot as may be necessary to drain the stormwater and other surplus water from any other lot on the plan; and
- (2) any easements or profits a prendre described hereunder.

The direction of the flow of water through the drainage easements shown on the plan is indicated by arrows.

Lots 1 and 2 are subject to a right of drainage for the benefit of Launceston City Council or its successor over such portion of the land marked DRAINAGE EASEMENT 3.00 WIDE which is shown on the plan passing through such lots.

Lot 1 on the plan is subject to a right of carriageway over such portion of the land marked RIGHT OF WAY (PRIVATE) "A" on the plan appurtenant to Lot 2.

Lot 2 on the plan is subject to a right of carriageway over such portion of the land marked RIGHT OF WAY (PRIVATE) "B" on the plan appurtenant to Lot 1.

Lot 3 on the plan is subject to a right of carriageway over such portion of the land marked RIGHT OF WAY (PRIVATE) "C" on the plan appurtenant to Lots and 1 and 2.

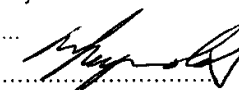
Lot 2 on the plan is together with rights of carriageway over such portion of the land marked RIGHT OF WAY (PRIVATE) "A", "C" and "D" on the plan.

Lot 1 on the plan is together with rights of carriageway over such portion of the land marked RIGHT OF WAY (PRIVATE) "B" and "C" on the plan.

Lot 3 on the plan is subject to a right of carriageway over such portion of the land marked RIGHT OF WAY (PRIVATE) "D" on the plan appurtenant to Lot 2.

Lots 2 & 3 on the Plan are each subject to a right to pass and repass (appurtenant to Lot 1 on D47225) over such portion of the Right of Way (Private) shown passing through such Lots.

(USE ANNEXURE PAGES FOR CONTINUATION)

SUBDIVIDER: T.R.C. Pty. Ltd. FOLIO REF: 219989/1, 227607/1, 248799/1, 68257/2, 68784/3, 40147/1, 40147/2, 40146/3, 40147/4, 40147/5 & 228520/1 SOLICITOR & REFERENCE: Douglas & Collins (J.D. Abey)	PLAN SEALED BY: Launceston City Council DATE: 15/05/07 DA0195/2004 REF NO. <div style="text-align: right;">  Council Delegate M. REYNOLDS </div>
NOTE: The Council Delegate must sign the Certificate for the purposes of identification.	

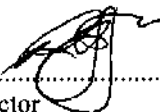
ANNEXURE TO SCHEDULE OF EASEMENTS PAGE 2 OF 2 PAGES	Registered Number SP 151150
SUBDIVIDER: T.R.C. Pty. Ltd. FOLIO REFERENCE: 219989/1, 227607/1, 248799/1, 68257/2, 68784/3, 40147/1, 40147/2, 40146/3, 40147/4, 40147/5 & 228520/1	

FENCING PROVISION

In respect of each lot the Vendor (T.R.C. Pty. Ltd.) shall not be required to fence.

EXECUTED by T.R.C. PTY. LTD. (A.C.N. 009 560 972) being the registered proprietor of the land in Certificates of Title Volume 219989 Folio 1, Volume 227607 Folio 1, Volume 248799 Folio 1, Volume 68257 Folio 2, Volume 68784 Folio 3, Volume 40147 Folio 1, Volume 40147 Folio 2, Volume 40146 Folio 3, Volume 40147 Folio 4, Volume 40147 Folio 5 and Volume 228520 Folio 1 pursuant to Section 127(1) of the Corporations Act by being signed by:




.....
Director


.....
Director/Secretary

NATIONAL AUSTRALIA BANK LIMITED being the registered proprietor of Mortgages B853580 and C300919 hereby consents to the within Schedule of Easements.

NOTE: Every annexed page must be signed by the parties to the dealing or where the party is a corporate body be signed by the persons who have attested the affixing of the seal of that body to the dealing.

SEARCH OF TORRENS TITLE

VOLUME 151150	FOLIO 3
EDITION 4	DATE OF ISSUE 05-Jan-2017

SEARCH DATE : 29-Jan-2018

SEARCH TIME : 04.16 PM

DESCRIPTION OF LAND

City of LAUNCESTON

Lot 3 on Sealed Plan 151150

Derivation : Part of 1A-0R-33Ps. Gtd. to George Cartwright & Joseph Allport

Prior CTs 40146/3, 40147/4 and 40147/5

SCHEDULE 1

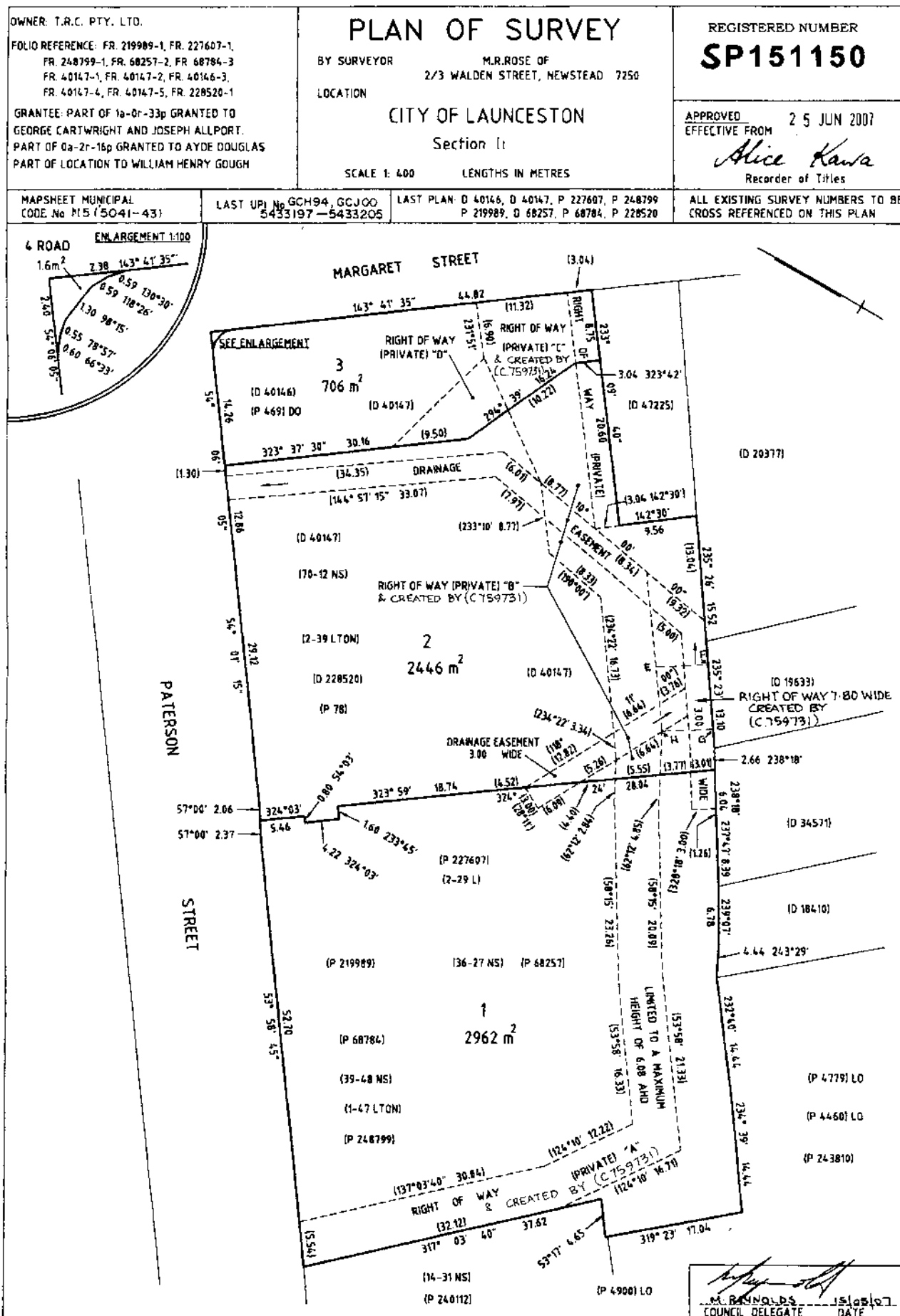
M595056 TRANSFER to TRC MULTI PROPERTY PTY LTD Registered
02-Nov-2016 at 12.01 PM

SCHEDULE 2

Reservations and conditions in the Crown Grant if any
SP151150 EASEMENTS in Schedule of Easements
SP151150 FENCING PROVISION in Schedule of Easements
C759731 BURDENING EASEMENT: Right of Carriageway
(appurtenant to Lot 1 on D18409, Lot 1 on D18410,
Lot 1 on D19633 and Lot 1 on D34571) over the Right
of Way (Private) "C" shown on SP151150 Registered
21-Aug-2007 at noon
E66885 MORTGAGE to Commonwealth Bank of Australia
Registered 02-Nov-2016 at 12.02 PM
M588559 MORTGAGE to TRC Pty Ltd Registered 05-Jan-2017 at
noon

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations



SCHEDULE OF EASEMENTS NOTE: THE SCHEDULE MUST BE SIGNED BY THE OWNERS & MORTGAGEES OF THE LAND AFFECTED. SIGNATURES MUST BE ATTESTED.	Registered Number SP 151150
--	---

PAGE 1 OF 2 PAGE/S

EASEMENTS AND PROFITS

Each lot on the plan is together with:-

- (1) such rights of drainage over the drainage easements shown on the plan (if any) as may be necessary to drain the stormwater and other surplus water from such lot; and
- (2) any easements or profits a prendre described hereunder.

Each lot on the plan is subject to:-

- (1) such rights of drainage over the drainage easements shown on the plan (if any) as passing through such lot as may be necessary to drain the stormwater and other surplus water from any other lot on the plan; and
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The direction of the flow of water through the drainage easements shown on the plan is indicated by arrows.

Lots 1 and 2 are subject to a right of drainage for the benefit of Launceston City Council or its successor over such portion of the land marked DRAINAGE EASEMENT 3.00 WIDE which is shown on the plan passing through such lots.

Lot 1 on the plan is subject to a right of carriageway over such portion of the land marked RIGHT OF WAY (PRIVATE) "A" on the plan appurtenant to Lot 2.

Lot 2 on the plan is subject to a right of carriageway over such portion of the land marked RIGHT OF WAY (PRIVATE) "B" on the plan appurtenant to Lot 1.

Lot 3 on the plan is subject to a right of carriageway over such portion of the land marked RIGHT OF WAY (PRIVATE) "C" on the plan appurtenant to Lots and 1 and 2.

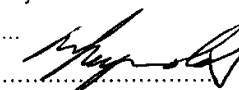
Lot 2 on the plan is together with rights of carriageway over such portion of the land marked RIGHT OF WAY (PRIVATE) "A", "C" and "D" on the plan.

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Lots 2 & 3 on the Plan are each subject to a right to pass and repass (appurtenant to Lot 1 on D47225) over such portion of the Right of Way (Private) shown passing through such Lots.

(USE ANNEXURE PAGES FOR CONTINUATION)

SUBDIVIDER: T.R.C. Pty. Ltd. FOLIO REF: 219989/1, 227607/1, 248799/1, 68257/2, 68784/3, 40147/1, 40147/2, 40146/3, 40147/4, 40147/5 & 228520/1 SOLICITOR & REFERENCE: Douglas & Collins (J.D. Abey)	PLAN SEALED BY: Launceston City Council DATE: 15/05/07 PA0195/2004 REF NO.
 Council Delegate M. REYNOLDS	
NOTE: The Council Delegate must sign the Certificate for the purposes of identification.	

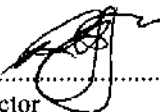
ANNEXURE TO SCHEDULE OF EASEMENTS PAGE 2 OF 2 PAGES	Registered Number SP 151150
SUBDIVIDER: T.R.C. Pty. Ltd. FOLIO REFERENCE: 219989/1, 227607/1, 248799/1, 68257/2, 68784/3, 40147/1, 40147/2, 40146/3, 40147/4, 40147/5 & 228520/1	

FENCING PROVISION

In respect of each lot the Vendor (T.R.C. Pty. Ltd.) shall not be required to fence.

EXECUTED by T.R.C. PTY. LTD. (A.C.N. 009 560 972) being the registered proprietor of the land in Certificates of Title Volume 219989 Folio 1, Volume 227607 Folio 1, Volume 248799 Folio 1, Volume 68257 Folio 2, Volume 68784 Folio 3, Volume 40147 Folio 1, Volume 40147 Folio 2, Volume 40146 Folio 3, Volume 40147 Folio 4, Volume 40147 Folio 5 and Volume 228520 Folio 1 pursuant to Section 127(1) of the Corporations Act by being signed by:




.....
Director


.....
Director/Secretary

NATIONAL AUSTRALIA BANK LIMITED being the registered proprietor of Mortgages B853580 and C300919 hereby consents to the within Schedule of Easements.

NOTE: Every annexed page must be signed by the parties to the dealing or where the party is a corporate body be signed by the persons who have attested the affixing of the seal of that body to the dealing.



Appendix C — Landowners Consent



Form No. 1

Owners' consent

Accompanying draft planning scheme amendment requests under section 33(1), including combined permit applications under section 43A of the *Land Use Planning and Approvals Act 1993*.

Requests for draft amendments or combined permit applications require owners' consent. This form must be completed if the person making the request is not the owner, or the sole owner.

The person making the request must clearly demonstrate that all owners have consented.

Please read the notes below to assist with filling in this form.

1. Request made by:

Name(s): Commercial Project Delivery
Contact: Chloe Lyne

Address: 178 Charles St, Launceston 7250

Email address: chloe@cpdelivery.com.au

Contact number: 0408397393

2. Site address:

Address:
123 Paterson Street, Launceston, 125-133 Paterson Street, Launceston & 270 Brisbane Street, Launceston

Property identifier (folio of the register for all lots, PIDs, or affected lot numbers on a strata plan):

CT151150/3
CT151150/2
CT175274/1

3. Consent of registered land owner(s):

Every owner, joint or part owner of the land to which the application relates must sign this form (or a separate letter signed by each owner is to be attached).

Consent to this request for a draft amendment/and combined permit application is given by:

Registered owner : TRC Multi Property Pty Ltd

Property identifier (folio of the register for all lots, PIDs, or affected lot numbers on a strata plan):

CT151150/3
CT151150/2
CT175274/1

Position (if applicable):

DIRECTOR

Signature:

Dean Murray Cocker
DEAN MURRAY COCKER

Date:

9/10/2020

Registered owner (please print):

Property identifier (folio of the register for all lots, PIDs, or affected lot numbers on a strata plan):

Position (if applicable):

Signature:

Date:

Registered owner (please print):

Property identifier (folio of the register for all lots, PIDs, or affected lot numbers on a strata plan):

Position (if applicable):

Signature:

Date:

NOTES:

a. Who can sign as owner?

Where an owner is a natural person they must generally sign the owner's consent form personally.

Where an owner is not a natural person then the signatory must be a person with legal authority to sign, for example company director or company secretary.

If the person is acting on behalf of the owner under a legal authority, then they must identify their position, for example trustee or under a power of attorney. Documentary evidence of that authority must also be given, such as a full copy of the relevant Trust Deed, Power of Attorney, Grant of Probate; Grant of Letters of Administration; Delegation etc.

Please attach additional pages or separate written authority as required.

b. Strata title lots

Permission must be provided for any affected lot owner and for common property for land under a strata title under the *Strata Titles Act 1998*. For common property, permission can be provided in one of the following ways:

- i. a letter affixed with the body corporate's common seal, witnessed by at least two members of the body corporate (unless there is only one member, in which case the seal must be witnessed by that member) and which cites the date on which the body corporate or its committee of management met and resolved to give its consent to the application; or,
- ii. the consent of each owner of each lot on the strata plan.

c. Companies

If the land is owned by a company then consent must be signed in accordance with the *Corporations Act 2001 (Cwth)* as follows:

- i. one company director and company secretary; or
- ii. two company directors; or
- iii. if a sole director/sole shareholder who is also the sole secretary, the sole director; or,
- iv. a company with a common seal may execute a document if the seal is fixed to the document and witnessed by two directors; or one director and a company secretary, or for a proprietary company that has a sole director who is also the sole company secretary, that director.

The ABN or ACN, the names and positions of those signing the consent, and a current ASIC company extract (www.asic.gov.au) must be provided.

d. Associations

If the land is owned by an incorporated association then the document must be signed in accordance with the rules of the association by, for example being:

- i. sealed and witnessed in accordance with the association's rules; or,
- ii. signed by a person authorised in accordance with the association's rules.

The ABN, the names and positions of those signing the consent, and copy of the association's rules must be provided.

e. Council or the Crown

If the land is owned by a council or the Crown then consent must be signed by a person authorised by the relevant council or, for Crown land, by the Minister responsible for the Crown land, or a duly authorised delegate.

The name and positions of those signing must be provided.

Effective Date: 30 March 2020

ⁱ References to provisions of the *Land Use Planning and Approvals Act 1993* (the Act) are references to the former provisions of the Act as defined in Schedule 6 – Savings and transitional provisions of the *Land Use Planning and Approvals Amendment (Tasmanian Planning Scheme Act) 2015*. The former provisions apply to an interim planning scheme that was in force prior to the commencement day of the *Land Use Planning and Approvals Amendment (Tasmanian Planning Scheme Act) 2015*. The commencement day was 17 December 2015.

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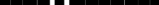
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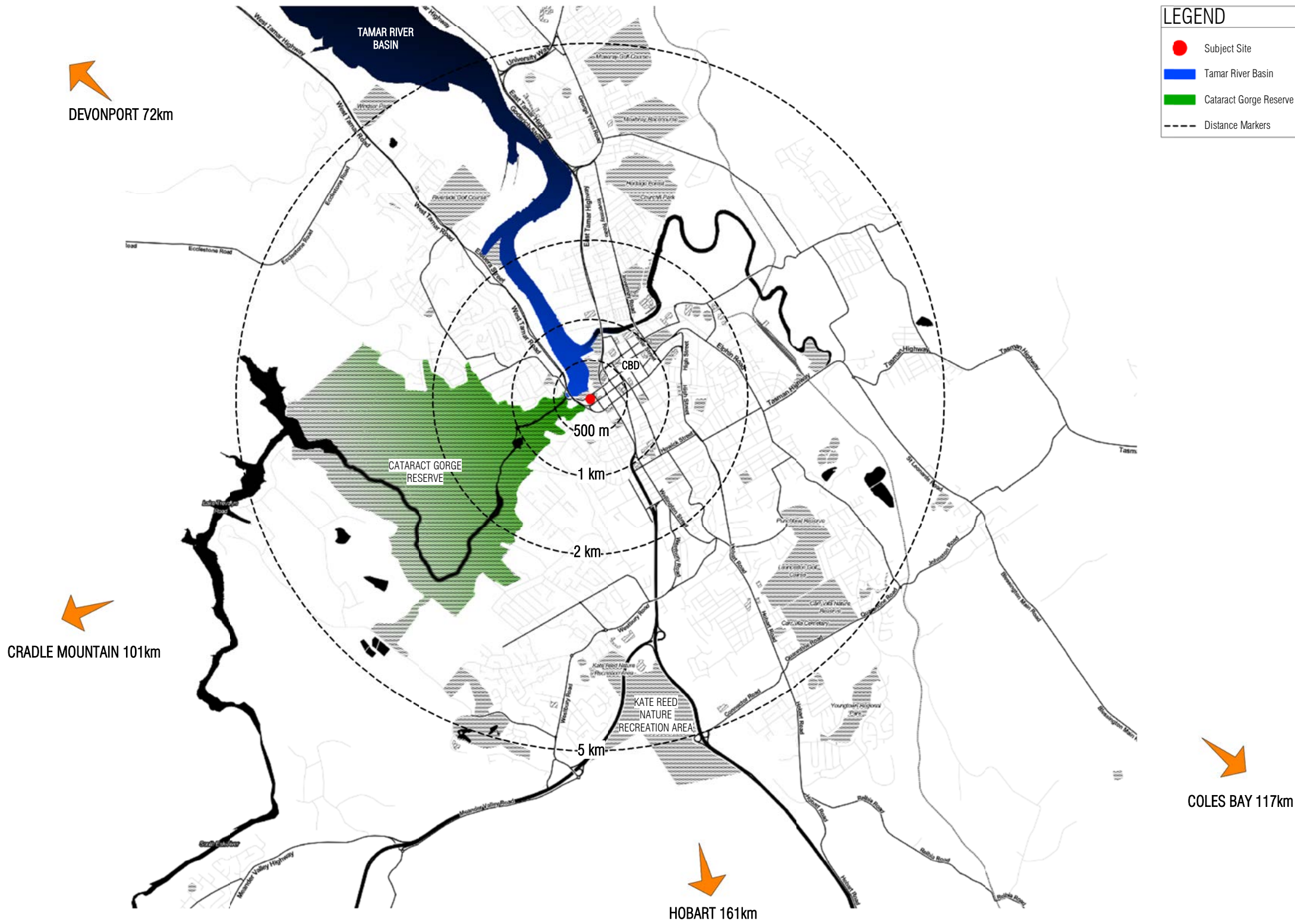
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DRAWING SCALE

NA

 PATERSON / MARGARET ST LAUNCESTON, TAS	1712
	DA01 - A
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GEOGRAPHIC LOCATION		

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LEGEND

Subject Site

Public Park and Recreation

Central Business

Public Use (Schools, Library, Community Center)

Commercial

Tamar River Basin

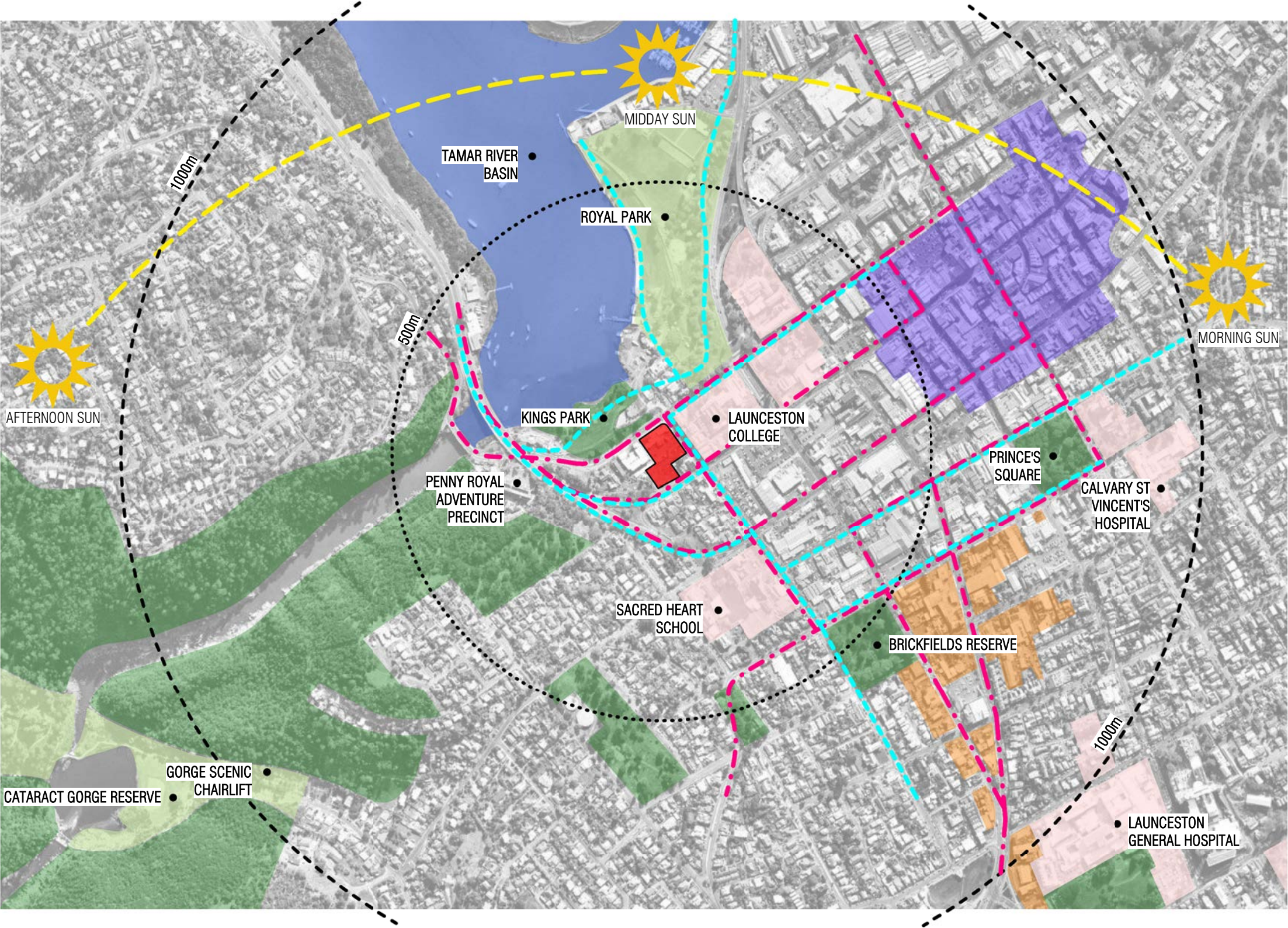
Central Bus Routes

Bicycle Routes

500m Radius

1000m Radius

POINTS OF INTEREST



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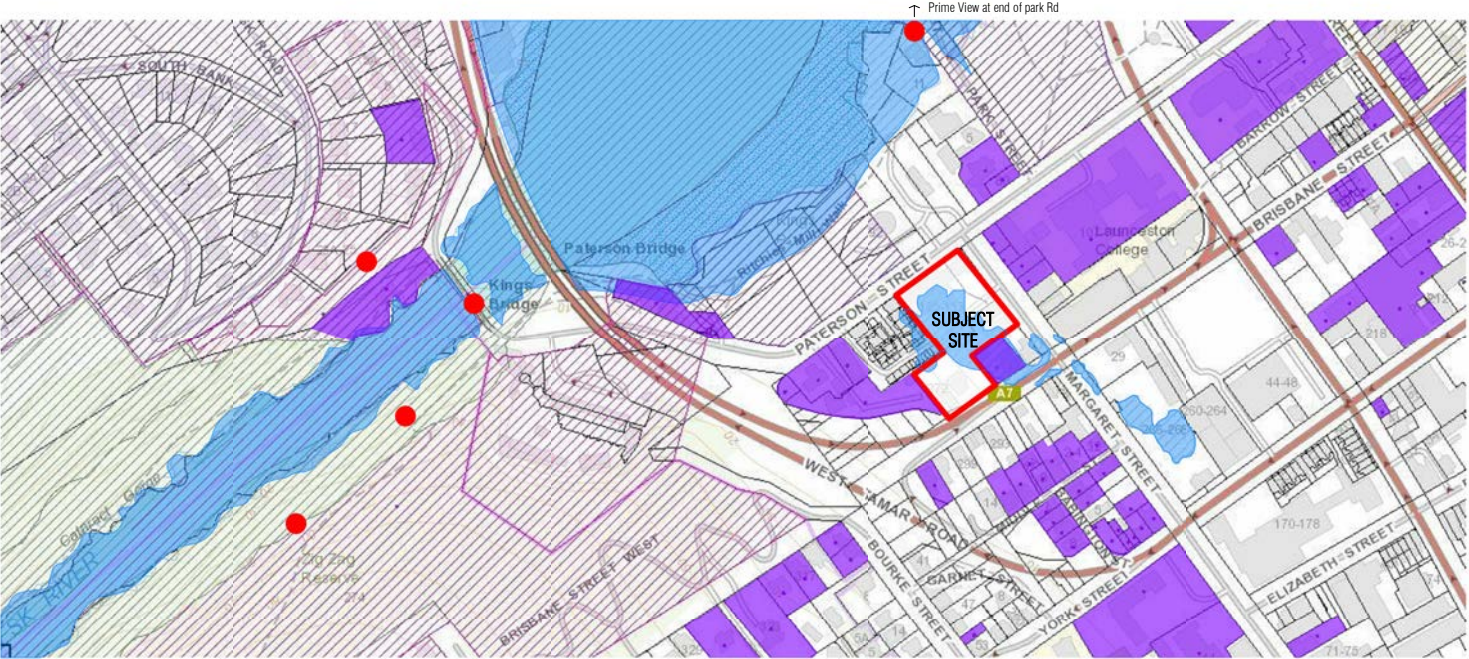


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ACCESS TRANSPORT AND AMENITIES		

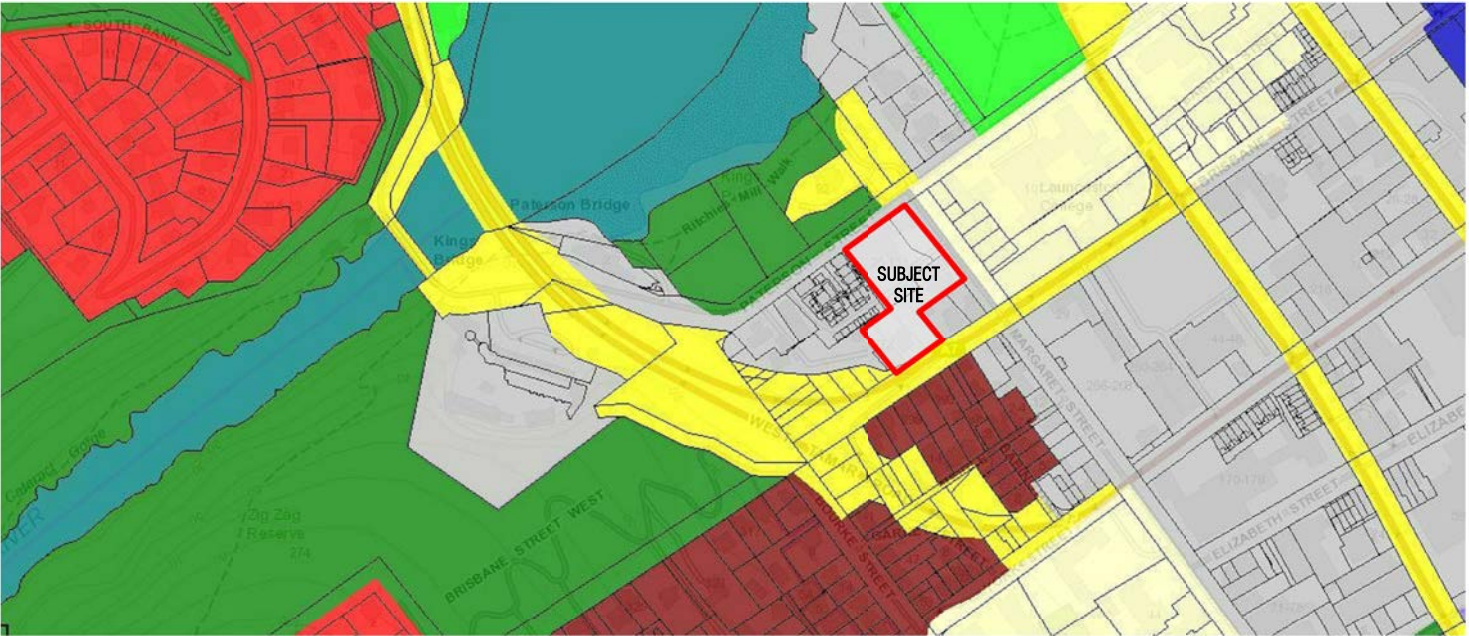
PLANNING OVERLAYS

- Subject Site
- Flood Risk Area
- Heritage Places
- Scenic Management Area
- Cataract Gorge Management Unit
- Priority Habitat
- CBD Parking Exemption Area
- Prime View Points



PLANNING ZONES

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- Urban Mixed Use
- Open Space
- Utilities
- Inner Residential
- General Residential
- Community Purpose
- Environmental Management
- Recreation
- Central Business



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ZONING AND OVERLAYS	

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1. Brisbane Street - looking NE towards site



2. Corner of Brisbane and Margaret Streets - looking SE



3. Kings Park



4. Stillwater restaurant on the Tamar River waterfront



5. Corner of Brisbane and Margaret Streets - looking SW



6. Corner of Brisbane and Bathurst Street - looking SW



7. Kings Park - looking towards site



8. Kings Park - looking out over Tamar River Basin



AERIAL PLAN



9. West Tamar Highway - lookig North towards site



10. Royal Park



11. Kings Park - looking towards site



12. West Tamar Highway - looking SE towards site

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PHOTO ANALYSIS - MACRO	

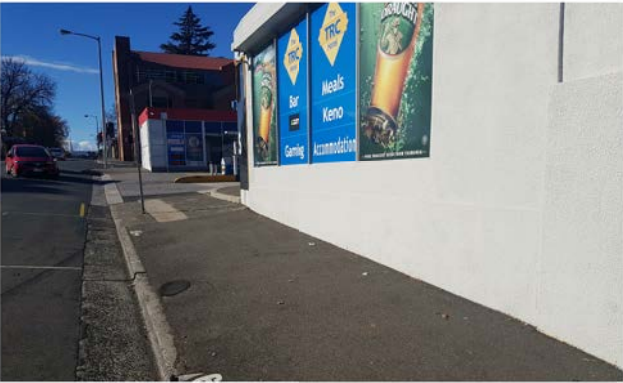
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1. Corner Margaret and Paterson Streets - looking SE



2. Paterson Street - TRC Hotel on NW corner of site



3. Paterson Street - looking towards Margaret Street corner



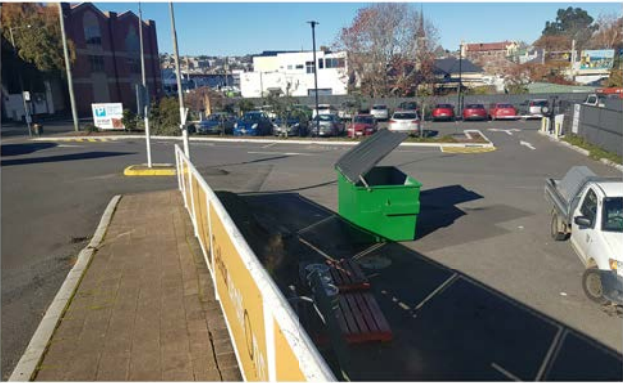
4. Corner Margaret and Paterson Streets - Fuel Station



5. Margaret Street - Western corner of site



6. Paterson Street - TRC Hotel boundary abuttal



7. Between existing bottleshop and fuel station looking SE



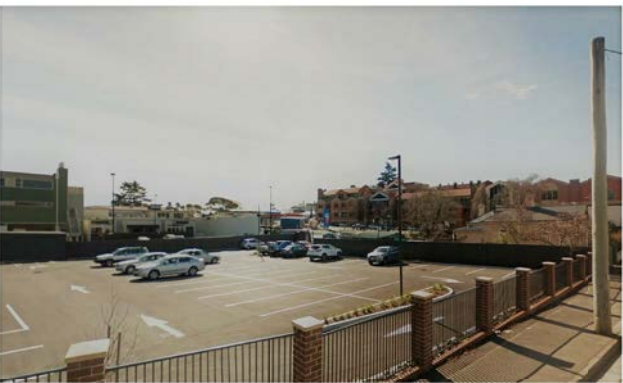
8. Rear of TRC Hotel



AERIAL PLAN



9. Rear of fuel station and bottleshop



10. Brisbane Street - looking North into open-air car park



11. ROW abuttal and continuation to adjoining property looking SW



12. Brisbane Street - looking NW across car park towards windmill

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THE GORGE HOTEL
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PHOTO ANALYSIS - MICRO	

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Appendix E – Traffic Impact Assessment





TRC Multi Property Pty Ltd

The Gorge Hotel, Launceston

Transport Impact Assessment

March 2019

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Appendices

Appendix A – Swept Path Assessments

1. Introduction

1.1 Background

GHD were engaged by TRC Multi Property Pty Ltd to prepare a Transport Impact Assessment report for a proposed hotel development on the corner of Margaret Street and Paterson Street, Launceston.

1.2 Purpose of this report

The purpose of this report is to document the anticipated traffic impacts of the proposal and assess the proposal against the relevant provisions of the Planning Scheme.

1.3 Scope and limitations

This report has been prepared by GHD for TRC Multi Property Pty Ltd and may only be used and relied on by TRC Multi Property Pty Ltd for the purpose agreed between GHD and the TRC Multi Property Pty Ltd as set out in Section 1.2 of this report.

GHD otherwise disclaims responsibility to any person other than TRC Multi Property 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 TRC Multi Property 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 located on the corner of Paterson Street and Margaret Street, Launceston. It comprises 123 Paterson Street, 125-133 Paterson Street and 270 Brisbane Street. The site and surrounds are presented in Figure 1.



Figure 1 Subject site

Base imagery obtained from www.thelist.tas.gov.au © State of Tasmania

1.5 Referenced materials

The following documents and materials were referred to throughout the preparation of this report.

- *Launceston Interim Planning Scheme 2015* (the Planning Scheme)
- *Guide to Traffic Generating Developments, Updated Traffic Surveys*, TDT 2013/04, Roads and Maritime Services (RMS), 2013
- Australian Standard AS2980.1, *Parking facilities – Part 1: Off-street car parking*, 2002
- Charles Street crash data, Department of State Growth, 2013-2018
- SCATS count data, Department of State Growth, 2018

2. Existing Conditions

2.1 The site

The site is located at the western edge of the Launceston CBD. The site itself is bounded by Paterson Street (north of the site), Margaret Street (east of the site) and Brisbane Street (south of the site).

The most recent use of the site has been a mixture of various businesses and land usage. A drive through convenience store and service station is located on the northeast corner adjacent to an existing drive through bottle-shop. A large portion of the site is currently used as for public, commuter car parking. The existing TRC hotel is also located on the site and will be retained post development.

2.2 Transport network

Key roads include Margaret Street, Paterson Street and Brisbane Street. There are also key pedestrian, cycling and public transport routes in close proximity to the site area. The characteristics of the transport network are examined in the following sections.

2.2.1 Margaret Street

Margaret Street connects between Frankland Street, approximately 1 km south of the site, and Paterson Street at the site boundary. It runs in a predominantly north-south direction and functions as a CBD street providing access to residences and local businesses. Many intersections along Margaret Street are signalised.

For the majority of its length, Margaret Street is a two-lane, two-way road with on-street parking and marked bicycle lanes. In the immediate vicinity of the site, there is an AM and PM peak clearway on the southbound side of the road (operational from 8:00 AM – 9:30 AM and 4:00 PM – 6:00 PM, Monday to Friday). There is an existing short right turn lane into the Margaret Street site access. Margaret Street has a nominal width of 15 metres kerb to kerb.



Figure 2 Margaret Street looking south



Figure 3 Margaret Street looking north

2.2.2 Paterson Street

Paterson Street connects between Bridge Road and George Street. It runs in a predominantly east-west direction alongside the Launceston CBD and functions as an Arterial Road and the primary access road between Trevallyn and Launceston. Paterson Street forms part of the CBD loop consisting of York Street, Charles Street, Paterson Street and George Street. Many intersections along Paterson Street are signalised.

The layout of Paterson Street varies along its length:

- Bridge Road to Charles Street
 - Two-lane, two-way road
- Charles Street to St John Street
 - Two-lane, one-way road (eastbound)
- St John Street to George Street
 - Three-lane, one-way road (eastbound)

The section of Paterson Street immediately upstream (and west of) the Margaret Street junction is subject to AM peak clearway conditions. Paterson Street has a nominal width of 12.5 metres kerb to kerb near the subject site.



Figure 4 Paterson Street looking east



Figure 5 Paterson Street looking west

2.2.3 Brisbane Street

Brisbane Street extends the inbound lane of West Tamar Highway (towards Launceston) and becomes Elphin Road, east of the Launceston CBD. It functions as an Arterial road however is severed between Charles Street and St John Street to form the Brisbane Street Mall. Vehicles travelling eastbound along Brisbane Street must divert via Charles Street and Paterson Street to access areas east of the Launceston CBD.

The layout of Brisbane Street varies along its length:

- Margaret Street to Bathurst Street
 - Four-lane, one-way road (eastbound)
- Bathurst Street to Charles Street
 - Two-lane, one-way road (eastbound)
- Charles Street to St John Street
 - Pedestrian Mall
- St John Street to George Street
 - One-lane, one-way road (eastbound)
- George Street to Elphin Road
 - Two-lane, two-way road

Brisbane Street forms an arterial couplet with York Street providing east-west access for the Launceston CBD.

2.2.4 Pedestrian routes

There is a high level of pedestrian amenity in the direct surroundings of the proposed site. Margaret Street, Paterson Street and Brisbane Street are all classified as Secondary pedestrian routes in the City of Launceston Pedestrian Strategy. Footpaths are present on both sides of each of these roads with signalised crossings provided at intersections.

2.2.5 Cycling routes

Brisbane Street, Paterson Street and Margaret Street are all part of the Launceston Bike Network. Bicycle lanes are provided on Paterson Street, east of Park Street, and along the full length of Margaret Street. Bicycle lanes typically terminate in advance of major intersections, with cyclists riding within the traffic lane through the junction.

There are few formal cycling facilities in the immediate vicinity of the site (i.e. along the site frontage) with the exception of a northbound cycle lane along Margaret Street. At these locations, cyclists must mix with general traffic. There is limited space to provide additional facilities without compromising road space allocated to on-street parking and/or clearways.

There are also off-road trails that extend north of Paterson Street through Kings Park and through to North Esk River. These off road routes provide an additional bicycle link for cyclists travelling to and from the north.

2.3 Traffic flows

Existing traffic flows on key roads have been estimated based on SCATS data (Department of State Growth, 2018) and traffic counts undertaken by GHD. A summary is provided in Table 1.

Table 1 Existing two-way traffic flows

Location	Direction	AM Peak	PM Peak	7 Day Average
Brisbane St (W of Margaret St)	Eastbound	1,866	1,027	13,148
Brisbane St (E of Margaret Street)	Eastbound	1,563	932	11,851
Margaret St (N of Brisbane St)	Two-way	847	838	8,229
Paterson St (E of Margaret Street)	Two-way	516	1,424	8,368
Bridge Rd (W of Margaret Street)	Two-way	758	862	8,794

2.4 Road safety performance

Crash Data was obtained from the Department of State Growth for the most recent 5-year time period between (July 2013 to June 2018) for Paterson Street, Margaret Street and Brisbane Street within approximately 200 m of the project site. A summary of crash statistics is provided in Table 2.

Table 2 Existing 5-year crash data

Location	Number of crashes		Dominant crash type(s)
	Total	Casualty	
Margaret / Patterson	6	0	Right through (2), Rear end (2)
Margaret / Brisbane	20	10	Cross traffic (9), Right through (3)
Margaret / York	14	7	Cross traffic (5), Right through (4)
Patterson Street	11	2	Rear end (2), Parked/parking (2)
Margaret Street	10	1	Rear end (3), Side swipe (2)
Brisbane Street	20	4	Parked/parking (7), Side swipe (5), Rear end (4)

The crash history shows that a relatively high proportion of rear end collisions and side swipes along many of the road segments within close proximity to the site. This crash type is not unusual for an environment where there are multi-lane roads with signalised intersections. Furthermore, 'cross traffic' and 'right through' incidents are common at signalised sites with filtering right turns such as intersections along Margaret Street.

The crash history does not suggest that there are any particular road safety issues present in the vicinity of the project area that might be exacerbated by the proposed development.

3. Proposed Development

3.1 Overview

The proposed development is for a new Hotel, including restaurant and bar, as well as changes to the internal road and carpark layout. Some existing buildings on the site will be demolished to accommodate the new structure. The development also includes a new, private multi-storey car park.

Several existing uses on the site will remain:

- TRC Hotel including bar / dining area and gaming area
- Fuel station and convenience store on the corner tenancy (retained in Stage 1 only)
- Existing open air car park (reduced in size)

The Gorge Hotel development comprises the following new uses:

Stage 1:

- Hotel accommodation 145 suites total
- Flexible conference / function area / restaurant 874 m²
- Bar / lounge 160 m²
- Hotel lobby 286 m²
- Sky bar & lounge 71 m²
- Plus ancillary uses (wellness centre, gym etc.) and areas set aside for hotel operations.

Stage 2:

- Remove existing fuel station and convenience store
- New Retail / bottle shop 126 m²
- New Conference rooms 179 m²

The existing and proposed car parking supply is summarised in Table 3.

Table 3 Car Parking supply

Purpose	Location	Number of Spaces		
		Existing	Stage 1	Stage 2
Gorge Hotel	Multi-storey car park	-	76	93
	Staff / valet car stacker	-	15	15
	TRC hotel car park	26	0	0
	Bus parking	2	0	0
External car park	Southern portion of site	87	63	63
Fuel station / retail	Northern corner of site	3	3	3
Total		118	157	174

A site plan of the proposed development is provided in Figure 6. Note that Stage 2 involves demolition of the existing fuel station at the north-east corner of the site and the development of new retail and conference rooms in its place.



Figure 6 Site layout plan (Stage 1)

Source: CBG Architects, Dwg No. TP100-B, Stage 1 – Ground Floor Plan, Rev B, March 2019

3.2 Site access

No new site access points are proposed, however the development will change the use of several existing accesses as follows:

- Paterson Street
 - The existing bottle-shop egress will be reduced from two lanes to one lane and restricted for commercial vehicle access only (predominantly taxi and coach parking). Access from Paterson Street for the hotel will be converted to inbound only. The existing access arrangements for the fuel station will be retained in Stage 1 and converted to inbound only in Stage 2 to reduce potential conflicts at this location.
- Margaret Street (northern access)
 - The northern access on Margaret Street will remain a two-way access point including access and egress for the proposed hotel separated from existing fuel station access. The crossover will be extended slightly to the north to accommodate the changed arrangements.
- Margaret Street (southern access)
 - Existing egress to be retained for drop-off lane exit point.

The existing right-of-way (ROW) easement will be retained to provide access for the neighbouring properties west of the site. A minimum clearance of 3.8 metres will be maintained for the full length of the ROW. This easement will form the primary access roadway used by general traffic movements to access the hotel carpark and servicing areas.

3.3 Traffic generation

Indicative trip generation rates have been sourced from the RMS publication, *Guide to Traffic Generating Developments* (2002) and the subsequent updated traffic surveys (2013) as well as the *ITE Trip Generation Manual*. A first principles assessment has been adopted for land uses not covered in the above publications. For the purpose of estimating change in traffic generation, the existing carpark is assumed to serve primarily as a long-term, commuter carpark. The expected traffic generation of the proposed development is outlined in the following sections.

3.3.1 Hotel accommodation

ITE Trip Generation Manual

The *ITE Trip Generation Manual* was consulted for typical trip generation rates for hotels which were as follows:

- Weekday trips per occupied room
 - Daily trips 8.92 trips per day
 - AM peak 0.67 trips per hour
 - PM peak 0.70 trips per hour
- Saturday trips per occupied room
 - Daily 10.50 trips per day
 - Peak 0.87 trips per hour

Access distribution is typically around 50% entering and 50% exiting.

Empirical assessment

In order to validate the trip rates outlined above, a survey at a similar site in Launceston was undertaken. The survey was undertaken in July 2018 (during the July-September quarter) when the Australian Bureau of Statistics reports that average hotel occupancy rates are typically around 48.6% based on data from recent years. The results of the survey were as follows:

- Weekday trips per occupied room
 - Daily trips 8.02 trips per day
 - AM peak 0.71 trips per hour
 - PM peak 0.63 trips per hour

Based on the above survey results, it is considered that the trip generation rates provided in the *ITE Trip Generation Manual* are generally representative of the scale of traffic likely to be generated by the proposed hotel and therefore those rates have been adopted for this assessment.

Summary

According to ABS, average hotel occupancy rates during peak periods (January-March quarter) are around 72.6% based on data from recent years. For the purpose of this assessment, a more conservative 80% room occupancy has been adopted. Therefore, based on the trip generation

rates outlined above, it is expected that the hotel accommodation component of the proposed development will generate traffic as follows:

- Weekday
 - Daily trips 1,035 trips per day
 - AM peak 78 trips per hour
 - PM peak 81 trips per hour
- Saturday
 - Daily trips 1,218 trips per day
 - Peak 101 trips per hour

A 50/50 split of entering and exiting traffic has also been assumed.

3.3.2 Restaurant

For the purpose of this assessment, the proposed restaurant located within the hotel building is assumed to cater for 30% guests staying at the hotel (therefore not generating new trips) and a 70% allocation to patrons not residing at the hotel. Trip generation rates have been adopted from the RMS publication, *Guide to Traffic Generating Developments* as follows:

- Weekday trips per 100 m² gross floor area
 - Daily trips 60 trips per day
 - PM peak 5 trips per hour

Given a floor area of 874 m² allocated to the hotel restaurant, and a 30% reduction due to the proportion of hotel guests anticipated to use the restaurant, the anticipated trip generation is as follows:

- Weekday
 - Daily trips 367 trips per day
 - PM peak 31 trips per hour

3.3.3 Ancillary uses

The proposed gym, wellness centre and day spa are considered ancillary to the hotel land use and therefore are assumed not to generate traffic independently of the hotel.

3.3.4 Public car park

The existing site contains an open-air car park with \$4 all day parking. It is assumed to provide primarily commuter parking for workers in Launceston CBD and/or Launceston College students currently. The proposed development will result in this car park being reduced in size and allocated to uses on the site and therefore this will no longer generate traffic independently.

The existing traffic generation associated with the commuter car park can be discounted from the traffic generation of the site.

The existing car park currently contains 87 car parking spaces. Based on its use as long term car parking, it is expected that the car park fills to 85% capacity in the morning peak (between 7:00 am and 9:00 am) and empties in the evening (between 4:00 pm and 6:00 pm). The existing trip generation is therefore estimated as follows:

- AM peak 37 vehicle entries per hour
- PM peak 37 vehicle exits per hour

With regards to the daily trip generation, it is estimated that for the existing carpark, each car parking spaces would turn over once. This would result in:

- Daily trips 174 trips per day

3.3.5 Drive through bottle shop

Similar to the public car park, the existing site contains a bottle shop which will be demolished as part of the hotel development. Based on surveys undertaken by GHD at other bottle shop sites across Launceston and northern Tasmania (including West Tamar Highway, Riverside), the existing drive through bottle shops trip generation rates were assumed as follows:

- Daily trips 300 trips per day
- PM peak 60 trips per hour

3.3.6 Fuel station

The existing fuel station will be removed in Stage 2 of the development and a new retail (bottle-shop) and conference rooms constructed on the site. Indicative traffic generation rates for fuel stations are provided in the *ITE Trip Generation Manual* as follows:

- Weekday trips per vehicle fuelling position
 - Daily trips 162.78 trips per day (two-way)
 - AM peak 10.06 trips per hour (two-way)
 - PM peak 13.38 trips per hour (two-way)

Given a total of 4 vehicle fuelling positions on the site, the existing fuel station is estimated to generate in the order of:

- Weekday
 - Daily trips 651 trips per day
 - AM peak 40 trips per hour
 - PM peak 54 trips per hour

3.3.7 Conference rooms

Stage 2 of the proposed development includes two conference rooms which can be merged into a single larger conference room having an area of 179 m². The traffic generation of the conference room has been estimated using first principles and the following assumptions:

- A maximum capacity of 100 has been assumed based on an 'auditorium' style layout
- A mode split of 70% has been assumed for private car with an average car occupancy of 1.8 people
- A mode split of 20% to taxis has been assumed with an average car occupancy of 1.2 people
- 90% of users arrive in the morning peak and 80% exiting in the evening peak

Based on the above assumptions, the expected traffic generation associated with the conference rooms in Stage 2 is as follows:

- Daily trips 144 trips per day
- AM peak 65 trips per hour
- PM peak 57 trips per hour

3.3.8 Summary

The traffic generation calculations detailed above are summarised in Table 4 and Table 5.

Table 4 Stage 1 - Traffic generation summary (typical weekday)

Land Use	Daily trips		AM peak hour		PM peak hour	
	IN	OUT	IN	OUT	IN	OUT
Hotel accommodation	+518	+518	+39	+39	+41	+41
Restaurant	+184	+184	0	0	+28	+3
Existing uses (discount)						
Public car park	-(87)	-(87)	-(37)	0	0	-(37)
Bottleshop	-(150)	-(150)	0	0	-(30)	-(30)
Total Stage 1	+465	+465	+2	+39	+39	-(23)

Based on Table 4, Stage 1 of the proposed development is expected to generate up to a total of 930 new vehicle trips per day onto the external road network. The vast majority of additional trips will be outside of peak times, with the AM peak hour expected to increase by around 41 vehicles per hour and the PM peak hour expected to increase by around 16 vehicles per hour.

Table 5 Stage 2 - Traffic generation summary (typical weekday)

Land Use	Daily trips		AM peak hour		PM peak hour	
	IN	OUT	IN	OUT	IN	OUT
Conference rooms	+72	+72	+50	+15	+13	+44
Bottleshop	+150	+150	0	0	+60	+60
Existing uses (discount)						
Fuel station	-(325)	-(325)	-(20)	-(20)	-(27)	-(27)
Total Stage 2	-(103)	-(103)	+30	-(5)	+46	+77
OVERALL	+362	+362	+32	+34	+85	+54

Based on Table 5, Stage 2 of the proposed development will reduce the overall traffic accessing the site each day due to the removal of the existing fuel station. There will however be an increase in traffic intensity during the peak periods and, in particular the evening peak due to the addition of a new bottleshop.

The overall development (incorporating both Stage 1 and Stage 2) is expected to result in an increase in daily traffic movements by 724 trips per day and increased peak hour trips of 66 vehicles per hour in the AM peak and 139 vehicles per hour in the PM peak).

3.3.9 Assessment against Planning Scheme

Clause E4.5.1-A3 of the Planning Scheme 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 60km/h or less, must not increase by more than 20% or 40 vehicle movements per day, whichever is greater.”*

In this case the proposed development is expected to generate up to 930 new vehicle trips per day in Stage 1 and therefore relies on performance criteria as follows:

“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...”

The performance criteria are addressed in Section 6 of this report.

4. Site Access

4.1 Vehicular access arrangements

The proposed Hotel will not modify the number or locations of site access points. Any changed conditions as a result of the development will result in additional clarity around access restrictions as detailed in Section 3.2 of this report. Clause E4.6.2-A2 of the Planning Scheme relates to the creation of new accesses and junctions. Given that no new accesses are provided, and existing accesses are becoming more restricted, this clause is considered not to apply.

Notwithstanding, each access point has been assessed with regard to safety and traffic efficiency in the following sections.

4.1.1 Paterson Street

In Stage 1, Paterson Street will provide access to the existing fuel station and the proposed commercial vehicle and taxi lane associated with the hotel development.

The access to the site from Paterson Street will change as a result of the proposed development. Under the existing situation, there are no restrictions on access for the fuel station such that each lane could be utilised as an entry or an exit. The adjacent bottle shop provides two lanes for exit only.

The proposed development will convert the existing bottle shop egress at Paterson Street to an entry point only and reduce the number of lanes from four to three. The fuel station access will remain unchanged in Stage 1. The arrangements are shown diagrammatically in Figure 7.

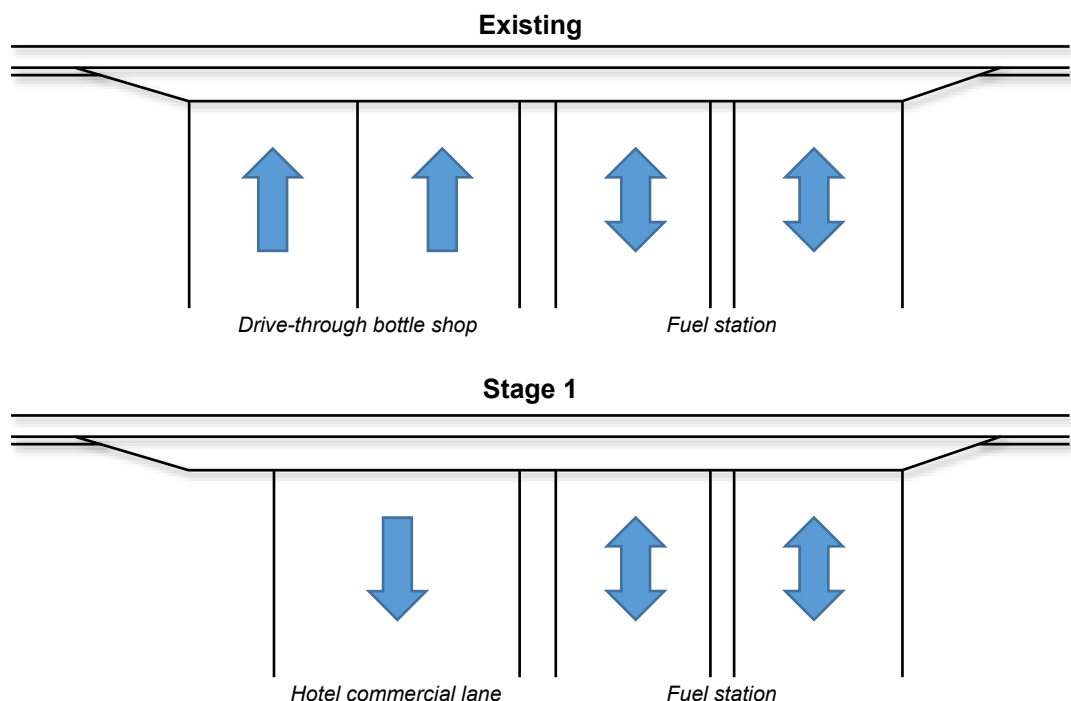


Figure 7 Paterson Street – existing and Stage 1 access arrangements

It is recommended that the hotel commercial lane be clearly designated as having a separate purpose to the fuel station to provide visual separation between these driveways on Paterson Street.

In Stage 2, the fuel station will be removed and converted to a retail or bottle shop use with function rooms above. The existing fuel station access will be an *entry only* thereby removing any conflicts associated with turns out onto Paterson Street and interaction with the hotel commercial lane.

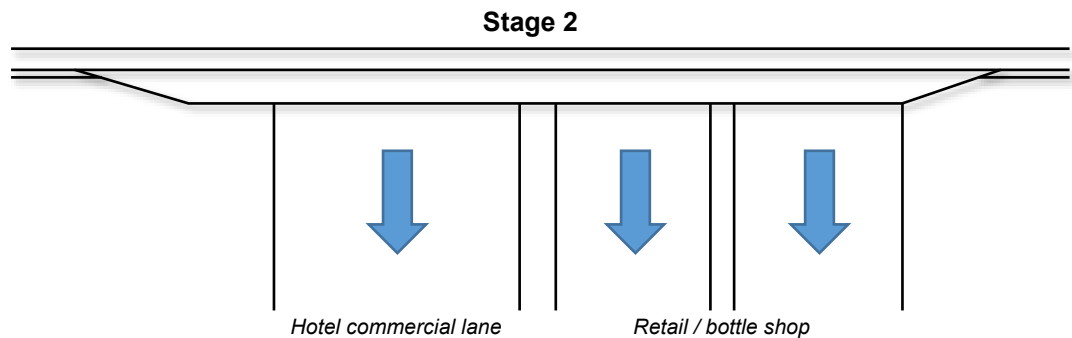


Figure 8 Paterson Street – Stage 2 access arrangements

Operation

The hotel access on Paterson Street will accommodate primarily taxis and coaches associated with the proposed hotel development. This area will have a taxi/coach parking bay alongside a 3.0 metre minimum clear width to allow for vehicle passing. The intent is for the area to be flush with adjacent footpath to function as a 'shared area' and provide additional space for manoeuvring of buses and other large vehicles where required. The layout of the access and taxi lane is shown in Figure 9.

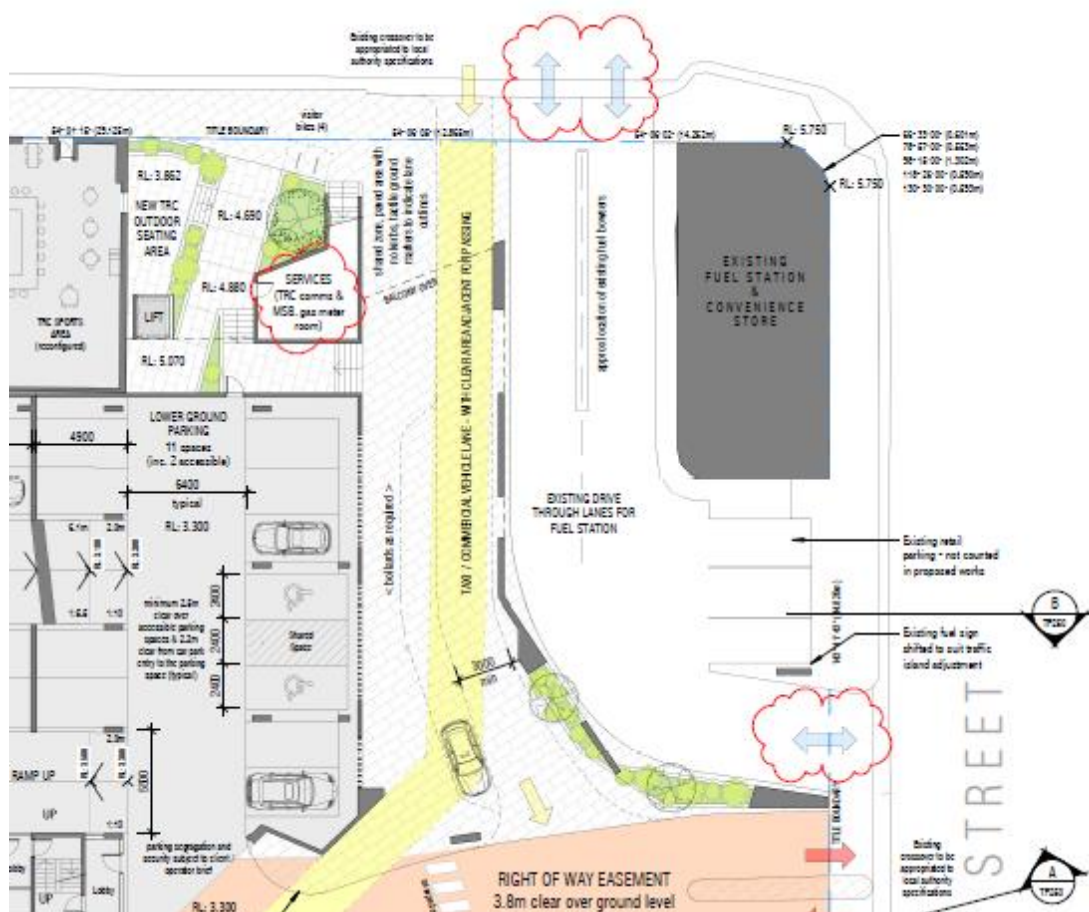


Figure 9 Taxi / commercial lane layout

Source: CBG Architects, Dwg No. TP100-B, Stage 1 – Ground Floor Plan, Rev B, March 2019

The egress point for the taxi / commercial lane will be via the primary access point on Margaret Street (ROW access) which is described in Section 4.1.2.

The taxi / commercial lane will be used occasionally by fuel tankers associated with the existing fuel station on the corner tenancy. This is described in Section 4.3.

Access design

Clause E6.6.2-A1.1 of the Planning Scheme states that. *“Car parking, access ways, manoeuvring and circulation space must ... 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.”*

From a review of Table E6.2, the required width for an access serving 1 to 5 parking spaces is between 3 m and 3.3 m. The proposed hotel commercial lane access width meets this requirement. Note that some additional manoeuvring space is provided to accommodate large vehicles including fuel tankers in Stage 1 (refer Section 4.3).

No changes to the design and width of the adjacent fuel station access are proposed however it will be converted to an 'entry only in Stage 2 of the development. While the width of this access would not strictly comply with Table E6.2 of the Planning Scheme (and therefore the acceptable solution) it is considered to provide a safer and more efficient outcome overall due to removal of conflicts associated with exit manoeuvres at Paterson Street.

Sight distance assessment

Since the Paterson Street access will be converted to an entry point only, safe intersection sight distance requirements do not apply.

4.1.2 Margaret Street (primary access)

The existing access from Margaret Street provides two entry lanes and one exit lane with separate crossovers. It currently provides the sole entry point for the existing public car park and the bottle shop, as well as a two-way access serving the TRC Hotel car park and the existing fuel station. The proposed development will adjust access conditions to include one entry lane and three exit lanes as follows:

- Entry and exit for the hotel car park, drop-off area and taxi / commercial lane with one lane in each direction separated by a painted or fully mountable median island.
- Entry and exit for the fuel station separated from the hotel access by a large column.

The changes are described in Figure 10. It is recommended that the hotel access lane be clearly designated as having a separate purpose to the fuel station to provide separation between these driveways on Margaret Street. It is further recommended that entry and exit lanes be clearly signed and delineated as such to prevent potential entry/exit conflicts.

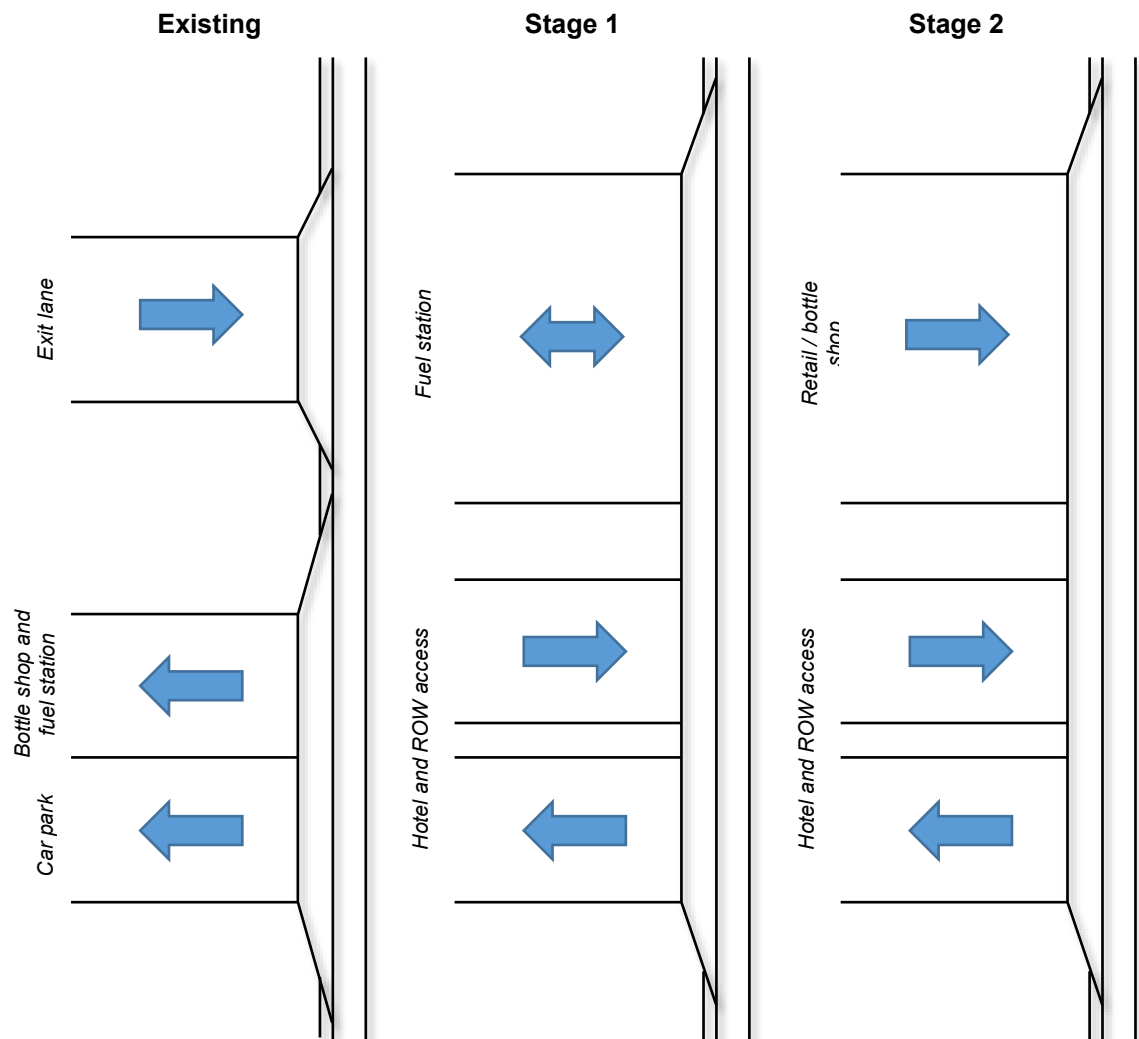


Figure 10 Margaret Street – existing and proposed access arrangements

Operation

The Margaret Street access will provide the primary entry and exit point for traffic associated with the hotel including:

- Car park access (two-way)
- Drop-off lane entry
- Taxi and coach exit
- Service vehicles

In addition, this access will maintain the existing ROW access to the rear of the neighbouring property at 135-143 Paterson Street with a minimum height clearance of 3.8 metres. The layout of the access and ROW is shown in Figure 11.

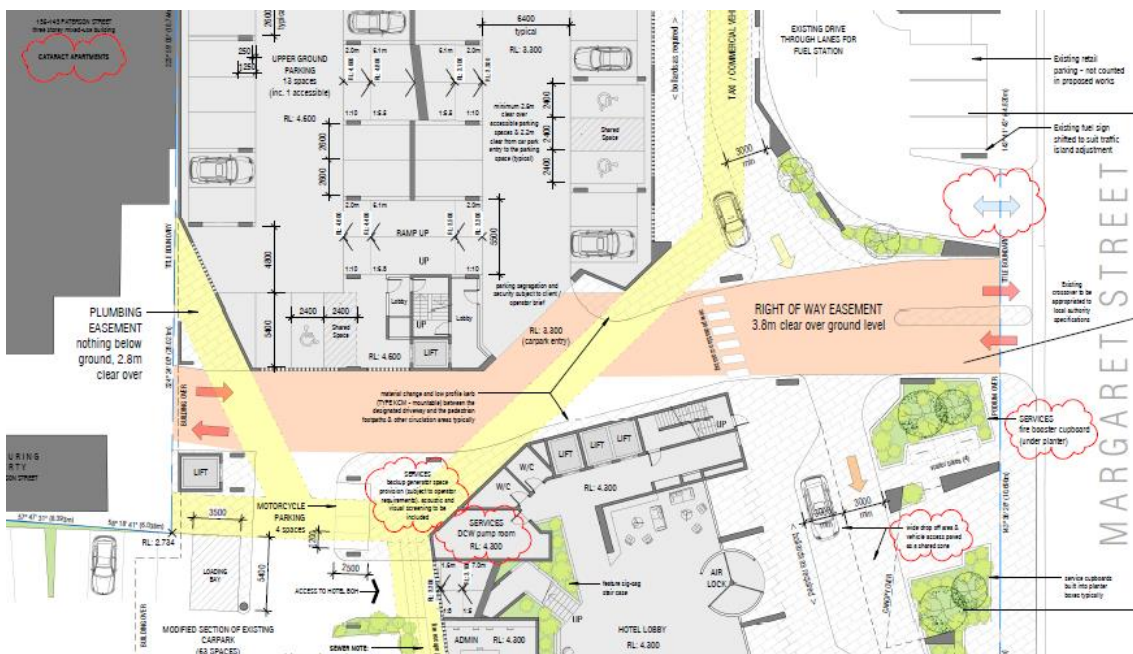


Figure 11 Margaret Street access and ROW easement

Source: CBG Architects, Dwg No. TP100-B, Stage 1 – Ground Floor Plan, Rev B, March 2019

The existing right turn lane on Margaret Street will be retained to provide right turn queue storage for vehicles entering the site.

Access design

Clause E6.6.2-A1.1 of the Planning Scheme states that. *“Car parking, access ways, manoeuvring and circulation space must ... 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.”*

From a review of Table E6.2, the required width for an access serving 21 parking spaces or more is between 5.5 m and 6.05 m. The proposed access exceeds the maximum and therefore relies on performance criteria which are as follows:

“Car parking, access ways, manoeuvring and circulation spaces must be convenient, safe and efficient to use.”

Australian Standard AS2890.1, *Parking facilities – Part 1: Off-street car parking*, 2004, classifies this access as a Category 3 access. Typical width requirements for Category 3 access points are 6.0 metre entry width and separate 4.0 to 6.0 metre exit width. Therefore, while the access width exceeds the maximum allowable under Table E6.2, it does not meet the minimum requirements of AS2890.1 given the access category.

The access design is assessed as follows:

- The proposed access includes two 3.5 metre lanes (entry and exit) separated by a 1.2 metre wide painted or fully mountable median island. The access is generally considered suitable for use by cars and does not restrict access by larger vehicles as required (up to semi-trailers as outlined in 4.3).
- Peak traffic volumes using this access point are expected to be no more than 113 vehicle movements per hour (representing one vehicle movement every 30 seconds or so). The existing right turn lane on Margaret Street will provide queue storage for vehicles turning right into the site.

- The proposed access does not significantly alter existing pedestrian footpath disruptions as this section of Margaret Street has several existing crossovers which will be retained. The traffic flows (one vehicle every 30 seconds or so) leave ample gaps for pedestrians to cross without conflict with vehicles.

Based on the above, the proposal is considered to comply with performance criteria.

Sight distance assessment

Clause E4.6.4-A1 of the Planning Scheme states that: *“Sight distances at ... an access or junction must comply with the Safe Intersection Sight Distance shown in Table E4.6.4.”* From Table E4.6.4, the minimum sight distances are 80 metres for a vehicle speed of 50 km/h.

The sight distance southbound from the access is approximately 120 m, and northbound the sight distance is available until the end of the road. As it is expected that vehicles turning from the intersection will be executing the turn at a lower speed than the posted speed limit. The sight distance is considered to comply with the Planning Scheme requirements.

4.1.3 Margaret Street (drop-off exit)

The proposed drop-off lane will connect to the existing public car park egress point on Margaret Street at the south end of the site. No changes are proposed to this access point, with the exception of reduced peak hour traffic usage, and therefore the proposal will not significantly impact the existing conditions at this location.

4.2 Pedestrian Access

Clause E6.6.3-A1.1 of the Planning Scheme states that: *“Uses that require 10 or more parking spaces must: (a) have a 1 m wide footpath that is separated from the access ways or parking aisles, except where crossing access ways or parking aisles... and (b) be signed and line marked at points where pedestrians cross access ways or parking aisles.”*

Pedestrian access to the proposed development will be provided by a new footpath connecting between Paterson Street, along the building frontage to Margaret Street and linking drop-off areas, taxi / coach area and building entrances. Both the drop-off lane and commercial lane (taxi / coach area) will be designed as ‘shared areas’ with appropriate pavement treatments, signage and linemarking.

A footpath is proposed to link between the existing car park at the rear of the site and the building entrance along the Margaret Street frontage along the ROW easement. It is recommended that the dimensions of this footpath and the adjacent roadway be designed to meet the following standards:

- Footpath 1 m wide to meet Clause E6.6.3-A1.1
- Roadway In accordance with AS 2890.1 (refer Section 4.3)

Note that this may require a minor redesign of this area, including potential shifting of some columns, and is recommended for the next phase of building design.

4.3 Design vehicle assessment

The proposed development has been assessed for a range of design vehicles. Swept path assessments are provided in Appendix A and the findings are outlined below:

- Fuel tankers (Figure A1)
 - The commercial lane (accessed via Paterson Street) will be used infrequently by fuel tankers associated with the existing fuel station in Stage 1. The proposed

arrangements are no different to existing operation whereby tankers undertake a left turn from Paterson Street into the bottle shop from the far lane, and exit onto Margaret Street after refuelling. Temporary traffic management will be required to manage fuel tanker deliveries including stopping traffic on Paterson Street.

- Coaches (Figure A2)
 - The taxi / commercial vehicle lane is suitable for regular use by minibuses and occasional use by larger coaches (up to 12.5 metres) as demonstrated in Figure A2 of Appendix A.
- Public drop-off lane (Figure A3)
 - The drop-off lane is accessed via Margaret Street and is suitable for light vehicles as demonstrated.
- Freight lift access (Figure A4)
 - Access to the proposed loading bay adjacent to the freight lift has been demonstrated for the 6.4 m SRV design vehicle (AS 2890.2). The movement requires a large proportion of the available road space and therefore it is recommended that deliveries and/or waste collection being undertaken from this point occur *outside* of activity periods of the proposed development.
- Hotel 'back-of-house' access (Figure A5)
 - The hotel 'back-of-house' area is accessed via the Margaret Street access and is located adjacent to the open-air car park. Servicing will typically occur via vans (B99 vehicles). Any larger vehicles (up to 6.4 m SRV) will be required to use the loading bay adjacent to the freight lift.
- Right of Way (ROW) easement (Figure A6)
 - There is a 'pinch point' along the ROW easement created by columns and load bearing walls adjacent to the roadway. This is compounded by the provision of a pedestrian footway alongside the road. The minimum width of the road at the 'pinch point' is 5.5 metres located on a curve. It is recommended that, as the design progresses through future stages, the locations of columns in this area be reviewed in order to provide additional width or an improved roadway alignment. It is further recommended that centre-line marking be provided to delineate the travel path of vehicles entering and exiting the site.
- Multi-storey car park access (Figure A7)
 - The car park can be accessed from the ROW as demonstrated. Figure A7 shows simultaneous movement into and out of the car park by the B99 design vehicle. Note that turns into and out of car park ramps require the majority of the width of the ramp and therefore cannot be used by two vehicles simultaneously. This is discussed further in Section 5.3 of this report. It is recommended that, as the design progresses through future stages, the locations of columns in this area be reviewed in order to provide improved travel path for vehicles entering the multi-storey car park.
- Car park circulation (Figure A8)
 - Circulation through the multi-storey car park occurs in a clockwise direction. A turning facility is provided at the end of the upper mezzanine car park level. Given that ramps can generally be used only by a single vehicle at a time, the car park layout relies on relatively low turnover of parking spaces. The car park layout and circulation is discussed further in Section 5.3 of this report.

5. Parking Assessment

5.1 Car parking supply

5.1.1 Planning Scheme assessment

Clause E6.5.1-A1 of the Planning Scheme states that: “*The number of car parking spaces must ... not be less than 90% of the requirements of Table E6.1.*” The development falls under following uses:

Table 6 Parking requirements

Land use	Table E6.1 requirement
<i>Community meeting and entertainment</i>	<i>1 space per 20 m² of floor area available to the public or 1 space per 4 seats, whichever is greater</i>
<i>Food services</i>	<i>1 space per 15 m² of gross floor area</i>
<i>General retail and hire</i>	<i>1 space per 30 m² of gross floor area</i>
<i>Hotel industry</i>	<i>1 space per 20 m² of floor area available to the public + 1 space per bedroom</i>
<i>Visitor accommodation</i>	<i>1 space per self-contained accommodation unit ... or 1 space per 4 beds whichever is the greater</i>

Source: Launceston Interim Planning Scheme 2015

The relevant areas are as follows:

Stage 1:

- Gorge hotel accommodation 145 suites (assumed 290 beds)
- Flexible conference / function area / restaurant 874 m²
- Bar / lounge 160 m²
- Hotel lobby 286 m²
- Sky bar & lounge 71 m²
- TRC hotel accommodation 8 suites
- TRC hotel bar and gaming lounge 239 m²

Stage 2:

- Retail / bottle shop 126 m²
- Conference rooms 179 m²

Note that the proposed wellness centre, gym and day spa are considered ancillary uses and will not generate parking demand.

The parking supply is assessed against the Planning Scheme requirements in Table 7.

Table 7 Planning Scheme assessment

Component	Use	Units	Requirement
Stage 1			
Gorge hotel (includes accommodation, bar/lounge, restaurant and lobby)	Visitor accommodation	290 beds	72.5 spaces
	Food services	874 m ²	58.3 spaces
	Hotel industry	517 m ²	25.9 spaces
TRC hotel	Hotel industry	8 suites plus 239 m ²	20.0 spaces
<i>Fuel station</i>	<i>Existing</i>	-	3.0 spaces
Total Stage 1			179.7 spaces
90% of Total			162 spaces
Stage 2			
Retail / bottle shop	General retail and hire	126 m ²	4.2 spaces
Conference rooms	Community meeting and entertainment	179 m ²	9.0 spaces
<i>Fuel station</i>	<i>Demolish</i>	-	- (3.0) spaces
Total Stage 2			189.9 spaces
90% of Total			171 spaces

Based on the areas outlined above, the minimum parking requirement to comply with the acceptable solution is as follows:

- Stage 1
 - Required 162 spaces
 - Supplied 157 spaces
- Stage 2
 - Required 171 spaces
 - Supplied 174 spaces

The proposal complies with the acceptable solution with respect to parking supply for Stage 2, however Stage 1 requires assessment against performance criteria as follows:

“The number of car parking spaces for other than residential uses, must be provided to meet the reasonable needs of the use...”

Performance criteria for Stage 1 are addressed in the following sections.

5.1.2 Parking supply and demand assessment

An assessment of parking supply and demand has been undertaken to inform allocation of car parking across the multi-storey car park and open-air car park.

Accommodation

The requirement for 1 parking space per 4 beds (resulting in 1 space per two rooms) is considered excessive for a hotel of this nature in a CBD location. It is likely that a majority of guests would arrive by taxi or other transport modes rather than drive and park at the hotel. A more appropriate rate is provided in the RMS publication, *Guide to Traffic Generating Developments* (2002) of 1 space per 4 rooms.

For the TRC Hotel, a rate of 1 space per room is appropriate given the different style of hotel and clientele serviced.

Adopting these rates results in a demand of 37 car parking spaces for The Gorge Hotel accommodation plus 8 car parking spaces for the existing TRC Hotel on the site.

Restaurant / function area, bar and lounge

Some portion of restaurant guests and bar patrons are likely to be guests of the hotel and would therefore be captured in the parking demand for the accommodation land uses above. Section 3.3.2 estimates a reduction of around 30% would be appropriate. On this basis, the parking demand for these uses would be around 59 car parking spaces combined.

Parking supply

Based on the above discussion and considering Table 7, the total parking demand associated with the proposed development is estimated to be:

• Stage 1	
– Gorge Hotel Accommodation	37 spaces
– Bar/lounge and restaurant	59 spaces
– TRC Hotel Accommodation	8 spaces
– TRC Hotel Remainder	12 spaces
– Existing Fuel Station	3 spaces
– TOTAL STAGE 1	119 SPACES
• Stage 2	
– Retail / Bottle Shop	5 spaces
– Conference Rooms	9 spaces
– Existing Fuel Station (removed)	- (3) spaces
– TOTAL STAGE 2	130 SPACES

Based on the above parking supply and demand assessment, there is considered sufficient parking provided on the site to meet the reasonable needs of the use in accordance with performance criteria.

Other facilities

In addition to car parking on the site, it is noted that the following facilities are also provided on the site or in the immediate vicinity:

- Secure bicycle parking for staff and public bicycle parking
- Motorcycle parking

- Public transport access (including free Tiger bus services in close proximity to the site)
- On-street car parking along Margaret Street and Paterson Street
- Public off-street car parking in Council-owned car parks at Brisbane Street and Paterson Street
- Major walking and cycling routes

Accessibility for the site and in the immediate surrounds is considered to be good such that there will not be a heavy reliance on parking on the site itself for guests.

5.2 Other 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 2016 version. The proposed development comprises both Class 3 (hotel rooms) and Class 6 (bar and restaurant) in accordance with the Code. The applicable rates of accessible car parking are as follows:

- Hotel rooms Based on proportion of ‘accessible bedrooms’
- Bar and restaurant 1 space for every 50 car parking spaces of part thereof

Of the 145 hotel rooms total, it is proposed that 7 be designated accessible suites which represents 5%. Therefore, based on a rate of 1 parking space per four hotel rooms, 2 accessible car parking spaces are required. The remaining car parking supply on the site not associated with accommodation is 97 spaces, which generates a requirement for another 2 accessible car parking spaces.

Four accessible car parking spaces are provided in compliance with the above requirements.

5.2.2 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 parking 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.”*

From Section 5.1 of this report, the proposed development would require a total of 177 (Stage 1) or 190 (Stage 2) car parking spaces when calculated in accordance with Table E6.1 of the Planning Scheme. This generates a requirement for 4 taxi car parking spaces.

There is a proposed taxi/coach drop off area to be implemented within the modified internal road network of the site. While not for exclusive use by taxis, this area has sufficient space for up to 4 taxis to hold in the waiting bays. This satisfies the requirements of the Planning Scheme.

5.2.3 Bicycle parking

Clause E 6.5.2-A1 of the Planning Scheme states that: *“The number of bicycle parking spaces must be provided on either the site or within 50 m of the site in accordance with the requirements of Table E6.1.”* Bicycle parking requirements are provided in Table 8.

Table 8 Bicycle parking requirements

Land use	Table E6.1 requirement
<i>Community meeting and entertainment</i>	<i>1 space per 50 m² of gross floor area or 1 space per 40 seats, whichever is greater</i>
<i>Food services</i>	<i>1 space per 75 m² of gross floor area</i>
<i>General retail and hire</i>	<i>1 space per 100 m² of gross floor area</i>
<i>Hotel industry</i>	<i>1 space per 100 m² of floor area available to the public</i>
<i>Visitor accommodation</i>	<i>No requirement</i>

Source: Launceston Interim Planning Scheme 2015

Bicycle parking requirements are assessed in Table 9.

Table 9 Bicycle parking assessment

Component	Use	Units	Requirement
Stage 1			
Gorge hotel (includes accommodation, bar/lounge, restaurant and lobby)	Visitor accommodation	145 rooms	No requirement
	Food services	874 m ²	11.7 spaces
	Hotel industry	517 m ²	5.2 spaces
TRC hotel	Hotel industry	8 suites plus 239 m ²	2.4 spaces
Total Stage 1			20 spaces
Stage 2			
Retail / bottle shop	General retail and hire	126 m ²	1.3 spaces
Conference rooms	Community meeting and entertainment	179 m ²	3.6 spaces
Total Stage 2			25 spaces

The proposed development provides storage for 10 bicycles within the hotel back of house area for staff bicycle parking as well as 4 bicycle hoops for public use (8 bicycles). There is a shortfall of 7 spaces when calculated in accordance with the acceptable solution.

The proposal therefore relies on performance criteria:

“Bicycle parking spaces must be provided to meet the reasonable needs of the use.”

Given the use of the site, primarily as a hotel, but with other facilities such as restaurant and bar it is unlikely that there will be significant demand for public bicycle parking. Staff will be well catered within the hotel back of house area and there are additional bicycle hoops provided for

public use. It is considered that the provision of bicycle parking is sufficient to meet the needs of the use.

It is noted that the swept path for vehicles accessing the 'back-of-house' is likely to take up the majority of the width of the ramp (refer Appendix A). This creates the potential for conflict between cycling staff accessing bicycle parking within the 'back-of-house' area. It is recommended that bicycle stencils or 'sharrows' be provided at the top of the ramp to warn drivers of the presence of cyclists. It may also be appropriate to provide a traffic island at the base of the ramp to channel cyclists to a position where there is improved sight distance as shown in Figure 12.

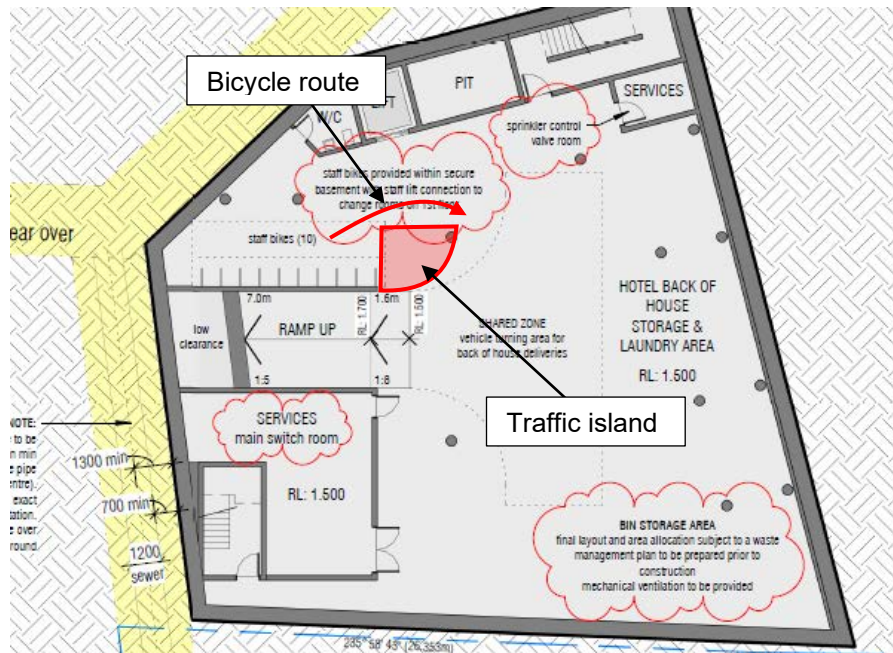


Figure 12 Provide channelising traffic island

Source: CBG Architects, Dwg No. TP099-B, Stage 1 – Basement Floor Plan, Rev B, March 2019

5.2.4 Motorcycle parking

Clause E6.5.4 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.”*

As previously, the proposed development would require a total of 177 (Stage 1) and 190 (Stage 2) car parking spaces when calculated in accordance with Table E6.1 of the Planning Scheme. This generates a requirement for 9 motorcycle parking spaces. The proposed development includes 4 motorcycle parking spaces in the car park which represents a shortfall of 5 spaces. The proposal therefore relies on performance criteria as follows:

“Motorcycle parking spaces must be provided to meet the reasonable needs of the use.”

The nature of the hotel, typically attracting guests from interstate or internationally, is such that patrons using the hotel carpark are less likely to travel by motorcycle. As the hotel is the major traffic generator of the site it can be assumed that a lower frequency of motorcycle spaces than what is required in accordance to the Launceston Planning Scheme will be adequate to meet the actual motorcycle parking demand generated from the site.

Notwithstanding, it is noted that motorcycles are capable of using car parking spaces in the event motorcycle parking is unavailable.

5.2.5 Loading bay

Clause E6.5.5.5 of the Planning Scheme states that: *“To ensure adequate access for goods delivery and collection, and to prevent loss of amenity and adverse impacts on traffic flows...” the following performance criteria must be adhered to “A loading bay, must be provided for uses with a gross floor area greater than 1000 m² in a single occupancy.”*

The proposed hotel has a loading bay located within the back of house area on the basement floor. A second loading bay is provided at the ground floor level adjacent to the freight lift. Therefore, the development meets with the acceptable solution. For larger vehicles, the taxi / commercial lane can be utilised on occasion if required.

5.3 Car park layout

Clause E6.6.2-A1.1 of the Planning Scheme states that *“Car parking, access ways, manoeuvring and circulation spaces must: have parking space dimensions in accordance with the requirements in Table E6.3”*. The proposed development dimensions have been assessed against Table E6.3 of the Planning Scheme requirements as shown in Table 10.

Table 10 Car parking layout Planning Scheme assessment

Source	Access and manoeuvring width (m)	Car parking width (m)	Car park length (m)
Proposed development	6.4	2.6	4.9
Table E6.3 of Planning Scheme	6.4	2.6	5.4

As can be seen in Table 10, the dimensions of the proposed development do not strictly meet the requirements of the Planning Scheme, therefore the proposal relies on performance criteria as follows:

“Car parking, access ways, manoeuvring and circulation spaces must be convenient, safe and efficient to use.”

It is noted that Table E6.3 of the Planning Scheme does not differentiate between different users of the car park and the same standards would apply to both a high turnover use such as a supermarket and an employee-only car park. Given that the proposed multi-storey car park will be a low turnover use, primarily serving the hotel and restaurant, a relaxation in the Planning Scheme standards is considered warranted.

The proposed car park has also been assessed against the requirements of Australian Standard AS2890.1, *Parking facilities – Part 1: Off-street car parking*, 2004, in Table 11.

Table 11 Car parking layout Australian Standards assessment

Source	Access and manoeuvring width (m)	Car parking width (m)	Car park length (m)
Proposed development	6.4	2.6	4.9

AS2890.1, 2004 (User Class 2)	5.8	2.5	5.4
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Based on Table 11, the proposed car park provides significantly wider manoeuvring aisles and shorter car parking spaces. The combined car park length and manoeuvring area is 11.3 metres compared to the AS2890.1 requirement of 11.2 metres. Furthermore, the proposed parking spaces are wider than the minimum required by AS2890.1.

The proposed layout makes more efficient use of space within the car park by 'borrowing' a short distance from the end of each car parking space to add to manoeuvring widths, thereby improving the ability for vehicles to manoeuvre and pass within the car park. The potential for parked vehicles to 'jut out' into the parking aisle is relatively low given that the length of the B85 design vehicle (the 85th percentile car) is around 4.91 metres.

The approach of shortening car parking spaces to provide wider parking aisles is common in other municipalities throughout Australia including being preferred over the AS2890.1 dimensions in the Victorian Planning Schemes.

Other aspects of the car park layout are discussed in the following sections.

5.3.1 Manoeuvring

Section 2.5.2 (c) of AS2890.1 states the following with regard to internal intersections:

"Intersections between circulation roadways and ramps, and with parking aisles shall be designed so that both the approach roadways and the intersection area are wide enough to accommodate turning vehicles and there is adequate intersection sight distance." The critical requirements are:

- Intersection areas designed for use by one vehicle at a time shall be designed for use by the B99 vehicle.
- Areas in which it is necessary for two vehicles to pass one another shall be designed for a B85 vehicle to pass a B99 vehicle.
- There must be adequate intersection sight distance.

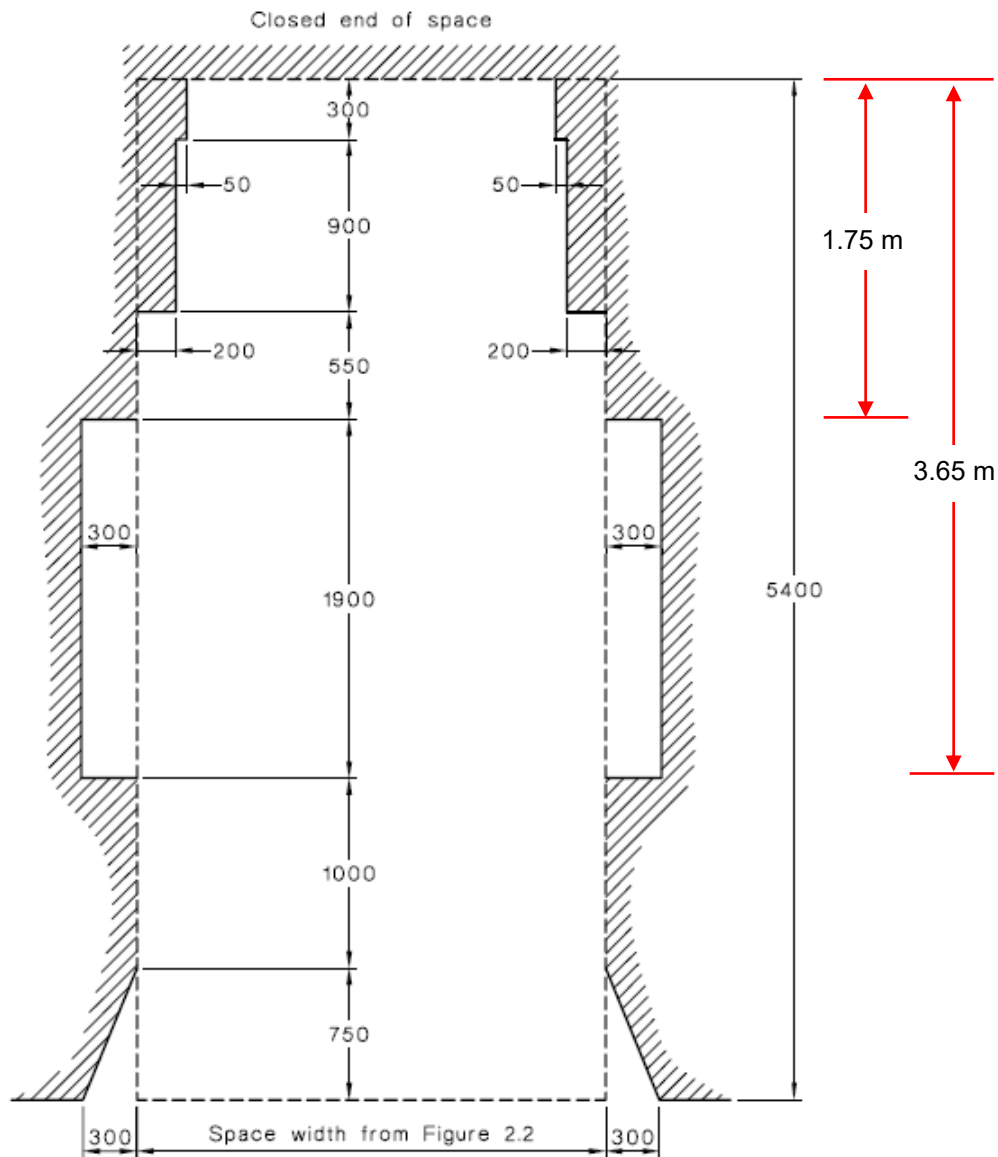
The proposed multi-storey car park has been designed to maximise the number of car parking spaces that can be provided within the limited building footprint, and accounting for column placement. This has resulted in some limitations to vehicle manoeuvring and passing within the site including difficulties undertaking simultaneous movements at intersections between ramps and parking aisles.

In order to limit the impact of these issues, it is recommended that parking spaces within the multi-storey car park be allocated to hotel guests, staff and valet parking, and conference attendees (Stage 2) only. It is recommended that access be strictly controlled, with parking spaces to be booked in advance (or upon check-in to the hotel). Licence plate recognition technology could be used to remove the need for ticket systems and other infrastructure (and thereby less take-up of space required).

Clear signage should be provided to direct all other users to the open-air car park at the rear of the site.

It is further recommended that electronic signage be provided to indicate the availability of parking spaces on each level to prevent excessive circulation.

Subject to the above recommendations, manoeuvring within the multi-storey car park has been assessed as follows:



NOTE: The design envelope provides for structural elements to be clear of all four side doors.

DIMENSIONS IN MILLIMETRES

Figure 13 Vehicle Design Envelope

Source: AS2890.1 Figure 5.2

5.3.3 Gradients

Ramp gradients within the site are as follows:

- Hotel back of house
 - 1:5 (20%) max with 1:8 (12.5%) transitions
- Multi-storey car park
 - 1:5.5 (18%) max with 1:10 (10%) transitions

The ramp gradients comply with the requirements of AS2890.1

5.3.4 Headroom

Section 5.3 of AS2890.1 states that *“To permit access for both cars and light vans, the height between the floor and an overhead obstruction shall be a minimum of 2200 mm.”* Section 2.4 of AS2890.6 states that *“The headroom above each dedicated [accessible parking] space and adjacent shared area ... shall be a minimum of 2500 mm.”*

The available headroom has been reviewed against building sections and generally complies with the above requirements with a nominal 2.5 m headroom available at most locations. The lowest headroom is at the ramp from the ‘upper ground car parking’ to the ‘lower mezzanine car parking’ (refer Figure 14). It is recommended that a minimum headroom of 2.2 metres measured perpendicular to the ramp be maintained at this location.

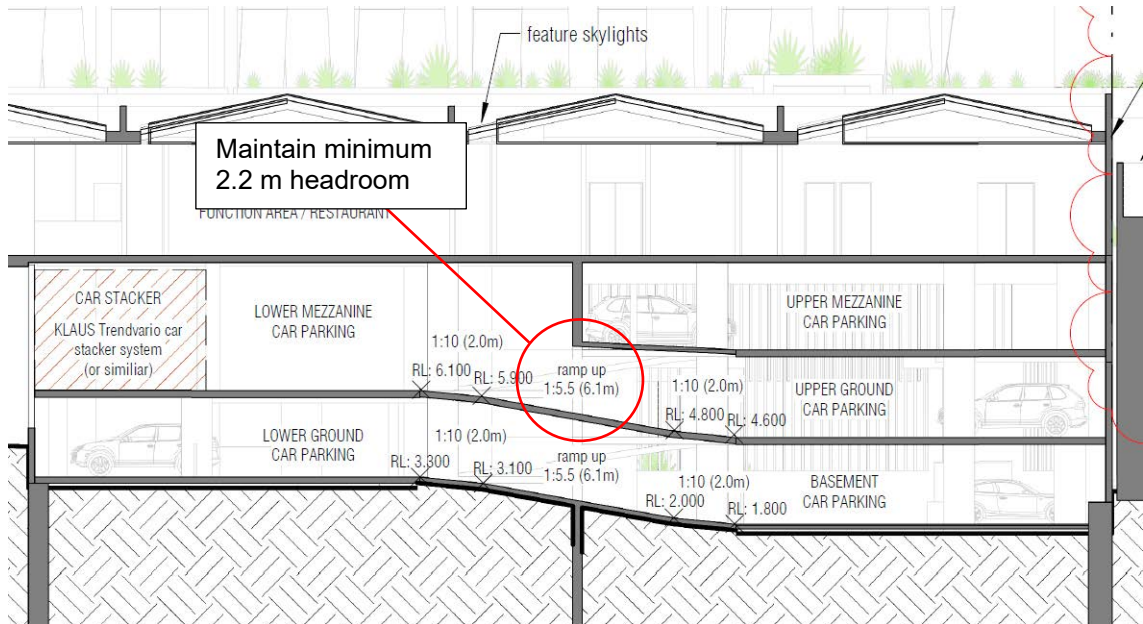


Figure 14 Ramp headroom

Source: CBG Architects, Dwg No. TP250-B, Stage 1 – Sections, Rev B, March 2019

The minimum headroom over the ROW easement is 3.8 metres exceeds the minimum 3.5 metres required for the Small Rigid Vehicle (SRV) design vehicle (AS2890.2). Larger vehicles will require a height check prior to accessing the ROW easement. It is recommended that low clearance signage be provided along with low clearance bars (or other warning system).

6. Transport Impacts

6.1 Traffic efficiency

The proposed modification are expected to generate minimal additional traffic to the road network throughout peak period operation as outlined in Section 3. The expected increase in traffic for Stage 2 is around 66 vehicles per hour in the AM peak and around 139 vehicles per hour in the PM peak.

It is anticipated that due to the change of access arrangements into the site, the distribution of traffic in the immediate area (including the intersection of Paterson Street and Margaret Street) may vary. In particular:

- The provision of a new ingress on Paterson Street will result in additional left turns from Margaret Street into Paterson Street.
- Similarly, the removal of egress on Paterson Street will reduce the amount of right turns from Paterson Street into Margaret Street.
- There will be some additional traffic turning left from the drop-off lane exit onto Margaret Street and then turning immediately into the main site access to access car parking.

The above changes to traffic behaviour are not expected to result in worse performance for intersections including Paterson Street / Margaret Street and Brisbane Street / Margaret Street.

6.2 Road safety

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

- The surrounding road network is capable of absorbing the peak traffic generated from the proposed development under current conditions.
- The sight distances at access points are sufficient to satisfy the requirements of the Planning Scheme.
- The proposed development will include consolidation of access points to improve uniformity across multiple crossovers compared to the existing situation.

6.3 Pedestrians and cyclists

No significant detrimental impacts to pedestrian and cyclist accessibility in the surrounding area are expected. The proposed development will consolidate access points to improve uniformity and reduce some of the conflicts associated with the existing situation. While the overall width of crossovers on Margaret Street is likely to increase slightly, this section of footpath already has several disruptions and the proposed relocation of crossovers will create new refuges along the footpath.

7. Conclusions

This report has investigated the potential traffic impacts of the proposed Gorge Hotel site development located at the corner of Paterson Street and Margaret Street, Launceston. The key findings are as follows:

- The proposed development is expected to generate up to 66 new vehicle trips per hour in AM peak period and up to 139 new trips in the PM peak period. The additional traffic due to the hotel and restaurant uses are offset slightly by the removal of existing uses on the site (commuter car parking and bottle shop).
- The proposal will consolidate access points for the site and provide more clarity around the use of accesses including the existing fuel station on the north-east corner of the site.
- The proposed commercial vehicle lane for the hotel (including taxis and coaches) will be utilised for fuel tankers associated with the fuel station. The traffic movements and manoeuvring requirements are effectively identical to the existing situation, however with the changed use of this laneway tanker access will require active traffic management.
- There is considered sufficient car parking provided on the site to meet the reasonable needs of the use.
- Sufficient taxi, motorcycle and bicycle parking is provided to meet the needs of the use.
- The proposed car park layout is considered to provide a convenient, safe and efficient car park in accordance with performance criteria subject to the following recommendations:
 - Minor redesign of the ROW easement and adjacent footpath, including relocation of columns, as the building design progresses through future stages, to meet 1 m minimum footpath width and roadway dimensions and radii in accordance with AS 2890.1
 - Provision of a channelising island within the hotel 'back-of-house' area to channel cyclists to a position where there is improved sight distance to the ramp.
 - Allocation of all parking spaces within the multi-storey car park to hotel guests, staff and valet parking, and conference attendees with all other users being directed to the open air car park at the rear of the site.
 - Electronic signage provided to indicate the availability of parking spaces on each level.
 - A minimum of 2.2 metres headroom be maintained at the ramp from the *upper ground car parking* level to the *lower mezzanine car parking* level.

Subject to the recommendations outlined above, the proposal is supported on traffic and parking grounds.

7.1 Planning Scheme assessment

Table 12 and Table 13 outline the relevant Planning Scheme clauses and responses in this report.

Table 12 E4.0 Road and Railway Assets Code

Clause	Title	Response
E4.5.1	Existing road accesses and junctions	Complies with performance criteria P3. Reference: Section 3.3.9 and Section 6

E4.5.2	Existing level crossings	Not applicable
E4.6.1	Development adjacent to roads and railways	Not applicable.
E4.6.2	Road accesses and junctions	Not applicable since no new accesses or junctions are created.
E4.6.3	New level crossings	Not applicable.
E4.6.4	Sight distance at accesses, junctions and level crossings	Complies with acceptable solution A1. Reference: Section 4.1

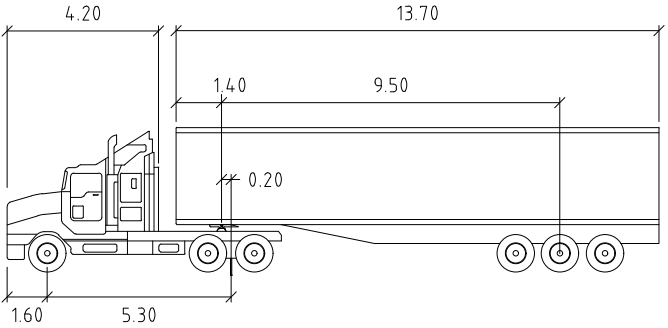
Table 13 E6.0 Parking and Sustainable Transport Code

Clause	Title	Response
E6.5.1	Car parking numbers	Complies with Performance Criteria P1.1. Reference: Section 5.1 and 5.2.1
E6.5.2	Bicycle parking numbers	Complies with acceptable solution A1. Reference: Section 5.2.3
E6.5.3	Taxi spaces	Complies with acceptable solution A1. Reference: Section 5.2.2
E6.5.4	Motorcycle parking	Complies with performance criteria P1. Reference: Section 5.2.4
E6.5.5	Loading bays	Complies with acceptable solution A1. Reference: Section 5.2.5
E6.6.1	Construction of parking areas	Not assessed in this report.
E6.6.2	Design and layout of parking areas	Complies with performance criteria P1. Reference: Section 4.1 and Section 5.3
E6.6.3	Pedestrian access	Complies with acceptable solution A1.1. Reference: Section 4.2
E6.6.4	Loading bays	Complies with acceptable solutions A1 and A2. Reference: Section 4.3 and Appendix A
E6.6.5	Bicycle facilities	Not assessed in this report.
E6.6.6	Bicycle parking and storage facilities	Not assessed in this report.



Appendices

Appendix A – Swept Path Assessments



PM S 19M

	Tractor Width	Trailer Width	Tractor Track	Trailer Track	Lock to Lock Time	Steering Angle	Articulating Angle
	2.50	2.50	2.50	2.50	6.0	27.8	70.0

0 5 10 15m
SCALE 1:500 AT ORIGINAL SIZE

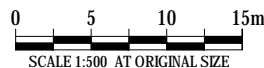
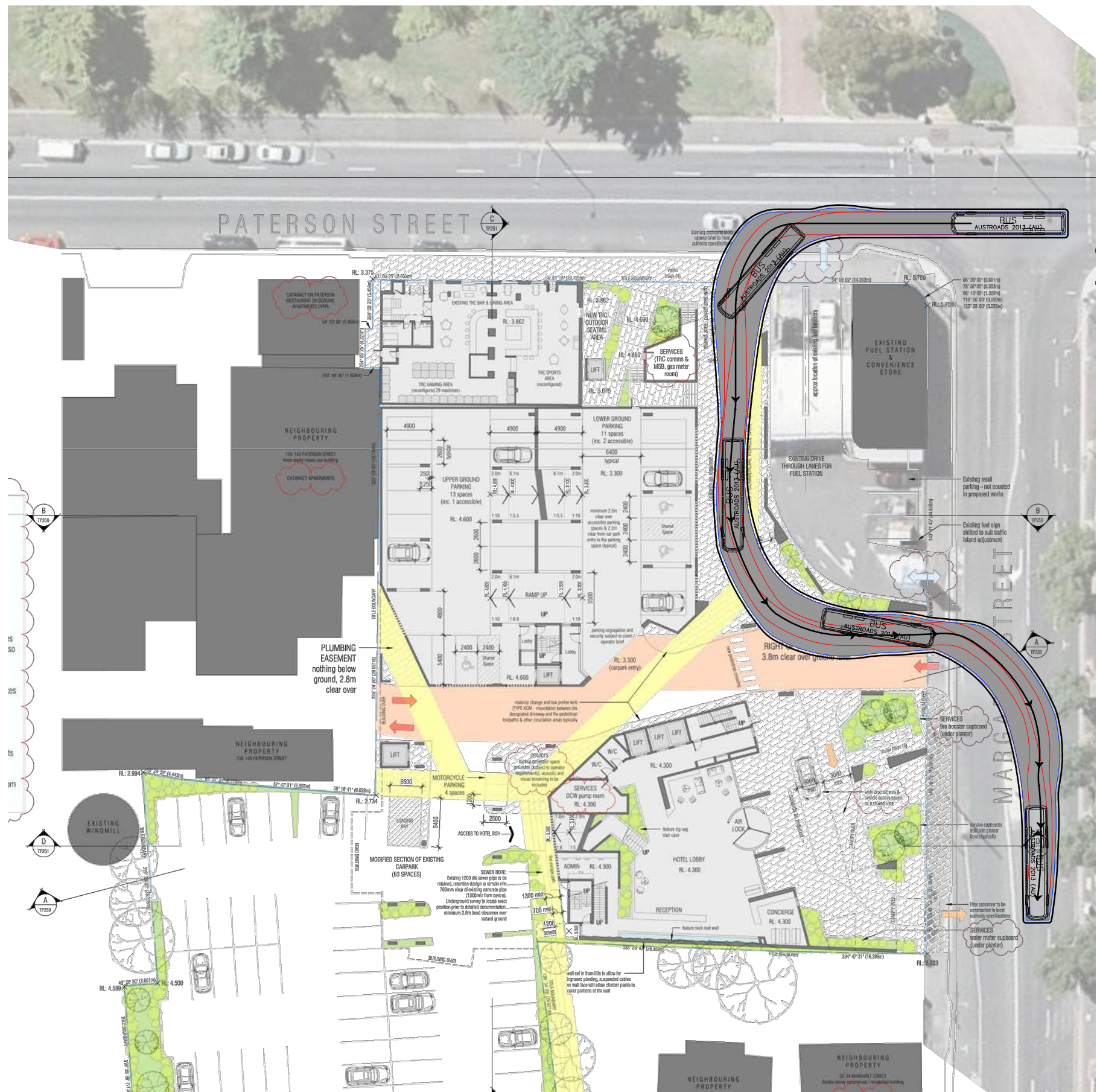


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The Gorge Hotel, Launceston
Transport Impact Assessment
Design Vehicle Assessment
Fuel Tankers

Job Number | 32-18553
Revision | B
Date | March 2019

Figure A1

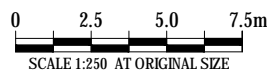
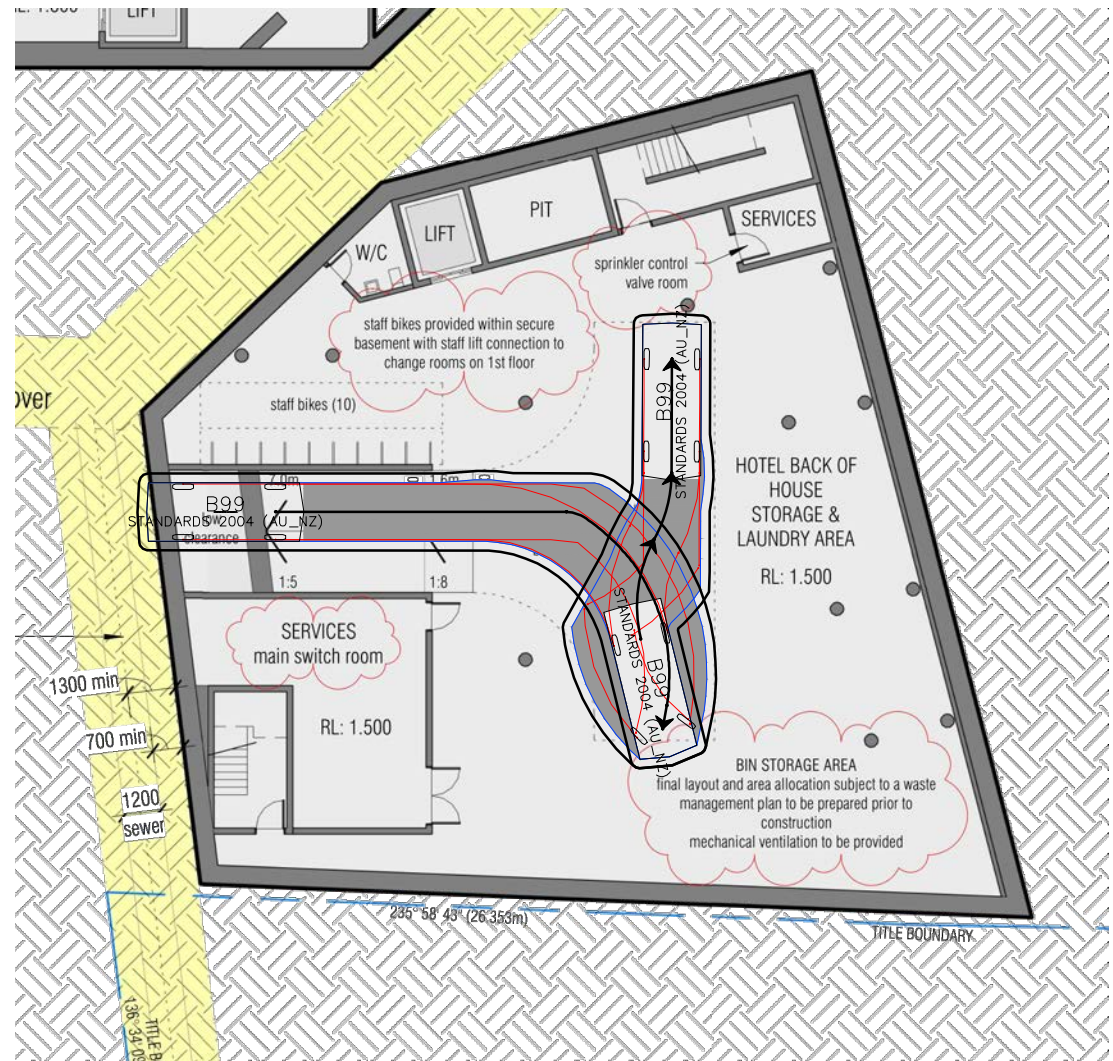
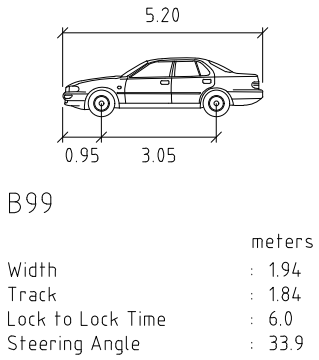
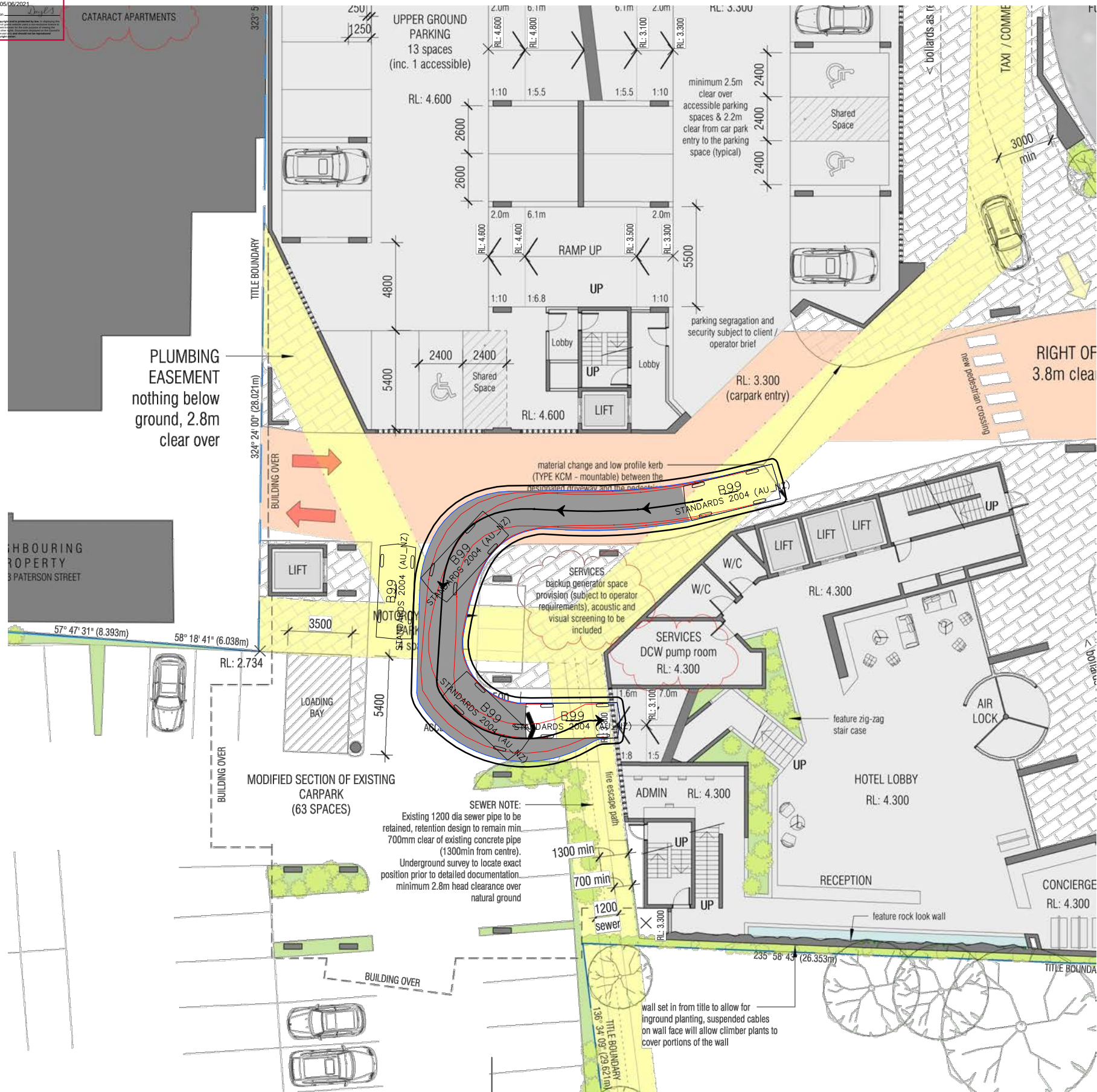
BUS	
	meters
Width	: 2.50
Track	: 2.50
Lock to Lock Time	: 6.0
Steering Angle	: 36.6



TRC Multi Property Pty Ltd
The Gorge Hotel, Launceston
Transport Impact Assessment
Design Vehicle Assessment
Coaches

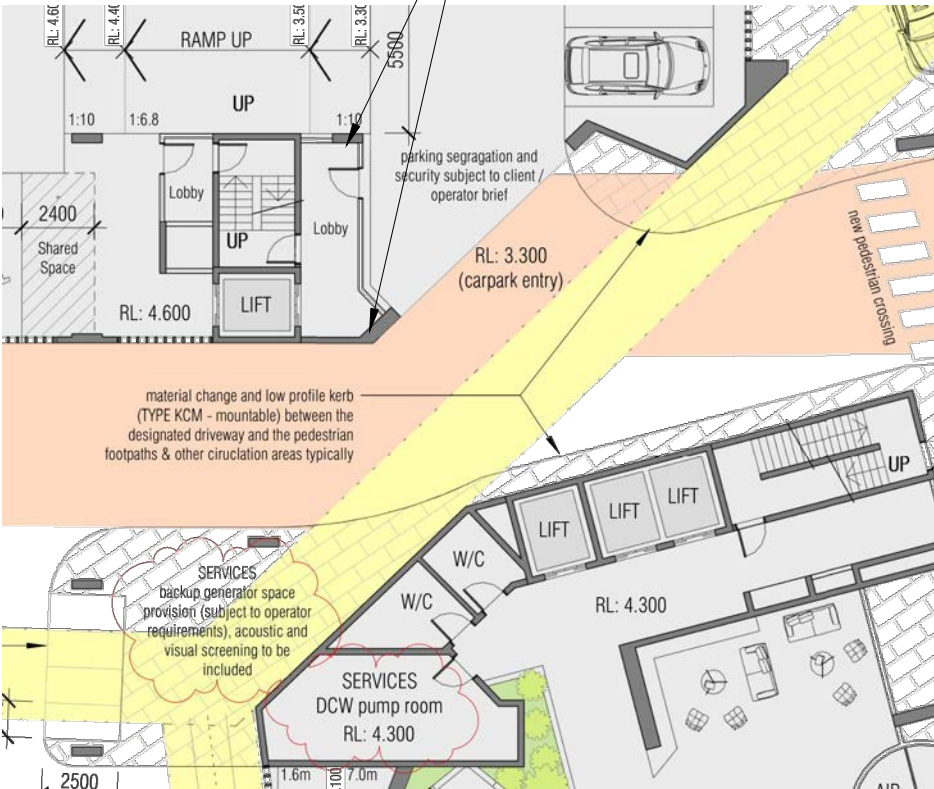
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Revision | B
Date | March 2019

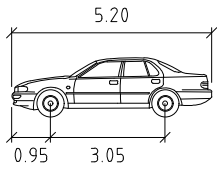
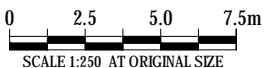
Figure A2



TRC Multi Property Pty Ltd
The Gorge Hotel, Launceston
Transport Impact Assessment
Design Vehicle Assessment
Hotel 'Back-of-House' Access

Job Number | 32-18553
Revision | B
Date | March 2019
Figure A5





Job Number	32-18553
Revision	B
Date	March 2019

Level 8, 180 Lonsdale Street Melbourne VIC 3000 Australia T 61 3 8687 8000 F 61 3 8687 8111 E melmail@ghd.com.au W www.ghd.com

GHD
 180 Lonsdale Street
 Melbourne VIC 3000
 T: 61 3 8687 8000 F: 61 3 8687 8111 E: melmail@ghd.com

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Document Status

Revision	Author	Reviewer		Approved for Issue		
		Name	Signature	Name	Signature	Date
0	M. Morando	M. Petrusma	On file	A. Brownlie	On file	20.11.18
1	M. Petrusma	T. Bickerstaff	On file	A. Brownlie	On file	4.3.18
2	M. Petrusma	A. Brownlie	On file	A. Brownlie	On file	15.3.18

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Appendix F – Site Contamination Report



Environmental Service & Design

ABN: 97 107 517 144



9 December 2020

Chloe Lyne
Commercial Project Delivery
Level 1, 47a Brisbane Street
Launceston TAS 7520

Dear Chloe,

RE: Preliminary Site Investigation - 'Gorge Hotel'

Environmental Service and Design (ES&D) has investigated 125-133 Paterson Street, 16 Margaret Street, 18 Margaret Street, 268 Brisbane Street, 270 Brisbane Street, 272 Brisbane Street, 264 Brisbane Street and 123 Paterson Street Launceston 7250 ("the sites"), in relation to any potentially contaminating activities formerly conducted thereon, including risk to potential receptors and other potential environmental issues which may arise due to development activities associated with the Gorge Hotel Development.

The ES&D PSI - 6164 confirmed that the Site is suitable for the intended use as long as the management measures prescribed are enforced. The management measures are prescribed in the PSI

ES&D confirm that the proposed introduction of a **Specific Area Plan** to the Gorge Hotel Site, introducing a prescribed permitted building envelope does not alter the findings of the Preliminary Site Investigation nor the management measures required.

This is on the provision that the specific area plan does not go outside the original proposed footprint.

Regards

A handwritten signature in black ink, appearing to read 'Rod Cooper'.

Rod Cooper

CEnvP

Site Contamination Specialist



Environmental Service & Design Pty Ltd

ABN: 97 107 517 144 ACN: 107 517 144

PO Box 651, Burnie TAS 7320 (74 Minna Road, Heybridge TAS 7316)

T: (03) 6431 2999 E: admin@esandd.com.au W: www.esandd.com.au

Environmental Service & Design

ABN: 97 107 517 144



30 October 2018

Dean Cocker
TRC Multi Property Pty Ltd
PO Box 1513
Launceston TAS 7250

Dear Dean,

RE: Preliminary Site Investigation - 'Gorge Hotel'

Environmental Service and Design (ES&D) has investigated 125-133 Paterson Street, 16 Margaret Street, 18 Margaret Street, 268 Brisbane Street, 270 Brisbane Street, 272 Brisbane Street, 264 Brisbane Street and 123 Paterson Street Launceston 7250 ("the sites"), in relation to any potentially contaminating activities formerly conducted thereon, including risk to potential receptors and other potential environmental issues which may arise due to development activities.

The assessment was guided by the principles and requirements contained within the National Environmental (Assessment of Site Contamination) Measure, 1999 (as amended) (NEPM) according to its status as a state policy.

The investigation comprised a Preliminary Site Investigation as defined in NEPM Schedule B2, Section 2.1:

"Preliminary site investigations (PSIs) usually include a desktop study to collect basic site information and identify the site characteristics (site location, land use, site layout, building construction, geological and hydrogeological setting, historical land uses and activities at the site), a site inspection and interviews with current and past owners, operators and occupiers of the site and nearby sites.

The preliminary investigation should be sufficient to:

- identify potential sources of contamination and determine potential contaminants of concern;
- identify areas of potential contamination;
- identify potential human and ecological receptors;
- identify feasible pathways by which contaminants and receptors may be linked;

- identify potentially affected media (soil, sediment, groundwater, surface water, indoor and ambient air)
- identify environmental issues which may arise because of development activities, or due to the change of use (increased disturbance due to increase in human activity).

With respect to contamination, “if thorough preliminary investigation shows a history of non-contaminating activities and there is no other evidence or suspicion of contamination, further investigation is not required.”

It was concluded that the sites presents risk to potential receptors identified in the Conceptual Site Model (CSM).

As per Section E2.5 and E2.6.2 of the Launceston Interim Planning Scheme 2015:

- ES&D has provided a plan to manage contamination and associated risk to human health or the environment that includes:
 - An environmental site assessment;
 - Any specific remediation and protection measures required to be implemented before any use commences;
 - A statement that the land is suitable for the intended use.

The recommendations are provided in the report and summarised below;

To limit potential human health risk from the service station, ES&D would advise the following management measures:

- Operating service station to continue to perform statistical inventory reconciliation analysis (SIRA) monitoring as require by legislation to ensure no leaks from infrastructure; and
- Underground petroleum storage systems are decommissioned as per EPA requirements and remediated as required.

As per NEPM Schedule B2, Section 2.1, it was concluded that:

- No further investigation is required.

The details of the required investigation are documented in the following pages.

Yours sincerely,



Rod Cooper BSc., CEnvP Site Contamination
Principal Consultant ES&D

Preliminary Site Investigation

‘Gorge Hotel’

Project No: 6164
October 2018



ABN: 97 107 517 144
80 Minna Rd
Heybridge TAS 7320
Ph: (03) 6431 2999

ACN: 107 517 144
PO Box 651
Burnie TAS 7320
Fax: (03) 6431 2933

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File:	6164		
Contact:	Rod Cooper		
Phone No:	(03) 6431 2999		
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V2 FINAL	R Cooper	ES&D	16/10/2018
V3 FINAL	S Smith	ES&D	30/10/2018

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1 Introduction

Environmental Service and Design (ES&D) were commissioned by their client TRC Multi Property Pty Ltd to undertake a Preliminary Site Investigation (PSI) on the proposed Gorge Hotel development at 125-133 Paterson St (Property ID 2787951 and Title References 151150/2), 16 Margaret Street (Property ID 6679747 and Title References 47225/1), 18 Margaret Street (Property ID 6679739, Title Reference 20377/1), 268 Brisbane Street (Property ID 6668589, Title Reference 19633/1), 270 Brisbane Street (Property ID 6668570, Title Reference 34571/1), 272 Brisbane Street (Property ID 6668562, Title Reference 18410/1), 123 Paterson Street, Launceston (Property ID 2787978, Title Reference 151150/3) and 264 Brisbane Street (Property ID 6668597, Title Reference 202922/1).

Development of 123 Paterson Street is not expected to occur within the next 15 years and on-site contamination has not been addressed within this report. Risk from contaminated groundwater migrating from the site has been investigated.

The aim of the PSI is to determine whether activities have occurred on or near the site which may result in contamination of the land and if so, whether the level of risk will increase with the proposed hotel development.

Code E2 (Potentially Contaminated Land Code) of the Launceston Interim Planning Scheme 2015 stipulates that use or development of potentially contaminated land must not adversely impact on human health or the environment. **The following use and development are exempt for the code:**

E2.4.1 The following use and development is exempt from this Code.

E2.4.2 Development:

(a) to investigate potentially contaminated land; or

(b) in accordance with a notice issued in accordance with Part 5A of the Environmental Management and Pollution Control Act 1994.

E2.4.3 Any use or development where a site history prepared by a suitably qualified person has been provided to the planning authority that confirms potentially contaminating activities did not impact the site.

E2.4.4 Development that does not involve disturbance of more than 1m² of land.

E2.4.5 Any use or development that the Director, or a person approved by the Director for the purpose of this Code, having regard to the objective stated in all applicable standards in this Code, has issued a certificate stating that there is insufficient increase in risk from contamination to warrant any specific remediation and protection measures.

This report will comprise a summary of investigation pursuant to E2.4.3 above, to establish if potentially contaminating activities are likely to have impacted the site. If potential for contamination exists, the report will focus on E2.5 to quantify potential risk associated with the proposed development.

2 Author Details

The Launceston Interim Planning Scheme 2015 specifies that environmental site assessments in relation to potentially contaminating activities must be prepared by a suitably qualified person. The report was prepared by R Cooper, CEnvP Site Contamination and Principal Consultant, ES&D.

3 Scope of Works

The scope of the preliminary site investigation included:

- Desktop review of the site and surrounding land use history;
- Obtaining information from Work Safe Tasmania (WST) regarding potential storage of dangerous substances in the area surrounding the property;
- Determination of potential contaminants of concern;
- Field investigations and site visit;
- Consideration of the sites environmental settings;
- Identification of potential human and ecological receptors and consideration of risks to identified receptors;
- Soil and Groundwater Sampling, and analysis of laboratory results;
- Development of a Conceptual Site Model (CSM); and,
- Preparation of the assessment report.

4 Basis for Assessment

As a State Policy for the purposes of State policies and Procedures Act 1993, the National Environmental Protection (Assessment of Site Contamination) Measure 1999 (NEPM) was the guideline used for the assessment.

The assessment included elements of a Preliminary Environmental Site Assessment as defined in NEPM Schedule B2. NEPM advises that if a thorough preliminary investigation shows a

5 Information Sources

- Dangerous Substances license information from WorkSafe Tasmania, Department of Justice;
- (the LIST) Land Information System Tasmania (www.thelist.tas.gov.au), accessed 15/7/2018;
- (GIP) DPIPWE Groundwater Information Portal (<http://wrt.tas.gov.au/groundwater-info>); accessed 15/7/2018;
- Launceston Interim Planning Scheme 2015 (www.iplan.tas.gov.au), accessed 15/7/2018;
- National Environment Protection (assessment of Site Contamination) Amendment Measure 2013 (no. 1);
- Google Earth Pro accessed 16/07/2018;
- Site visit and interviews with the owner and neighbours.

6 Site Details

6.1 Ownership and Location

The properties at 125-133 Paterson Street, 16 Margaret Street, 18 Margaret Street, 268 Brisbane Street, 270 Brisbane Street, 272 Brisbane Street, 264 Brisbane Street and 123 Paterson Street is owned by TRC Multi Property Pty Ltd. The proposed development involves demolition of select buildings and constructing a multilevel hotel (Appendix 1). The sites are surrounded by a mixture of residential and commercial dwellings. The investigation area (the Sites) is approximately 6800 m². The site location is shown in Figure 1.



Figure 1: Site Plan

6.2 Zoning

The site is currently zoned “Urban Mixed Use” (Launceston Interim Planning Scheme 2015, Figure 2) and is surrounded by “Urban Mixed Use” to the east and west. “Inner Residential” zoning is located to the south and south-west. A section of “Open Space” exists to the north between the site and the River Tamar. The current zoning is not proposed to change as part of the development.



Figure 2: Zoning – Urban Mixed Use

7 Geology, Hydrology and Hydrogeology

7.1 Topography

A review of Google Earth indicates the site is flat, with elevations ranging from 4-6m across the site. There is localized topography in the area falling from the north-eastern corner to the center of the site which may impact groundwater flow.

7.2 Surface Water

The nearest surface water body is the River Tamar located 120m to the Northwest of the site.

7.3 Regional Geology

The Land Information Systems Tasmania (the list) indicates that the site is underlain with Estuarine deposits of clayey silt, silt, sand and subordinate gravel, supra-estuarine swamp and laterally derived alluvial, deposits, unmapped man-made deposits including silt dredgings; in environments inferred to lie above frequent tidal influence. Further south the list indicates alluvium and marsh deposits of modern flood plains and Poorly consolidated clay, silt, and clayey labile sand with rare gravel and lignite; some iron oxide-cemented layers and concretions; some leaf fossils are present.

7.4 Regional Hydrogeology

Groundwater flow has been calculated to travel to the west (figure 3) by measuring the water table elevation of three monitoring wells onsite (section 14). Reference to the Department of Primary Industries, Parks, Water and Environment (DPIPWE) Groundwater Information Access Portal indicates there are no registered bores within 500m of the site. Groundwater is not extracted for drinking purposes in the area, water is supplied to the area from TasWater infrastructure.

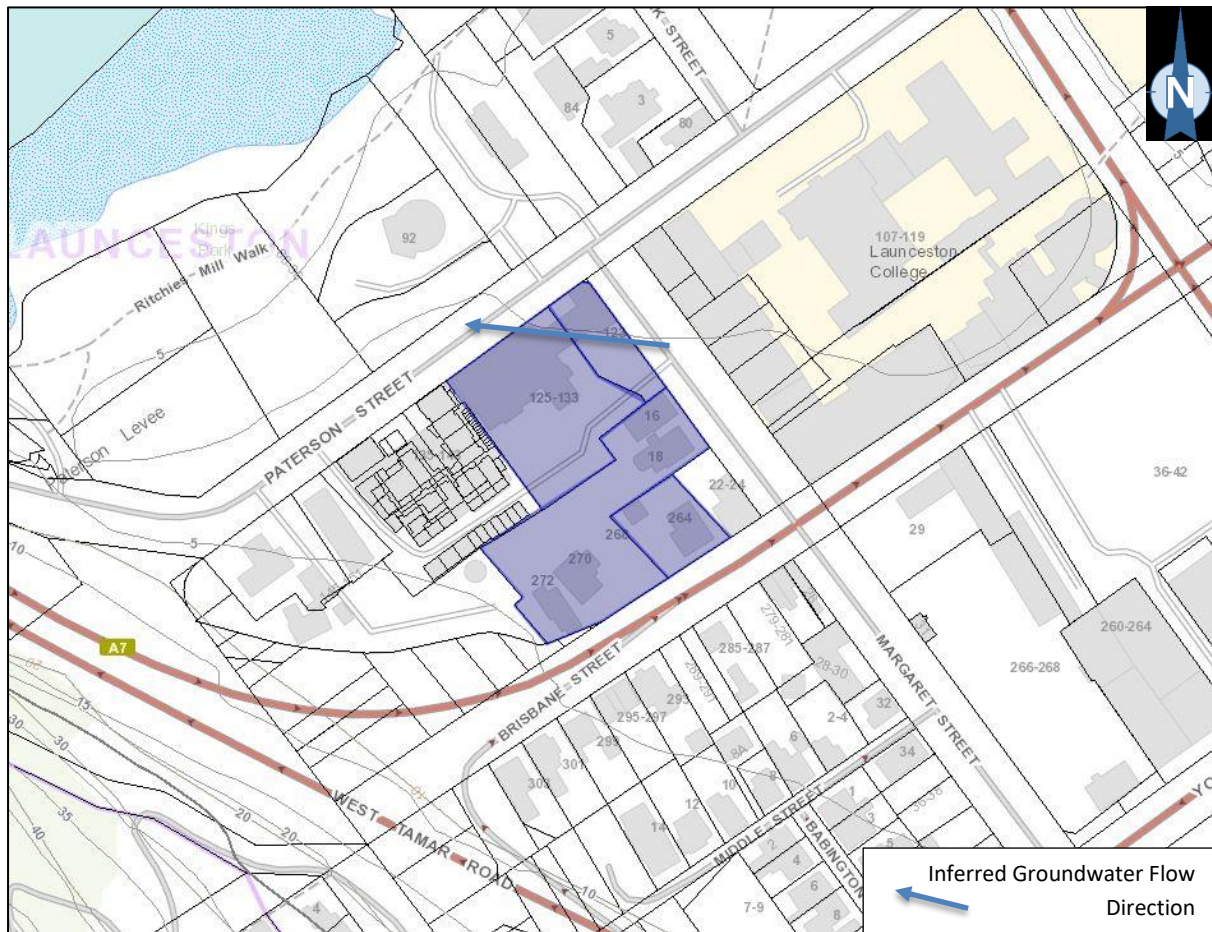


Figure 3: Inferred Groundwater Flow Direction

7.5 Acid Sulfate Soils

Review of the LIST (Land Information System Tasmania) indicates that the site has a “low” potential for containing acid sulfate soils (Figure 4). Based on this, no management for acid sulfate soils is required, however construction workers should be briefed on their potential.

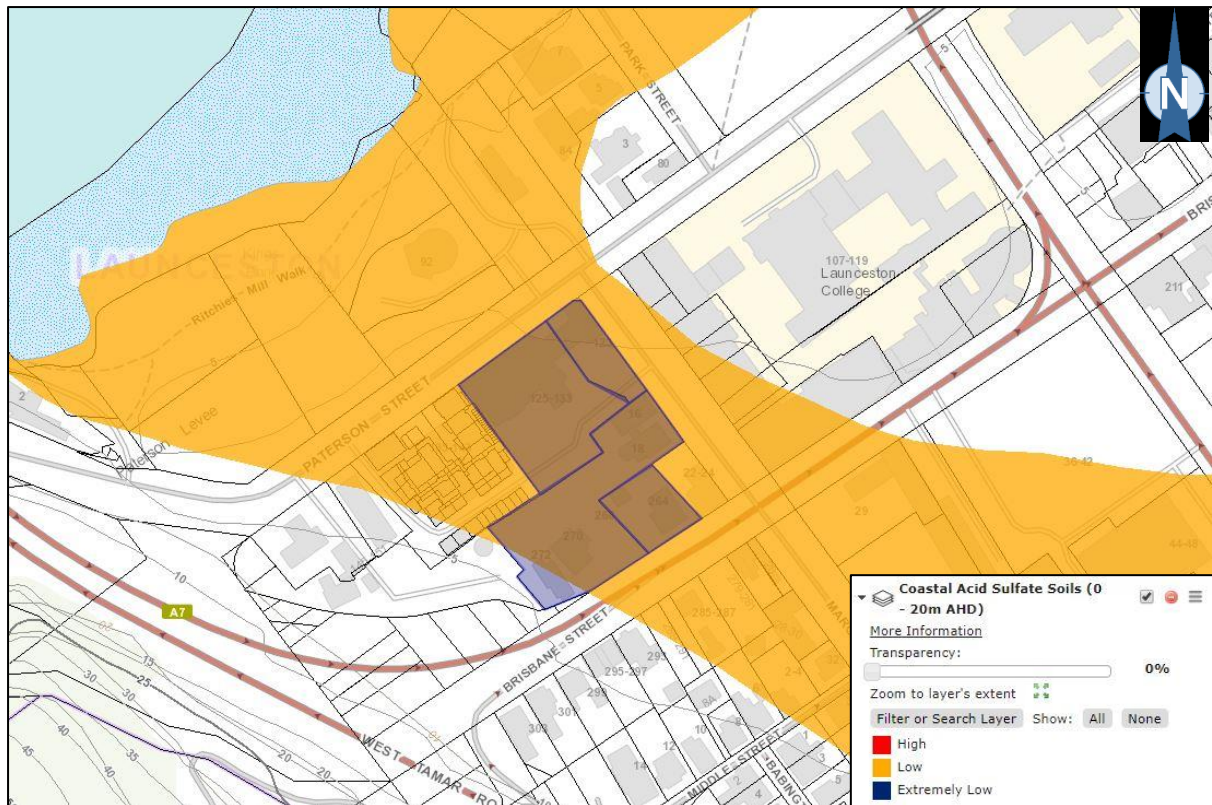


Figure 4: Acid Sulfate Soil – Low Potential

8 Site History

8.1 Sites and Surrounding Land uses

125-133 Paterson Street is currently occupied by a hotel and bottle shop. Four residential properties have been recently demolished on four of the titles associated with the development. United Service Station is located 123 Paterson Street and is expected to remain operational until at least 2030 (Figure 5). The history search and site visit did not determine any potential sources of contamination nearby to the site.



Figure 5: Location of the Service Station at 123 Paterson Street

8.2 WorkSafe Tasmania Dangerous Goods Licenses

A search of the Historic WorkSafe Tasmania Dangerous Goods Licenses information was conducted. Underground storage tanks (both historical and current) were identified at 123 Paterson Street. No other licenses were identified at the sites or at neighboring properties.

8.3 Historical Aerial photography

A review of historical aerial photographs on record on the LIST and Google Earth was undertaken to identify any historical potentially contaminating land uses in the area. Photos from 1977, 1981, 1984, 1991, 2008 and 2017/18 are shown in Figures 6-12 below.



Figure 6: Aerial 1977



Figure 7: Aerial 1981



Figure 8: Aerial 1984



Figure 9: Aerial 1991



Figure 10: Aerial 2008



Figure 11: Aerial 2016



Figure 12: Aerial 2017/18

9 Site History Summary

Based on the review of the sites, the sites history is as follows:

Period	Site
1976 - 2017	Carpark with residential properties to the east and south. Service Station constructed between 1976 and 1981.
2017-Current	Majority of surrounding residential properties demolished. Carpark extended. No evidence of potential contaminating activities other than the service station.

10 Potential Site Contamination

10.1 Onsite contamination

Historical imagery details majority of titles were occupied by non-potentially contaminating activities such as a hotel, carpark and residential properties with no major industrial uses since at least 1976. The site visit outlined no potential contamination sources on these sites.

Based on the location of the United Service Station at 123 Paterson Street (figure 13), underground fuel tanks will be located to the northeast of the Gorge Hotel. This site will be developed after 2030 to form a retail and bottle shop. ES&D investigated the sites for potential soil and groundwater contamination and associated risk to human health from vapour intrusion at the Gorge Hotel. As per figure 13, if the tanks were to have leaked, there is potential for a plume of contamination to be present. COPC associated with storage of fuels include:

- Heavy metals (predominantly lead)
- Total Petroleum Hydrocarbons (TPH)
- Total Recoverable Hydrocarbons (TRH)
- BTEXN
- Polyaromatic Hydrocarbons
- Chlorinated Hydrocarbons in groundwater from historic mechanical workshop



Figure 13: United Service Station at 123 Paterson Street

10.2 Offsite Sources

The site visit and historical imagery outlined no potential offsite contamination sources nearby to the development. Therefore, offsite contamination is not considered in the conceptual site model.

11 Potential Receptors

A preliminary Conceptual Site Model (CSM) (Table 1) was developed after consideration of risks to potential human and ecological receptors as outlined in Sections 11.1 and 11.2.

11.1 Human Receptors

Risks to human health from hydrocarbon contamination can arise via the inhalation route when people are exposed to vapours for extended periods, including from vapour intrusion into built spaces, and/or by direct contact with contaminated soil, surface water or groundwater (e.g., ingestion, dermal contact).

Future workers involved in the construction of the development were considered in the preliminary CSM, along with subsurface workers and commercial usage.

11.2 Ecological Receptors

The calculated groundwater flow direction to the west indicated that the North Esk River ~185 metres to the North West as the main receiving surface water body for groundwater discharging from the site. High levels of contaminants in the groundwater may present a risk to ecological receptors in the river.

Table 1: Preliminary Conceptual Site Model

Contamination Source	COPC	Pathway	Receptor
Underground petroleum storage systems (UPSS) and historical mechanical workshop	<ul style="list-style-type: none"> ● Heavy metals (lead) ● Total Petroleum Hydrocarbons (TPH) ● Total Recoverable Hydrocarbons (TRH) ● BTEX 	Vapour inhalation of COPC in surface soils	<ul style="list-style-type: none"> ● Future commercial users ● Subsurface workers ● Surrounding site users
	<ul style="list-style-type: none"> ● Heavy metals (lead) ● Total Petroleum Hydrocarbons (TPH) ● Total Recoverable Hydrocarbons (TRH) ● BTEX 	Dermal contact/ingestion of COPC in surface soils	<ul style="list-style-type: none"> ● Future commercial users ● Subsurface workers

	<ul style="list-style-type: none">● Heavy metals (lead)● Total Petroleum Hydrocarbons (TPH)● Total Recoverable Hydrocarbons (TRH)● BTEX● PAH's● Chlorinated Hydrocarbons	Migration into soil and groundwater and subsequent ingestion/dermal contact or inhalation of COPC	<ul style="list-style-type: none">● Future commercial users● Subsurface workers● Surrounding site users● North Esk River
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12 Basis for Assessment

Health Screening Levels (HSLs), Health Investigation Levels (HILs), Ecological Investigation Levels (EILs), Ecological Screening Levels (ESLs) and Groundwater Investigation Levels (GILs) provided in the *National Environmental protection (Assessment of Site Contamination) Measure 1999*, as amended April 11, 2013 (NEPM) were the designated criteria for assessing potential ecological and human health risks posed by hydrocarbon contamination of soil as applicable. Cooperative Research Centre for Contamination Assessment and Remediation of the Environment (CRC CARE) documents used in the assessment comprised CRC CARE Technical Report No. 10 *“Health Screening Levels for Petroleum Hydrocarbons in Soil and Groundwater Part 2: Application Document”* (TR10).

Soil screening / investigation levels considered are given in Tables 2, 3 and 4. Site soils were predominantly sand or clay as per the bore logs provided by Tasman Geotechnics (Appendix 2) and therefore sand was chosen as the soil texture classification as this is the most conservative value. Soil samples were collected during installation of two failed monitoring wells as per figure 14 and assessed against HIL-D and HSL-D (commercial/industrial), 0-<1m and 1-<2m due to the proposed subsurface works to occur as part of the development.

ESLs relating to coarse grained soil were appropriate because sands were encountered at the site.

Groundwater was assessed against HSL-D 2-<4m, however groundwater was intersected at less than 2.0m, so this is conservative. Groundwater was assessed against GIL for fresh waters due to the nearby presence of North Esk River.

With respect to the assessment for lead, the ambient soil background concentration (ABC) is not known. The ABC is normally added to the added contaminant limit (ACL) provided by NEPM to give the EIL value, however the ABC often makes little difference to the ultimate value. For the purposes of this assessment the ACL was considered equivalent to the EIL.

Assessment values are included in the results tables 8 to 10.

Table 2: Soil Assessment Criteria, Health Screening Levels / Health Investigation Levels

Land Use	Units – mg/kg	Commercial / Industrial			
HSLs - Derived from NEPM Schedule B1, Table 1A (3)		HSL-D	HSL-D	HSL-D	HSL-D
		SAND			
		0-1m	1-2m	2-4m	4m+
Chemical					
Naphthalene		NL	NL	NL	NL
C ₆ -C ₁₀ (F1)		260	370	630	NL
>C ₁₀ -C ₁₆ (F2)		NL	NL	NL	NL
Benzene		3	3	3	3
Toluene		NL	NL	NL	NL
Ethylbenzene		NL	NL	NL	NL
Xylenes		230	NL	NL	NL
HILs – Derived from NEPM Schedule B1, Table 1A (1)					
Lead		240 000			
NL = Not Limiting: indicates that vapour reaches saturation point and cannot increase to a point which would result in an unacceptable health risk.					

Table 3: Soil Assessment Criteria, Ecological Investigation Levels / Ecological Screening Levels

Land Use	Commercial and industrial	
Chemical	Soil (mg/kg)	
Soil (mg/kg)		
Lead	ABC	Not known
	ACL	1800
	EIL	1800+
ESLs – Derived from NEPM Schedule B1, Table 1B (6)		
C ₆ -C ₁₀ (F1)	Coarse substrate	215
>C ₁₀ -C ₁₆ (F2)		170
>C ₁₆ -C ₃₄ (F3)		1700
>C ₃₄ -C ₄₀ (F4)		3300
Benzene		75
Toluene		135
Ethylbenzene		165
Xylenes		180

Table 4: Groundwater Assessment Criteria, Health Screening Levels / Groundwater Investigation Levels

Chemical SAND	Groundwater (µg/L) 2m to <4m
	<i>HSL D Commercial / Industrial</i>
HSLs - Derived from NEPM Schedule B1, Table 1A (4)	
Naphthalene	NL
C ₆ -C ₁₀ (F1)	6000
C ₁₀ -C ₁₆ (F2)	NL
Benzene	5000
Toluene	NL
Ethylbenzene	NL
Xylenes	NL
GILs – Derived from NEPM Schedule B1, Table 1C	
	Fresh Water
Lead	3.4
Benzene	950
Naphthalene	16
NL = Not Limiting: indicates that vapour reaches saturation point and cannot increase to a point which would result in an unacceptable health risk.	

13 Analytical and Sampling Plan

All contaminants that could be reasonably expected to disperse to the environment from a UPSS used for storing petroleum products were included in the analytical plan. These comprised Total Petroleum Hydrocarbon / Total Recoverable Hydrocarbon (TPH/TRH) fractions, Benzene, Toluene, Ethylbenzene, Xylene and Naphthalene (BTEXN) and Lead (Pb). Polyaromatic Hydrocarbons (PAH) and chlorinated hydrocarbons were included in one groundwater sample closest to the service station to determine contamination levels because of the historic mechanical workshop and potential risk to receptors.

Planned QC/QA samples included duplicate samples as necessary. Duplicates were to be collected with a frequency of 1 per 20 samples, but notwithstanding this, for both soil and groundwater, one duplicate was to be collected for each, each day of sampling. The sampling and analytical plan is summarised in Table 5.

Table 5: Sampling plan

Soil	Number of samples	Number of duplicates	Total	Pb	TPH Fractions/ TRH Fractions	BTEX / BTEXN	PAH/Chlorinated Hydrocarbons
Soil samples collected during drilling of failed monitoring well installation	5	1*	6	X	X	X	
Ground water sample of existing bore	1	1*	2	X	X	X	X
Groundwater sample of newly established monitoring well	2	1	3	X	X	X	
*PAH and Chlorinated Hydrocarbons not analysed for the duplicate sample to reduce costs							

14 Field Activities

Boreholes were drilled using a 4x4 vehicle mounted hollow flight auger.

The newly established monitoring well (MW2) underneath the planned hotel development met water at around 1.0 meters, while further north the existing bore (originally BH2 as per Tasman Geotechnics bore logs – referred to as MW3 in this report) had a standing water level of 1.3m.

Two additional groundwater bores were established to allow groundwater flow direction to be confirmed and determine contamination and subsequent risk to receptors at the development site. The groundwater monitoring wells were positioned by Tasman Geotechnics to allow geotechnical work to be completed using the same bores.

Surface levels for each bore relative to a common datum were measured by a surveyor. Standing water levels were measured using an electronic oil-water interface probe.

Bore gauging data is given in Table 6. Calculated water table elevations indicated the groundwater flow direction to be to the west (Figure 14).

Table 6: Groundwater Bore Gauging Details / Water Table Elevations

Heading	MW1	MW2	MW3
Surface Elevation	3.253	2.552	2.448
SWL (mBGSL)	1.28	1.03	1.26
Water Table Elevation	1.973	1.522	1.188
GDA94 Co-ordinates	402384 E	402371 E	402368 E
	511014 E	510983 E	510995 E
	5412342 N	5412316 N	5412363 N

<i>Heading</i>	<i>MW1</i>	<i>MW2</i>	<i>MW3</i>
Distances between bores (m)	MW1 – MW2	MW2 – MW3	MW1 – MW3
	27.76	47.89	39.85



Figure 14: Sample locations and calculated groundwater flow direction (red arrow)

14.1.1 Soil Sampling

Soil samples were collected directly from the drill auger by Tasman Geotechnics and handled according to the documented QA/QC procedures. ES&D collected the soil samples from the site and dispatched to ALS laboratory.

14.1.2 Groundwater Sampling

Groundwater samples were collected according to the documented QA/QC procedures (15.2) using low flow pumping techniques. Samples were taken after field parameters had stabilised, as measured by a calibrated Horiba U-50 series multi-parameter probe. Field data for each sample is shown in Table 7. The bore was conditioned and purged several days prior to sampling.



Figure 15: Sampling of MW2



Figure 16: Proposed location of Gorge Hotel (facing west)

Table 7: Groundwater Field Data

Sample Site	SWL (mBGS)	pH	Conductivity $\mu\text{S/cm}$	Turbidity (NTU)	DO%	Redox mV
MW3	1.26	6.61	889	8.9	-	-
MW1	1.28	6.49	1180	-	0	1
MW2	1.03	6.85	1840	-	0	-22

15 Sampling Information

Laboratory Certificates of Analysis (COA) for all samples are attached in Appendix 3. Sampling QA/QC protocols and QC results are presented.

15.1 Sampling guidelines, standards and techniques

- NEPM Schedule B (2), *Guideline on Site Characterisation*; judgmental sampling
- AS 4482.1 (2005) Guide to the Sampling and Investigation of Potentially Contaminated Soil - Part 1: Non-Volatile and Semi Volatile Compounds
- AS 4482.2 – Part 2: Volatile Substances

- AS 5667.1 (1998) Guidance on the design of sampling programs, sampling techniques and the preservation and handling of sampling

Soil samples were taken directly from the source. Samples were immediately placed into an esky with ice bricks after collection and were dispatched by overnight airfreight to the analytical laboratory. The analytical laboratory used for all samples was NATA certified Australian Laboratory Services (ALS), Springvale, Victoria.

15.2 QA/QC

Samples were analysed by ALS Laboratory located in Springvale, Victoria. ALS is National Association of Testing Authorities (NATA) certified for the analyses completed and supplies comprehensive QC reports with each COA. QC reports are appended with the COA.

Field duplicates to be collected and analysed at a rate of 1 in every 20 primary samples; not withstanding this, one duplicate to be collected per matrix, per day of sampling.

Normal cleaning of equipment and rinsing occurred, but blanks were not collected from pumping equipment between groundwater bores.

Techniques used to prevent cross contamination of samples and ensure the integrity of samples were as follows:

- use of calibrated field instruments (water probe, PID);
- individual soil samples were collected by hand with single use disposable nitrile gloves;
- pump tubing used for collection of groundwater samples was cleaned between samples by sequentially pumping solutions of Decon 90, tap water and demineralised water;
- soil samples were packed into jars ensuring no headspace remained;
- groundwater samples were collected using low-flow techniques;
- groundwater samples were taken after field parameters had stabilised as measured by a Horiba U-50 series multi-parameter probe;
- each soil and groundwater sample were rapidly collected into ALS supplied analyte appropriate bottles, individually labelled, placed in an esky with freezer packs and dispatched for overnight delivery to the laboratory with an accompanying chain of custody document;

15.3 Data Quality Evaluation Methods

AS 4482.1 (2005) suggests that typical MDQI should be $\leq 50\%$ Relative Percentage Difference (RPD) between the primary and duplicate sample, and this was the adopted MDQI for soil and groundwater samples. RPD results of up to 100 % are considered acceptable when there are low detected analyte concentrations at or near the laboratory limit of reporting (LOR).

All primary and duplicate sample results and RPD calculations are provided in Table 11.

The NATA certified laboratory runs an extensive complement of QC samples with submitted samples. The MDQI for laboratory QC was that its QA/ QC results should comply with the laboratory's own acceptance criteria. Any results outside the MDQI to be noted and explained.

Laboratory analysis was conducted in accordance with the requirements of NEPM and is referenced to USEPA and APHA methods. The analytical schedule, laboratory methods, laboratory limits of reporting (LORs) and reference methods applied for the investigation are detailed in appended laboratory QC reports.

16 Results

16.1 Laboratory Results

Comprehensive data is presented in Tables 8 through to 10 together with assessment criteria. Values above LORs are highlighted in bold black text; those above assessment criteria are highlighted in bold red cell. Certified results are included as Appendix 3.

Table 8: Soil samples with depths 0-1m

Laboratory Report No. EM1809165			Sample ID			BH1 0.3-0.5m	BH1 0.8-1.0m	BH2 0.5-1.0m	Duplicate
			Date Sampled			5/06/2018	5/06/2018	5/06/2018	5/06/2018
Analyte	Units	LOR	HIL	HSL 0-1m	ESL	SOIL	SOIL	SOIL	SOIL
Moisture Content (dried @ 103°C)	%	1				5	24.2	25	17.7
Lead	mg/kg	5	1500		1800	<5	60	129	125
TPH									
C6 – C9 Fraction	mg/kg	10				<10	<10	<10	<10
C10 – C14 Fraction	mg/kg	50				<50	<50	<50	<50
C15 – C28 Fraction	mg/kg	100				<100	<100	<100	<100
C29 – C36 Fraction	mg/kg	100				<100	<100	<100	<100
C10 – C36 Fraction (sum)	mg/kg	50				<50	<50	<50	<50
TRH									
C6 – C10 Fraction	mg/kg	10				<10	<10	<10	<10
C6 – C10 Fraction minus BTEX (F1)	mg/kg	10		260	215	<10	<10	<10	<10
>C10 – C16 Fraction	mg/kg	50				<50	<50	<50	<50
>C16 – C34 Fraction (F3)	mg/kg	100			1700	<100	<100	<100	<100
>C34 – C40 Fraction (F4)	mg/kg	100			3300	<100	<100	<100	<100
>C10 – C40 Fraction (sum)	mg/kg	50				<50	<50	<50	<50
>C10 – C16 Fraction minus Naphthalene (F2)	mg/kg	50		NL	170	<50	<50	<50	<50
BTEXN									
Benzene	mg/kg	0.2		3	75	<0.2	<0.2	<0.2	<0.2
Toluene	mg/kg	0.5		NL	135	<0.5	<0.5	<0.5	<0.5
Ethylbenzene	mg/kg	0.5		NL	165	<0.5	<0.5	<0.5	<0.5
meta- & para-Xylene	mg/kg	0.5				<0.5	<0.5	<0.5	<0.5
ortho-Xylene	mg/kg	0.5				<0.5	<0.5	<0.5	<0.5
Total Xylenes	mg/kg	0.5		230	180	<0.5	<0.5	<0.5	<0.5
Sum of BTEX	mg/kg	0.2				<0.2	<0.2	<0.2	<0.2
Naphthalene	mg/kg	1		NL		<1	<1	<1	<1

Laboratory Report No. EM1809165			Sample ID			BH1 1.3-2.0	BH2 1.5-2.0
			Date Sampled			5/06/2018	5/06/2018
Analyte	Units	LOR	HIL	HSL 1-2m	ESL	SOIL	SOIL
Moisture Content (dried @ 103°C)	%	1				22.9	44.8
Lead	mg/kg	5	1500		1800	18	13
TPH							
C6 – C9 Fraction	mg/kg	10				<10	<10
C10 – C14 Fraction	mg/kg	50				<50	<50
C15 – C28 Fraction	mg/kg	100				<100	<100
C29 – C36 Fraction	mg/kg	100				<100	<100
C10 – C36 Fraction (sum)	mg/kg	10				<50	<50
TRH							
C6 – C10 Fraction	mg/kg	10				<10	<10
C6 – C10 Fraction minus BTEX (F1)	mg/kg	10		370	215	<10	<10
>C10 – C16 Fraction	mg/kg	50				<50	<50
>C16 – C34 Fraction (F3)	mg/kg	100			1700	<100	<100
>C34 – C40 Fraction (F4)	mg/kg	100			3300	<100	<100
>C10 – C40 Fraction (sum)	mg/kg	50				<50	<50
>C10 – C16 Fraction minus Naphthalene (F2)	mg/kg	50		NL	170	<50	<50
BTEXN							
Benzene	mg/kg	0.2		3	75	<0.2	<0.2
Toluene	mg/kg	0.5		NL	135	<0.5	<0.5
Ethylbenzene	mg/kg	0.5		NL	165	<0.5	<0.5
meta- & para-Xylene	mg/kg	0.5				<0.5	<0.5
ortho-Xylene	mg/kg	0.5				<0.5	<0.5
Total Xylenes	mg/kg	0.5		NL	180	<0.5	<0.5
Sum of BTEX	mg/kg	0.2				<0.2	<0.2
Naphthalene	mg/kg	1		NL		<1	<1

Table 10: GW samples with depths 2<4m

Laboratory Report No. EM1810668			Sample ID		MW3	Duplicate	MW1	MW2	FD1
			Date Sampled		2/07/2017	2/07/2017	17/07/2018	17/07/2018	17/07/2018
Analyte	Units	LOR	GIL Fresh	HSL-D 2m to <4m	WATER	WATER	WATER	WATER	WATER
Lead	µg/L	0.001	3.4		<0.001	<0.001	<0.001	<0.001	<0.001
TPH									
C6 - C9 Fraction	µg/L	20			20	20	<20	<20	<20
C10 - C14 Fraction	µg/L	50			60	<50	<50	<50	<50
C15 - C28 Fraction	µg/L	100			230	420	280	630	310
C29 - C36 Fraction	µg/L	50			<50	<50	<50	<50	<50
C10 - C36 Fraction (sum)	µg/L	50			290	420	280	630	310
TRH									
C6 - C10 Fraction	µg/L	20			<20	<20	<20	<20	<20
C6 - C10 Fraction minus BTEX (F1)	µg/L	20		6000	<20	<20	<20	<20	<20
>C10 - C16 Fraction	µg/L	100			<100	<100	<100	<100	<100
>C16 - C34 Fraction (F3)	µg/L	100			180	340	280	620	300
>C34 - C40 Fraction (F4)	µg/L	100			<100	<100	<100	<100	<100
>C10 - C40 Fraction (sum)	µg/L	100			180	340	280	620	300
>C10 - C16 Fraction minus Naphthalene (F2)	µg/L	100		NL	<100	<100	<100	<100	<100
BTEXN									
Benzene	µg/L	1	950	5000	<1	<1	<1	<1	<1
Toluene	µg/L	2		NL	<2	<2	<2	<2	<2
Ethylbenzene	µg/L	2		NL	<2	<2	<2	<2	<2
meta- & para-Xylene	µg/L	2			<2	<2	<2	<2	<2
ortho-Xylene	µg/L	2			<2	<2	<2	<2	<2
Total Xylenes	µg/L	2		NL	<2	<2	<2	<2	<2
Sum of BTEX	µg/L	1			<1	<1	<1	<1	<1
Naphthalene	µg/L	5	16	NL	<5	<5	<5	<5	<5
PAH									
Sum of PAH	µg/L	0.5	4000		<0.5	-	-	-	-
Chlorinated Compounds									
1,3-Dichloropropene	µg/L	5	-		<5	-	-	-	-
1,1,2-Trichloroethane	µg/L	5	6500		<5	-	-	-	-
1,2-Dichlorobenzene	µg/L	5	160		<5	-	-	-	-
1,3-Dichlorobenzene	µg/L	5	260		<5	-	-	-	-

16.2 QA/QC

Table 11: QA/QC

Laboratory Report No. EM1809165/ EM1810668	Pair - Soil		RPD (%)	Pair - Water		RPD (%)	Pair - Water		RPD (%)
	BH2	Duplicate		MW3	Duplicate		MW1	FD1	
Moisture Content (dried @ 103°C)	25	17.7	34.19	-	-	-			
Lead	129	125	3.15	<0.001	<0.001	N/A	<0.001	<0.001	N/A
TPH									
C ₆ – C ₉ Fraction	<10	<10	N/A	20	20	0	<20	<20	N/A
C ₁₀ – C ₁₄ Fraction	<50	<50	N/A	60	<50	N/A	<50	<50	N/A
C ₁₅ – C ₂₈ Fraction	<100	<100	N/A	230	420	58.46	280	310	10.17
C ₂₉ – C ₃₆ Fraction	<100	<100	N/A	<50	<50	0	<50	<50	N/A
C ₁₀ – C ₃₆ Fraction (sum)	<50	<50	N/A	290	420	36.62	280	310	10.17
TRH									
C ₆ – C ₁₀ Fraction	<10	<10	N/A	<20	<20	N/A	<20	<20	N/A
C ₆ – C ₁₀ Fraction minus BTEX (F1)	<10	<10	N/A	<20	<20	N/A	<20	<20	N/A
>C ₁₀ – C ₁₆ Fraction	<50	<50	N/A	<100	<100	N/A	<100	<100	N/A
>C ₁₆ – C ₃₄ Fraction (F3)	<100	<100	N/A	180	340	61.54	280	300	6.90
>C ₃₄ – C ₄₀ Fraction (F4)	<100	<100	N/A	<100	<100	N/A	<100	<100	N/A
>C ₁₀ – C ₄₀ Fraction (sum)	<50	<50	N/A	180	340	61.54	280	300	6.90
>C ₁₀ – C ₁₆ Fraction minus Naphthalene (F2)	<50	<50	N/A	<100	<100	N/A	<100	<100	N/A
Benzene	<0.2	<0.2	N/A	<1	<1	N/A	<1	<1	N/A
Toluene	<0.5	<0.5	N/A	<2	<2	N/A	<2	<2	N/A
Ethylbenzene	<0.5	<0.5	N/A	<2	<2	N/A	<2	<2	N/A
meta- & para-Xylene	<0.5	<0.5	N/A	<2	<2	N/A	<2	<2	N/A
ortho-Xylene	<0.5	<0.5	N/A	<2	<2	N/A	<2	<2	N/A
Total Xylenes	<0.5	<0.5	N/A	<2	<2	N/A	<2	<2	N/A
Sum of BTEX	<0.2	<0.2	N/A	<1	<1	N/A	<1	<1	N/A
Naphthalene	<1	<1	N/A	<5	<5	N/A	<5	<5	N/A
Sum of PAH	-	-	-	<0.5	-	N/A	-	-	N/A
1,3-Dichloropropene	-	-	-	<5	-	N/A	-	-	N/A
1.1.2-Trichloroethane	-	-	-	<5	-	N/A	-	-	N/A
1.2-Dichlorobenzene	-	-	-	<5	-	N/A	-	-	N/A
1.3-Dichlorobenzene	-	-	-	<5	-	N/A	-	-	N/A

16.3 Soil Results Summary

Petroleum Hydrocarbons (TPH/TRH), BTEXN

Petroleum hydrocarbons were not detected in any soil sample above limits of reporting (LOR) (Table 8 and 9).

Lead

Lead was not detected in any soil sample above HIL-D and ESL-D guidelines (Table 8 and 9). Lead concentrations are likely attributable to air deposition or the historical use as a carpark, not resulting from an identified contamination source due to the absence of other contaminants of concern. The results are below applicable residential guidelines.

16.4 Groundwater Results Summary

Petroleum Hydrocarbons (TPH/TRH), BTEXN

Petroleum hydrocarbons were not detected in any soil sample above HSL-D and ESL-D guidelines (Table 10). Minor levels of C₁₆-C₃₄ total recoverable hydrocarbons and C₁₅-C₂₈ total petroleum hydrocarbons were present within each bore, however this present no vapour risk to the development. As the groundwater is not extracted there is no dermal / primary contact risk.

Lead

Lead was not detected in any groundwater sample above limits of reporting (LOR) (Table 10).

PAH/Chlorinated Hydrocarbons

PAH and chlorinated hydrocarbons were not detected above limits of reporting (LOR) in the groundwater sample closest to the service station (Table 10).

16.5 QA/QC Results Summary

AS 4482.1 (2005) suggests that typical Measurable Data Quality Indicators (MDQI) should be ≤50% Relative Percentage Difference (RPD), and this was the adopted MDQI for all samples. Results for the QA/QC in Table 11 outline all RPD's are less than 50%, excluding the C₁₆-C₃₄ total recoverable hydrocarbons and C₁₅-C₂₈ total petroleum hydrocarbons in MW3 groundwater sample. Additionally, the primary and duplicate laboratory samples are comparable and within recovery limits.

17 Conclusions and Recommendations

Environmental Service and Design (ES&D) were commissioned by their client, TRC Multi Property Pty Ltd, to conduct a Preliminary Site Investigation for the proposed Gorge Hotel development at 125-133 Paterson Street, 16 Margaret Street, 18 Margaret Street, 268 Brisbane Street, 270 Brisbane Street, 272 Brisbane Street, 264 Brisbane Street and 123 Paterson Street Launceston 7250. Risk and concern were raised by Launceston City Council relating to potentially contaminating activities operating on the site or nearby.

The results of the preliminary site investigation, based on the site history, site visit and desktop assessment, including a search of WorkSafe Dangerous Goods Records, indicate that the only potentially contaminating activity to have historically occurred on the site is the presence of an operating service station at 123 Paterson Street, Launceston, which has the potential to pose risk to human receptors.

Based on the calculated ground water flow direction, potential groundwater contamination from the service station may impact the site of the Gorge Hotel. Soil and groundwater sampling was conducted to quantify risk to receptors and provide baseline contamination levels for the site. Results from the sampling outlined no current risk to human health or the environment at proposed location of the Gorge Hotel. **Development of 123 Paterson Street is not expected to occur within the next 15 years, and on-site contamination has not been addressed within this report. Any future development at 123 Paterson Street will involve appropriate decommissioning as per UPSS 1 and UPSS 2, EPA Tasmania and remediation measures as required.**

Of note, the site is susceptible to a storm tide with a 1% AEP by 2100. Council may require an assessment to ensure tolerable level of risk can be achieved and maintained for the life of the development. This was outside the scope of this report.

A risk assessment was conducted according to the principles and methodology contained within the NEPM and found potential risk to human health receptors associated with the development.

As per Section E2.5 and E2.6.2 of the Launceston Interim Planning Scheme 2015:

- ES&D has provided a plan to manage contamination and associated risk to human health or the environment that includes:
 - o An environmental site assessment;
 - o Any specific remediation and protection measures required to be implemented before any use commences;
 - o A statement that the land is suitable for the intended use.

The recommendations are provided in the report and summarised below in Section 18.

18 Recommendations

To limit potential future human health risk from the service station, ES&D would advise the following management measures:

- Operating service station to continue to perform statistical inventory reconciliation analysis (SIRA) monitoring as require by legislation to ensure no leaks from infrastructure; and
- Underground petroleum storage systems are decommissioned as per EPA requirements and remediated as required.

ES&D confirms that the site is suitable for the intended use as long as the management measures are enforced. A final conceptual site model is presented as Table 12.

As per NEPM Schedule B2, Section 2.1, it was concluded that:

- No further detailed investigation is required.



Rod Cooper BSc., CEnvP Site Contamination
Principal Consultant ES&D



Table 12: Final Conceptual Site Model

Contamination Source	COPC	Pathway	Receptor
Underground petroleum storage systems (UPSS)	<ul style="list-style-type: none"> ● Heavy metals (lead) ● Total Petroleum Hydrocarbons (TPH) ● Total Recoverable Hydrocarbons (TRH) ● BTEX, Phenols and PAH's 	Vapour inhalation of COPC in surface soils – Risk remains at 123 Paterson Street only	<ul style="list-style-type: none"> ● Future residents ● Subsurface workers ● Surrounding site users
	<ul style="list-style-type: none"> ● Heavy metals (lead) ● Total Petroleum Hydrocarbons (TPH) ● Total Recoverable Hydrocarbons (TRH) ● BTEX, PAH's and Phenols 	Dermal contact/ingestion of COPC in surface soils - Risk remains at 123 Paterson Street only	<ul style="list-style-type: none"> ● Future residents ● Subsurface workers
	<ul style="list-style-type: none"> ● Heavy metals (lead) ● Total Petroleum Hydrocarbons (TPH) ● Total Recoverable Hydrocarbons (TRH) ● BTEX ● PAH's ● Phenols 	Migration into soil and groundwater and subsequent ingestion/dermal contact or inhalation of COPC – NO CURRENT RISK	<ul style="list-style-type: none"> ● Future residents ● Subsurface workers ● Surrounding site users ● Tamar River

19 Limitations

ES&D has prepared this report in accordance with the care and thoroughness of the consulting profession for TRC Multi Property Pty Ltd. It was based on accepted practices and standards at the time it was prepared. No other warranty, expressed or implied, is made as to the professional advice included in this report. It is prepared in accordance with the scope of work and for the purpose outlined.

This report was prepared during June and July 2018 and is based on the conditions encountered and information reviewed at the time of preparation. ES&D disclaims the responsibility for any changes that may have occurred after this time.

This report should be read in full. No responsibility is accepted for any use of any part of this report in any other context or for any other purpose or by third parties. This report does not purport to give legal advice.

Subsurface conditions can vary across a site and cannot be explicitly defined by these investigations. It is unlikely therefore that the results and estimations expressed in this report will represent the extreme conditions within the site.

The information in this report is accurate at the date of issue and is in accordance with conditions at the site at the dates sampled.

This document and the information contained herein should only be regarded as validly representing the site conditions at the time of the investigation unless otherwise explicitly stated in a preceding section of the report.

No warranty or guarantee of property conditions is given or intended.

References

Launceston City Council Interim Planning Scheme 2015

Department of Primary Industries, Parks, Water and Environment (DPIPWE) Groundwater Information Access Portal: <http://wrt.tas.gov.au/groundwater-info/>

CRC CARE TR10 - CRC Care Technical Report No. 10 "Health Screening Levels for Petroleum Hydrocarbons in Soil and Groundwater" (September 2011)

(NEPM) National Environmental Protection (Assessment of Site Contamination) Measure, "Guideline on the Investigation Levels for Soil and Groundwater", Schedule B (1), 1999 (as amended 2013)

(NEPM) National Environmental Protection (Assessment of Site Contamination) Measure, "Guideline on Data Collection, Sample Design and Reporting", Schedule B (2), 1999 (as amended 2013)

AS 4482.1 (2005) Guide to the Sampling and Investigation of Potentially Contaminated Soil - Part 1: Non-Volatile and Semi Volatile Compounds

AS 4482.2 (1999) Guide to the Sampling and Investigation of Potentially Contaminated Soil – Part 2: Volatile Substances

AS 5667.1:1998, Guidance on the design of sampling programs, sampling techniques and the preservation and handling of samples

AS 5667.11 (1998) Water quality – Sampling Part 11: Guidance on Sampling of Groundwaters

Tasmanian Government Land Information System - [http:// www.thelist.tas.gov.au](http://www.thelist.tas.gov.au)

Appendices

Appendix 1 – Site Plan

Appendix G – Flood Impact Report





6ty Pty Ltd
 ABN 27 014 609 900

Postal Address
 PO Box 63
 Riverside
 Tasmania 7250
W 6ty.com.au
E admin@6ty.com.au

Tamar Suite 103
 The Charles
 287 Charles Street
 Launceston 7250
P (03) 6332 3300

57 Best Street
 PO Box 1202
 Devonport 7310
P (03) 6424 7161

Report

125-133 Paterson Street, Launceston Gorge Hotel

Flood Levels & Risk Management



FLOOD MANAGEMENT

Issue	02
Date	3 rd November, 2020
Project Number	18.360
Project Name	Flood Management at 125-133 Paterson Street and 270 Brisbane Street, Launceston
Author	Mark Walters
Document	

1. INTRODUCTION

The proposed development is the construction of 145 room hotel on three titles that currently contain the TRC Hotel, a commercial car park and the United fuel station on the corner of Margaret and Paterson Streets. The new hotel will incorporate much of the original TRC building but will remove the former bottle shop canopy to leave the adjoining United fuel station as an isolated building.

The Margaret Street frontage to the car park will be occupied by a part of the new building but access to the bulk of the car spaces will be via a laneway beneath the mezzanine floor level. This laneway will also provide to the new internal car parking provided for the hotel as well as the adjoining strata units who enjoy a right of way over the land but will be separate from the entry lane to the fuel station.

The land is partly flood prone and this report details the extent of the predicted flooding on the site and the means of managing the risk to the built infrastructure and the proposed uses.



Image 1 - Site location (LIST)

2. THE FLOOD RISK AREA

The site is located in the lower reaches of the Margaret Street urban catchment that extends south from the Tamar River edge into the suburban areas of West Launceston and South Launceston. The original drainage path that drained this large valley has previously been piped with an extensive combined sewer system that has substantial amounts of detained storage. Overland flows to the river are restricted by the presence of a large flood levee on the northern side of Patterson Street.

The combined sewer system is collected by the Margaret Street Sewer Pump Station and is designed, along with the Percy Street detention basin, to contain much of the peak events. In a sufficiently large flood, the pump station and its high level overflow to the Tamar River may be exceeded resulting in low level flooding of the low lying areas of Margaret Street as shown on the Council Planning Scheme overlay maps. If the levee bank itself fails, the flooding is far more extensive and is as shown on the following plan in Image 2.



Image 2 - LCC Flood Map (2020) showing extent of ARI 100 year event

3. FLOOD LEVELS

The flood level predicted for the site from a flood event in the Tamar River is some 4.0m on the assumption that the levee bank has failed. The extent of flooding that occurs due an overwhelming of the Margaret Street pump station is considerably less at 3.0 AHD.

FLOOD MANAGEMENT

This would result in a maximum depth of flooding at the low point of the existing car park of some 0.3m. The extent of this minor flood is shown on the Launceston Interim Planning Scheme maps as an overlay, depicted in Image 3 below.

It can be seen from this map that the entirety of the United fuel station is outside of the flood zone.

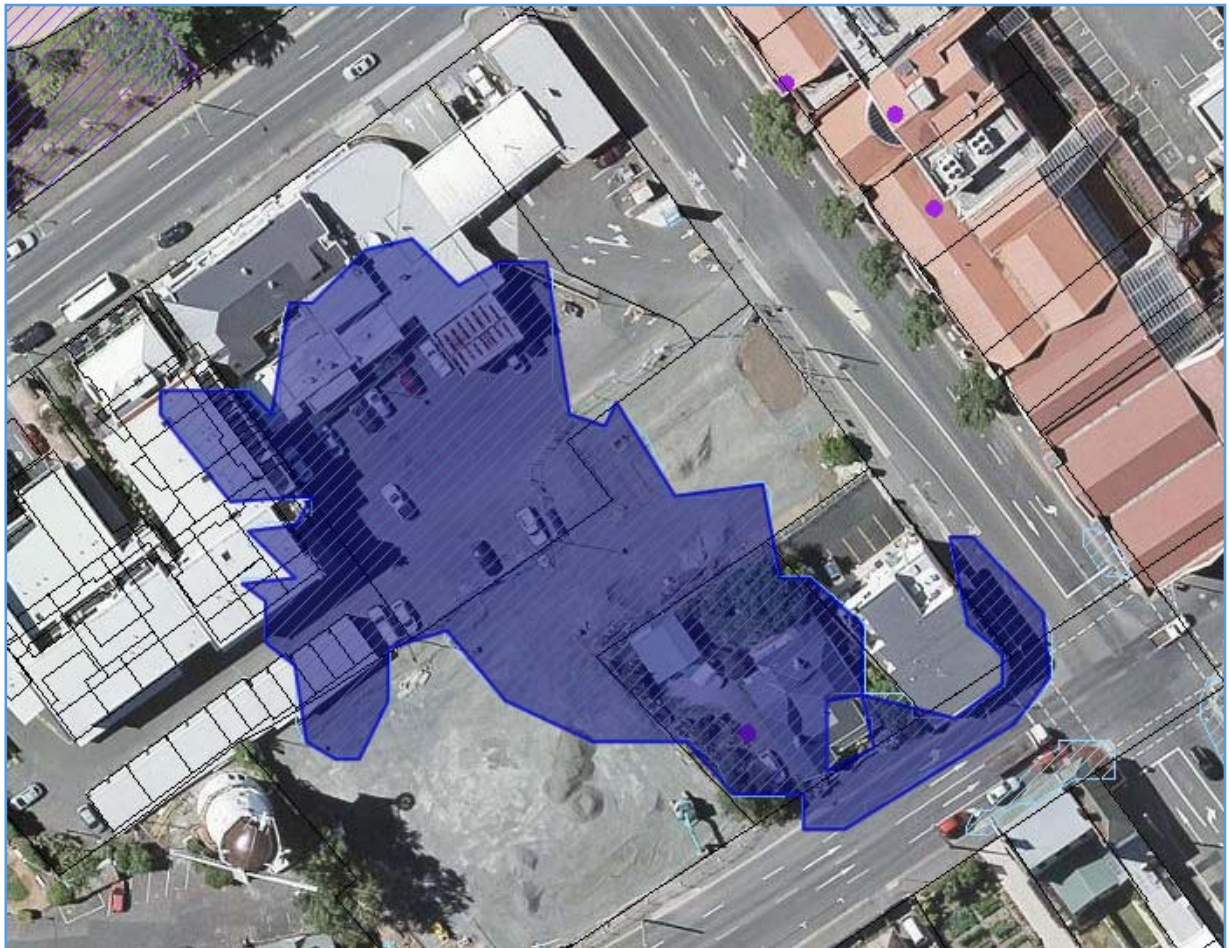


Image 3 - LCC Interim Planning Scheme Plan showing extent of flood prone land.

4. DEVELOPMENT OF THE LAND

The proposal is for a modern hotel that incorporates the former TRC Hotel and a portion of the commercial car park on an adjoining parcel of land that is in the same ownership. The United fuel station on the corner of Margaret Street and Paterson Street is located outside of the flood zone.

The ground floor of the hotel building will occupy some of the flood prone land as shown on Image 4 below.



Image 4 – Overlay of building footprint on flood area.

5. FLOOD PRONE AREAS CODE

The Launceston Interim Planning Scheme 2015 contains Section E5.0 Flood Plain Areas Code which applies to the areas shown as being flood risk in the Scheme overlay maps (see Images 3 and 4). The intent of this Code is to manage the risk to use and development from flooding and to reduce the risk of damage or pollution if a flood does occur. The responses to the various clauses in the Code are as follows:

E5.5.1 Risk to Sensitive Use

E5.5 Use Standards		
Scheme Standard	Comment	Assessment
E5.5.1 Risk to Sensitive Use		
A1	The proposed lower level car parking is not a sensitive use.	Not Applicable

The Scheme defines a sensitive use as “a residential use or a use involving the presence of people for extended periods except in the course of their employment, such as in a caravan park, childcare centre, dwelling, hospital or school.” That is, uses which are likely to involve people who may require considerable assistance during a flood to relocate or be evacuated. In this case, the use of the site as a commercial hotel with the flood prone section of the site being used as car parking and is not consistent with the definition of a sensitive use.

E5.6.1 Development Subject to Flooding

E5.6 Development Standards		
E5.6.1 Development subject to flooding		
A1	No Acceptable Solution	Relies on Performance Criteria

Specifically addressing the criteria in P1:

a) The need for the location:

The development retains much of the existing car parking on the site, used for both the TRC Hotel and Margaret Street Pay & Display car park, whilst providing a

substantial increase in the hotel use for the land. The land has previously been used for residential buildings and is currently used as a commercial car park.

b) The characteristics and scale of the use:

The proposed use is for a hotel building that will largely be above the flood level and will not have any entrances that might allow ingress of flood water into the buildings. Pedestrian access to the building are clear of the flood affected areas of the land and the car park accesses are shaped such as to be above the flood level. As such, it is minor use for the flood affected area.

c) The characteristics of the inundation of the land that is subject to the risk:

The land may gradually flood during a period of extreme flows within the Margaret Street catchment occurring simultaneously with high levels within the Tamar River. This event will occur with the Margaret Street combined drainage system being at capacity and will occur as a gradual inundation rather than a flash flood.

An alternate mode of flooding is from the failure of the Patterson Levee during an extreme event in the South Esk River. This is considered an unlikely event.

d) The nature and frequency of the inundation:

The Margaret Street catchment has a design capacity of the 20 year ARI within the existing pipe and detention system. The Patterson Levee is designed to withstand the 200 year ARI in the Tamar River.

e) Any measures proposed to mitigate the risk:

The low level car park is to be closed on notification by Council of a flooding issue within the Margaret Street catchment.

f) The nature, degree practicality and obligation for any management activities to mitigate the risk:

The existing car park clear of the new building and the access laneway between the buildings could flood to a maximum depth of some 300mm during an extreme event. Council, as part of its current obligation to warn occupiers of an impending flood event or to close flood affected roads would be able to close the car park if needed as part of this routine process.

g) The level of risk:

The proposed use is not a sensitive use and there is very minimal risk of injury or loss of life as a result of flooding of the existing car park or the access laneway. The predicted flood level is not likely to damage vehicles left within the outdoor car park during a flood event nor would it prevent pedestrian access to the proposed hotel use. Vehicles may be unable to leave the internal car park for the hotel for a short period but would not be at risk whilst parked.

6. CONCLUSION

The proposed development and use of the land for a multistorey hotel will not significantly increase the risk of damage or pollution within the flood areas defined on the site by the Launceston Interim Planning Scheme overlay. The design is such that only an access lane will be flooded during an extreme event and the depth of this flooding is minor at less than 0.3m.

Appendix H – Landscape and Visual Impact Report





TRC Multi Property Pty Ltd

Planning Application for Paterson and Brisbane Street Properties

March 2019

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Appendices

Appendix A – Certificates of Title

Appendix B – Design Analysis



Appendix C – Design Response

Appendix D – Traffic Impact Assessment

Appendix E – Preliminary Site Investigation Report

Appendix F – Flood Levels and Risk Management Report

Appendix G – Development Application Plans

Appendix H – Infrastructure Report

Appendix I – LVIA

Appendix J – Streetscape Assessment

Appendix K – Acoustic Assessment

Appendix L – Extract from BDA Marketing Report titled 'Accommodation Supply analysis for the Launceston and Northern Region'

Summary of planning assessment

Planning scheme provision	Compliance
15.2 Use	Visitor accommodation – discretionary (permitted above ground level), Food Services – no permit required General Retail and Hire – permitted Community meeting and entertainment - discretionary
15.3.1 Hours of operation	Complies with acceptable solution
15.3.2 Mechanical plant and equipment	Complies with performance criteria
15.3.3 Light spill and illumination	Complies with acceptable solution
15.3.4 Noise level	Complies with acceptable solution
15.3.5 Retail impact	Complies with acceptable solution
15.4.1 Building height, setback and siting	Complies with performance criteria
15.4.2 Location of car parking	Complies with performance criteria
15.4.3 Active ground floors	Complies with performance criteria
15.4.4 Pedestrian access to dwellings	Not applicable
15.4.5 Daylight to windows	Not applicable
15.4.6 Private open space	Not applicable
15.4.7 Overshadowing private open space	Not applicable
15.4.8 Storage	Not applicable
15.4.9 Common property	Not applicable
15.4.10-15.4.13 – Subdivision standards	Not applicable
E2.5.1 Suitability of intended use	Complies with acceptable solution
E2.6.2 Excavation	Complies with performance criteria
E2.6.1 Subdivision	Not applicable
E2.6.2 Excavation	Complies with performance criteria
E4.5.1 Existing road accesses and junctions	Complies with performance criteria
E4.5.2 Existing level crossings	Not applicable
E4.6.1 Development adjacent to roads and railways	Not applicable
E4.6.2 Road accesses and junctions	Complies with acceptable solution
E4.6.3 New level crossings	Not applicable
E4.6.4 Sight distances at accesses, junctions and level crossings	Complies with acceptable solution
E5.5.1 Use standards	Not applicable
E5.6.1 Development subject to flooding	Complies with performance criteria
E6.5.1 Car parking numbers	Complies with performance criteria
E6.5.2 Bicycle parking numbers	Complies with performance criteria
E6.5.3 Taxi spaces	Complies with acceptable solution
E6.5.4 Motorcycle parking	Complies with performance criteria
E6.5.5 Loading bays	Complies with acceptable solution
E6.6.1 Construction of parking areas	Complies with performance criteria
E6.6.2 Design and layout of parking areas	Complies with performance criteria
E6.6.3 Pedestrian access	Complies with acceptable solution
E6.6.4 Loading bays	Complies with acceptable solution
E6.6.5 Bicycle facilities	Complies with acceptable solution
E6.6.6 Bicycle parking and storage facilities	Complies with performance criteria
E6.7.1.3 Local area provisions	Not applicable
E18.5.1 Unacceptable signage	Complies with acceptable solution
E18.5.2 Design and siting of signage	Complies with performance criteria

1. Introduction

This report has been prepared in support of a Development Application being lodged by GHD Pty Ltd (GHD) on behalf of TRC Multi Property Pty Ltd (JAC Group) for use and development of land at 123 Paterson Street, 125-133 Paterson Street and 270 Brisbane Street, Launceston for the purposes of 'Visitor Accommodation, General Retail and Hire and Food Services', specifically a hotel with associated restaurant/café and function centre, and speciality retail (Stage 2 only).

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 and proponents

1.1.1 The JAC Group

The JAC Group is one of the larger property developers, investors and vineyard, tourism and hospitality operators in Tasmania. Development projects over the past two decades, include:

- Westpac Bank Redevelopment, Launceston (2018)
- Margaret Street Car Park, Launceston (2017)
- Harcourts Head Office Redevelopment, Launceston (2017)
- Archers Manor Redevelopment, Alanvale (2017)
- BWS Bottle Shop, Youngtown (2016)
- Penny Royal Food, Wine and Adventure Precinct Redevelopment, Launceston (2016)
- The Met Apartments, Battery Point Hobart (2015)
- Salamanca Galleria, Battery Point Hobart (2014)
- Josef Chromy Wines Restaurant and Function Centre, Relbia (2013)
- The Charles Apartments, Commercial Suites and Mantra Charles Hotel, Launceston (2010)
- Liv-Eat / Eyelines Shopping Centre, Kings Meadows (2009)
- Pet Barn / Nuts and Bolts Big Box Retail Complex, Launceston (2008)
- Josef Chromy Winery, Relbia (2007)
- Telstra Countrywide Office Redevelopment, Launceston (2006)
- Josef Chromy Vineyard and Cellar Door, Relbia (2003)
- Tamar Ridge Vineyard, Winery and Cellar Door, Kayena (1998)
- Heemskerk and Jansz Winery, Vineyards and Cellar Door, Pipers River (1997)
- Quest Trinity House Serviced Apartments, Glebe Hobart (1996)

The JAC Group also has more than 3,000 residential lots under various stages of development in approved subdivisions and housing estates around Tasmania, including Kingston, Hobart, Launceston, Kings Meadows, Riverside, Alanvale, Relbia, Hillwood, Latrobe, Shearwater and Hawley Beach.

1.1.2 The Gorge Hotel

The JAC Group is currently overseeing the proposed redevelopment of TRC Hotel and Margaret Street car park into the Gorge Hotel, which includes a 145 room hotel, 500+ delegate conference centre, 200 seat bar and restaurant, function rooms, rooftop cocktail bar, day spa and gym, with parking for up to 175 vehicles.

The community deserves the best outcome for this last significant development site on the Tamar Basin riverfront which is within easy walking distance of the CBD and Cataract Gorge. For this reason, the JAC Group commissioned six architects, paying them each \$5,000 + GST to design a different hotel before selecting the best concept. Most of the architects spent over five times that amount on their designs for the opportunity to participate in this project.

Each concept design was assessed in consultation with feedback from expert planners, landscape architects, engineers, service engineers, surveyors, builders, building surveyors, quantity surveyors, cost consultants, international hotel operators, TasWater, Council officers and Aldermen before first, second and third prize was awarded. The first prize was awarded to CBG Architects from Melbourne, which under the competition rules entitles them to prepare plans and elevations for the development application based on their concept design.

1.1.3 International Hotel Operators

The JAC Group has received expressions of interest from three international hotel operators who are seeking to manage the Gorge Hotel as a 4.5 to 5 star luxury hotel under their international branding. The specifications of the proposal have been developed in consultation with each of these operators to ensure that the hotel meets their needs. In particular, the international hotel operators made it clear that if they come to Launceston they all require around 150 rooms at a minimum of 4.5 to ideally 5 stars with outstanding river and city views and significant hospitality and conference facilities and car parking to match. Close proximity to Cataract Gorge was also seen as vital by these operators given that it is the number one tourist attraction in Launceston and Northern Tasmania.

Two of the international hotel operators have opened hotels in Hobart and in one case the Gorge Hotel would be its first hotel in Tasmania. These operators have received comfort from a recent BDA report supplied by the Office of the Co-ordinator General that confirms there is demand for an extra 271 to 387 hotel rooms in Launceston up to 2020 (BDA Marketing Planning 'Accommodation Supply analysis for the Launceston and Northern Region, 2017'). The summary of this report is included as Appendix L to this report.

The BDA report notes that "there is strong recent growth in demand for 4 to 5 star hotels, which is just peaking now". The report goes on to state that "the Future Demand piece for Launceston and Northern Tasmania revealed that the overall intention to visit Launceston and surrounds increased after being shown the current Launceston stimulus. Survey respondents expressed greatest interest in visiting Cataract Gorge, followed by exploring cafes/shops and bars, strolling through parks, the Harvest Market and seeing Colonial architecture". The proximity of the Gorge Hotel to Cataract Gorge, Kings Park, Royal Park, the CBD and its own and nearby bars and restaurants places all of these experiences within easy walking distance.

The BDA report further notes, "we are told by Hyatt and Marriot that between 50-60 per cent of their guests in Australian properties are loyalty program members. Hence from the BDA research and hotel figures, it is estimated that the introduction of premium hotel brands such as Hyatt, Marriot, InterContinental and Accor to Tasmania will introduce new visitor demand of around 10 per cent of all guests that stay in those hotels."

The BDA report goes on to say, "This is just customer-own driven demand and doesn't take into account the impact of any specific campaigns those hotels may choose to do through their

extensive channels or, importantly, the additional draw that they will have for business conference bookings to their hotels into Tasmania". Again, the addition of a 500+ delegate conference centre, function rooms, 200 seat bar and restaurant and rooftop cocktail bar would position the Gorge Hotel well to increase demand for these business conference bookings.

1.1.4 Synergies with Penny Royal

The JAC Group redeveloped the Penny Royal theme park, hotel and apartments into a free entry Food, Wine and Adventure precinct in 2016 after it had been left derelict and closed for a decade. The Penny Royal precinct now attracts over 150,000 visitors per year and it is envisaged that the Gorge Hotel will further increase visitation to the Penny Royal.

It is likely that the Penny Royal itself would assist the Gorge Hotel to attract visitors by offering a range of food, wine and adventure experiences within easy walking distance that complement the Cataract Gorge, parkland and other restaurants nearby. Once the Gorge Hotel is completed it is possible that the Penny Royal tram that runs between the Windmill and Penny Royal could also be reinstated by the JAC Group to increase further connectivity and synergy benefits between the two properties.

1.2 Scope and limitations

This report: has been prepared by GHD for TRC Multi Property Pty Ltd and may only be used and relied on by TRC Multi Property Pty Ltd for the purpose agreed between GHD and the TRC Multi Property Pty Ltd as set out in Section 1 of this report, and the Launceston City Council in relation to their assessment of the Development Application submitted with this report.

GHD otherwise disclaims responsibility to any person other than TRC Multi Property 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.

2. Site and surrounds

2.1 Location

The subject site is located on land known as 123 Paterson Street, 125-133 Paterson Street and 270 Brisbane Street, Launceston as shown on Figure 1 and Figure 2. The subject site comprises three titles with frontage to Brisbane, Margaret and Paterson Streets to the south-west of the Central Business District (CBD) and to the east of the Cataract Gorge. The site is irregular in shape and has a total area of approximately 6,065 m². It has a depression in the centre and is more elevated at each of the street interfaces. The site is one of the lowest in elevation in Launceston sitting in close proximity to the Tamar River to the north.

The site is developed with the TRC Hotel and bottleshop, a service station and a public car park, which the property owner developed in early 2017 to provide additional parking to service the immediate area and the CBD.

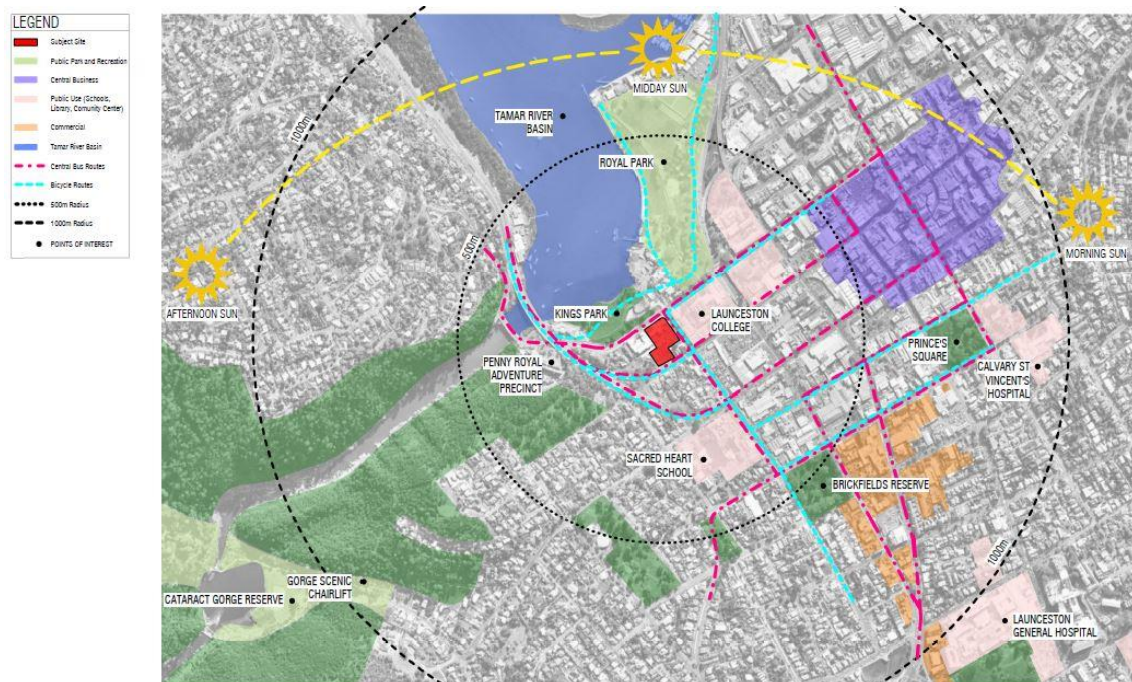


Figure 1: Site context



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

Figure 2: Location plan

2.1.1 Surrounding area

The site is in close proximity to, and within walking distance from two of the City's key visitor destinations, being the Central Business District (400 metres) and the Cataract Gorge (350 m). The immediate area to the west can be described as a tourism precinct which contains such attractions as the Penny Royal, the Cataract Gorge and several restaurants. The immediate area to the east is described as an education precinct with Launceston College directly opposite the site and the Launceston TAFE campus beyond. The area to the north of the site can be described as open space with a number of open spaces incorporating Kings Park fronting the South Esk and North Esk River confluence.

The land immediately to the west of the site contains the Cataract Apartments and Restaurant complex at the northern end of the site, whilst the Penny Royal Complex including the Windmill area are located on the western side of the southern precinct of the site.

The site surrounds two properties which are situated on the south-eastern corner, including one restaurant with a shop top apartment and one single storey dwelling.

Land on the southern side of Brisbane Street to the site comprises a mix of commercial and residential properties.

The general area to the south-east of the site is a commercial precinct containing a number of car yards and a Dan Murphy's liquor store.

2.2 Title information

The proposed development application relates to the titles listed in Table 1.

Table 1: Relevant title information

Address	Owner(s)	Title reference	Land area
123 Paterson Street	TRC Multi Property Pty Ltd	CT151150/3	706 m ²
125-133 Paterson Street	TRC Multi Property Pty Ltd	CT151150/2	2,466 m ²
270 Brisbane Street	TRC Multi Property Pty Ltd	CT175274/1	2,893 m ²
Total land area			6,065 m²

A copy of the titles is included as Appendix A.

2.2.1 Title encumbrances

Table 2: Details of encumbrances on each title



Address	Title reference	Encumbrances
123 Paterson Street	CT151150/3	2 x Right of Way Easements (burdening)
125-133 Paterson Street	CT151150/2	4 x Right of Way Easements (burdening) 3.00 m wide drainage easement
270 Brisbane Street	CT175274/1	2 x Pipeline and Service Easement (burdening) 5 x Right of Way Easement (benefitting) providing access to both Margaret and Paterson Street

2.2.2 Existing built form

Each of the three lots comprising the proposal are currently developed and are shown in Table 3.

Table 3: Existing use and development

Address	Use and development
123 Paterson Street	<p>United Service Station – single storey rendered brick and metal commercial building</p>  <p>View of Service Station from Paterson Street</p>  <p>View of Service Station from corner of Margaret and Paterson Streets</p>
125-133 Paterson Street	<p>TRC Hotel – double storey rendered commercial building</p> <p>Cellarbrations bottle shop – single storey rendered commercial building</p>  <p>View of bottle shop and TRC Hotel from intersection of Paterson and Margaret Streets</p>

Address	Use and development
	 <p data-bbox="684 629 1067 651">View of TRC Hotel from Paterson Street</p>
270 Brisbane Street	<p data-bbox="684 689 943 712">Ground level car park</p>  <p data-bbox="684 1200 1358 1261">View across car park to Windmill and rear of Cataract Apartments from Margaret Street</p>

2.2.3 Topography

The site is situated at one of the lowest points in Launceston. The central part of the site has an AHD of 2.75 and the site rises on all sides from this point. Even at the outer extremities of the site, it is still low lying in comparison to surrounding areas. The site rises to 3.75 AHD in the south-western corner adjacent to Brisbane Street, between 4.00 AHD and 4.5 AHD along Margaret Street and up to 5.75 AHD in the northern corner at the intersection of Paterson and Margaret Streets.

All of the immediate surrounds sit on the 5 metre contour, including Launceston College, Kings Park, the residential area on the southern side of Brisbane Street and the Leisure Inn and Penny Royal Tavern. The land rises significantly on the western side of the West Tamar Highway and Bridge Road with even the lower reaches of the Cataract Gorge sitting along the 20-30 metre contour. The lower sections of West Launceston also sit between the 20-30 metre contour and reach the 90 m contour along Hill Street.

The low lying topography of the site presents an opportunity to develop a building of greater height in the context of the surrounding landscape thereby reducing the building's perceived scale, resulting in diminished visual and physical impact for surrounding development.

2.2.4 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 to the reticulated system.

2.2.5 Heritage

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

It is noted that the immediately adjoining property at 264 Brisbane Street, containing a single storey weatherboard dwelling, is listed on the Tasmanian Heritage Register.

In addition to this, there are a number of State listed properties within close proximity to the site, including parts of 'Launceston College and former Female Factory and Goal', opposite the site on Margaret Street, as well as Kings Park and part of Tamar River opposite the site on the Paterson Street frontage.

2.2.6 Streetscape analysis

The immediately surrounding streetscape can best be described as eclectic and does not represent a single style or pattern of built form or character. The surrounding streetscape including existing building heights is documented in the Design Analysis plans at Appendix B (DA08-P5, DA09-P5, DA10-P5). In summary the surrounding street network is described as follows:

Paterson Street

The northern side of Paterson Street directly opposite the site comprises parkland fronting the Tamar River, which also includes utility infrastructure. Further to the west, beyond the site sits the historic Ritchie's Mill while to the east lies car parking, a residential dwelling and a double storey weatherboard building that is used for commercial purposes but is residential in character.

On the southern side of Paterson Street, the properties to the west of the site contain the modern Cataract on Paterson buildings, which includes commercial and residential tenancies. These buildings are three storeys high and are of a modern design aesthetic. Beyond that, the historic Penny Royal complex provides a mix of stone finished buildings with no particular streetscape presence.



Figure 3: View looking east along Paterson Street, parkland on the northern side and commercial buildings along the southern side

The Launceston College dominates the streetscape around the subject site, with the plain brick, three storey built form constructed to the street along Paterson, Margaret and Brisbane Streets, creating an imposing structure which does not create a high level of pedestrian activity and integration. There is limited articulation of the built form of the building fronting Paterson Street, while the Margaret Street fronting façade has some articulation and uses colour and material variation in an attempt to break up its bulky form. Constructed to the street frontages there are no opportunities for landscaping to break up the bulk of the building. The building dominates the streetscape in the immediate area of the subject site and also obstructs views along streetscapes and into the subject site.



Figure 4: Margaret and Brisbane Street frontages for Launceston College

Margaret Street

The Margaret Street streetscape to the south of the site is highly variable. On the western side is a mix of commercial one-two storey buildings interspersed with single storey dwellings with heritage value. The eastern side is dominated by hardstand which comprises either car parks or car sales yard.



Figure 5: View of Margaret Street south of the site

Brisbane Street

The Brisbane Street streetscape opposite the site is characterised by one to two storey residential properties, many in evident poor condition and disrepair. Several large advertising billboards disrupt this streetscape and are particularly visible for motorists driving into the city from Riverside. There is a two-storey weatherboard commercial building on the south-eastern corner of Margaret and Brisbane Street. A more modern, double storey commercial building is located on the opposite street corner.



Figure 6: Brisbane Street looking east (left) and Brisbane Street looking west (right)

It is submitted that overall, there is no clear and coherent streetscape pattern and that the large areas of hardstand in the immediate surrounds means there is no clear sense of urban design character, unlike areas in the CBD which clearly have a common built form pattern and design. This presents opportunities in terms of design for the site which is ideally situated to provide strong architectural design to create a transition between Launceston and the natural areas of the nearby Cataract Gorge. The three street frontages of the site provides an opportunity for a well-integrated visual statement from both near and far.

2.2.7 Design Response

A Design Response is provided at Appendix C in which the design philosophy is articulated, the massing and dual orientation described, and how interpretation of the Gorge and materials used seek to represent the water and rock formations that together create the dynamic visual experience. The Design Response provides a further site context response to the Design Analysis at Appendix B. Simple block diagrams describe key features of the site and proposed development, while for each elevation a more considered design response is provided for elements of the development.

2.3 Infrastructure services

2.3.1 Transport network and access

The three key roads surrounding the subject site include Margaret Street, Paterson Street and Brisbane Street. There are also key pedestrian, cycling and public transport routes in close proximity to the site area which are outlined in detail in the Traffic Impact Assessment included as Appendix D to this report.

In the area adjacent to the site, Margaret Street is a two-lane, two-way road with formal on-street parking and marked bicycle lanes. There are two existing access points to the site from Margaret Street.

Paterson Street functions as an arterial road and is the primary access road between Trevallyn and Launceston. In the area adjacent to the site, Paterson is two-lane, two-way. There is an extended existing access point to the subject site from Paterson Street, serving both the bottle shop and service station.

Brisbane Street serves as an arterial road and connects the West Tamar Highway to Launceston CBD. Adjacent to the site, Brisbane Street is a four-lane, one-way road with traffic travelling in an easterly direction. There are currently no direct access points from the subject site to Brisbane Street.

2.3.2 Hydraulic services

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

2.4 Environmental hazards and constraints

The following section provides an investigation into potential environmental hazards and constraints of the subject site.

2.4.1 Landslide hazard

The subject site is not identified as being subject to landslide hazard as depicted by the overlay maps within the Scheme. Accordingly, the subject site is free from landslide hazards.

2.4.2 Bushfire hazard

The subject site is not located within a bushfire prone area as defined by the Scheme. Accordingly, the subject site is free from direct bushfire hazards.

2.4.3 Site contamination

The subject site is included on Council's register of potentially contaminated sites which confirms that the following two titles within the site are included on the register due to the presence of fuel tanks:

- 123 Paterson Street – CT151150/3
- 125-133 Paterson Street – CT151150/2

A Preliminary Site Investigation has been prepared by ES&D and is included as Appendix E.

2.4.4 Flood impact

Part of the subject site is shown on the Planning Scheme maps as being within a Flood Risk Area as shown on Figure 7. Accordingly, the proposed use and development has been subject to a Flood Levels and Risk Management Report which is included as Appendix F.

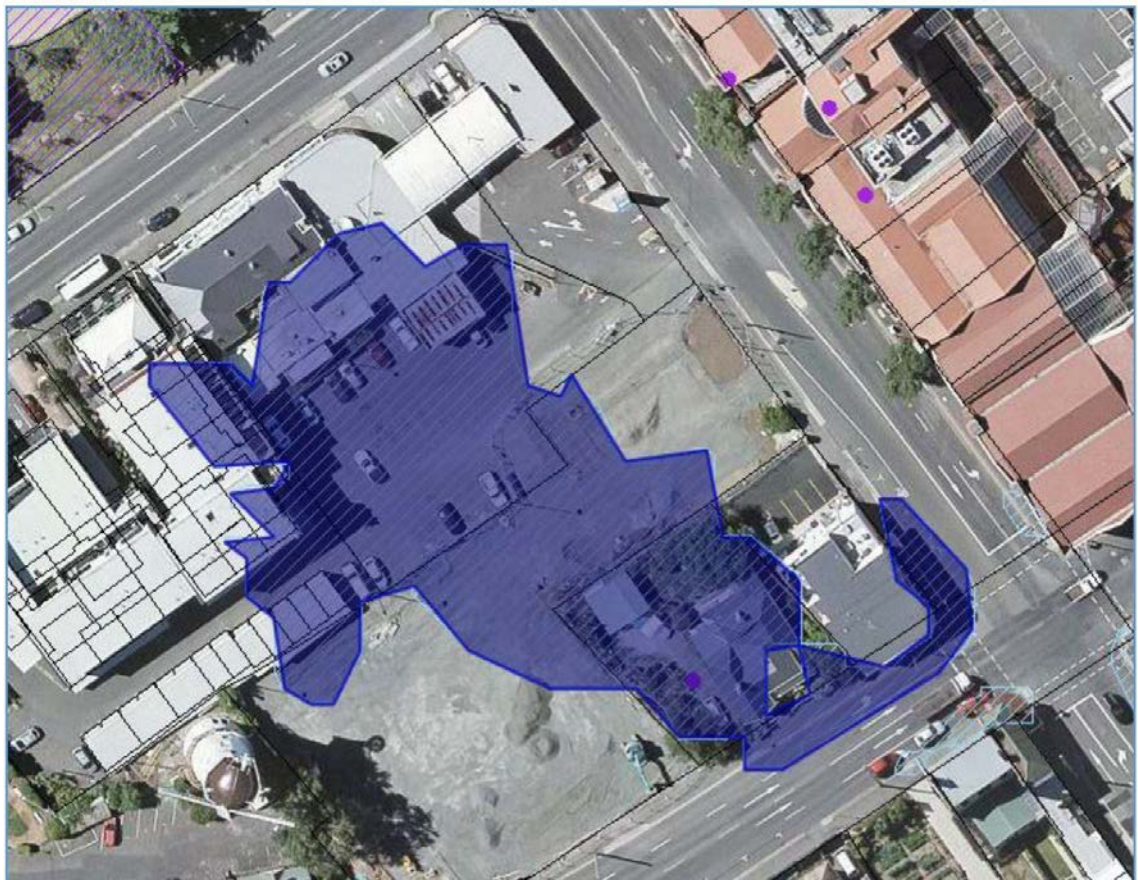


Image 3 - LCC Interim Planning Scheme Plan showing extent of flood prone land.

Figure 7: Flood overlay

Section 2 of the Flood Risk Report outlines the Flood Risk as follows:

The site is located in the lower reaches of the Margaret Street urban catchment that extends south from the Tamar River edge into the suburban areas of West Launceston and South Launceston. The original drainage path that drained this large valley has previously been piped with an extensive combined sewer system that has substantial amounts of detained storage. Overland flows to the river are restricted by the presence of a large flood levee on the northern side of Paterson Street.

The combined sewer system is collected by the Margaret Street Sewer Pump Station and is designed, along with the Percy Street detention basin, to contain much of the peak events. In a

sufficiently large flood, the pump station and its high level overflow to the Tamar River may be exceeded resulting in low level flooding of the low lying areas of Margaret Street as shown in Figure 7, If the levee bank itself fails, the flooding is far more extensive and is shown in Figure 8.

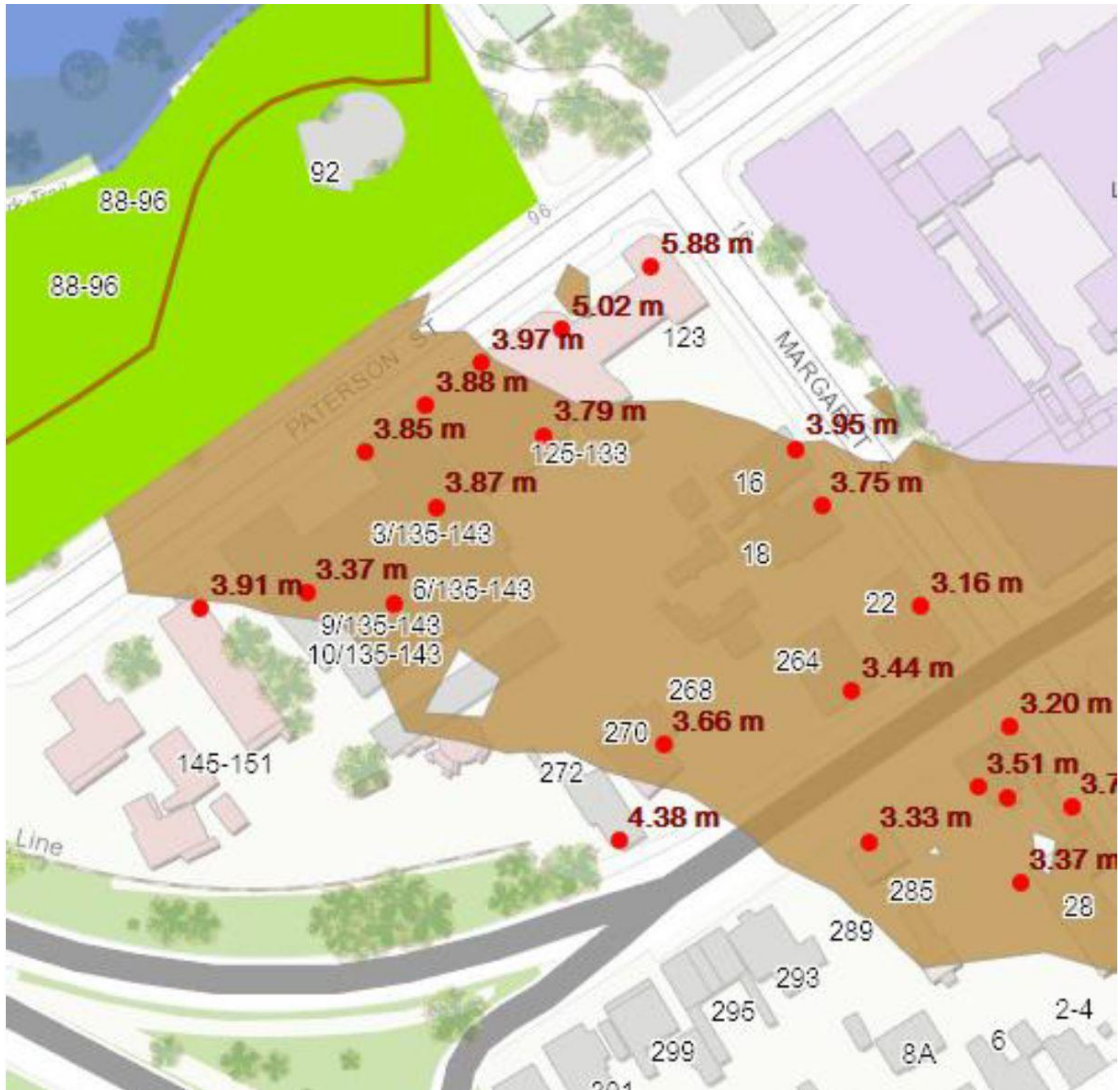


Image 2 - LCC Flood Map showing extent of ARI 100 year event

Figure 8: LCC Flood Map showing extent of ARI 100 year event

3. Development application

3.1 Applicant

The applicant is GHD Pty Ltd on behalf of TRC Multi Property Pty Ltd.

Alex Brownlie

T: 61 3 6210 0600

E: alex.brownlie@ghd.com

3.2 Proposed use and development

3.2.1 Demolition

Stage 1 Demolition

Demolition (refer to Dwg TP011 – P5, Appendix G) in Stage 1 includes:

- Removal of the roof of the TRC Hotel
- Demolition of the back of the TRC Hotel (existing gaming area)
- Demolition of existing bottle shop
- Partial demolition of the canopy between the bottle shop and the service station
- Demolition of retaining wall
- Demolition of fencing and curbing associated with the northern half of the existing car park

Stage 2 Demolition

Demolition (refer to Dwg TP301 – P5, Appendix G) in Stage 2 includes:

- Demolition of service station and canopy
- Decommissioning of underground fuel storage tanks in accordance with EPA requirements

3.2.2 Hotel

It is proposed to construct a 9 storey, 145 room international standard hotel at the site over two stages. The hotel will include a function/conference area, multiple bars, wellness centre and a multi-level car park (refer Dwg TP101- A to TP106 - A, Appendix G).

The project is being developed in two stages. United Petroleum retains a long-term lease over the property at 123 Paterson Street (corner site) and will continue the current operation. Given the strategic importance of the location of that property, being situated on the corner of Margaret and Paterson Streets, the development will be staged such that the site can be developed at a later date. The proposal therefore seeks approval concurrently for development at this location with the main hotel to ensure integration with the balance of the site introducing a design statement on this key corner of the site.

In terms of the site configuration, it has been necessary to accommodate several rights of carriageway that transect the site. These are primarily in favour of the Cataract Apartments and have been maintained and integrated through the design.

The design has ensured that the original TRC hotel building will be retained and integrated within the overall hotel development.

Stage 1

Stage 1 of the project includes the hotel, function centre, restaurant, bars and wellness centre as well as 154 car parking spaces.

The hotel building consists of two building masses; the podium and the tower, each of which have different orientations and massing to create contrast in the design within a singular building form.

The podium structure comprises four levels and houses all key services for the building and the elements ancillary to the accommodation function such as restaurant, reception, and function centre. The podium features rock patterned precast concrete panels which have also been designed to take on the appearance of a cliff face. The podium at the Margaret Street entrance is articulated in such a way that it does not present as a solid mass but is broken up, thereby responding to the scale of other buildings along the street. Proposed planting at ground level and on the roof of the podium will assist in softening the visual mass of the building.

The 'tower' structure comprises eight storeys (referred to on the plans as floors 2-9), all of which contain hotel rooms with a rooftop bar and penthouse suites on the ninth floor. The tower is proposed to be oriented on a north-east to south-west axis with eight storeys on the Margaret Street side and 9 storeys on the Paterson Street side. The most notable visual characteristics of the tower component is a tessellated glass façade that is designed to disperse reflected light. Rather than presenting as a flat plane of glass, the sides of the tower would take on a mottled appearance as adjacent panels reflect the sky and darker ground elements alternatively. This will assist in minimising the effect of reflected sunlight as well as assisting it to respond to its context by breaking up its visual mass. The tessellations have been designed to take on the appearance of the waterfalls and cliff faces commonly found at the Cataract Gorge, the Hotels' namesake.

Below outlines the floor layout and parking provision for each level of the site/structure.

Table 4: Overview of hotel composition

Level	Floor layout
Basement	<ul style="list-style-type: none"> Basement parking - 14 spaces, incl 1 accessible 10 staff bicycle parks Hotel back of house storage and laundry area Service areas
Ground level	<ul style="list-style-type: none"> Hotel lobby and reception Hotel offices Lifts Amenities 24 undercover parking spaces incl 3 accessible Reconfiguration and renovations of the TRC Hotel Hotel driveway (ingress via Paterson Street, ingress and egress via Margaret Street)

Level	Floor layout
Mezzanine	<ul style="list-style-type: none"> Reconfiguration of upper floor accommodation units at TRC 53 undercover car parking spaces including 15 in a stacker Hotel back of house
First floor plan	<ul style="list-style-type: none"> Roof deck over TRC Conference centre/function area Restaurant Bar Commercial kitchen Amenities Wellness centre/gym Admin/offices
Levels 2-8	<ul style="list-style-type: none"> 20 hotel suites per level including one accessible suite, and three, larger deluxe suites.
Level 9	<ul style="list-style-type: none"> 5 hotel suites comprising three penthouse and two larger penthouse suites Rooftop bar and outdoor terraces
Roof	<ul style="list-style-type: none"> Plant deck (to be concealed behind the parapet) Lift overrun

In addition to the undercover parking, the existing car park will be modified and will provide 66 outdoor parking spaces – all accessed via the Margaret Street entrance. Three of these spaces are allocated to the service station.

Access and egress

No new site access points are proposed, however the development will change the use of several existing accesses as follows:

- Paterson Street
 - The existing bottle-shop egress will be reduced from two lanes to one lane and restricted for commercial vehicle access only (predominantly taxi and coach parking). Access from Paterson Street for the hotel will be converted to inbound only. The existing access arrangements for the fuel station will be retained in Stage 1 and converted to inbound only in Stage 2 to reduce potential conflicts at this location.
- Margaret Street (northern access)
 - The northern access on Margaret Street will remain a two-way access point including access and egress for the proposed hotel and separated egress for the existing fuel station. The crossover will be extended slightly to the north to accommodate the changed arrangements.
- Margaret Street (southern access)
 - Existing egress to be retained for drop-off lane exit point.

The existing Right Of Way (ROW) easement will be retained to provide access for the neighbouring properties west of the site. A minimum clearance of 3.8 metres will be retained for the full length of the ROW. This easement will form the primary access roadway used by general traffic movements to access the hotel carpark and servicing areas.

Boundary setbacks

The hotel is proposed to be setback as follows:

- TRC Hotel will remain built to the Paterson St boundary. The podium of the hotel will be setback 13.95 metres from Paterson St behind the TRC Hotel and a minimum of 5.3 metres at its closest point to Paterson St (adjacent to Service Station Canopy). The tower is setback a minimum of 39.2 metres from Paterson Street.
- A minimum of 1.8 metres from the Margaret Street boundary with the 'spine' of the tower extending to within 3.2 metres of Margaret Street (2.5 metres in width at this point). The southern podium of the hotel (containing reception lobby etc.) will be setback a minimum of 3.3 metres from Margaret Street.
- The southern podium will be setback a minimum of 25.9 metres from Brisbane Street.
- The northern podium is built to the north-western title boundary and the tower is setback 2.35 metres from this boundary.
- The southern podium is setback 0.5 metres from the south-eastern boundary adjacent to 264 Brisbane Street and 22-24 Margaret Street.

Building height

In respect of building height it is important to note that the heights are shown on the plans using two different methods:

1. Where there is a reference to a height in terms of RL, it means the overall height of the building above sea level.
2. Where the building height is referenced by a vertical line with the annotation 'natural ground level to the top of parapet', it is the vertical distance from natural ground level at any point to the uppermost part of the building directly above that point. It is this reference which is used for assessment against the Planning Scheme requirements as this is the definition of building height under the Planning Scheme.

The building has two distinct components, being the podium and the tower. The podium fronting Paterson Street has a maximum height of 12.05 metres above natural ground level in the north-western corner adjacent to the Cataract on Paterson restaurant, through to 9.8 metres at the north-eastern corner adjacent to the service station. Along Margaret Street, the podium has a maximum height of 11.9 metres at the southern boundary adjacent to the residential and restaurant buildings to the south. The podium component located on the southern side of the tower has a maximum height of 12.4 metres.

The central spine is the tallest element of the tower structure with a maximum overall height of 39.0 metres to the top of the parapet on the south east elevation, being the absolute maximum overall height of the building, and quickly reducing as the ground levels rise. The north east elevation shows the one storey difference between the northern and southern sides of the building. The northern side has a maximum height of 37.05 metres while the southern side has a maximum height of 34 metres.

The podium structure has a maximum height of 12.4 metres above natural ground level. The tower has a maximum height of 39.0 metres above natural ground level.

Site coverage

The site coverage for Stage 1 in terms of buildings is approximately 61% with the tower component (and therefore the component with the greatest height) being only 15%.

Finishes

The finishes chosen for the building have been designed to reflect and represent the relationship between stone and water at the nearby Cataract Gorge. The tower spine and podium represent the stone while the suites' articulated glazing represents the movement of water. The articulation of the tower windows will capture the surrounding landscape and create a visually engaging and ever changing building appearance.

The spine of the tower is constructed in rock patterned precast concrete with the facades finished in glass, being a mix of blue tint and clear glass.

The podium levels are primarily constructed in concrete with the use of timber look screens to conceal the car park components.

Stage 2

Stage 2 will comprise the demolition of the existing service station and construction of the 'corner' element of the site which effectively extends the existing podium building. The ground floor will contain retail space whilst the upper floor will comprise two more conference rooms. The Stage 2 element will integrate with the Stage 1 building and once completed it will read as a single structure, effectively completing the 'corner' element of the building at Margaret and Paterson Streets.

The corner mass employs confident framing forms to maximise the architectural statement while remaining open and inviting to both pedestrian movements and views. The corner addition's height ties in with the surrounding building context and reduces the perceived visual impact of the tower with a stronger foreground presence.

The Stage 2 building will extend to the street boundaries in sections but also have relief along the street to enable the addition of landscaping elements to address the street frontage and break up the building mass. The maximum height of the Stage 2 building will be 9.4 metres.

Stage 2 will also comprise the addition of 17 parking spaces within a second level to be constructed over the ground level parking adjacent to the south-western side of the building.

The overall site coverage will increase to approximately 73% for Stage 2 (no change to % site coverage for the tower).

The finishes for the corner component of Stage 2 continues the same philosophy established in Stage 1 with the completion of the podium in concrete and finished in muted tones. The car park will be screened with timber look screens in grey.

Figure 9, Figure 10, Figure 11, Figure 12 and Figure 13 show the rendered images of the hotel following completion after Stage 2.



Figure 9: View from Margaret Street – South



Figure 10: View from Margaret Street – North



Figure 11: View from corner of **Paterson** and Margaret Streets



Figure 12: **Elevated** view of tower from Paterson Street

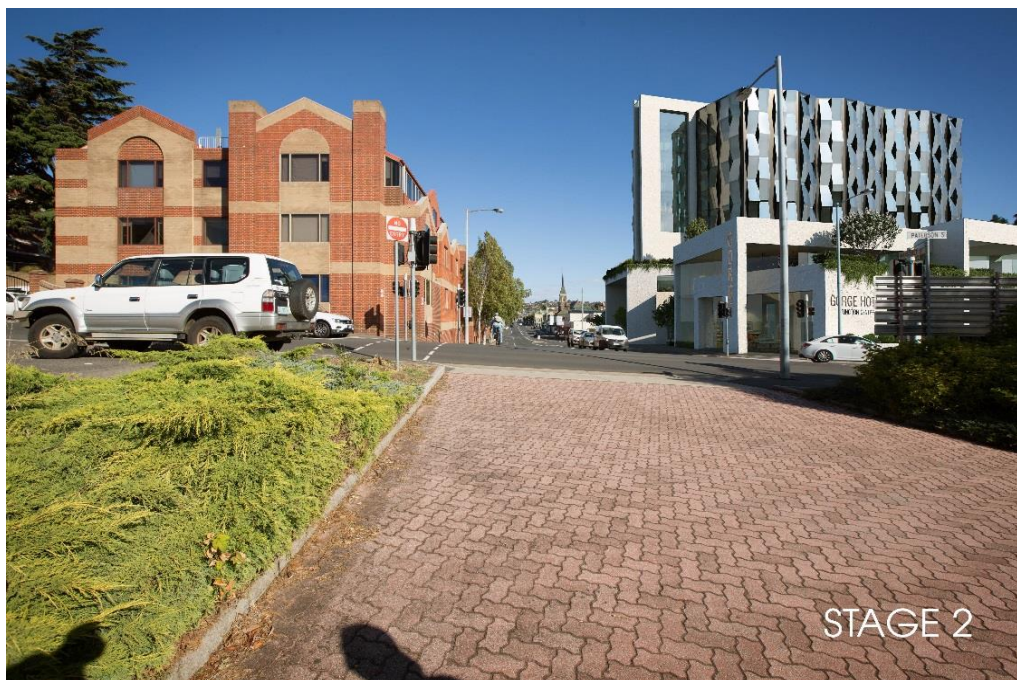


Figure 13: View of tower looking south down Margaret Street

Access

In Stage 2, the existing fuel station access on Paterson Street will revert to being entry only, thereby removing conflicts associated with turns out onto Paterson Street and interaction with the hotel commercial lane.

3.2.3 Landscaping

Landscaping has been built into the overall design for the outdoor spaces wherever possible as shown on both the Stage 1 site plan and ground floor plan. There is existing landscaping in the ground level car park to be retained. Landscaping elements are incorporated at entry points to the site and around and within all outdoor dining/bar areas and terraces. The southern wall of the building adjoining 264 Brisbane Street and 22-24 Margaret Street is setback into the site to

allow for in ground planting that will grow up suspended cables on the wall face resulting in a 'green' wall. This will soften the interface between these two properties and the hotel.

Planting on ground level is to be generally in built-in planter boxes with roof access to natural ground level where possible. As indicated on the plans the majority of larger planting (trees etc) will be planted in the ground.

Elevated planting is proposed above ground level and will occur within custom formed GRC pots. These potted arrangements typically allow for much greater control over structural waterproofing and maintenance and the size and shape of these pots can be made to suit the indicated planting types.

3.2.4 Infrastructure

The site is connected to full reticulated services. The hydraulic demands as a result of the development are outlined in the Infrastructure Report at Appendix H. In summary, the proposed development will have the following impacts on each of the hydraulic services:

Stormwater

Essentially the proposed development does not increase the impervious areas connected to the combined drainage system within the land and hence no impact is anticipated upon the capacity of the system as a result of the development.

Sewer and water

The development will result in a net change of 65.25 ET for sewer and 43.5 ET for water supply.

There is a 1,200 diameter sewer pipe running along the site to the west of the hotel lobby. The building has been designed to retain a minimum 700 mm clearance between the pipe and the building and subject to survey a 2.8 metre clearance above the pipe.

Fire flows

The firefighting demand from the public system is 20 litres/s; the same as the existing use of the land.

3.2.5 Signage

It is likely that more signage will be required once an operator has been secured for the hotel. However, some signage is proposed as part of this application including:

Stage 1:

- Illuminated 'hotel' sign on the southern facing façade of the entrance porch fronting Margaret Street. Sign dimensions are 2 m wide x 8 m high as per Figure 14.

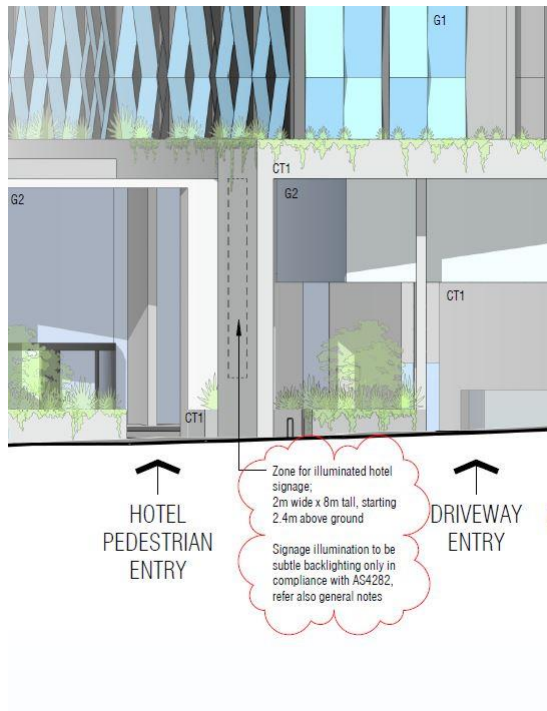


Figure 14: Proposed hotel sign – Stage 1

Stage 2:

- Illuminated wall sign (hotel) on the Margaret Street façade (1.5 m wide x 6 m high) as per Figure 15.

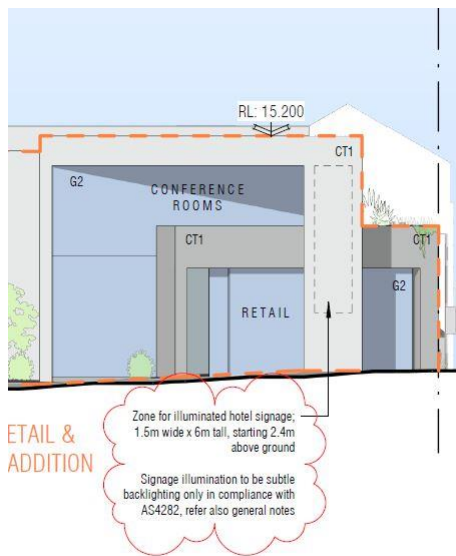


Figure 15: Additional sign Margaret Street façade – Stage 2

- Illuminated wall sign (function centre) on the Paterson Street façade (4.5 m wide x 2.5 m high) as per Figure 16.

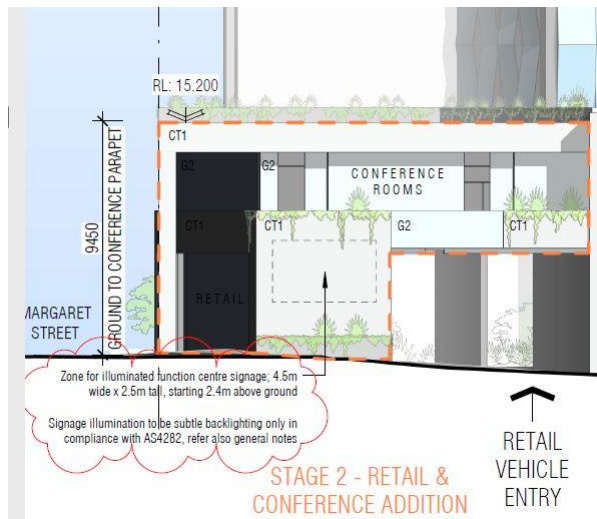


Figure 16: Additional sign Paterson Street façade – Stage 2

3.2.6 Title consolidation

Given the proposed development spans a number of property titles, it is proposed that the following titles be consolidated in the following stages:

Stage 1:

- CT151150/2; and
- CT 175274/1

Stage 2:

- The resultant lot from Stage 1 with
- CT 151150/3

3.3 Architectural statement (from CBG Architects)

3.3.1 Design philosophy

Architects for the project have completed a ‘design analysis’ and ‘design response’ for the project, both of which inform the final design for the Gorge Hotel. The following Architectural Statement embodies their key considerations for the hotel design:

“The proposed Gorge Hotel in Launceston has been designed to be an iconic building that will provide a connection between the Launceston CBD and the surrounding natural beauty of greater Launceston. Located mainly to the corner of Paterson and Margaret Streets, the site stretches through to Brisbane Street to the South.

Primarily a hotel complex, it will also provide public amenity, parking and conference/function facilities within its podium levels. More specifically; a restaurant, bar, flexible function areas, and day spa will be integrated into the first-floor design. These areas will be accessible through both the hotel lobby space, and the surrounding streets, with hotel suites located within the tower above.

With numerous vantage points around the surrounding context, users will be greeted by a dramatic architectural form inspired by the natural beauty of the Cataract Gorge; its natural

setting, its visual beauty, its ruggedness, and its geological and structural formations. The design interprets the physical rock formations of the Gorge through the rugged and textured stone-like structural walls that frame the building elements, in particular those of the podium levels. The solidity of the podium will create a foundational strength, over which the upper more delicate elements cascade.

The hotel's main entry, both vehicular and pedestrian, will be from Margaret Street. Parking areas have been tucked into the building behind the primary street frontages, and take advantage of existing easements for access from Margaret Street. Drive through drop off/pick up zone off Margaret Street, and taxi/commercial vehicle from Paterson Street allow for ease of movement through the site.

Separate or secondary entries are also provided to the public facilities along Paterson Street via integrated and landscape reworking of the existing TRC Hotel, and the existing corner petrol station and bottle shop.

Hotel guests will be greeted by concierge into a voluminous hotel lobby on arrival. The lobby space will connect intuitively with circulation passages that make it easy to locate the relevant hotel and public facilities.

The building has been oriented and designed to take advantage of the surrounding views at all levels. The restaurant, bar, function facilities, and first floor terrace take advantage of a northern orientation to provide ideal summer indoor/outdoor spaces that will take in views of the Tamar River Basin, and the Gorge.

The tower element, setback from the solid podium forms will accommodate approximately 145 suites within 8 levels. Hotel suites will be 4.5 to 5 star, and orientated to take advantage of daylight, and maximise views of the extraordinary natural context and surrounds (be it the city, gorge or river). Penthouse suites on the top level will have excellent views and orientation with a strong focus on the river and the Gorge.

On the top level of the tower, separated from the penthouse suites by the solid central core feature representative of the cliff faces within the Gorge, will be a roof top bar providing both internal and external spaces to allow for year round functions and entertaining.

The design of the tower will reflect fluidity of the waterways and waterfalls within the Gorge. The segmented and angled glazing covering the façade will reflect and respond to the changing environmental factors throughout the day to create a dynamic visual experience. The contrasting kineticism of the tessellated glazing of the tower cascading onto the podium below is inspired by the waterfalls of Cataract Gorge.

The design will endeavour to incorporate environmental and energy efficient practices, materials, services and construction systems to minimise its environmental footprint. We envisage a high level of ESD initiatives, such as photovoltaic cells, eco-friendly materials, passive and active thermal performing design, materials and services."

3.4 Visual impact assessment

3.4.1 Citywide assessment

Whilst views both to and from the site are not protected by any applicable planning scheme standards (either within the zone or applicable codes), a key element in the client determining the winning design for this site was its visual impact in the broader city landscape.

To that end, the client engaged GHD to prepare a Landscape and Visual Impact Assessment which assessed the impact that all the hotel designs in the competition would have on the broader Launceston city landscape. This assessment formed part of the criteria in determining

the winning design. Once the CBG design was appointed as the successful entrant, GHD finalised a Landscape and Visual Impact Assessment which assesses the impacts the proposed hotel building will have from a range of key viewpoints throughout the city. Refer to Appendix I.

In terms of determining the study area, the report authors used the recently completed Peppers Silos Hotel as a useful reference point, given its similar height characteristics (maximum height of 39.8 metres) and proximity to the site. The report authors determined that at a distance of greater than 3 km, a building the size of the proposed hotel would be difficult to discern and begins to be visually absorbed into its surroundings.

The Study Area was classified into six different landscape character units based on distinguishing elements such as topography, land use, settlement patterns, form and scale of built elements and vegetation. The six landscape character units are shown in Figure 17 and described in detail in Section 7.2 of the LVIA Report in Appendix I.

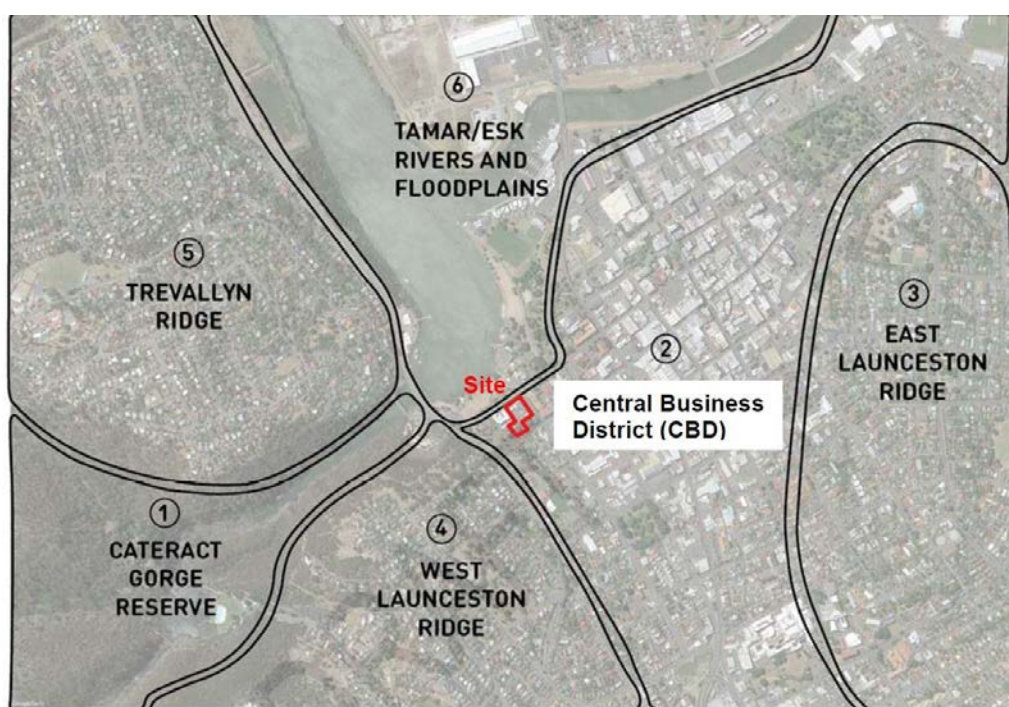


Figure 17: Launceston City landscape character units

The visual impacts have been assessed from 15 viewpoints, of which 3 are identified as Prime Viewpoints under the Launceston Interim Planning Scheme. It is important to note here that the Prime Viewpoints referred to are identified within the Cataract Gorge Management Area Code which does **NOT** apply to this proposal. They have been used in the LVIA given their importance, but views from these locations are not protected under the Planning Scheme.

The criteria used to assess visual impact at the viewpoint locations are distance, landscape, viewer numbers and visibility of the project. Table 5 provides a summary of the findings.

Table 5: Summary of findings from LVIA

Viewpoint	Overall Visual Impact
Viewpoint 1 – Trevallyn (South Esk Road)	Medium
Viewpoint 2 – Trevallyn (Trevallyn Road)	Medium
Viewpoint 3 – Kings Bridge	Medium
Viewpoint 4 – West Launceston	Low
Viewpoint 5 – Bridge Road	Medium

Viewpoint 6 – Paterson Street	Medium
Viewpoint 7 – Kings Park	Medium
Viewpoint 8 – Tamar Yacht Club	Medium
Viewpoint 9 – Home Point Cruise Terminal	Medium
Viewpoint 10 – Kings Wharf Road	Low
Viewpoint 11 – Cimitiere Street	Low
Viewpoint 12 – Windmill Hill Reserve	Low
Viewpoint 13 – Glen Dhu (Wellington Street)	Low
Viewpoint 14 – Talbots Lookout	Nil
Viewpoint 15 – Glen Dhu (Westbury Road)	Low

The LVIA concludes that the visual impact of the hotel would be highest at those locations closest to the site, where a medium visual rating has been assigned. Given that the project does not impact on the key landscape values identified, the impact is not high at any of the viewpoints. Elsewhere, the effect of distance and intervening terrain, buildings and vegetation would result in a low impact. The project is well suited to minimise impacts to key city landscape and visual resources within the local context.

3.4.2 Mitigation measures

Mitigation of visual impact has been incorporated into the project through design features such as the tessellated glass panels, proposed rooftop planting, building setback, articulation, orientation and the earthen colours and textures used in the design. These design elements have been selected to assist the building to respond to the landscape context that the proposed hotel is located within i.e. the Cataract Gorge and Tamar River.

The LVIA concluded that given the height of the Project and its visibility from the surrounding landscape, further mitigation measures designed to conceal or camouflage the tower would not be practical or feasible. Furthermore, as the design is intended to be an iconic building of high architectural quality, concealing it from view or measures designed to blend it with the surrounding landscape would be contrary to one of the primary objectives of the project.

Iconic buildings such as the Sydney Opera House are highly visible and located within highly sensitive waterfront landscapes, yet they make a significant contribution to visual amenity and local identity. The proposed Gorge Hotel presents an opportunity for Launceston to gain an iconic, architecturally designed building in a location with few heritage constraints and no prevailing character.

Key vantage points assessed included the following:

From Trevally Road the building would not appear above the horizon line and would not inhibit views of key landscape features. The tower would be seen against the highly built up urban environment of the CBD.

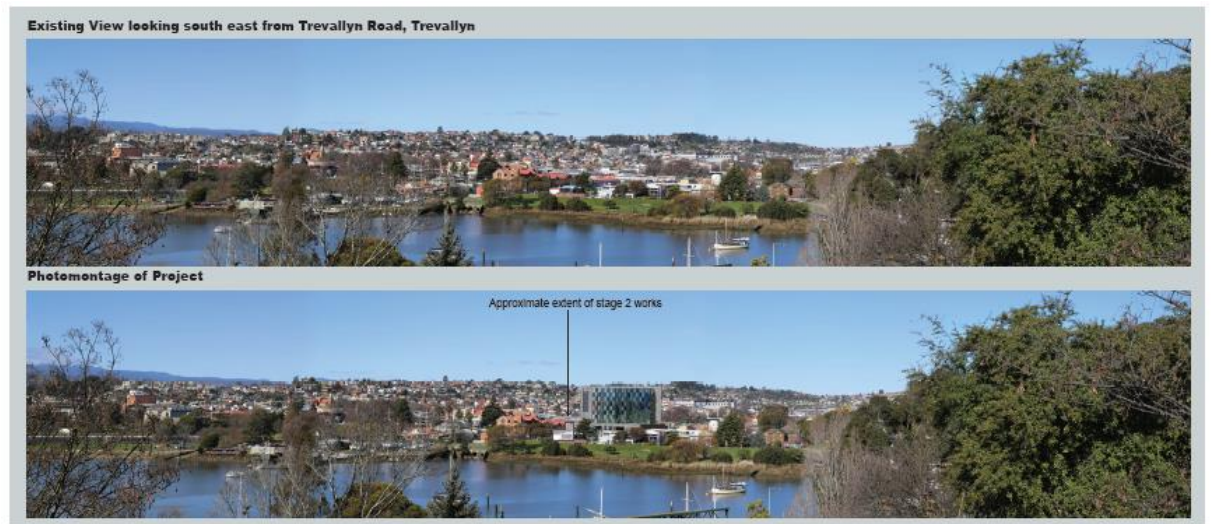


Figure 18: Trevallyn Road, Trevallyn (See VIA Report Appendix I)

The building occupies an area between Launceston College and Penny Royal Windmill. The tower does not appear above the horizon line, and would not inhibit views of key landscape features such as the distant forested hills and parkland to the north of the college. It would be seen against the highly built up urban environment of the CBD. Articulation of the tower windows will capture the surrounding landscape colours as shown and will assist in integrating its appearance against the background.



Figure 19: Brisbane Street, West Launceston (See VIA Report Appendix I)

The tower component will be visible behind the Tamar Yacht Club building on the left, although partially concealed by boat masts and yacht club building. The podium level would be entirely concealed from view. The building would not impact on views of Cataract Gorge.



Figure 20: Tamar Yacht Club (See VIA Report Appendix I)

As for the view from the Tamar Yacht club the tower is partially concealed from view, although not to the same extent. While the building from this vantage point would be quite noticeable it would not be visually dominant. Views of West Launceston are maintained and no impact on views of Cataract Gorge are impacted.



Figure 21: Home Point Cruise Terminal (See VIA Report Appendix I)

3.5 Building height context

3.5.1 Tall buildings of Launceston

Whilst the proposed hotel will be assessed against the relevant planning scheme standards including height in Section 4 of this report, it is important at the proposal stage to understand the height of the proposed hotel in the context of the built landscape of Launceston. To that end, the LVIA undertook a tall building comparison (Section 9 of that report, Appendix I).

The report identified that within Launceston there are a number of existing buildings which are of comparable height to the proposed Hotel. The three buildings which are closest to the proposed Hotel in terms of height are the Silos Hotel (39 m), Myer building (38 m) and Telstra Exchange (39 m). It is therefore evident that there are buildings within Launceston that are of comparable height to the proposed Hotel and that it will not be grossly out of scale with other developments in the area.

Although the Myer and Telstra buildings are located within a built up environment, they are nonetheless fairly prominent from particular locations such as the ridgelines of East Launceston and West Launceston.

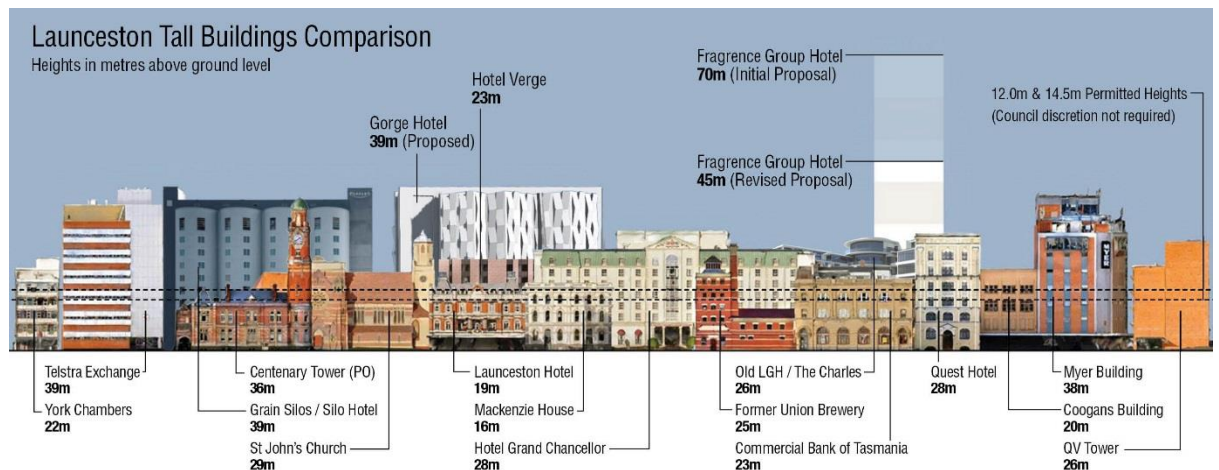


Figure 22: Launceston Tall Buildings Comparison, showing proposed Gorge Hotel is of similar height to the existing Silo Hotel, Telstra Exchange and Myer Building

The Kings Wharf Grain Silos (Silo Hotel), which have been converted to a hotel, are of a very similar height to the proposed Hotel and are located adjacent to the Tamar River. This building appears in isolation from any other buildings of comparable height. The finish and colour of the Silos Hotel is such that it is nowhere as visually prominent in the landscape as the silos were pre-redevelopment, and is an excellent example of the difference that the ultimate finish and colour of a building can make to how perceptible it is within the landscape. To that end, the tessellated glass façade of the Gorge Hotel will have a similar effect and will 'pick up' the background colours i.e. the sky, buildings, vegetation, and help to blend the building with its surrounding landscape. Figure 23: demonstrates the difference that the new finish and colour of the Silos Hotel building has made in blending it into the landscape. It is noted that the photos were taken with different cameras



Figure 23: Silos Hotel (before and after redevelopment)

3.6 Streetscape assessment

3.6.1 Local context

In assessing the appropriateness of the overall height of the proposed hotel, one of the key considerations under Clause 15.4.1 of the Planning Scheme is compatibility with the streetscape. To that end, GHD's Landscape Strategy team were engaged to prepare a critical analysis of the impact of the height of the building in the surrounding streetscape environment. A full copy of the assessment data sheets, which are based on 13 viewpoints encompassing a variety of locations in the immediate streetscape surrounds, is included as Appendix J.

The streetscape assessment was undertaken utilising a series of 3D modelled viewing locations showing the approximate position and scale of the project against a 3D model of the city. The modelled views have been prepared by Urban Circus.

A total of 13 modelled viewpoints were assessed for the compatibility of the project with the streetscape and character of the surrounding area having regard to the six criteria outlined in P1 to Clause 14.4.1 Building height, setback and siting of the Planning Scheme. The following sections provide further detail on how the criteria was interpreted for the purpose of the assessment. A summary of the findings is also included and the individual assessment sheets showing modelled views and assessment ratings are appended to this document.

a. The topography of the site

The topography of the site relates to the surface features and terrain and its ability to visually integrate the project. Introduced elements on elevated and/or exposed areas would be less likely to be visually integrated than elements in low lying areas.

b. The height of buildings on the site, adjoining lots and adjacent lots

This criterion relates to the relative height of buildings visible in the foreground or adjacent areas.

c. The bulk and form of existing and proposed buildings

This criterion relates to the compatibility of the proposed building with the bulk and form of surrounding buildings, in terms of their height, scale, articulation and appearance.

d. The allowable building heights

This criterion was not considered in relation to specific viewing locations as it is not dependant on how the proposed building appears at any particular location. It has been considered in general terms elsewhere.

e. The apparent height when viewed from roads and public places

The apparent height of a building can be described as how tall a building appears to be in the context of its surroundings. For example, a tall building amongst other buildings of a similar height would not appear as tall as one that is seen in relative isolation. Another example is a tall building which is further away from an observer would not appear as tall as a building which is closer and therefore appears to be taller.

f. Any overshadowing of adjoining lots or public places.

This criterion was not considered in relation to specific viewing locations as it is not dependant on how the proposed building appears at any particular location. It has been considered elsewhere.

3.6.2 Detailed Streetscape Assessment

A further four viewpoint locations were assessed in detail for streetscape compatibility utilising refined 3D modelled images prepared by 4D Studio. These images differ from the original 13 images described above in that the model of the Project has been superimposed onto site photographs rather than a 3D model of the city. Materials, colours and textures have also been applied to the 3D model of the Project. This results in a more realistic representation of the Project in its context. An independent verification of the accuracy of the images in displaying the project at the correct scale and location has been undertaken by Urban Circus.

The Detailed Streetscape Assessment was undertaken in the same manner as the original assessment and used the same criteria. Commentary was also added to provide additional justification on how the ratings were applied

3.6.3 Summary of findings of streetscape assessment

The streetscape assessment has revealed that the proposed building performs well at six of the 13 simulated viewing locations, and has an average performance at five locations. Only two of the 13 locations were assigned a poor or average to poor score as shown in Table 6.

Table 6: Streetscape assessment summary

Summary of streetscape assessment (utilising Urban Circus images)

Viewpoint Number	Location	Overall rating
1	Bridge Road #1	Average
2	Bridge Road #2	Average
3	Bridge Road #3	Average
4	Paterson Street #1	Good
5	Paterson Street #2	Good
6	Paterson Street #3	Good
7	Paterson Street #4	Good
8	Paterson Street #5	Good
9	Margaret Street #1	Average
10	Margaret Street #2	Good
11	Margaret Street #3	Poor
12	Brisbane Street / West Tamar Highway #1	Average
13	Brisbane Street / West Tamar Highway #2	Average / Poor

The project is well integrated into the streetscape from locations along Paterson Street and from one location at Margaret Street. A score of average and poor was assigned to two other locations along Margaret Street.

All three locations along Bridge Road were assigned a score of average, generally due to the visual prominence of the project against the sky. However, this is mitigated by the presence of vegetation and the reflectivity of the glass façade, which would assist to visually integrate the project into the streetscape to an extent.

Locations along Brisbane Street near the junction of West Tamar Highway were assigned an average or average to poor rating.

On balance, given that the majority of viewing locations (11 out of 13) were assigned a score of average or good, the project generally performs well in terms of compatibility with the streetscape character.

3.6.4 Summary findings of detailed streetscape assessment

The detailed streetscape assessment has revealed that the proposed building performs well at three of the four simulated viewing locations, and has an average performance at one location. The results are shown in Table 7.

Table 7: Detailed streetscape assessment summary

Summary of streetscape assessment (utilising 4D Studio images)

Viewpoint Number	Location	Overall rating
4	Paterson Street #1	Good
5	Paterson Street #2	Good
6	Paterson Street #3	Good
10	Margaret Street	Average

From Viewpoint 4, the Project would not substantially alter the character of the streetscape given the degree of variation in the existing buildings with respect to heights, forms, colours, materials and textures. The addition of the Stage 2 components of the Project would strengthen the streetscape character. This would be achieved by removal of the brightly coloured service station and associated awning and replacing it with an element of muted colours and of a scale that is more compatible with the surrounding built form. The above is demonstrated in Figure 24 and Figure 25 below.



Figure 24: Completed Stage 1 Paterson Street (West)



Figure 25: Completed Stage 2 Paterson Street (West)

From Viewpoint 5, the Launceston College building appears visually dominating as there is minimal relief in its façade and it is constructed to the title boundary for the majority of its street frontages. The use of bright colours in the service station awning and signage, coupled with hardstand, car parking and blank walls facing the street does not contribute positively to the streetscape character. The project would introduce balance and frame the view along Margaret Street as it would be consistent with the scale and massing of the College opposite. Stage 2 of the Project would involve removal of the service station building and replacing it with a building that would provide a greater contribution to the streetscape character, given articulation of walls, glass panels, landscaping and other visually interesting elements. It would also introduce a strong corner element of similar height, bulk and form to the existing buildings along Paterson Street to the west of the site. The above is demonstrated in Figure 26 and Figure 27 below.



Figure 26: Stage 1 Corner Paterson Street and Margaret Street, tower at similar apparent height to Launceston College



Figure 27: Stage 2 Corner of Paterson Street and Margaret Street, with new podium lower than Launceston College on Margaret Street

From Viewpoint 6, the Project would not perceptibly alter the character of the streetscape from this location given the presence of intervening vegetation and buildings in the foreground limiting its visibility. The above is demonstrated in Figure 28 and Figure 29 below.



Figure 28: Stage 1 Paterson Street (East), tower mostly hidden by existing buildings and palm trees



Figure 29: Stage 2 Paterson Street (East), tower mostly hidden and new podium blends with TRC Hotel

From Viewpoint 10, the Project would introduce a moderately dominant visual element into the streetscape, however it would not substantially degrade its character. This is due to the degree of variation and lack of unifying elements in the streetscape with respect to heights, forms, colours, materials and textures. There are also numerous elements such as billboards, signage, fencing, hardstand and other infrastructure which currently detract from the streetscape character, hence on balance, an average rating has been applied. The above is demonstrated in Figure 30 and Figure 31 below.



Figure 30: Stage 1 Margaret Street (South) podium blends with existing streetscape while new tower is dominant but arguably improves **look of existing 'scrappy' streetscape**



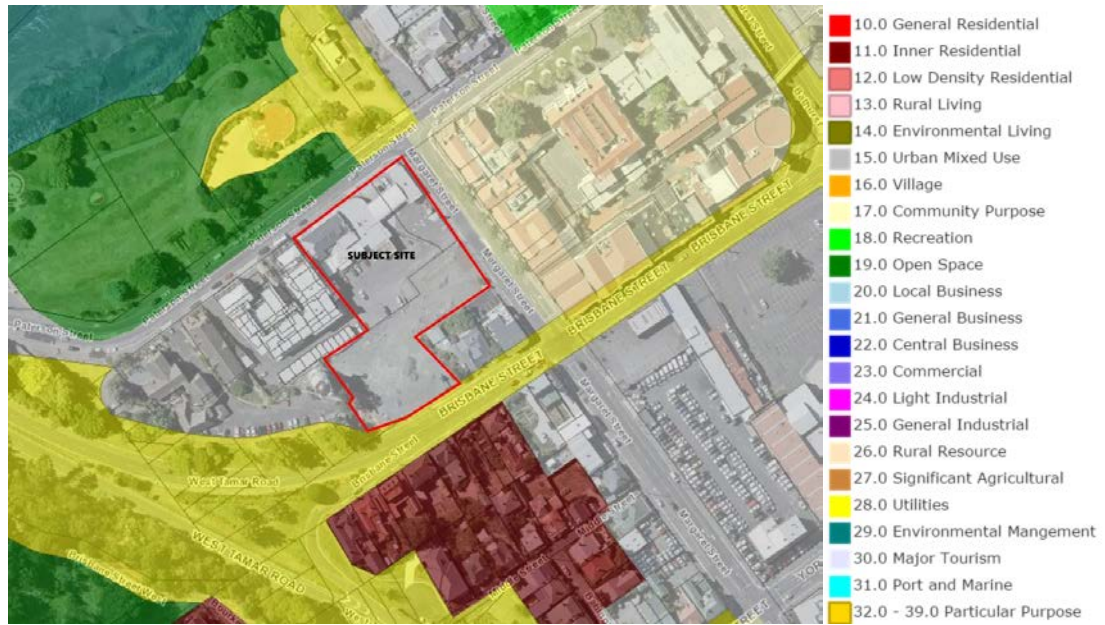
Figure 31: Stage 2 Margaret Street (South) new podium still blends with existing streetscape, while tower is dominant but arguably improves look of **existing 'scrappy' streetscape**

Generally the Project has been designed to minimise impact on the streetscape character through its location at the lowest part of the site, the setback of the tower from Paterson Street and articulation and treatment of the tower façade and podium. The detailed streetscape assessment has shown that the Project is well sited to minimise impact and to contribute to the character of the streetscape where possible.

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 32 below. It is partially subject to the Flood Risk Area as identified in Figure 33.



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

Figure 32: Zoning plan



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

Figure 33: Overlay 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 areas shown as office/admin within the hotel are to be used by the hotel operator for administrative functions and therefore fall within the Visitor Accommodation Use Class.

4.2.2 'Food Services' use class

Given the restaurant 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.'

4.2.3 General retail and hire

The retail tenancies on the ground floor of stage 2 would fall within the General Retail and Hire Use Class which is defined as follows in Table 8.2 of the Planning Scheme:

'Use of land for selling goods or services, or hiring goods. Examples include an adult sex product shop, amusement parlour, beauty salon, betting agency, commercial art gallery, department store, hairdresser, market, primary produce sales, shop front dry cleaner, supermarket and video shop.'

4.2.4 Community Meeting and Entertainment

The function centre within the hotel tenancy falls within the Community Meeting and Entertainment Use Class which is defined as follows in Table 8.2 of the Planning Scheme:

'Use of land for social, religious and cultural activities, entertainment and meetings. Examples include an art and craft centre, church, cinema, civic centre, function centre, library, museum, public art gallery, public hall and theatre.'

4.2.5 Approval status

'Visitor Accommodation' is 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. Food services is a no permit required use within the Urban Mixed Use Zone. General Retail and Hire is permitted if the floor area is less than 250 m². Given the retail area is 126 m², the use of General Retail and Hire is classified as permitted. Community Meeting and Entertainment is discretionary.

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:

- Clause 15.3.2 Mechanical Plant and Equipment (P1)
- Clause 15.4.1 Building Height, Setback and Siting (P1) (P2)
- Clause 15.4.2 Location of Parking (P1)

- Clause 15.4.3 Active Ground Floors (P1)
- Clause E2.6.2 Excavation (P1)
- Clause E4.5.1 Existing road accesses and junctions (P1)
- Clause E5.6.1 Development subject to flooding (P1)
- Clause E6.5.1 Car parking numbers (P1)
- Clause E6.5.2 Bicycle parking numbers (P1)
- Clause E6.6.4 Motorbike parking provisions (P1)
- Clause E6.6.1 Construction of parking areas (P1)
- Clause E6.6.2 Design and layout of parking areas (P1)
- Clause E6.6.5 Bicycle facilities (P1)
- Clause E18.5.2 Design and siting of signage (P1), (P3) and (P4)

4.3 Urban mixed use zone provisions

4.3.1 Zone purpose

15.1 Zone purpose	
15.2.1.1	<i>To provide for integration of residential, retail, community services and commercial activities in urban locations.</i>
15.2.1.2	<i>To provide for a diverse range of urban uses and increased intensity of development including residential densities that support the role of activity centres.</i>
15.2.1.3	<i>To encourage residential, visitor accommodation and tourist operation uses as a means of increasing activity outside normal business hours.</i>
15.2.1.4	<i>To create:</i> <ol style="list-style-type: none"> <i>Activity at pedestrian levels, with active road frontages offering interest and engagement to shoppers; and</i> <i>Appropriate provision for car parking, pedestrian access and traffic circulation.</i>

The Zone Purpose statements are relevant to the exercise of the general discretion which applies to the 'Visitor Accommodation, Community Meeting and Entertainment and Food Services' use classes 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 an international standard, marquee hotel adjacent at the gateway to the key tourist attractions of the Cataract Gorge and Penny Royal Complex and in walking distance to the CBD, will assist in creating a vibrant urban centre and increase the number of occupants within the CBD and surrounds 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 within the inner-city ring within a precinct of the City that is currently underutilised will increase the intensity of development in that area and support the role of the CBD as the key activity centre in the hierarchy. The small-scale retail tenancies proposed in Stage 2 of the development will supplement and support the hotel use and operation rather than detract from CBD retail activity.

15.2.1.3 Consistent. The proposed use and development of the site for visitor accommodation purposes will assist in furthering this objective. The site is ideally located to provide additional visitor accommodation in the city, being at the gateway to the Cataract Gorge, adjacent to the attractions of the Tamar River but also within walking distance of the CBD. The current use of the site as a ground level car park does not maximise its development potential. The site is afforded excellent views down the Tamar River, across to the Gorge and the CBD and for this reason is ideally situated to provide for additional hotel accommodation that showcases all that Launceston has to offer.

15.2.1.4. Consistent. The hotel building has been designed to ensure pedestrian level activity along both the Margaret and Paterson Street frontages is provided. The existing car park, and extensive driveways serving the service station and bottle shop do not provide for pedestrian interaction at the street frontages. The proposed development will effectively infill the Paterson Street/Margaret Street corner and provide visual interest for pedestrians walking past the site, as well as features that will invite pedestrians into the site. The design has avoided large expanses of blank walls at the street frontages and the landscaping will soften the appearance of the building and vehicle access points.

The hotel's main entry, both vehicular and pedestrian, will be from Margaret Street. Parking areas have been tucked into the building behind the primary street frontages, and take advantage of existing easements for access from Margaret Street. Drive through drop off/pick up zone off Margaret Street, and taxi/commercial vehicle from Paterson Street allow for ease of movement through the site. A traffic engineer has been involved throughout the design process to ensure appropriate provision for parking is made and that circulation through the site operates effectively from a safety and design perspective.

4.3.2 Use standards

The use standards below are applicable only to the restaurant, function centre and retail shops and **do not apply** to the visitor accommodation use class in accordance with Table 15.3, Clause 15.3.5.

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 6.00 am and 10.00 pm.	P1 Commercial vehicles must not unreasonably impact on the amenity of nearby sensitive uses, having regard to: <ul style="list-style-type: none"> 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 shop, restaurant and function centre will occur between 6.00 am and 10.00 pm.

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

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.

Performance criteria

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

An Environmental Noise and Air Emission Assessment has been undertaken by Tarkarri Engineering Pty Ltd, and included at Appendix K, to assist with the assessment against the Performance Criteria. The assessment identified the following mechanical plant as potential sources of noise, odours, fumes or vibration:

- Cooling tower (x3 units)
- Kitchen exhaust fan
- Stair pressurisation fan
- Stair pressure relief fan
- Car park exhaust

The location of these plant in relation to sensitive receptors immediately adjoining or opposite the site is shown in Figure 34.

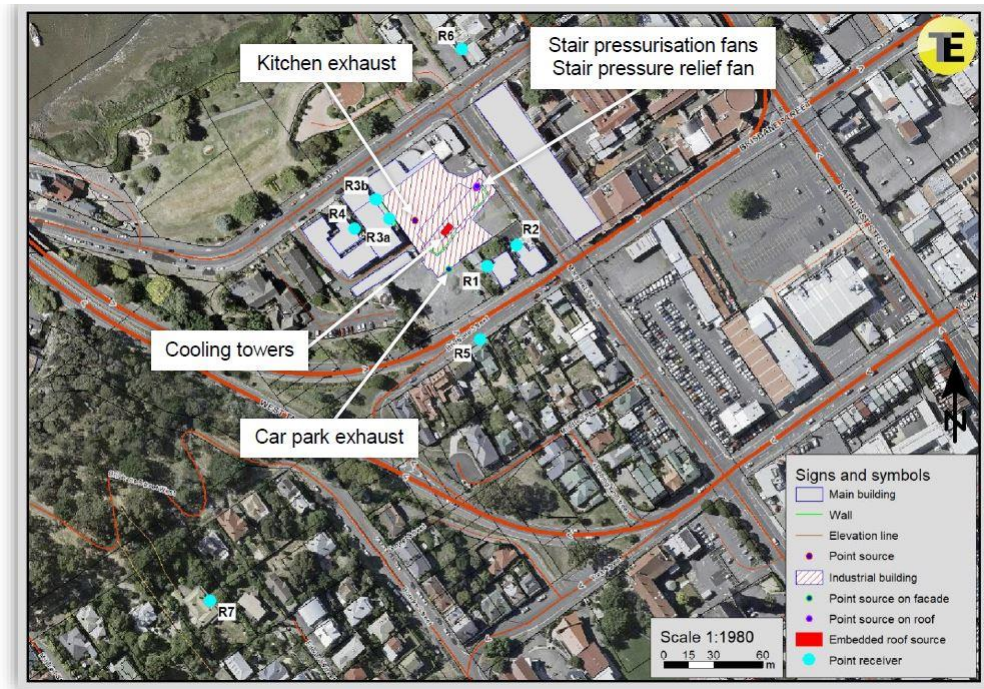


Figure 34: Location of Plant (Tarkarri Engineering Pty Ltd)

The noise emission criteria for the assessment has been based on the acceptable solution at Clause 15.3.4 of the Planning Scheme i.e noise generated by a use on the site must not exceed a time-average A-weighted sound pressure level of 5dB(A) above background during operating hours when measured at the boundary of an existing sensitive use adjoining or immediately opposite the site. Accordingly, the assessment nominates the following criteria levels for the project:

- Day (0700 to 1800 hrs): 50dBA
- Evening (1800 to 2200 hrs): 45dBA
- Night (2200 to 0700 hrs): 42dBA

The assessment used the night time level being the lowest. It found that the mechanical plant would exceed the 42dBA at 5 receiver points. Accordingly, the following recommendations have been made to mitigate the noise levels from mechanical plant to an acceptable level i.e no more than 5dBA above background levels. They are:

- *Lining of the wall surfaces of the cooling tower services area with an acoustically absorptive material to reduce reverberant build up in the space (a 3-5 dBA reduction in emissions from the space is assumed with this treatment).*
- *A 25dBA reduction in emission from the car park exhaust. This could be achieved through the selection of a quieter fan; internal lining of ductwork with acoustically absorptive material; a silencer providing the required insertion loss; or some combination of these three options.*
- *A 15dBA reduction in emissions from the kitchen exhaust. This could be achieved through the selection of a quieter fan; a silencer providing the required insertion loss; or some combination of these two options.*

It is considered appropriate that permit conditions require these measures to be documented and assessed through the detailed design phase. What is important to note is that acceptable noise emission levels can be achieved.

The only element of the mechanical plant considered to result in odour being emitted is the kitchen exhaust fan. The assessment recommended a number of methods to control odour emissions from the exhaust fan. They are:

- *Mesh filter to reduce the oily fallout from the exhaust air (uses the impingement principle to capture oil in the exhaust air and is a standard installation in any kitchen exhaust system);*
- *Particulate filter to reduce smoke and other particulate emissions (cleaning and replacement would need to be done at regular intervals to maintain performance); and*
- *Installation of an activated carbon filtration system to reduce odour emissions at the current exhaust point (uses absorption of odorous compounds into the pore spaces of the carbon, requires periodic replacement of active carbon medium when capacity is reached).*

As with noise emissions, it is considered appropriate that permit conditions require these measures to be documented and assessed through the detailed design phase.

It is therefore submitted that the findings and recommendations within the environmental noise and air emission assessment address the performance criteria in that it characterises the frequency and nature of emissions and recommends mitigating measures which can be implemented through detailed design and are all achievable.

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

- A1** *The use must:*
- Not include permanent, fixed floodlighting, where the zone adjoins the boundary of the General Residential, Inner Residential and Low Density Residential zones; and*
 - Contain direct light from external light sources within the boundaries of the site.*

Performance criteria

- P1** *Floodlighting or other external lighting used on site must not cause an unreasonable loss of amenity to nearby sensitive uses, having regard to:*
- The number of light sources and their intensity;*
 - The proximity of the proposed light sources to nearby sensitive uses;*
 - The topography of the site;*
 - The landscaping of the site;*
 - The degree of screening between the light sources and the sensitive uses; and*
 - Existing light sources nearby.*

Complies with A1

The site does not directly adjoin any of the listed zones. All light spill will be contained within the boundaries of the site and it is anticipated that a condition of permit will require this.

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
<p>A1 Noise generated on the site must:</p> <p>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</p> <p>b. Be in accordance with any permit conditions required by the Environment Protection Authority or an environmental protection notice issued by the Director or the Environment Protection Authority.</p>	<p>P1 Noise levels generated by a use on the site must not unreasonably impact on the amenity of nearby sensitive uses, having regard to:</p> <p>a. The nature and intensity of the use;</p> <p>b. The characteristics of the noise emitted;</p> <p>c. Background noise levels;</p> <p>d. Any mitigation measures proposed;</p> <p>e. The topography of the site; and</p> <p>f. The character of the surrounding area.</p>

Complies with A1

An Environmental Noise and Air Emission Assessment has been undertaken by Tarkarri Engineering (see Appendix K) to assist with the assessment against this clause. The assessment identified the following mechanical plant as potential sources of noise, odours, fumes or vibration:

- Cooling tower (x3 units)
- Kitchen exhaust fan
- Stair pressurisation fan
- Stair pressure relief fan
- Car park exhaust

The other source of noise identified is the amplified music within the following locations:

- Roof top bar amplification on the terrace
- Breakout of amplification through open doors from the function area to the roof deck over the TRC building.

Figure 35 shows the location of the potential noise sources from amplified music.



Figure 35: Potential Noise Sources (Tarkarri Engineering Pty Ltd)

The noise emission criteria for the assessment has been based on the acceptable solution of A1, being that the noise generated by a use on the site must not exceed a time-average A-weighted sound pressure level of 5dB(A) above background during operating hours when measured at the boundary of an existing sensitive use adjoining or immediately opposite the site. Accordingly, the engineers nominate the following criteria levels for the project:

- Day (0700 to 1800 hrs): 50dBA
- Evening (1800 to 2200 hrs): 45dBA
- Night (2200 to 0700 hrs): 42dBA

The assessment used the night time level being the lowest. It found that the mechanical plant would exceed the 42dBA at 5 receiver points. Accordingly, the following recommendations have been made to mitigate the noise levels from mechanical plant to an acceptable level i.e no more than 5dBA above background levels. They are:

- *Lining of the wall surfaces of the cooling tower services area with an acoustically absorptive material to reduce reverberant build up in the space (a 3-5 dBA reduction in emissions from the space is assumed with this treatment).*
- *A 25dBA reduction in emission from the car park exhaust. This could be achieved through the selection of a quieter fan; internal lining of ductwork with acoustically absorptive material; a silencer providing the required insertion loss; or some combination of these three options.*
- *A 15dBA reduction in emissions from the kitchen exhaust. This could be achieved through the selection of a quieter fan; a silencer providing the required insertion loss; or some combination of these two options.*

It is considered appropriate that permit conditions require these measures to be documented and assessed through the detailed design phase. What is important to note is that acceptable noise emission levels can be achieved.

With respect to amplified music a number of recommendations have been made in respect of how patrons use the site at night time in order to reduce the noise impacts at sensitive receivers to the levels acceptable (47dBA) by the Acceptable Solution

- *Amplified music noise levels on the Roof Top Bar terrace should not exceed 60dBA prior to 2200 hrs and not exceed 55dBA post 2200 hrs. This could be managed through a noise monitoring system with warnings provided to hotel personnel when levels are exceeded.*
- *During the day period (0700 to 1800 hrs) it would be acceptable to allow all doors from the function area onto the roof deck area to remain open during the generation of amplified music. Between 1800 and 2200 hrs the western door should remain closed and after 2200 hrs the western and central doors should remain closed.*

It is proposed that these management measures form part of the application and anticipated that the permit be conditioned accordingly.

15.3.5 Retail impact

Objective

To ensure that the economic, social and environmental impact of significant new retail use and development is consistent with the activity centre hierarchy.

Acceptable solution	Performance criteria
A1 <i>If for no permit required or permitted use class.</i>	<p>P1 <i>Uses must have acceptable impacts on the viability of the activity centre hierarchy, having regard to the extent that the proposed use:</i></p> <ul style="list-style-type: none"> a. <i>Improves and broadens the commercial or retail choice within the area;</i> b. <i>Improves the urban design outcome for an activity centre including its amenity;</i> c. <i>Contributes to an attractive environment for pedestrians;</i> d. <i>Contributes to loss of investment, blight or disinvestment for a particular centre;</i> e. <i>Includes environmentally sustainable design principles; and</i> f. <i>Is accessible by public transport.</i>

Complies with A1

The retail component proposed as part of Stage 2 is a permitted use class.

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

- A1** *Building height must be no greater than:*
- a. *12 m; or*
 - b. *1 m greater than the average of the building height on the site or adjoining lots;*
 - c. *Whichever is higher.*

Performance criteria

- 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 maximum height of the podium is 12.4 metres which, whilst discretionary, only triggers the discretion by 400 mm. The maximum height of the tower is 39.0 metres above natural ground level at the South East elevation, which must be considered against the Performance Criteria.

The performance criteria uses a number of terms in reference to which the Resource Management and Planning Appeals Tribunal (the Tribunal) has provided guidance as to their meaning and use when assessing applications for development. It is instructive to consider these terms prior to undertaking the assessment against the Planning Scheme standards.

The Planning Scheme identifies that Council must consider building height in the context of its 'compatibility' with the streetscape and character of the surrounding area. The Tribunal has previously determined that "compatible" requires that the building height be capable of co-existing with the scale of nearby buildings. In the decision *9 Sandy Bay Road Pty Ltd v Hobart City Council & Ors*, further references are provided to two other decisions in which the Tribunal defined the term 'compatible'. They were in *Henry Design & Consulting v Clarence City Council* and *Flood v George Town Council*. In *Henry Design*, the Tribunal held that 'compatible' meant "not necessarily the same...but at least similar to, or in harmony or broad correspondence with the surrounding area".

The next term to consider is 'character'. It is not a term that is separately defined in the Planning Scheme, rather it is referred to in a number of the Planning Scheme clauses, including the purpose and objectives of the Planning Scheme, where it appears in desired future character statements, development standards and the like. Of relevance for the subject site is the

absence of either 'local area objectives' or 'desired future character statements'. Neither are used in the Planning Scheme. The Tribunal recently considered this issue in *K Butorac and R & R Pearshouse v Kingborough Council and Australia Travel & Culture Group Pty Ltd*. In this decision the Tribunal noted the absence of defined terms for 'character', 'scale', 'respects' and 'the area' in the Kingborough Interim Planning Scheme 2015. Evidence provided by three different planning experts advocated different approaches to defining the character of an area. Common to all was an attempt to describe the mix of use and development that helped to define the 'character' of an area. The Tribunal preferred the evidence that stated *"the character of an area cannot be narrowly defined; it is essentially the sum of its parts – neither overwhelmingly rural residential, nor recreational, nor environmental. It includes rural industrial and commercial use and development"*.

In CI 2.2.6 of this report a description is provided of the subject site and surrounding area. In essence it is submitted that there is no clear and coherent streetscape pattern and character that is unique to the site and area. The subject site is bounded by buildings of varying scale, form and appearance. There are significant 'gaps' in the streetscape where expansive areas of car parking has been developed, and in the wider context the use and built form ranges from parkland to car yards.

The final element of guidance provided by the Tribunal relates to the words 'have regard to'. The Scheme requires Council, when considering 'streetscape and character', to have regards to 6 elements relating to: topography of the site; height of buildings on the site; adjoining lots and adjacent lots; the bulk and form of existing and proposed buildings; the allowable heights; the apparent height when viewed from roads and public spaces; and any overshadowing of adjoining lots or public places.

In *Sunset Rock Investments Pty Ltd and Anor v Hobart city Council & C & C Management Pty Ltd*, the Tribunal refers to a decision in respect of *Brown and Shaw v Launceston City Council and Bullock Consulting*, that said 'to have regards to' means that those matters are to be considered and given some weight in assessing the application, as important elements in reaching its decision. In *C & H Margetts v Burnie City Council*, the Tribunal said at (89)

"... the concept of having regard to something is one which appears frequently in planning schemes. Clearly it is a direction to do something, the doing of which informs the answer to the question required to be asked, viz, whether a lot intended for residential use is of sufficient size to be consistent with those matters."

The Tribunal considered further the concept of 'giving weight' to the specific matters listed as fundamental elements in making a determination, versus merely having regard to certain matters rather than considering them as fundamental elements in the decision making process. In its decision in relation to *9 Sandy Bay Road Pty Ltd v Hobart City Council & Ors*, where the 'purpose statements' were incorporated within the standard itself, the Tribunal said:

"In the context of clause 13.4.1 P1, the Tribunal holds that the obligation to have regard to the matters identified in paragraphs (i) to (iv) requires it to give weight to them as fundamental elements in the making of a decision about the development application."

In summary, "compatible" requires that the building height be capable of co-existing with the scale of nearby buildings, although "not necessarily the same...but at least similar to, or in harmony or broad correspondence with the surrounding area". The character of an area cannot be narrowly defined; it is essentially the sum of its parts. In the context of the subject site the absence of a clear and coherent streetscape pattern, and the presence of large areas of hardstand in the immediate surrounds, suggests there is no clear sense of urban design character, unlike areas in the CBD which clearly have a common built form pattern and design. Finally, Council must have regard to the matters listed in the relevant performance criteria, although it is submitted no single element should have greater weight than others.

The following assessment is made of the proposed overall height discretion for the hotel against the matters to be considered under the Performance Criteria:

Observations about streetscape and character of the surrounding area:

The streetscape assessment referred to in Clause 3.6 and Appendix J of this report has been used to inform the assessment in this section. The following observations are made about the surrounding streetscape and the 'general fit' of the proposed building within it:

- The surrounding streetscape character is varied and for the large part, not one that would be particularly desirable to replicate in a new build. The building massing and articulation of the Launceston College has been used to provide context for the massing and sizing of the hotel podium level which has a lower overall building height than Launceston College. The Launceston College building has a very dominating street frontage as there is little relief in the façade and it is constructed to the title boundary for the majority of its three street frontages.
- It is submitted that the overall height of the tower component of the proposed hotel, which is the subject of the discretion, will not be immediately apparent within the immediate streetscape along Margaret and Paterson Street. The setback of the tower component coupled with the fact that the podium is constructed to the front boundaries, means that at the street level, the main visible feature will be the podium, which essentially meets the permitted standard and is comparable, in terms of height and scale, with the Launceston College opposite.
- When standing on Paterson Street to the west of the site, the immediate view will be of the Cataract on Paterson and TRC Hotel which, given their height, scale and construction to the front boundary, will conceal the hotel podium behind. The setback of 39 metres from Paterson St to the tower means that it will not dominate the Paterson Streetscape and for large parts of Paterson Street, will be concealed by the surrounding built form i.e. Launceston College, TRC Hotel, Cataract on Paterson (see Figure 36).



Figure 36: View west along Paterson Street (left) and view east along Paterson Street (right)



Figure 37: Paterson and Margaret Street perspective

Figure 37 demonstrates how the podium massing is in context with the adjacent building massing along Paterson Street and how the recess of the tower component minimises its impact on the streetscape character. Of the three street frontages that the site is afforded, arguably it is Paterson Street which has the most character presently. As such, the architects have paid particular care in the design's response to this streetscape and the attainment of a 'good' streetscape rating from all 5 perspectives in the Streetscape Assessment (Appendix J) reflects this.

In terms of Margaret Street, the existing streetscape is dominated by Launceston College on the eastern side and car parking hardstand and access driveways on the western side. The podium will create desirable infill along the street frontage that will be consistent with the scale and massing of the College opposite, albeit with the provision of much more visual interest in terms of relief in building massing and landscaping to break up the visual bulk. The section of Margaret Street between Brisbane and Paterson Streets is relatively inactive (at street level) from a pedestrian perspective given the presence of the College on the east and car parks and drive-through businesses on the west. The hotel will introduce new energy and activity to Margaret Street both in the building form, and from the comings and goings of hotel guests and visitors, as a destination for tourism and entertainment.

The tower component extends to within 3.25 metres of Margaret Street, however the orientation of the tower diagonally through the site means it will not dominate the streetscape. The relatively slender, considered design and orientation of the tower, coupled with the generous setbacks from the Paterson and Margaret street frontages mean the proposed hotel, despite exceeding the acceptable solution for building height, is uniquely compatible with the surrounding built form and character.

Whilst the overall compatibility with the existing streetscape along Brisbane Street scores the lowest in the assessment (Appendix I), the immediate streetscape view from Brisbane Street will largely remain unchanged as the podium is setback a minimum of 25.9 metres from Brisbane Street. It is the Brisbane Street frontage from which the tower component will be most evident, however the height of the existing windmill (approx. 28 metres above NGL) provides context for the tower in terms of overall height.

The difficulty in terms of streetscape compatibility for this site is the number of road frontages, the quality of the existing built form (i.e. Launceston College) and large expanses of hardstand

means that the status quo is not something that is particularly desirable to replicate. The design has responded to the opportunities and constraints of the streetscape by creating a dual massed building whereby the podium clearly mirrors surrounding development in terms of scale, bulk and mass. The tower component has used large setbacks to offset immediate impacts but its unique, quality architectural design offers the opportunity for Launceston to accommodate an iconic, destination building in a location which does not compromise heritage values.

P1 Building height must be compatible with the streetscape and character of the surrounding area, having regard to:

a. The topography of the site

The site is situated at one of the lowest points in Launceston and consequently is ideally located to provide for a taller building than may otherwise not be suitable in a more elevated location. The location of the tower running across the lowest section of the site means that its overall height when viewed from surrounding elevated areas will be less apparent. It also means that views from the residential areas of the eastern facing hillside of West Launceston will not be impacted as the maximum height of the tower is 41.6 AHD (39.0 metres above natural ground level), while the majority of the dwellings on the hillside that are currently afforded a view sit at the 40.0 metre or above contour.

In terms of immediate streetscape impacts, the topography of the site cannot make significant differences given the overall height of the building. However, it is submitted that in the overall context of the city, the topography of the site means that it has the capacity to absorb impacts of the additional height component from a broader landscape impact perspective. This is confirmed by the Landscape and Visual Impact Assessment (Appendix I).

b. The height of buildings on the site, adjoining lots and adjacent lots

As stated, the building on the site and surrounds are eclectic in design, scale and massing and don't provide a clear base uniformity from which to evaluate the design response. The existing buildings on the site are 1-2 storey set adjacent to a large expanses of car park hardstand. The adjacent buildings however do provide some context for assessment of the building, particularly in relation to its fit within the local streetscape in terms of its height. The existing TRC Hotel and Cataract on Paterson Restaurant and Cataract on Paterson Apartments present as 2 to 3 storey buildings fronting directly onto Paterson Street, while the adjacent Pinot Shop has car parking in front although maintaining a similarity in bulk and scale to the adjacent buildings. The maximum height of the new podium level in Stage 2 maintains a similar height to these buildings and as shown in Fig 38 ties in well with the rhythm, scale and height of buildings on Paterson Street. The eye is drawn to the buildings fronting the street while the tower is visually recessive due to the significant setback to Paterson Street and diagonal orientation. A larger scale plan is provided at Appendix J Streetscape Assessment.



Figure 38: Completed Stage 2 Paterson Street (West)

Launceston College opposite the site on Margaret Street is a three storeys building with a height of 21.3 AHD at the Paterson Street/Margaret Street corner giving an overall height from ground level of approximately 16.3 metres. In comparison the maximum height of the Gorge Hotel podium is well below this height at 9.45 metres above ground level on the corner of Paterson Street and Margaret Street. The podium height gradually rises to 12.4 metres above natural ground level near the adjoining buildings on Paterson Street but still sits in harmony with those buildings. This 'podium' effect is continued into Margaret Street as demonstrated in Figure 39 below.



Figure 39: Completed Stage 2 Corner of Paterson and Margaret Street

In the above view it is evident that the overall height of the tower is less dominant than it would be if it were not for the existence of other features in the immediate foreground such as Launceston College and its pillars, the distant view of Margaret Street Church spire, trees on Margaret and Paterson Streets, and the windmill tower further to the west. As discussed below in relation to the assessment of apparent height, the height of the tower component of the hotel appears at a similar level to the top of Launceston College. This is due to Launceston College in the foreground appearing larger relative to buildings further away, as well as due to the topographic fall, as evidenced by the cross fall on Margaret Street as seen in the above figure, with the subject site occupying one of the lowest points in Launceston at RL 2.5 m. The separation of Launceston College and the tower across Margaret Street, and the orientation of the tower diagonally on the site, combine to reinforce the visual similarities between the two. Indeed the bulk and height of Launceston College and the more elegant use of concrete, glass and broken form evident in the design of the Gorge Hotel assist to ensure the compatibility of the new building in the streetscape having regards to the Tribunal direction that compatible does not mean “..necessarily the same...but at least similar to, or in harmony or broad correspondence with the surrounding area”.

Similarly, the windmill on the adjacent property to the west sits at 31.5 AHD in comparison with the tower component at 41.6 AHD is evidence that there is precedent in the immediate surrounds for a building structure of significantly greater height than the permitted 12 metres, and like the windmill the tower will present as a feature and less imposing element in terms of expanse to both the Paterson and Margaret Street frontages.



Figure 40 Stage 2 Margaret Street (Lower), podium and tower create their own new streetscape



Figure 41: Stage 2 Margaret Street (North), podium and side-on view of tower create new streetscape

c. The bulk and form of existing and proposed buildings

As discussed, the bulk and form of the surrounding buildings varies greatly. There is the Launceston College opposite the site which is three storeys high, has very high site coverage and is an imposing, bulky building which dominates at all three street frontages. The other surrounding streetscapes are varied in terms of the bulk and form with large expanses of hardstand areas prevalent.

The dual massing of the proposed hotel assists in breaking up the bulk and form and enables activation at the street level associated with the podium. The site coverage of the tower component is very minimal at just 15% and the angle of the tower to Paterson and Margaret Streets will significantly reduce its bulk and form when viewed at street level.

Whilst the tower will be significantly taller than the Chinese restaurant and the heritage listed dwelling on Brisbane Street, given these two buildings currently sit in isolation surrounded by hardstand, the hotel will act as a frame to the buildings and highlight their form.

The reflectivity of the tower façade will mean that the building will blend into the background (whatever that may be in any given location) which will help to reduce the overall bulk and form of the tower component.

Given the wide variation of built form adjoining the site and wider context, and that 'compatibility' does not require the building design to necessarily be the same, it is argued that the building is broadly in harmony with the surrounding area. This is particularly the case with completion of Stage 2 of the development. Key elements of the design that are considered to strengthen the streetscape and character of the surrounding area are:

- It serves to 'reinstate' built form into the existing gaps in the streetscape, particularly on the Margaret Street frontage.
- Stage 2 corner building replaces the existing service station, a use and a form of development that is incongruous with the educational, hospitality and tourism, residential, and parkland use and development in the vicinity.
- Stage 2 corner building reintroduces a strong corner element of similar height, bulk and form to the existing buildings in Paterson Street.
- Stage 1 and 2 assists in framing the view to the south on Margaret Street and provides a balance to Launceston College, whose bulky form and relative lack of articulation is countered by the dramatic architectural form of the Gorge Hotel, designed to reflect the natural beauty of Cataract Gorge, its natural and geological setting.

d. The allowable building heights

The podium component of the building with a maximum height of 12.4 metres (above NGL) is very much compatible with the allowable building height of 12.0 metres, and it is this aspect that will be the key element that is read from the immediate streetscape and create the character and interface with the streetscape. This is particularly the case with completion of Stage 2 and its replacement of the existing service station with a corner building element similar in height, form and function to existing buildings in Paterson Street. In terms of how the podium height performs relative to neighbouring properties, the North West parapet of the function room closest to the boundary wall with Cataract Apartments is 12.45 metres in height but no apartments are affected, however, the parapet drops to 12.0 metres adjacent to the court yards so that the shadow cast is the same as a permitted structure. Similarly, the boundary wall near the Chinese Restaurant and Heritage house on Brisbane Street has been lowered to 11.8

metres to reduce overshadowing to no more than what would occur with a permitted 12.0 metre high boundary wall.

The tower component is evidently much greater than the allowable building height with an overall height of 39.0 metres. However, taking into account compatibility with the streetscape and character of the surrounds, it is submitted that the additional height component as per the hotel design on this site is acceptable for the following reasons:

- The overall size of the site allowing the expansive setbacks of the tower to the street frontages and enabling the podium to be the key feature to be read at street level.
- The tower component of the building has a footprint of only 15% of the overall site area and in this context the discretion relates to a relatively small component of a largely compliant building with respect to height.
- Conversely, the majority of the development and related building height elements are compliant with the Planning Scheme.
- The Visual Impact Assessment (Appendix I) confirming that the hotel will not impact on any views from Prime Viewpoints, nor any other key public places within the city.
- The tower component is located at the lowest point or AHD within Launceston, in other words, on a site with a greater ability to absorb a larger and higher building than other sites within the city.
- The tower component does not encroach on the West Launceston skyline, nor impacts the view field of the majority of houses to the west.
- The absence of a prevailing character of the surrounding area and any uniformity in building heights.

Although not strictly a component of the Planning Scheme assessment, it must be recognised that an international standard hotel and function centre as proposed, requires a minimum number of rooms to be viable and to attract an operator. The subject site is one of the few vacant large land parcels remaining in the City and ideally located in terms of proximity to key tourist attractions and its ability to provide views down the Tamar River and across the City. Unlike other parts of the city, the site is unconstrained by heritage considerations and is uniquely situated to provide for an architecturally designed new building that will become an iconic destination within the city.

With ever increasing tourism numbers to the State, Launceston needs to ensure its accommodation offering meets the market in order to experience the economic benefits of the tourism boom. It is submitted that the use of height to provide for the requisite number of rooms with amenity to match expectations of an international standard operator is a much more desirable outcome than the alternative which would be to have a large, bulky, low scale building extending across the entirety of the site both in terms of visual amenity and from the operational aspect of a hotel. Hotel operators require all rooms to have windows to the outside to capture great views and efficiency in terms of layout. A low-scale, bulky building which is encouraged by the permitted standards in the zone provisions simply would not provide either of these elements.

e. The apparent height when viewed from roads and public places

The orientation of the tower diagonally across the site coupled with its extensive street setbacks, means its apparent height when viewed from surrounding streets (particularly Paterson and Margaret will be much less than its actual height. It will be most visible from Brisbane Street, however the 25.9 metre minimum setback to the podium and 35 metre plus setback to the tower from Brisbane Street means it will not dominate the road.



Figure 42 Stage 1 Paterson Street (West), sightline with similar apparent height to Launceston College

The only immediately adjacent public space is Kings Park opposite the site. The elevation of the park above the site will assist in reducing the perceived height for the public using the park. The apparent height and impact of height when viewed in that location will be minimised due to the setback to Paterson Street of the tower, the angle of the tower to Margaret Street, and its partial occlusion by the podium.

The individual ratings against this criteria in the Streetscape Assessment confirms that the apparent height is an area where the design performs particularly well. There is only one viewpoint in the immediate streetscape which receives a poor rating and that is the Brisbane Street/Margaret Street intersection and even then, at different locations within the intersection the apparent height differs if the Launceston College is included in the view field as this building has elements that won't appear significantly taller than the tower. This is demonstrated by viewpoint 10 further south on Margaret Street and shows how the height relationship between buildings will be comparable.

Whilst not a relevant consideration in the assessment, it is also noted that from a broader landscape perspective, the tower height performs well as confirmed by the Landscape and Visual Impact Assessment (Appendix I). The visual impact assessment has determined that the highest impact would be from those locations closest to the site, where a medium impact rating has been assigned. Given that the project does not impact on the key landscape values identified, the impact is not high at any viewpoints. Elsewhere, the effect of distance and intervening terrain, buildings and vegetation would result in a low to nil impact.

f. Any overshadowing of adjoining lots or public spaces

The shadow diagrams that form part of the Town Planning Plans included as Appendix G inform this assessment. The most significant impacts will occur (as would be expected) in June, being

the month with the shortest days. The shadow diagrams demonstrate that the tower will cause some morning overshadowing of the car park associated with the rear of the Penny Royal complex, which does not cause any concern, it then extends across the West Tamar Highway and onto the steep western facing banks of the Highway. The lack of existing development or development potential on either of these sites, coupled with the fact that a proportion of the overshadowing already occurs as a result of the existing windmill structure, means that the impacts are negligible.

There will be some new morning overshadowing of the western eastern and southern facing wall of the Cataract Apartments, neither of which have large expanses of glazing nor open spaces, with these apartments being orientated to the north. Further it is noted that the overshadowing of the terraces is caused by the podium structure and not the tower component. The western wall of the podium building adjacent to the Cataract Apartments courtyards has a height of 12.0 metres above NGL which will cause morning overshadowing, however, the podium is compliant with the 12.0 metres permitted height in this location and commensurate with the height of the Cataract Apartments. It is noted that any building 12 metres in height and constructed to this boundary would cast the same extent of shadow and would be permitted.

By midday on the 21 June, the shadow cast will be to the south-west of the site and the main impact will be to the car park within the site. The dwellings on the southern side of Brisbane Street will still receive full sun. Again, there will be minor overshadowing of the eastern and southern walls of the Cataract Apartments but this shouldn't significantly impact the overall level of sunlight they receive. The northern facing, rear open space areas of the dwelling at 264 Brisbane Street and the Chinese restaurant building will be overshadowed by the podium at 11.9 metres height above ground level, but it is submitted that these areas would be overshadowed even if a compliant building were constructed on the property immediately to their north. The open space area to the north of the restaurant is used as a car park in any case. They will still receive some morning sun. The dwelling at 264 Brisbane Street is owned by the proponent so the issue can be managed into the future. The dwelling at 264 Brisbane Street will still receive some morning sun within its rear private open space area.

By mid-afternoon on the 21 June, the key impacts will be to the properties on the southern side of Brisbane Street, which will still have received full morning sun. Of the properties directly fronting Brisbane Street that will be impacted, there are residential apartments within 279-281 Brisbane Street with north facing living spaces which will be impacted. However, the windows to these rooms are not large and will still receive morning sun. There is a large garden area on the western side of this property which will be impacted. The next dwelling along on Brisbane Street (285) is a single storey weatherboard cottage with an extensive Colorbond® front boundary fence which would already impact the level of sunlight (see Figure 43).



Figure 43: View of 285 Brisbane Street

The final property impacted on Brisbane Street contains a large advertising billboard directly fronting the road and which would block all sunlight to the south in mid-winter in any case.

The balance of the impacted dwellings have frontage to Middle Street (numbers 2-4, 6 and 8) and Margaret Street (28-30). These properties will not be impacted for a long period of the day during winter and will still receive morning sun and in excess of three hours per day. 28-30 Margaret Street contains a commercial car sales yard and due to the building to its north, would be impacted in terms of overshadowing in winter now anyway.

By September, the extent of overshadowing is significantly reduced and the properties on the southern side of Brisbane Street will not be impacted. 264 Brisbane Street and the Chinese restaurant will still receive northern sunlight in the morning but will be impacted during the afternoon. Again, it is noted that any building mass (including that which would be permitted) constructed on the northern boundary of these properties will impact their current access to sunlight given they are adjoining vacant properties at present.

By December the shadowing impacts will be primarily reduction in morning sunlight to the Cataract Apartments (again noting that these apartments are oriented to the north and those windows and spaces will not be impacted). The Cataract Apartments will still receive full afternoon sun.

Overall it is submitted that the orientation of the tower diagonally along the site means that overshadowing impacts are limited and considered within an acceptable range.

Acceptable solution	Performance criteria
<p>A2 <i>Setback from a frontage:</i></p> <p>a. <i>Must be built to the frontage at ground level;</i></p> <p>b. <i>Be setback a distance that is not more than the maximum and minimum setbacks of the buildings on adjoining lots</i></p>	<p>P2 <i>Buildings must be sited to be compatible with the streetscape and character of the surrounding area, having regard to:</i></p> <p>a. <i>The level of public interaction and amenity, and pedestrian activity;</i></p> <p>b. <i>The topography of the site;</i></p> <p>c. <i>The setbacks of surrounding building;</i></p> <p>d. <i>The height bulk and form of existing and proposed buildings;</i></p> <p>e. <i>The appearance when viewed from roads and public places;</i></p> <p>f. <i>The retention of vegetation;</i></p> <p>g. <i>The existing or proposed landscaping; and</i></p> <p>h. <i>The safety of road users.</i></p>

Complies with P2 for Brisbane Street frontage, A2 for Paterson Street frontage, and P2 for Margaret Street frontage

Overall it is submitted that given the three extensive street frontages, combined with the overall building height, it would be inappropriate and insensitive if the design were to be constructed to all three frontages. It is also simply impractical as in the design of any hotel there always needs to be back of house areas which don't necessarily provide much in the way of articulation through windows and doors and therefore wouldn't contribute positively to a streetscape. There also needs to be provision of car parking areas to the rear of the building, which in this case, given the orientation towards Paterson and Margaret Streets, means that the car park fronts Brisbane Street (which is no change from the existing situation). The design provides articulation, setback and activation at the street frontage, essential for the life of any precinct which will contribute to the attraction and vitality of the precinct.

The overall size of the site, length of frontages and proposed height of building also means that compliance with A2 would result in a very imposing building structure along all three streetscapes. The 'block' style of development that the permitted standards promote for this site is evident with the design of the Launceston College immediately opposite on Margaret Street. The lack of relief in the streetscape is evident in the Launceston College building which is built to the front boundary at all three street frontages as shown in Figure 44 below.



Figure 44: View of Launceston College showing zero setback to Margaret and Paterson Streets

Brisbane Street (complies with P2 Stage 1 and 2)

The hotel will be setback 25.9 metres from the Brisbane Street frontage (reducing to 21.6 m in Stage 2 with the addition of the second storey car park) and therefore the application must be assessed against the performance criteria for this frontage for both stages.

The building has not been designed to orientate towards Brisbane Street and it is submitted that for this site, the design orientation towards Margaret and Paterson Streets is not only appropriate but preferable for a number of reasons being:

- The orientation reinforces the much stronger streetscape elements in Paterson Street including its role as the entry to the Cataract Gorge
- Paterson and Margaret Streets cater for more pedestrian traffic, and building design promotes interaction with adjacent commercial and tourist uses, including the park
- Amenity considerations

The proposal to retain the existing ground level car park along the Brisbane Street frontage means that the immediate impact of the development at the streetscape level will remain unchanged.

The building is set well back from the Brisbane Street frontage which is a deliberate design decision that will ensure that the impact on the amenity of the dwellings on the southern side of Brisbane Street is minimised. If the building was to be constructed to the Brisbane Street frontage as per the permitted standard, the impact upon the dwellings to the south in terms of overlooking and overshadowing would be significantly greater than will result from the extensive setback proposed. In terms of the Performance Criteria it is noted:

- a. The level of public interaction, amenity and pedestrian activity will remain unchanged. The car park built to the Brisbane Street boundary will remain in situ.

- b. The topography of the site has not dictated the extent of the Brisbane Street setback. However, it is noted that the orientation and configuration of the site has been influential in the design. The architects have sought to maximise the key views down the Tamar River, into the Gorge and across the City and takes advantage of the low lying topography by designing a 9 storey tower angled across the site.
- c. The surrounding buildings are either built to the street frontage or setback a short distance. The development of the hotel across part of an existing car park will result in a lesser setback to the Brisbane Street frontage than currently exists.
- d. The bulk and form of the proposed hotel has in part dictated the Brisbane Street setback. The overall height of the tower component at 39.0 metres above natural ground level has meant that consideration of the overshadowing and overlooking impacts to the residential properties on the southern side of Brisbane Street was required. The tower component is well setback from the Brisbane and Paterson Street frontages to reduce the overall scale and massing along those streetscapes. Whilst it is setback only 3.25 metres from the Margaret Street frontage, it is only the narrow 'spine' section of the tower that extends this close and therefore the effect at the street level is lessened. The bulk and form of the building will be least apparent at the Brisbane Street frontage given the significant setbacks proposed.
- e. The immediate streetscape appearance (view of car park) from Brisbane Street will remain unchanged i.e. that of a ground level car park.
- f. The retention of vegetation was not a factor in the determination of the Brisbane Street setback. However, the setback and retention of the car park means that existing landscaping vegetation along the Brisbane Street frontage can be retained.
- g. Existing landscaping treatment along the Brisbane Street frontage will be retained.
- h. The proposed building setback will not impact on the safety of road users.

Margaret Street (complies with P2 Stage 1 and A2 Stage 2)

For Stage 1, the tower component will be setback a minimum of 3.25 metres from Margaret St (at the tower spine) and the southern podium level 1.85 metres. The existing service station built to the frontage will remain. Consideration against the PC matters is outlined below:

- a. The design of the Margaret Street frontage with its staggered setbacks and grand porte cochere is intended to present as the main access to the site. It is the point of entry for all vehicles (excluding taxis) and comprises a series of porches that have been designed to reflect the cliffs and rock formations of the Gorge. It serves as the main entrance to the lobby and reception area of the building. The staggering of setbacks and inclusion of well-integrated and spectacular landscape areas create a visually engaging entrance and invites pedestrians and vehicles into the site. It is noted that it is typical for either tall, large or public buildings to have a setback from the street in Launceston. Examples include the Albert Hall, the Hotel Grand Chancellor, Best Western Hotel, Colonial Motor Inn and many of the Churches within the City. The ability of a building to create relief in the streetscape and invite pedestrians off the street and into a site through the use of pedestrian spaces and landscaping is a benefit to the streetscape and particularly in the context of Margaret Street where the Launceston College provides a rather imposing frontage opposite.
- b. The topography of the site has not dictated the extent of the Margaret Street setback.
- c. The surrounding buildings are either built to the street frontage or setback a short distance. The proposal to have a 3.25 metre setback to the Margaret Street frontage is consistent with surrounding setbacks and appropriate given the scale and massing of the proposed building.

- d. e. The bulk and form of the building and overall height means that a zero setback for the entire podium component would be inappropriate and not allow for the entrance to the hotel to function in a practical sense. The extension of the entrance porches to the frontage means the sense of arrival and presence is apparent to both pedestrian and vehicular traffic alike. It also means that there is relief at the street level by comparison with the imposing Launceston College building on the opposite side of Margaret Street. The massing of the podium which is virtually built to the street frontage but with a height of 12.1 metres (meeting permitted standards) as a lower element than the tower component means that the overall bulk and form of the structure at street level is far less imposing than if the structure read as a single and continuous building.
- f. The retention of vegetation was not a factor in the determination of the Margaret Street setback.
- g. There will be extensive landscaping along the Margaret Street frontage which will assist in creating a visually engaging entrance.
- h. Given the Margaret Street frontage contains most of the vehicular accesses, it is not possible or desirable from a traffic safety perspective to have the building constructed to the boundary for the entire length.

For Stage 2, compliance with A2 is achieved as the building will be constructed to the Margaret Street frontage at ground level (albeit only in one location).

Paterson Street (complies with A2 Stage 1 and 2)

The inclusion of the existing TRC Hotel within the overall design means that the existing zero setback to Paterson Street at ground level remains. The existing bottleshop to be demolished is built to the frontage for a length of approximately 9 metres, stepping back to the canopy which joins the service station and the bottleshop which is setback from Paterson Street approximately 5.5 metres.

This staggering of setback from the TRC will remain with the construction of the pedestrian entrance to the restaurant and podium level outdoor terrace associated with the TRC which will be staggered from the Paterson Street frontage.

Acceptable solution		Performance criteria
A3	Setback from a side boundary:	P3 <i>Buildings must be sited such that there is no unreasonable loss of amenity to the occupiers of adjoining lots, having regard to:</i>
a.	<i>Must be built to the side boundaries at ground level; or</i>	a. <i>The topography of the site;</i>
b.	<i>Be setback a distance that is not more or less than the maximum and minimum setbacks of the building on adjoining lots.</i>	b. <i>The size, shape, and orientation of the site;</i>
		c. <i>The setbacks of surrounding building;</i>
		d. <i>The height bulk and form of existing and proposed buildings;</i>
		e. <i>The existing buildings and private open space areas on the site;</i>
		f. <i>The privacy to private open space and windows of habitable rooms on adjoining lots;</i>
		g. <i>Sunlight to private open space and windows of habitable rooms on adjoining lots;</i>
		h. <i>Any existing screening or the ability to implement screening; and</i>
		i. <i>The character of the surrounding area.</i>

Complies with A3

The north-western and south-western boundaries are classified as side boundaries for this site. The hotel will be constructed to the north-western boundary in Stage 1 and the car park will be constructed to the south-western boundary in Stage 2.

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

- A1 Car parking must be located:
- a. Within the building structure; or
 - b. Behind the building.

Performance criteria

- 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 P1

From the perspective of the building design and orientation, the proposal complies with A1 in that all car parking is located behind the building structure. It could also be argued that the car park fronting Brisbane Street complies as it will remain unchanged in design and location from the current car park. However, for completeness and to get an understanding of the location of accesses and parking in the streetscape, an assessment has been provided against P1 for Brisbane Street only.

The car parking adjacent to Brisbane Street will be visible from that street but given it is existing it will not alter the existing streetscape and therefore complies with a) and b). There are no accesses off Brisbane Street therefore there will be no issues with vehicle or pedestrian safety along the Brisbane Street frontage and compliance with c) is achieved. In addition, given the function of Brisbane Street at this point channelling traffic from West Tamar Highway into the city's precincts, the proposal cannot be read as impacting the streetscape in any significant sense.

In respect of d) and e), the existing landscaping along the Brisbane Street frontage will be maintained and over time as it matures, it will assist in screening the car parking.

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

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 2 m on ground floor facades to roads, malls, laneways or arcades.

Performance criteria

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 grilles 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.

Complies with P1

The ground floor facades fronting Margaret and Paterson Streets comply with A1 (b), (c) and (d) but do not comply with A1 (a) due to the level of glazing required for compliance which is relatively high and does not allow for structural elements which necessarily need to be non-glazed. Accordingly, assessment against P1 is as follows.

It is submitted that the proposed design of the ground floor facades in both Stage 1 and 2 for both the Paterson and Margaret Street frontages, provides excellent opportunities for public interaction and engagement.

Whilst in Stage 1 the existing corner element being the service station will remain, its treatment will be no different than the existing and therefore retains existing use rights.

For Stage 1, the Paterson Street façade, whilst not directly containing high levels of glazing at the street frontage, does invite the pedestrian into the site either through to the hotel lobby or up to podium level restaurant. There are no large expanses of blank walls, rather areas of landscaping and areas for traffic circulation. The outdoor dining area immediately adjacent to the TRC will create opportunity for interaction and interest at street level.

For Stage 2, the Paterson Street facade will have a section of blank wall (approximately 5 metres) directly facing the street at ground level, but this is due to the fact that the retail shops

primarily front Margaret Street and so the glazing has been focussed in that direction. The use of a planter box in front of the wall and signage along it will break up the building mass making a statement about that which lies behind and within.

Acceptable solution	Performance criteria
<p>A2 Alterations to ground floor facades of non-residential buildings must not:</p> <ul style="list-style-type: none"> a. Reduce the level of glazing on a facade to a road, mall, 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 facade; and d. Increase blank walls, signage panels or blocked out windows, wider than 2 m on ground floor facades to roads, malls, laneways or arcades. 	<p>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:</p> <ul style="list-style-type: none"> a. The level of glazing, openness and transparency on the ground floor facades to roads, malls, laneways or arcades; b. The potential for security grilles 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.

Not applicable

The proposed development comprises a new build, not alterations to an existing building.

Acceptable solution	Performance criteria
<p>A3 The building must:</p> <ul style="list-style-type: none"> 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. 	<p>P3 Buildings must be clearly visible from the road or publicly accessible areas, having regard to:</p> <ul style="list-style-type: none"> a. The safety and convenience of pedestrians; and b. The existing streetscape.

Complies with A3

The building is orientated to face both Paterson and Margaret Streets and contains direct pedestrian access points along both frontages.

Acceptable solution	Performance criteria
A4 <i>The total width of the door or doors on a garage facing a frontage must be no wider than 6 m.</i>	P4 <i>Garage doors should not be a visually dominant element in the streetscape and must be designed, having regard to:</i> <ol style="list-style-type: none"> <i>The location of existing buildings on the site;</i> <i>The existing streetscape; and</i> <i>The design and locations of garages in the surrounding area.</i>

Complies with A4

There are no garage doors fronting either Margaret or Paterson Streets.

Clauses 15.4.4 - 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 0.5 m² will occur on land identified as being potentially contaminated. It is the existing service station located at 123 Paterson Street that is the property listed as potentially contaminated.

A copy of the Preliminary Site Assessment undertaken by ES&D for the site is included as Appendix E.

Code purpose

E2.1	a. <i>Ensure that use or development of potentially contaminated land does not adversely impact on human health or the environment.</i>
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A Preliminary Site Assessment has been prepared to determine if the use and development of potentially contaminated land will adversely impact on human health or the environment. The assessment was based on a site history and soil and groundwater sampling which confirmed there is no current risk to human health or the environment at the proposed location of the Gorge Hotel.

Use standards

E2.5.1 Use standards

Objective

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

Acceptable solution

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.*

Performance criteria

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. 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 or the environment that includes:*
- d. An environmental site assessment;*
- e. Any specific remediation and protection measures required to be implemented before any use commences; and*
- f. A statement that the land is suitable for the intended use.*

Complies with A1

The accompanying Preliminary Site Assessment (Appendix E) includes a plan to manage potential contamination to ensure it is suitable for its 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

A1 No acceptable solution

Performance criteria

- P1** 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:
 - d. An environmental site assessment;
 - e. Any specific remediation and protection measures required to be implemented before excavation commences; and
 - f. A statement that the excavation does not adversely impact on human health or the environment.

Complies with P1

Environmental Service and Design (ES&D) were commissioned by their client, TRC Multi Property Pty Ltd, to conduct a Preliminary Site Investigation for the proposed Gorge Hotel development at 125-133 Paterson Street, 16 Margaret Street, 18 Margaret Street, 268 Brisbane Street, 270 Brisbane Street, 272 Brisbane Street, 264 Brisbane Street and 123 Paterson Street Launceston 7250.

The results of the preliminary site investigation, based on the site history, site visit and desktop assessment, including a search of WorkSafe Dangerous Goods Records, indicate that the only potentially contaminating activity to have historically occurred on the site is the presence of an operating service station at 123 Paterson Street, Launceston, which has the potential to pose risk to human receptors.

Based on the calculated ground water flow direction, potential groundwater contamination from the service station may impact the site of the Gorge Hotel. Soil and groundwater sampling was conducted to quantify risk to receptors and provide baseline contamination levels for the site. Results from the sampling outlined no current risk to human health or the environment at proposed location of the Gorge Hotel. The service station at 123 Paterson Street has a long-

term lease with options up to 19 years. Whilst it is the proponents intention to proceed with Stage 2 in the immediate future, that cannot be guaranteed. As such on-site contamination has not been addressed within this report. Any future development at 123 Paterson Street will involve appropriate decommissioning as per UPSS 1 and UPSS 2, EPA Tasmania and remediation measures as required. It is noted that this approach puts all the risk on the proponent who are aware and comfortable with the situation. Ongoing liaison between the ESD and the Environment Department at Council has confirmed that this approach is acceptable. Stage 2 can only proceed when a PSI indicates it is safe to do so is submitted.

A risk assessment was conducted according to the principles and methodology contained within the NEPM and found potential risk to human health receptors associated with the development.

ES&D has provided a plan to manage contamination and associated risk to human health or the environment that includes:

- An environmental site assessment
- Specific remediation and protection measures required to be implemented before any use commences
- A statement that the land is suitable for the intended use

Recommendations in the report concern limiting potential future human health risk from the service station. Therefore the following management measures are recommended and would be expected to form part of the conditions of any permit issued:

- Operating service station to continue to perform statistical inventory reconciliation analysis (SIRA) monitoring as required by legislation to ensure no leaks from infrastructure.
- Underground petroleum storage systems are decommissioned as per EPA requirements and remediated as required.

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 landslide hazard.

4.4.4 Road and railway assets code E4.0

A Traffic Impact Assessment has been prepared by GHD to assist with the assessment against the standards in the code (refer to Appendix D).

Code purpose

E4.1	<p>a. <i>Protect the safety and efficiency of the road and railway networks; and</i></p> <p>b. <i>Reduce conflicts between sensitive uses and major roads and the rail networks.</i></p>
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The purpose statements are considered separately below.

- Consistent.** The TIA accompanying the application has determined that the existing capacity of the surrounding street network coupled with the estimated additional vehicle movements generated by the hotel and restaurant will still be within the operational capacity of both roads and the location and design of the access points do not present any safety or operational concerns. In fact the proposed development will consolidate access points for the site and provide more uniformity across all accesses than the existing situation.

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

Use standards

E4.5.1 Existing 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

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 60 km/h or less, must not increase by more than 20% or 40 vehicle movements per day, whichever is the greater.*

Performance criteria

P3 *Any increase in vehicle traffic at an existing access or junction in an area subject to a speed limit of 60 km/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.*

Complies with P1

The proposed development is expected to generate up to 930 new vehicle trips per day and therefore relies on the performance criteria. A more detailed assessment against the Performance Criteria can be found at section 6 of the TIA. The proposed increase in traffic movements generated by the hotel has been assessed by an experienced traffic engineer who has determined that the increase will not result in any safety issues or impact the efficiency of the road. Commentary is made against each of the individual matters to be considered below:

- a. The TIA has assessed the existing traffic movements to the site that will be removed as a result of the new works (i.e. bottle shop and public car park traffic) as being a total of 474 per day. For Stage 1, the hotel and restaurant will conservatively generate 1404 trips per day resulting in a net gain of 930 trips per day with the AM peak hour expected to increase by 41 vehicles per hour and the PM peak by 16 vehicles per hour.

For Stage 2, which includes the removal of the service station, there will be an overall reduction in traffic accessing the site each day. If the retail component proceeds as a bottleshop, the evening peak will increase.

The overall development, (including Stage 1 and Stage 2), will result in an increase in daily traffic movements by 724 trips per day and increased peak hour trips of 66 vehicles per hour in the AM peak and 139 vehicles per hour in the PM peak.

- b. c. The nature of the additional vehicle movements to be generated in stage 1 is such that they will be spread across the day and will create minimal additional movements in the peak hour times (41 in the AM peak and 16 during the PM peak). Upon completion of Stage 2 these peak additions will increase by 139 vehicles per hour in the evening if the retail component is developed as a bottleshop (worst case scenario) in terms of traffic movements.

It is anticipated that due to the change of access arrangements into the site, the distribution of traffic in the immediate area (including the intersection of Paterson Street and Margaret Street) may vary. In particular:

- The provision of a new ingress on Paterson Street will result in additional left turns from Margaret Street into Paterson Street.
- Similarly, the removal of egress on Paterson Street will reduce the amount of right turns from Paterson into Margaret Street.
- There will be some additional traffic turning left from the drop-off lane exit onto Margaret Street and then turning immediately into the main site ingress to access car parking.

The above changes to traffic behaviour are not expected to result in worse performance for intersections including Paterson Street/Margaret Street and Brisbane Street/Margaret Street.

There are no detrimental road safety impacts foreseen for the project. This is based upon the following:

- The surrounding road network is capable of absorbing the peak traffic generated from the proposed development under current conditions.
 - The sight distances at access points are satisfactory;
 - The proposed development will include consolidation of access points to improve uniformity across multiple crossovers compared to the existing situation.
- d. Both Paterson and Brisbane Streets are key arterial roads within the Launceston network and therefore capable of handling large volumes of traffic.
- e. Both the speed and flow of traffic were taken into account during the preparation of the TIA.
- f. There are not alternative road accesses. The proposed development is maintaining a nil access to Brisbane Street which will assist in minimising interruptions to the flow of traffic down this section of Brisbane Street.
- g. Given the site is currently largely vacant, any development on it would generate additional traffic movements. In this instance, the design of access and egress points taking into account site constraints, has been demonstrated by the TIA to be acceptable in terms of safety and overall impact on traffic efficiency in the network.
- h. This assessment is based on a TIA undertaken for the proposed development.
- i. No written advice from the Traffic Authority has been received, however it is acknowledged that review of the TIA and proposed access and parking arrangements by the Traffic Authority will occur as part of the Development Application process.

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

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 60 km/h or less

Performance criteria

P2 For roads in an area subject to a speed limit of 60 km/h or less, accesses and junctions must be safe and not unreasonably impact on the efficiency of the road, having regard to:

- The nature and frequency of the traffic generated by the use;
- The nature of the road;
- The speed limit and traffic flow of the road;
- Any alternative access to a road;
- The need for the access or junction;
- Any traffic impact assessment; and
- Any written advice received from the road authority.

Complies with A2

The proposed Hotel will not modify the number of locations of existing site access points. Any changed conditions as a result of the development will result in additional access restrictions and improve safety and efficiency.

E4.6.4 Sight 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

- A1** Sight distances at:
- An access or junction must comply with the Safe Intersection Sight Distance shown in Table E4.6.4; and
 - Rail level crossings must comply with AS1742.7 Manual of uniform traffic control devices - Railway crossings, Standards Association of Australia;

Performance criteria

- 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:
- The nature and frequency of the traffic generated by the use;
 - The frequency of use of the road or rail network;
 - Any alternative access;

E4.6.4 Sight distance at accesses, junctions and level crossings

- 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

Table E4.6.6 requires a minimum sight distance of 80 metres where there is an average vehicle speed of 50 km/hr. The following table notes sight distances for each of the egress points at the site:

Table 8: Sight Distances – Stage 1

Street	Sight distance
Paterson Street	The existing single exit lane will be converted to an entry point only. Therefore, all access from Paterson Street will be ingress only and sight distance requirements do not apply.
Margaret Street	There will be two egress lanes onto Margaret Street. The sight distance southbound from the access is approximately 120 m, northbound the sight distance is available until the end of the road. As it is expected that vehicles turning from the Margaret Street / Paterson Street intersection will be executing the turn at a lower speed than the posted speed, the sight distance is considered to comply with Planning Scheme requirements.
Brisbane Street	No access or egress points are proposed.

Table 9: Sight Distance – Stage 2

Street	Sight distance
Paterson Street	The existing dual access into the service station site will revert to being entry only and therefore sight distance is not applicable.
Margaret Street	The service station access will convert to being egress only. Given it remains in the same location as is current for Stage 1, sight distance assessment remains valid.
Brisbane Street	No access or egress points are proposed.

4.4.5 Flood prone areas code E5.0

A Flood Risk Assessment has been prepared by 6ty to assist with the assessment against this Code. A copy of the Flood Levels and Risk Management Report is included as Appendix F to this report.

Code purpose

- | | | |
|--------|----|---|
| E5.1.1 | a. | Ensure that use or development subject to risk from flooding is appropriately located and managed |
| | b. | To minimise the risk of damage or pollution in the event of a flood |

The proposed development and use of the land for a hotel has been assessed by an engineer in terms of risk to life and to development and it has been concluded that the construction and operation of a hotel will not significantly increase the risk of damage or pollution within the flood areas identified on the site under the Flood Prone Areas overlay.

Use standards

E5.5.1 Use standards

Objective

To ensure that the risk of injury to, or loss of human life or damage to property, in relation to sensitive uses in the event of a flood.

Acceptable solution

A1 No acceptable solution

Performance criteria

- P1 Sensitive use must be located to minimise the risk of injury to or loss of human life or damage to property, having regard to:
- The need for the location;
 - The characteristics and scale of the use;
 - The characteristics of the inundation of the land that is subject to the risk;
 - The nature and frequency of the inundation;
 - Any measures proposed to mitigate the risk;
 - The nature, degree, practicality and obligation for any management activities to mitigate risk; and
 - The level of risk identified in any report prepared by a suitably qualified person.

Not applicable

As stated in the flood report, the development of a hotel does not constitute a sensitive use as defined in the Planning Scheme.

Development standards

E5.6.1 Development subject to flooding

Objective

To minimise the risk of injury to, or loss of human life, or damage to property and the environment, by avoiding areas subject to flooding where practicable, or mitigating the adverse impacts of inundation to an acceptable level.

Acceptable solution

A1 No acceptable solution

Performance criteria

- P1 It must be demonstrated that the risk of injury to or loss of human life or damage to property or the environment is minimised, having regard to:*
- a. The need for the location;*
 - b. The nature and characteristics of the development;*
 - c. The scale and intensity of the development;*
 - d. The characteristics of the inundation of the land that is subject to the risk;*
 - e. The nature and frequency of the inundation;*
 - f. The need for and availability of infrastructure, including access and reticulated services;*
 - g. Accessibility during flooding;*
 - h. The capacity of the development to withstand flooding;*
 - i. The capacity of the owner or occupants to respond to or manage the flood risk;*
 - j. The location of effluent disposal or sewerage reticulation or storage materials;*
 - k. The nature of any works required to mitigate the risk;*
 - l. Any mitigation works proposed to be carried outside the boundaries of the site;*
 - m. Any works interfering with natural watercourse processes or restrictions or changes to flow;*
 - n. Any works resulting in an increase in risk to other buildings, including buildings outside the boundaries of the land; and*
 - o. Any recommendations or advice contained in a report by a suitably qualified person.*

Complies with P1

The Flood Levels and Risk Management Report includes an assessment against all relevant matters to be considered under the Performance Criteria and is replicated below:

- a. The development retains much of the existing car parking on the site, used for both the TRC Hotel and Margaret Street Pay and Display car park, whilst providing a substantial increase in the hotel use for the land. The land has previously been used for residential buildings and is currently used as a commercial car park.
- b. The proposed use is for a hotel building that will largely be above the flood level and will not have any entrances that might allow ingress of flood water into the buildings. Pedestrian access to the building is clear of the flood affected areas of the land and the car park accesses are shaped such as to be above the flood level. As such, it represents minor use of the flood affected area.
- c. The land may gradually flood during a period of extreme flows within the Margaret Street catchment occurring simultaneously with high levels within the Tamar River. This event will occur when the Margaret Street combined drainage system reaches capacity and is likely to be a gradual inundation rather than a flash flood.
- d. The Margaret Street catchment has a design capacity of the 20 year ARI within the existing pipe and detention system. The Paterson Levee is designed to withstand the 200 year ARI in the Tamar River.
- e. The car park is to be closed on notification by Council of a flooding issue within the Margaret Street catchment.
- f. The existing car park clear of the new building and the access laneway between the buildings could flood to a maximum depth of some 300 mm during an extreme event. Council, as part of its current obligations to warn occupiers of an impending flood event or to close flood affected roads would be able to close the car park if needed as part of this routine process.
- g. The proposed use is not a sensitive use and there is very minimal risk of injury or loss of life as a result of flooding of the existing car park or the access laneway. The predicted flood level is not likely to damage vehicles left within the outdoor car park during a flood event nor would it prevent pedestrian access to the proposed hotel use. Vehicles may be unable to leave the internal car park of the hotel for a short period but would not be at risk while parked.

4.4.6 Car parking and sustainable transport code E6.0

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

Code Purpose

E6.1.1	<ol style="list-style-type: none"> a. <i>Ensure that an appropriate level of car parking facilities are provided to service use and development;</i> b. <i>Ensure that cycling, walking and public transport are supported as a means of transport in urban areas;</i> c. <i>Ensure access for cars and cyclists and delivery of people and goods is safe and adequate;</i> d. <i>Ensure that parking does not adversely impact on the amenity of a locality;</i> e. <i>Ensure that parking spaces and accesses meet appropriate standards; and</i> f. <i>Provide for the implementation of parking precinct plans.</i>
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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 Car Parking Numbers (E6.5.1, bicycle parking numbers (E6.5.2), motorcycle parking numbers (E6.6.4), construction of parking areas (E6.6.1), Design and Layout of Car Parking areas (E6.6.2), Bicycle facilities (E6.6.5).

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 for the use proposed as demonstrated by the TIA.
- b. There are cycling, walking and public transport routes in the area. There are no dedicated cycling lanes within the immediate vicinity of the site, however bicycle parking facilities are provided within the hotel for staff.
- c. As demonstrated by the assessment against the Road and Railway Assets Code, the proposed development will be serviced entirely by existing access points which will be consolidated to provide for greater uniformity of access. 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 high end overnight accommodation.
- d. The proposed parking will not adversely 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 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

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:
 - a. Variations in car parking demand over time; or
 - b. Efficiencies gained by consolidation of car parking spaces;

E6.5.1 Car parking numbers

d. *Be in accordance with an acceptable solution contained within a parking precinct plan.*

- 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*

Complies with A1, P1.2 and P1.3 not applicable.

Sections 5.1.1 and 5.1.2 of the TIA (see Appendix D) provides a detailed assessment of the parking supply and demand and should be referenced in conjunction with the assessment provided below.

Table 10 below outlines the parking requirements as per Table E6.1 of the Planning Scheme for each of the use classes that form the development.

Table 10: Parking requirement

Land use	Table E6.1 requirement
Community meeting and entertainment	1 space per 20 m ² of floor area available to the public or 1 space per 4 seats, whichever is greater
Food services	1 space per 15 m ² of gross floor area
General retail and hire	1 space per 30 m ² of gross floor area
Hotel industry	1 space per 20 m ² of floor area available to the public + 1 space per bedroom
Visitor accommodation	1 space per self-contained accommodation unit or 1 space per 4 beds whichever is the greater

The relevant areas are as follows:

Table 11: Area by use class - Stage 1

Area	Number / size
Gorge hotel accommodation	145 suites (assumed 290 beds)
Flexible conference / function area / restaurant	874 m ²
Bar / lounge	160 m ²
Hotel lobby	286 m ²
Sky bar and lounge	71 m ²
TRC hotel accommodation	8 suites
TRC hotel bar and gaming lounge	239 m ²

Table 12: Area by use class - Stage 2

Area	Number / size
Retail / bottle shop	126 m ²
Conference rooms	179 m ²

Note that the proposed wellness centre, gym and day spa are considered ancillary uses and will not generate parking demand.

The parking demand is assessed against the Planning Scheme requirements in Table 13 below.

Table 13: Parking demand

Component	Use	Units	Requirement
Stage 1			
Gorge hotel (includes accommodation, bar / lounge, restaurant and lobby)	Visitor accommodation	290 beds	72.5 spaces
	Food services	874 m ²	58.3 spaces
	Hotel industry	517 m ²	25.9 spaces
TRC hotel	Hotel industry	8 suites plus 239 m ²	20.0 spaces
Fuel station	Existing		3.0 spaces
Total Stage 1			179.7 spaces
90% of Total			162 spaces
Stage 2			
Retail / bottle shop	General retail and hire	126 m ²	4.2 spaces
Conference rooms	Community meeting and entertainment	179 m ²	9.0 spaces
Fuel station	Demolished		- (3.0) spaces
Total Stage 2			189.9 spaces
90% of Total			171 spaces

Based on the information outlined in the tables above, the minimum parking requirement to comply with the acceptable solution is as follows:

- Stage 1
 - Required 162 spaces
 - Supplied 157 spaces (3 existing provided in Service Station)
- Stage 2
 - Required 171 spaces
 - Supplied 174 spaces (3 surplus)

The proposal therefore complies with the acceptable solution with respect to parking supply for Stage 2, however, Stage 1 requires assessment against the performance criteria as follows:

“The number of car parking spaces for other than residential uses, must be provided to meet the reasonable needs of the use...”

An assessment of parking supply and demand has been undertaken to inform allocation of car parking across the multi-storey car park and open-air car park.

Accommodation

The TIA argues that the requirement for 1 parking space per 4 beds (resulting in 1 space per two rooms) is excessive for a hotel of this nature in a CBD location. It is likely that a majority of guests would arrive by taxi or other transport modes rather than drive and park at the hotel. A more appropriate rate is provided in the RMS publication, *Guide to Traffic Generating Developments (2002)* of 1 space per 4 rooms.

For the TRC Hotel, a rate of 1 space per room is appropriate given the different style of hotel and clientele serviced.

Adopting these rates results in a demand of 37 car parking spaces for The Gorge Hotel accommodation plus 8 car parking spaces for the existing TRC Hotel on the site.

Restaurant/function area, bar and lounge

Some portion of restaurants guests and bar patrons are likely to be guests of the hotel and would therefore be captured in the parking demand for the accommodation land use described. Section 3.3.2 of the TIA rationalises that a reduction of around 30% would be appropriate. On this basis, the parking demand for these uses would be around 59 car parking spaces combined.

Based on the above discussion and considering 12, the total parking demand associated with the proposed development is estimated to be:

• Stage 1	
– Gorge Hotel Accommodation	37 spaces
– Bar/lounge and restaurant	59 spaces
– TRC Hotel Accommodation	8 spaces
– TRC Hotel Remainder	12 spaces
– Existing Fuel Station	3 spaces
– TOTAL STAGE 1	119 SPACES
• Stage 2	
– Retail / Bottle Shop	5 spaces
– Conference Rooms	9 spaces
– Existing Fuel Station (removed)	– (3) spaces
– TOTAL STAGE 2	130 SPACES

Based on the above parking supply and demand assessment, there is considered sufficient parking provided on the site to meet the reasonable needs of the use in accordance with performance criteria.

The current version of the National Construction Code is the 2016 version. The proposed development comprises both Class 3 (hotel rooms) and Class 6 (bar and restaurant) in accordance with the Code. The applicable rates of accessible car parking are as follows:

- Hotel rooms Based on proportion of 'accessible bedrooms'
- Bar and restaurant 1 space for every 50 car parking spaces of part thereof

Of the 145 hotel room's total, it is proposed that 7 be designated accessible suites which represents 5%. Therefore, based on a rate of 1 parking space per four hotel rooms, 2 accessible car parking spaces are required. The remaining car parking supply on the site not associated with accommodation is 97 spaces, which generates a requirement for another 2 accessible car parking spaces.

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

A1 The number of bicycle parking spaces must be provided on either the site or within 50 m of the site in accordance with the requirements of Table E6.1.

Performance criteria

P1 Bicycle parking spaces must be provided to meet the reasonable needs of the use, having regard to:

- g. Likely number and characteristics of users of the site and their opportunities and likely need to travel by bicycle;
- h. Location of the site and the likely distance a cyclist needs to travel to reach the site; and
- i. Availability and accessibility of existing and planned parking facilities for bicycles in the vicinity.

Complies with P1

Bicycle parking requirements as per Table E6.1 are summarised in Table 15 below.

Table 14: Bicycle parking requirements

Land use	Table E6.1 requirement
Community meeting and entertainment	1 space per 50 m ² of gross floor area or 1 space per 40 seats, whichever is greater
Food services	1 space per 75 m ² of gross floor area
General retail and hire	1 space per 100 m ² of gross floor area
Hotel industry	1 space per 100 m ² of floor area available to the public
Visitor accommodation	No requirement

Source: Launceston Interim Planning Scheme 2015

Bicycle parking requirements are assessed in Table 16 below.

Table 15: Bicycle parking assessment

Component	Use	Units	Requirement
Stage 1			
Gorge hotel (includes accommodation, bar/lounge, restaurant and lobby)	Visitor accommodation	145 rooms	No requirement
	Food services	874 m ²	11.7 spaces
	Hotel industry	517 m ²	5.2 spaces
TRC hotel	Hotel industry	8 suites plus	2.4 spaces

Component	Use	Units	Requirement
		239 m ²	
Total Stage 1			20 spaces
Stage 2			
Retail / bottle shop	General retail and hire	126 m ²	1.3 spaces
Conference rooms	Community meeting and entertainment	179 m ²	3.6 spaces
Total Stage 2			25 spaces

The proposed development provides storage for 10 bicycles within the hotel back of house area for staff bicycle parking as well as 4 bicycle hoops for public use (8 bicycles). There is a shortfall of 7 spaces when calculated in accordance with the acceptable solution.

The proposal therefore relies on performance criteria:

Given the use of the site, primarily as a hotel, but with other facilities such as restaurant and bar it is unlikely that there will be significant demand for public bicycle parking. Staff will be well catered for within the hotel back of house area and there are additional bicycle hoops provided for public use. It is considered that the provision of bicycle parking is sufficient to meet the needs of the use.

It is noted that the swept path for vehicles entering the 'back-of-house' is likely to take up the majority of the width of the ramp. This creates potential for conflict between cycling staff accessing bicycle parking within the 'back-of-house' area. It is recommended that bicycle stencils or 'sharrows' be provided at the top of the ramp to warn drivers of the presence of cyclists. It may also be appropriate to provide a traffic island at the base of the ramp to channel cyclists to a position where there is improved sight distance. It is expected this recommendation from the TIA form a permit condition.

E6.6.3 Taxi drop-off and pickup

Objective

To ensure that taxis can adequately access developments.

Acceptable solution

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.

Performance criteria

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

The proposed hotel requires a total of 162 car parking spaces (Stage 1) and 171 (Stage 2). As per A1, one taxi space is required to be provided per 50 car parking spaces. Therefore, there is a requirement for 4 taxi spaces to be provided.

There is a taxi/coach drop off area to be implemented within the modified internal road network of the site. While not for exclusive use by taxis, this area has sufficient spaces for up to 4 taxis to hold in the waiting bays and therefore complies with A1.

E6.6.4 Motorbike parking provisions

Objective

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

Acceptable solution

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.

Performance criteria

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 P1

The proposed development would require a total of 162 (Stage 1) and 171 (Stage 2) car parking spaces when calculated in accordance with Table E6.1 of the Planning Scheme. This generates a requirement for 9 motorcycle parking spaces. The proposed development includes 4 motorcycle parking spaces in the car park which represents a shortfall of 5 spaces. The proposal therefore relies on performance criteria as follows:

“Motorcycle parking spaces must be provided to meet the reasonable needs of the use.”

The nature of the hotel, typically attracting guests from interstate or internationally, is such that patrons using the hotel carpark are less likely to travel by motorcycle. As the hotel is the major traffic generator of the site it can be assumed that a lower frequency of motorcycle spaces than that required in accordance to the Launceston Planning Scheme will be adequate to meet the actual motorcycle parking demand generated from the site.

Notwithstanding, it is noted that motorcycles are capable of using car parking spaces in the event motorcycle parking is unavailable.

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 1,000 m ² in a single occupancy.	<p>P1 Adequate space for loading and unloading must be provided, having regard to:</p> <ul style="list-style-type: none"> 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

Given the hotel has a gross floor area exceeding 1,000 m², provision of a loading bay is required.

The proposed hotel has a loading bay located within the back of house area on the basement floor. Therefore, the development meets A1. For larger vehicles, the taxi/commercial lane can be utilised on occasion if required.

Development standards

E6.6.1 Construction of parking areas

Objective

To ensure that parking areas are constructed to an appropriate standard

Acceptable solution

- A1** All parking, access ways, manoeuvring and circulation spaces must:
- Have a gradient of 10% or less;
 - Be formed and paved;
 - Be drained to the public stormwater system, or contain stormwater on the site;
 - 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
 - Except for a single dwelling, be line marked or provided with other clear physical means to delineate parking spaces.

Performance criteria

- 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:
- The nature of the use;
 - The topography of the land;
 - The drainage system available;
 - The likelihood of transporting sediment or debris from the site onto a road or public place;
 - The likelihood of generating dust; and
 - The nature of the proposed surfacing and line marking.

Complies with P1

All parking and access areas will be formed and paved, be drained to the public stormwater system and be provided with an impervious all-weather seal.

The proposal relies on the Performance Criteria in respect of A1 (a) in that the gradient of some of the ramps between levels exceeds 10%. Ramp gradients within the site are as follows:

- Hotel back of house
 - 1:5 (20%) max with 1:8 (12.5%) transitions
- Multi-storey car park
 - 1:5.5 (18%) max with 1:10 (10%) transition

The ramp gradients all comply with the requirements of AS2890.1 and on this basis are considered to be appropriate.

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

- A1** Car parking, access ways, manoeuvring and circulation spaces must:
- Provide for vehicles to enter and exit the site in a forward direction where

Performance criteria

- P1** Car parking, access ways, manoeuvring and circulation spaces must be convenient, safe and efficient to use, having regard to:
- The characteristics of the site;

E6.6.2 Design and layout of parking areas

<p>providing for more than 4 parking spaces;</p> <p>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;</p> <p>c. Have parking space dimensions in accordance with the requirements in Table E6.3;</p> <p>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</p> <p>e. Have a vertical clearance of not less than 2.1 metres above the parking surface level.</p>	<p>b. The proposed slope, dimensions and layout;</p> <p>c. Vehicle and pedestrian traffic safety;</p> <p>d. The nature and use of the development;</p> <p>e. The expected number and type of vehicles;</p> <p>f. The nature of traffic in the surrounding area; and</p> <p>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.</p>
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, Complies with A1.2, A1.3 and A1.4.

The proposed parking spaces, access, manoeuvring and circulation spaces meet the requirements of A1 as follows:

- Complies.** All vehicles can enter and exit the site in a forward direction
- Relies on performance criteria.** From a review of Table 6.2 the required width for an access serving 21 parking spaces or more is between 5.5 and 6.06 m. The proposed access exceeds the required by more than 10% for the Margaret Street access.

For Paterson Street, the required width is between 3.0 and 3.3 m given it serves 1 to 5 parking spaces (taxi rank only). Whilst for Stage 1 this is achieved, once the lanes serving the existing service stations are introduced into the equation, the proposal relies on the Performance Criteria.
- Relies on performance criteria.** The following Table 17 provides a comparison of proposed car parking dimensions against the requirements of Table E6.3. It is evident that the proposed spaces are compliant for access and manoeuvring width and car parking space width and short for length.

Table 16: Access widths

Source	Access and manoeuvring width (m)	Car parking width (m)	Car park length (m)
Proposed development	6.4	2.6	4.9
Table E6.3 of the Planning Scheme	6.4	2.6	5.4

- d. **Complies.** Required and proposed width is 6.4 metres.
- e. **Complies.** The minimum headroom provided is 2.2 metres. Refer to section 5.3.4 of the TIA for detailed discussion on headroom.

Therefore, discretion is evoked against A1.1 in relation to access widths, manoeuvring aisles and car parking lengths.

Access widths

The Margaret Street access exceeds the required width under Table E6.2 by more than 10%. However, the Australian Standard AS2890.1 classifies this access as a Category 3 access. Typical width requirements for Category 3 access points are 6.0 metre entry width and separate 4.0 to 6.0 metre exit width. Therefore, while the access exceeds the maximum allowable under Table E6.2, it also does not meet the minimum requirements of AS2890.1 given the access category. The TIA has assessed the access design as follows:

- The proposed access includes two 3.5 metre lanes (entry and exit) separated by a 1.2 metre wide painted or fully mountable median island. The access is generally considered suitable for use by cars and does not restrict access by larger vehicles as required operationally (i.e. sufficient for semi-trailers).
- Peak traffic volumes using this access point are expected to be no more than 113 vehicle movements per hour (representing one vehicle movement every 30 seconds or so). The existing right turn lane on Margaret Street will provide queue storage for vehicles turning right into the site.
- The proposed access does not significantly alter existing pedestrian footpath disruptions as this section of Margaret Street has several existing crossovers which will be retained. The traffic flows (one vehicle every 30 seconds or so) leave ample gaps for pedestrians to cross without conflict with vehicles.

With respect to Paterson Street access width, its conversion to 'entry only' in Stage 2 of the development means it does not technically comply with Table E6.2 of the Planning Scheme. However, it is considered to provide a safer and more efficient outcome overall due to removal of conflicts associated with exit manoeuvres at Paterson Street.

Based on the above, the proposal is considered to comply with performance criteria for both Stage 1 and Stage 2.

Manoeuvring aisles and car park lengths

As per Section 5.3 of the TIA, the increase in width of the manoeuvring aisles and shorter car parking spaces means that the overall combined car parking length and manoeuvring area is 11.3 metres compared to the AS2890.1 requirement of 11.2 metres. Furthermore, the proposed parking spaces are wider than the minimum required by AS 2890.1.

The proposed layout makes more efficient use of spaces within the car park by 'borrowing' a short distance from the end of each car parking space to add to manoeuvring widths, thereby improving the ability for vehicles to manoeuvre and pass within the car park. The potential for parked vehicles to 'jut out' into the parking aisle is relatively low given that the length of the B85 design vehicle (the 85th percentile car) is around 4.91 metres.

The approach of shortening parking spaces to provide wider parking aisles is common in other municipalities throughout Australia including being preferred over the AS2890.1 dimensions in the Victorian Planning Schemes.

Section 2.5.2 (c) of AS2890.1 states the following with regard to internal intersections:

"Intersections between circulation roadways and ramps, and with parking aisles shall be designed so that both approach roadways and the intersection are wide enough to accommodate turning vehicles and there is adequate intersection distance."

The critical requirements are:

- Intersection areas are designed for use by one vehicle at a time shall be designed for use by the B99 vehicle
- Areas in which it is necessary for two vehicles to pass one another shall be designed for a B99 vehicle to pass a B99 vehicle
- There must be adequate intersection sight distance

The proposed multi-storey car park has been designed to maximise the number of car parking spaces that can be provided within the limited building footprint, and accounting for column placement. This has resulted in some limitations to vehicle manoeuvring and passing within the site including undertaking simultaneous movements at intersections between ramps and parking aisles.

In order to limit the impact of these issues, the TIA makes a number of recommendations, including that parking spaces within the multi-storey car park be allocated to hotel guests, staff and valet parking, and conference attendees (Stage 2) only. This will likely involve management measures such as parking spaces being booked in advance or upon check-in to the hotel. Licence plate recognition technology is used elsewhere, or swipe car access to control its usage.

This system will require implementation of clear signage to direct users to the open-air car park at the rear of the site. It is further recommended that electronic signage be provided to indicate the availability of parking spaces on each level to prevent excessive circulation. Given the positioning of columns and obstructions at some locations, it is also recommended that all ramp intersections be stop controlled with pavement writing ("STOP") and solid stop line.

On the above basis, the proposed car park layout is considered to provide a convenient, safe and efficient car park in accordance with the performance criteria.

A1.2 The proposal complies with A1.2. Three of four accessible car parking spaces provided in the basement and ground level multi-storey car park are those situated closest to the lift. The fourth is located within 15 metres of the entry to the lift.

A1.3 The accessible spaces will be clearly designated as accessible. Complies.

A1.4 The accessible spaces are designed and constructed in accordance with AS/NZ2890.6 – 2009 Parking facilities – Off-street parking for people with disabilities.

E6.6.3 Pedestrian access

Objective

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

Acceptable solution

- A1** Uses that require 10 or more parking spaces must:
- a. Have a 1 m 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 2.5 m 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

A1.2 In parking areas containing accessible car parking spaces for use by persons with a disability, a footpath having a minimum width of 1.5 m and a gradient not exceeding 1 in 14 is required from those spaces to the main entry point to the building.

Performance criteria

- 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.

Complies with A1 and A1.2,

Pedestrian access to the proposed development will be provided by a new footpath connecting between Paterson Street, along the building frontage to Margaret Street and linking drop-off areas, taxi/coach area and building entrances. Both the drop-off lane and commercial lane (taxi/coach area) will be designed as 'shared areas' with appropriate pavement treatments, signage and linemarking.

A footpath is proposed to link between the existing car park at the rear of the site and the building entrance along the Margaret Street frontage along the ROW easement.

There is also a zebra marked pedestrian crossing of the right of way easement which provides pedestrian right of way access.

In respect of A1.2, the two accessible spaces are located directly opposite the lift lobby at both basement and ground floor level. Therefore a separate pedestrian path is not required and the area between the car park and the lift is at grade.

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

A1 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.*

Performance criteria

P1 Loading bays must have area and dimensions suitable for the use, having regard to:

- The types of vehicles likely to use the site;
- The nature of the use;
- The frequency of loading and unloading;
- The area and dimensions of the site; and
- The location of the site and nature of traffic.

Complies with A1

Within AS2890.2 the critical things are:

- Height clearances – minimum of 3.5 m for SRV (i.e. small truck up to 6.4 metres) and 4.5 m for larger
- Access movements – generally limit reversing into the site
- Widths and design
 - AS2890.2 provides guidance but states: “Regardless of the dimensions given in the Table, circulation roadways shall be designed to accommodate the swept path of the largest design vehicle using the facility plus the specified clearances from the vehicle body”

The swept path turns included as Appendix A to the TIA demonstrate that the loading bay adjacent to the freight lift has been demonstrated for the 6.4 m SRV design vehicle (refer Figure 45). The hotel ‘back-of-house’ area is accessed via the Margaret St access and servicing will typically occur via vans (B99) as demonstrated in Figure 46.



Figure 45: SRV vehicle manoeuvring

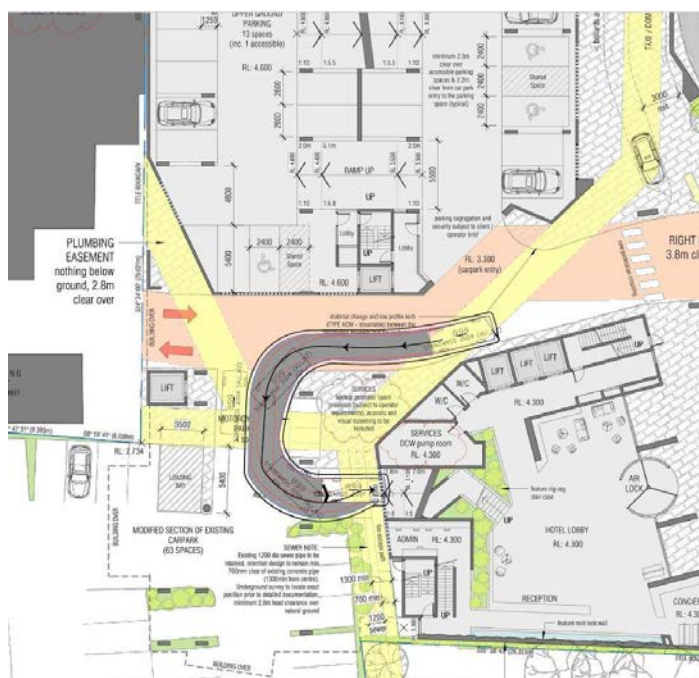
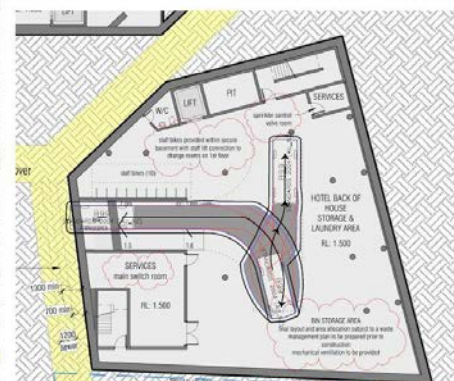


Figure 46: B99 vehicle manoeuvring



Acceptable solution	Performance criteria
<p>A2 <i>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 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.</i></p>	<p>P2 <i>Access for vehicles commercial vehicles to and from the site must be safe, having regard to:</i></p> <ul style="list-style-type: none"> <i>a. The types of vehicles associated with the use;</i> <i>b. The nature of the use;</i> <i>c. The frequency of loading and unloading;</i> <i>d. The area and dimensions of the site;</i> <i>e. The location of the site and nature of traffic;</i> <i>f. The effectiveness or efficiency of the surrounding road network; and</i> <i>g. Site constraints such as existing buildings, slope, drainage, vegetation, parking and landscaping.</i>

Complies with A2

The proposed development has been assessed for the following design vehicles:

- Margaret Street (primary access)
 - The primary access driveway has a width of around 8.2 metres at the property boundary and reduces to approximately 6 metres within the site. The width is constrained by structural columns either side however is sufficient for two B99 vehicles to pass simultaneously and for one service vehicle (6.4 m SRV).
 - The hotel 'back of house' area is accessed via the Margaret Street access and is located adjacent to the open-air car park. Servicing will typically occur via vans (B99 vehicles).
- Paterson Street (taxi / commercial lane)
 - The taxi / commercial vehicle lane is suitable for regular use by coaches and minibuses.
 - This lane will also be used infrequently by fuel tankers associated with the existing fuel station in Stage 1. The proposed arrangements are no different to existing operation whereby tankers undertake a left turn from Paterson Street into the bottle shop from the far lane, and exit onto Margaret Street after refuelling. Temporary traffic management will be required to manage fuel tanker deliveries.
- Margaret Street (public drop-off lane)
 - The drop-off lane only requires access by light vehicles.

Swept path assessments for all of the above movements have been prepared and are provided in Appendix A of the TIA.

E6.6.5 Bicycle facilities

Objective

To ensure that cyclists are provided with adequate facilities.

Acceptable solution

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.

Performance criteria

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.*

Complies with P1

Whilst the Visitor Accommodation aspect of the use does not require bicycle parking spaces, under the Planning Scheme, the ancillary uses require a total of 25 bicycle spaces following completion of Stage 2. On this basis the hotel would be required to provide three showers and change rooms to meet the acceptable solution.

Given the nature of the development, being a hotel, no separate shower/change room facilities are provided outside of the guest rooms. The application therefore relies in the Performance Criteria as follows:

The location of the proposed use is such that it is a destination that is within cycling distance of many residences of Launceston, however the nature of the clientele is such that hotel guests are unlikely to cycle given they will have luggage etc. and be travelling from outside of Launceston (in any case they have access to showers etc. in their rooms). There is bicycle parking for 10 staff and those staff can access change facilities in terms of toilets and staff amenity areas directly from the basement via the staff lift connection to the change rooms on the first floor.

E6.6.6 Bicycle parking and storage facilities

Objective

To ensure that cyclists are provided with adequate facilities.

Acceptable solution	Performance criteria
<p>A1 Bicycle parking and storage facilities for uses that require 5 or more bicycle spaces by Table E6.1 must:</p> <ul style="list-style-type: none"> 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 from the main entrance or otherwise signed; d. Be available and adequately lit 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. 	<p>P1 Bicycle parking and storage facilities must be provided in a safe, secure and convenient location, having regard to:</p> <ul style="list-style-type: none"> a. The accessibility to the site; f. The characteristics of the site; g. The nature of the proposed use; h. The number of employees; i. The users of the site and the likelihood of travel by bicycle; j. Whether there are facilities on the site for other reasons that could be used by cyclists; k. The opportunity for sharing bicycle facilities on nearby sites; l. Whether there are other parking and storage facilities on the site; and m. The opportunity for sharing bicycle parking and storage facilities on nearby sites.

Complies with A1

Both the staff and visitor parking spaces are accessible from the Margaret Street road entrance and therefore comply with A1 (a).

The staff bicycle parking areas are within 50 metres of the entrance to the back of house area where they are provided. The visitor bicycle parking spaces are located within the forecourt of the hotel entrance and therefore also comply with A1 (b) and (c).

The visitor parking spaces will be available 24 hours a day, 7 days a week and will be adequately lit in accordance with A1 (d).

Acceptable solution	Performance criteria
<p>A2 Bicycle parking spaces must:</p> <ul style="list-style-type: none"> a. Have minimum dimensions of: <ul style="list-style-type: none"> i. 1.7 m in length; and ii. 1.2 m in height; and iii. 0.7 m in width at the handlebars b. Have unobstructed access with a width of at least 2 m and a gradient of no 	<p>P2 Bicycle parking spaces and access must be convenient, safe and efficient to use having regard to:</p> <ul style="list-style-type: none"> a. The characteristics of the site; b. The space available; c. The safety of cyclists;

Acceptable solution	Performance criteria
<p><i>more than 5% from a road, cycle park, bicycle lane, shared path or access way; and</i></p> <p>c. <i>Include a rail or hoop to lock a bicycle to that meets AS 2890.3</i></p>	<p>d. <i>The proposed measures to secure bicycles; and</i></p> <p>e. <i>The provisions of AS 2890.3 1993 Parking facilities – Bicycle parking facilities</i></p>

Complies with A2

It is expected a condition on permit will require the design of the bicycle hoops meets A2.

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
<p>A1 <i>On-site car parking is:</i></p> <p>a. <i>Not provided; or</i></p> <p>b. <i>Not increased above existing parking numbers.</i></p>	<p>P1 <i>On-site car parking must demonstrate:</i></p> <p>a. <i>That it is necessary for the operation of the use; and</i></p> <p>b. <i>Parking must not exceed the minimum provision required by Table E6.1.</i></p>

Not applicable

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

A1 *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.*

Performance criteria

P1 *No performance criteria*

Complies with A1

Neither of the three proposed sign types constitute an unacceptable sign.

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

- 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.

Performance criteria

- 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:
 - c. Domination of the streetscape or premises on which it is located;
 - d. The size and dimensions of the sign;
 - e. The amenity to surrounding properties;
 - f. The repetition of messages or information;
 - g. The number and density of signs; and
 - h. The obstruction of movement of vehicles and pedestrians.

Complies with A1 (a). Complies with P1.

A wall sign is an allowable sign type in the Urban Mixed Use Zone and therefore all three signs comply with A1 (a).

The dimensions of all three signs exceed the maximum permitted size of 4.5 m² and therefore does not comply with A1 (b).

The images in Figure 47 below are useful to show how the three signs sit within the context of the building.

It is submitted that the signs are in keeping with the overall design of the building and given the overall size and scale of the building, their size is appropriate as a 4.5 m² compliant sign would not be particularly visible. Each of the proposed signs is of a size that is in proportion with the wall façade on which it sits.

It is submitted that the three signs are necessary to identify the hotel in differing locations and also the differing elements of the hotel i.e. function centre. The signs will not obstruct pedestrian or vehicle movements.



Figure 47: Proposed signs

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.	<p>P2 A sign must not result in the unreasonable loss of amenity to adjoining residential properties, having regard to:</p> <ul style="list-style-type: none"> 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.

Not applicable

Acceptable solution	Performance criteria
<p>A3 A building or tenancy must have:</p> <ul style="list-style-type: none"> 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. 	<p>P3 Visual clutter must be reduced where multiple signs of the same type are proposed, having regard to:</p> <ul style="list-style-type: none"> 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 P3

A total of three wall signs are proposed. Two of these will identify the hotel and the second the conference centre. The number of signs is entirely appropriate given the size of the building and the number of street frontages. The use of different sign types i.e. pole or pylon simply to comply with A3, would actually create more visual clutter than the use of differing facades to provide for signage.

Acceptable solution	Performance criteria
A4 A sign must not be illuminated	<p>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:</p> <ul style="list-style-type: none"> 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 P4

The illumination of the three proposed signs will not result in unreasonable loss of amenity to the surrounding neighbourhood. Whilst there are two residential properties to the south of the site, on the southern facing sign on Margaret Street will be visible from the apartment above the Chinese restaurant. There will be no views of the signage from the Brisbane Street dwellings.

Whilst the signs are illuminated they will not be a really bright luminosity and the illumination is more to ensure the wording stands out against the facades. The signs will not cause an unreasonable distraction to motorists, rather they will clearly indicate where the hotel is, particularly the entrance points and therefore ensure motorists trying to locate the building are not unnecessarily distracted trying to ascertain the building's location. The signs are considered to fit the character of the surrounding area which is eclectic in nature.

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, iconic hotel for Launceston which will be of a world class standard and size to enable it to attract international standard operators. The proponents of the hotel, the JAC Group, have a proven track record at delivering quality developments in the City of Launceston and Tasmania more broadly that are not only of an exceptional standard in terms of design and construction but also meet the current market in terms of desirability. To that end, JAC has identified a shortfall in visitor accommodation space in Launceston to meet the burgeoning tourism market and have acquired a group of properties in what has been identified as a key location sitting between the CBD and the Cataract Gorge.

The subject site, with frontage to Margaret Street, Brisbane Street and Paterson Street is relatively unique in Launceston in terms of its attributes that make it ideal for a hotel development of the scale proposed. These include:

- Overall size at 6,065 m² of which a high proportion is currently utilised as a car park;
- Low lying topography;
- Proximity to the iconic Cataract Gorge and location within an emerging tourism precinct within the City;
- Ability of the site to offer views down the Tamar River, across to the Cataract Gorge, across the CBD and to the residential areas of West Launceston;
- Lack of intact heritage streetscapes in the surrounding area;
- Expansive street exposure within the site and surrounds with no built form fronting it, creating an opportunity to infill and activate these areas.

Given the vast opportunity the site offers, the proponents undertook a design competition to enable a wide variety of designs to be put forward and considered. The winning design was chosen by a panel which assessed it against a range of criteria. Visual impacts of the height component formed one of those criteria. The winning design from CBG architects consists of two main components, a podium level of two storeys built to the Margaret and Paterson Street frontages and above it, a centrally located tower to a maximum overall height of 39.0 metres. The tower is oriented on a north east south west axis with eight storeys on the Margaret Street side and nine storeys on the Paterson Street side. The tower is setback from Paterson Street by approximately 33 metres at its closest point to minimise overshadowing and visual impacts.

Key characteristics of the Gorge Hotel include:

- Tower to be finished in a tessellated glass façade that is designed to disperse reflected light. The tessellations have been designed to take on the appearance of the waterfalls and cliff faces commonly found at the Cataract Gorge.
- The podium level features rock patterned concrete panels which have also been designed to take on the appearance of a cliff face.
- The podium at the Margaret Street entrance is articulated in such a way that it does not present as a solid mass and invites pedestrians into the site.
- The bulk and form of the podium along Paterson Street sits harmoniously with the adjoining development to the west and like the Margaret Street façade, also creates visual interest and invites pedestrians into the site.
- The use of landscaping at both ground level, southern wall elevation, and on the roof of the podium will assist in softening the visual mass of the building.

The project will be constructed over two stages:

- Stage 1: The hotel including reception, lobby, restaurant, function centre and bars as well as 145 international standard hotel rooms.
- Stage 2: Development of the 'service station' corner with a two storey building connecting to Stage 1 featuring additional conference facilities on the upper floor and retail spaces on the lower floor.

The reason for the staging of the proposal is due to an existing lease in place with the proprietors of the service station.

The appropriateness of the proposed Visitor Accommodation use for the site is evidence by its status as permitted above ground level in the Urban Mixed Use zone and by General Retail and Hire and Food Services being no permit required uses. The key discretion is in relation to building height and to that end, an appropriately qualified Landscape Architect has been engaged to assess the appropriateness of the height proposed. In addition to this assessment, and from a 'planning perspective', careful consideration has been given the buildings ability to satisfy the 'compatible with the streetscape and character of the surrounding area' test. A complete list of discretions sought is as follows:

- Clause 15.3.2 Mechanical Plant and Equipment (P1)
- Clause 15.3.4 Noise Level (P1)
- Clause 15.4.1 Building Height, Setback and Siting (P1) (P2) (P3)
- Clause 15.4.2 Location of Parking (P1)
- Clause 15.4.3 Active Ground Floor (P1)
- Clause E2.6.2 Excavation (P1)
- Clause E4.5.1 Existing road accesses and junctions (P1)
- Clause E5.6.1 Development subject to flooding (P1)
- Clause E6.5.1 Car parking numbers (P1)
- Clause E6.5.2 Bicycle parking numbers (P1)
- Clause E6.6.4 Motorbike parking provisions (P1)
- Clause E6.6.1 Construction of parking areas (P1)
- Clause E6.6.2 Design and layout of parking areas (P1)
- Clause E6.6.5 Bicycle facilities (P1)
- Clause E18.5.2 Design and siting of signage (P1), (P3) and (P4)

The discretion to be exercised relative to height is the key factor for which the proponent must demonstrate compliance with the performance criteria. This submission has detailed how the design of the building in terms of its orientation, setback and external treatments combined with the low topography of the site allows the development to fit within the site without detriment to the existing precinct and significant landscape features beyond. The podium level at two storeys mirrors the height of buildings adjacent to the site whilst the tower design presents as a significant architectural feature within the precinct silhouetted within the landscape of West Launceston and the Cataract Gorge.

This report has drawn upon a qualified and experienced practitioner assessment of the impact of height in the broader landscape (noting that it is not a consideration under the Planning Scheme) as well as the immediate streetscape to inform the conclusion that the Gorge Hotel does demonstrate compliance against Clause 15.4.1 (P1) in relation to height. Whilst 12 metres

is the permitted height on the site, the corresponding Performance Criteria places no upper limit on height provided a range of matters can be met.

It is submitted that the proposed hotel presents an opportunity for Launceston to showcase a state of the art development which builds upon the city's 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.

Appendices

Appendix I – Economic Impact Assessment





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Gorge Hotel Economic Impact Assessment

March 2021

Disclaimer

This report was prepared by Robert Buckmaster, principal of *Choice Location Strategists Pty Ltd*. It represents the best estimates of *Choice Location Strategists* made on the basis of information available at the time of preparation. Choice Location Strategists believes the information provided is reliable, however persons relying on the information do so at their own risk.

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Any projections contained in the information are estimates only. Such projections are subject to market influences and contingent upon matters outside the control of Choice Location Strategists and therefore may not be realised in the future.

About Choice Location Strategists

Choice Location Strategists is a multi-disciplinary consulting practice offering services in property economics, site selection, retail analytics, planning, research and project feasibility across a broad spectrum of property asset classes throughout Australia. The firm's strength is derived from the extensive experience and expertise of its personnel, its methodological rigour and its total independence from competing interests. Choice Location Strategists works with the private sector, all levels of government and not for profit sector to provide bespoke, research-based strategic advice to help our clients realise their property objectives.

1.1. Version Control

Draft Report 5/5/2020

This iteration: 3/3/21

Executive Summary

Brief

Choice Location Strategists has been instructed to prepare an assessment of the economic and wider tourism benefits accruing from the development of a luxury hotel, conference and specialty retail facility to the immediate west of Launceston CBD. The economic analysis is required to support an accommodative amendment to the Launceston Planning Scheme.

Development Proposal

A nine-storey, 145 room international standard hotel and conference centre with ground level specialty retail and car-parking is proposed for a site on the south west corner of Paterson and Margaret Streets. The Subject land is strategically located some 400 metres west of the Launceston CBD and 350 metres east of Cataract Gorge. It has frontages to Paterson, Margaret and Brisbane Streets and is under the ownership of TRC Multi Property Pty Ltd (the instructing party).

Subject to planning consent, construction is anticipated to commence in mid-2022 and be completed in mid 2024 following a two-year construction period. This timeframe may need to be extended by up to five years as a result of any delay in approval of a suitable development application or any protracted deterioration in tourism demand or economic conditions arising from the current COVID-19 pandemic.

The developer, JAC Group is one of Tasmania's larger property developers and hospitality operators and the proposed development has attracted interest from leading international hotel operators, Hyatt, Marriott and Accor.

Geographic Context

Launceston is the largest city in Northern Tasmania and second largest in the state. Located on the banks of the Tamar River, Launceston is the gateway to the Tamar Valley and is a vibrant hub for food, wine and culture. Just a few minutes' walk from the city centre beyond the subject property, the Cataract Gorge provides an accessible pocket of wilderness.

Launceston hosts approximately 23.6 per cent of all visitor nights spent in Tasmania and has in recent years enjoyed robust growth in visitor numbers underpinned by expansion in both domestic and international visitation. The city hosted 2.57 million visitor nights during fiscal 2019, an increase of 44.7 per cent (or average 4.7 per cent annually) over the previous eight years.

Visitation to Launceston is substantially driven by holidaymaking. Hotel or similar accommodation hosted 34.7 per cent of all visitor nights spent in the city.

Travel Outlook

The travel outlook changed dramatically in 2020 with the onset of the COVID-19 pandemic and associated containment measures. The closure of Australia's international border in March 2020 and subsequent closure of interstate borders severely curtailed travel activity. The International Air Transport Association ('IATA') estimated travel demand contracted by 66 per cent in 2020.

The Commonwealth Government's vaccine deployment roadmap anticipates Australia's international border should start to reopen in October 2021. IATA forecasts passenger departures will recover to 2019 levels by 2024.

Launceston hotel occupancy is highly correlated with passenger volumes through Launceston Airport which serves as the principal gateway to Northern Tasmania. In a vote of confidence in Launceston as a visitor destination, on 4 December 2020 Qantas announced that for the first time in more than 15 years it would operate non-stop flights between Sydney and the northern Tasmanian city.

Choice Location Strategists forecast hotel occupancy will resume 2019 levels by the end of 2024 and resume trend growth thereafter. By mid-2030, Launceston's demand for accommodation (guest and room nights occupied) is anticipated to be 37 per cent higher than 2019 levels which equates to demand for 525 additional hotel rooms.

Competitive Inventory

33 existing hotel and motel establishments in the Launceston area providing 1 624 rooms rated three or more stars have been identified. Recent supply additions include the 86 room Hotel Verge in Tamar Street, 18-room *Change Overnight* and Stillwater Seven (7 rooms).

Planned new supply includes 145 rooms in the subject proposal, anticipated for completion in mid 2023, and a two-hotel complex adding a total 285 rooms proposed by Global Premium at 116-128 Cimitiere Street yielding a total 430 rooms. Our forecast model anticipates growth in room demand will exceed this projected additional supply by 2028-29.

The proposed Gorge Hotel will have the following competitive advantages:

- Launceston's Leading attractions within easy walking distance: Cataract Gorge (within 350 metres), Tamar River front (100 metres) and Central Business District (400 metres);
- Large conference capacity
- Unique proposition of a rooftop cocktail bar-restaurant
- Generous on-site parking provision (space for 175 cars, expandable to 200);
- Contemporary landmark design.

Conference Market

Business events such as conventions and conferences play a pivotal role boosting the visitor economy through domestic and international visitation. Nationally, the number of business events has increased by an average 3.3 per cent per annum since fiscal 2014. Meetings and conventions attendees spent an average \$950 each and EY found an average 0.41 jobs are created per meeting or convention.

Launceston's potential share of Tasmania's conference market is largely influenced by its conference venue capacity. The proposed Gorge Hotel will incorporate a 500-seat conference

venue/function centre boosting Launceston's business event market capacity by approximately 10.5 per cent and its large venue (500+) capacity by 17.5 per cent. In so doing, it is anticipated to grow the overall size of Tasmania's business event market and Launceston's share of that market.

Economic Impact

Gorge Hotel guests are forecast to spend \$21.14 million per annum (on and off-site). It is estimated that **50** per cent of the guest expenditure (or \$10.6 million) will be new expenditure that is attracted to the region by the operation of the establishment.

The Gorge Hotel project is estimated to contribute \$28.25 million per annum in Gross Value Added (GVA) (equivalent to a 6 per cent increase) to the regional economy.

Choice Location Strategists has estimated a construction and fitout cost for the proposed development of approximately \$52.8 million (or average \$364 000 per room).

The construction phase will create an estimated 300 full time equivalent (FTE) jobs over a two-year construction period generating wages and salary income worth \$21.91 million. The project would indirectly support a further 187 jobs earning \$10.45 million income in the Launceston and Northern Tasmania region.

Post completion the hotel operations will generate an estimated 211 FTE jobs including 180 direct jobs within the development. The wages and salaries are estimated at \$13.17 million per annum (current dollars) and will be mainly directed to the retail and hospitality sectors.

The demands and needs generated by these employees are expected to support an additional 69 jobs throughout the community, 90% of these are estimated to be based within the Launceston and Northern Tasmania region. The total employment is estimated at 281 FTE earning \$19.46 million annually.

1. Introduction

1.1. Instructions

Choice Location Strategists has been instructed by Dean Cocker, Managing Director, TRC Multi Property Pty Ltd ('the instructing party') to prepare an assessment of the economic and wider tourism benefits accruing from the development of a luxury hotel, conference and specialty retail in an established tourism precinct to the immediate west of Launceston CBD. The economic analysis is required to support an accommodative amendment to the Launceston Planning Scheme following an earlier Council decision to approve the development being overturned at appeal. At appeal the Tribunal found that the proposed height of the development exceeded the maximum height permissible under Launceston Planning Scheme. An enabling scheme amendment is required to vary the permissible height.

1.2. The Proposal

A nine-storey, 39-metre-high international standard hotel and conference centre with ground level specialty retail and car-parking is proposed for a 6 065 square metre site on the south west corner of Paterson and Margaret Streets. Development elements will include:

- 145 hotel rooms
- 500 seat conference venue /function centre,
- 200 seat bar and restaurant,
- 100 seat rooftop cocktail bar and restaurant,
- Day spa
- Gym
- Single 126 square metre ground level retail tenancy with drive through and ten car spaces in stage 2.

Figure 1.1: Artist impression of proposed Gorge Hotel



1.3. The Subject Land

The Subject land is strategically located some 400 metres west of the Launceston CBD and 350 metres east of Cataract Gorge and comprises three contiguous parcels (123 Paterson Street, 125-133 Paterson Street and 270 Brisbane Street). It is under the ownership of TRC Multi Property Pty Ltd (the instructing party) and has frontages to Paterson, Margaret and Brisbane Streets.

Table 1.1: Subject Land Title Information

Address	Owner(s)	Title References	Land Area
123 Paterson Street	TRC Multi Property Pty Ltd	CT 151150/3	706 m ²
125133 Paterson Street	TRC Multi Property Pty Ltd	CT151150/2	2 466 m ²
270 Brisbane Street	TRC Multi Property Pty Ltd	CT175274/1	2 893 m ²
		Total	6 065 m²

The subject land is presently occupied by the TRC Hotel and TRC Guest House.

Surrounding land uses include:

- Launceston College across Margaret Street to the immediate east;
- Kings Park and the Tamar River waterfront across Paterson Street to the immediate north;
- Penny Royal Apartments to the immediate west; and
- Detached residential development across Brisbane Street to the immediate south.
- Penny Royal Gun Powder Mill theme park is within 200 metres to the west.

Figure 1.2: Subject Property in its Urban Context

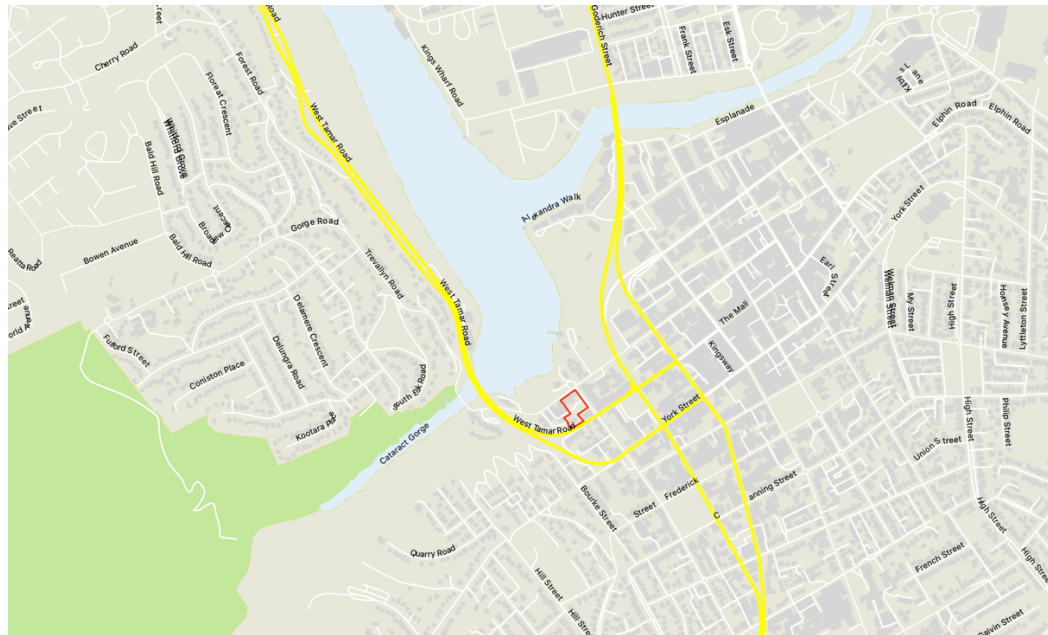


Figure 1.3 Aerial photo of the Subject land showing the property boundaries in red.



1.4. The Developer

The developer, JAC Group is one of Tasmania's larger property developer and hospitality operators and the proposed development has attracted interest from leading international hotel operators, Hyatt, InterContinental and Accor.

1.5. Indicative Project Timing

Planning consultants, GHD advise that the enabling. planning scheme amendment process is expected to take the remainder of calendar 2020. Mr Corker anticipates a further six month of

detailed design and documentation with construction anticipated to commence in mid-2022. He anticipates a two-year construction period for completion in mid-2024. This timeframe may need to be extended by up to five years as a result of any delay in approval of a suitable development application or any protracted deterioration in tourism demand or economic conditions arising from the current COVID-19 pandemic.

2. Market Context & Need

This section provides an overview of the Launceston and Northern Tasmanian Tourism Market with a particular focus on the luxury sector and conference market. It surveys relevant strategies and market intelligence and note trends in movements into the region through key gateways including Launceston Airport. It establishes the market demand and need for the proposed development. In so doing, it considers the likely impacts of the COVID-19 pandemic on visitation trends, the development proposal and its peer set.

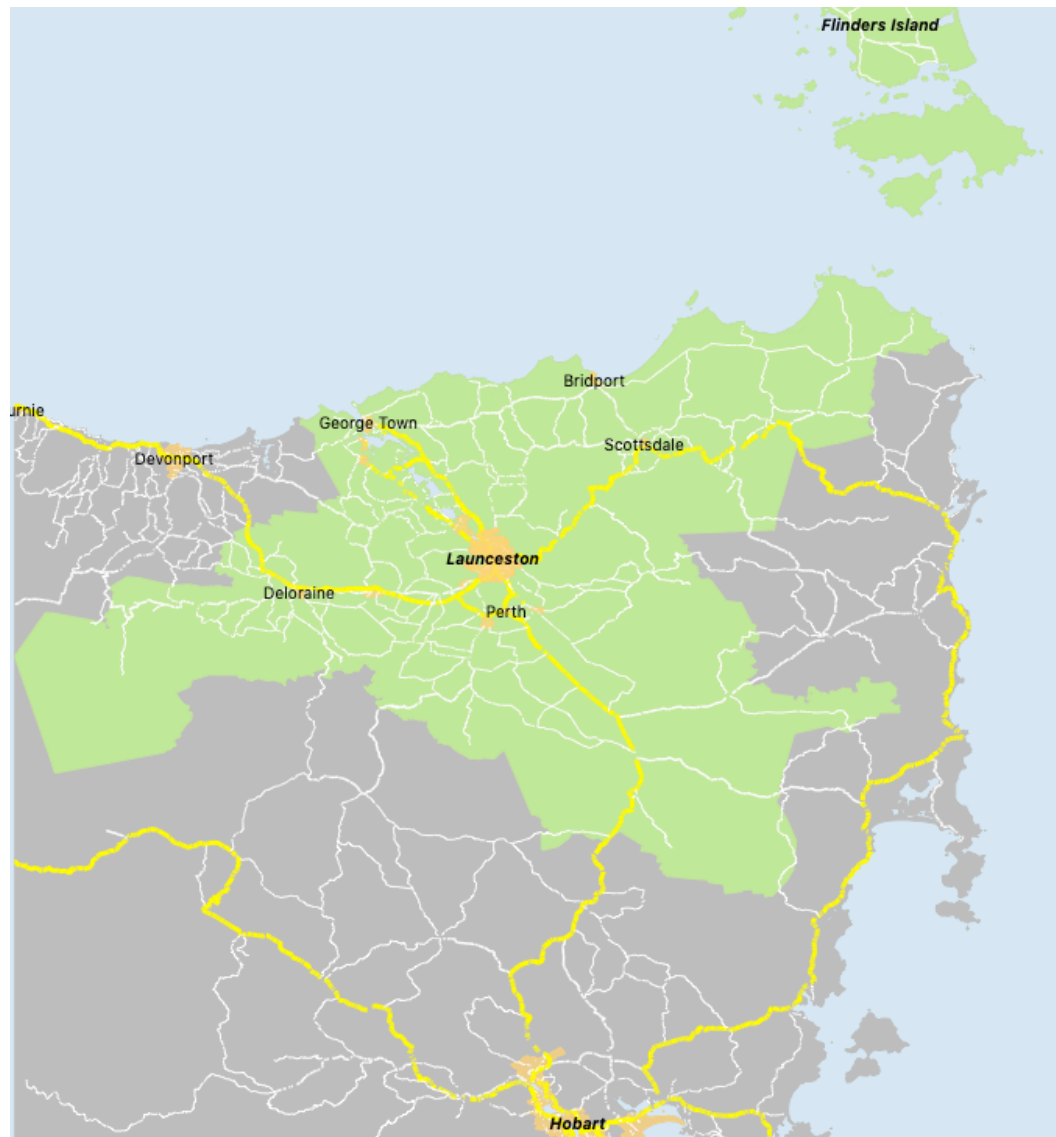
2.1. The Northern Tasmania Tourism Region

Tasmania is divided into four tourism regions. The Northern Tasmania tourism region (also known as Launceston and the North) comprises approximately one-third of Tasmania's land mass and is the second largest region in Tasmania by population. Tourism Research Australia ranked the region seventh nationally in terms of average spend per night (\$217) and average length of stay (3.5 nights) for fiscal 2019.

The region encompasses eight Northern Tasmanian councils: Break O'Day, Dorset, Flinders, George Town, Launceston City, West Tamar, Meander Valley and Northern Midlands. It hosts approximately 28 per cent of the state's population (143 752 persons in 2017) and produces an equivalent proportion of the state's domestic product. Approximately 4 500 people, or around seven per cent of the regional workforce were directly employed in tourism¹.

¹ Launceston Airport Preliminary Draft Master Plan 2020.

Figure 2.1: Northern Tasmania Tourism Region



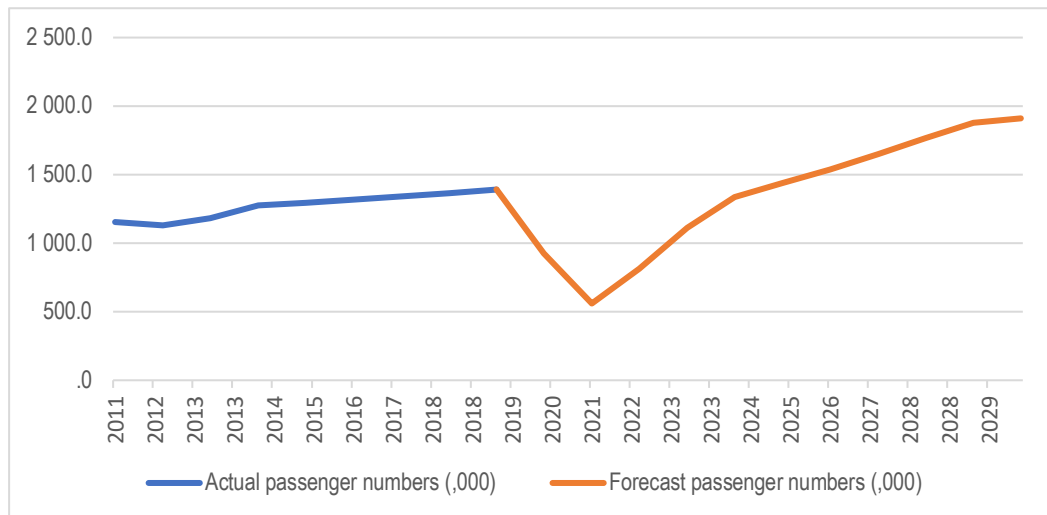
2.2. Launceston Airport as a Regional Gateway

With an estimated 89 per cent of all visitors to Tasmania arriving by scheduled air services (Tourism Tasmania), Launceston Airport, situated 15 kilometres south of Launceston CBD serves as the major regional gateway. The airport hosts operations by JetStar, Qantas, QantasLink, Virgin and Sharp Airlines. Jetstar operates up to six daily flights to/from Melbourne, two daily flights to/from Sydney and one daily flight to/from Brisbane. A \$20 million redevelopment of the airport terminal completed in November 2009 doubled its floor area and increased the number of gate lounges.

Visitation to Launceston is closely correlated to airport passenger traffic. 1.39 million passengers passed through the airport in financial year 2019. Passenger numbers grew an average 1.8 per cent over the preceding four years. Prepared before onset of the pandemic the Launceston Airport Draft Master Plan 2020 expected passenger numbers to increase a robust 3.5 per cent annually growing this number to 1.9 million by 2028.

Choice Location Strategists has recast these forecasts based on International Air Transport Association forecasts and plotted the result below as figure 2.2. Passenger numbers through Launceston are anticipated to recover to 2019 levels by late 2024.

Figure 2.2: Passenger numbers through Launceston Airport



Sources: Launceston Airport Draft Master Plan 2020, Choice Location Strategists

2.3. Launceston

Launceston is the largest city in the region and second largest city in the state. Located on the banks of the Tamar River, Launceston is the gateway to the Tamar Valley and is a hub for food, wine and culture. Just a few minutes' walk from the city centre past the subject property the Cataract Gorge provides a pocket of wilderness.

As part of the University of Tasmania Northern Transformation a new campus is being constructed at Inveresk directly opposite Launceston CBD. The \$344 million project will add student hubs and innovation spaces, purpose-built for effective teaching and learning.

2.4. Launceston Visitation

Launceston hosts 23.6 per cent of all visitor nights spent in Tasmania and has in recent years enjoyed robust growth in visitor numbers underpinned by expansion in both domestic and international visitation. According to Tourism Tasmania data, Launceston hosted 2.57 million visitor nights during fiscal 2019, an increase of 44.7 per cent (or average 4.7 per cent annually) over the previous eight years. Domestic visitors accounted for 69.9 per cent of visitor nights and international visitors the remaining 30.1 per cent. Domestic visitors have increased their market share, rising from 67.4 per cent in fiscal 2011. Overnight visitors typically stayed two nights in the city.

While robust, the growth in Launceston's visitor nights over the period lagged growth in Tasmania overall (6.4 per cent) with capacity likely being an inhibiting factor.

Visitation to Launceston is substantially driven by holiday-making (cited as the reason by 46 per cent of all visitors), followed by visiting friends and relatives (22 per cent), business (13 per cent) and other reasons (19 per cent).

Hotel or similar accommodation hosted 34.7 per cent of all visitor nights spent in the city.

Table 2.1: Visitor Nights spent in Launceston and Tasmania, fiscal 2011 and 2019

	2011	2019	Average Annual Increase
Launceston			
Domestic	1 195 436	1 795 238	5.2%
International	578 274	771 488	3.7%
Combined	1 773 710	2 566 726	4.7%
Tasmania			
Domestic	7 585 611	12 560 633	6.5%
International	2 811 916	4 471 724	6.0%
Combined	10 397 527	17 032 357	6.4%
Launceston Mkt share			
Domestic	15.8%	14.3%	
International	20.6%	17.3%	
Combined	17.1%	15.1%	

Sources: *Tourism Tasmania, Tourism Research Australia*

2.5. Bushfires and COVID-19

The Australian Government's international trade promotion and investment attraction agency Australian Trade and Investment Commission ('Austrade') expects the recent severe Summer bushfire season promptly followed by the COVID-19 pandemic will significantly impact Australian tourism. The extent and duration of this impact is largely unknown.

While Tasmania was largely spared the brunt of the fires, it is impacted by a marked dampening of inbound travel intentions induced by prominent international media coverage of the destructive fire season.

The global outlook has changed dramatically in the ensuing months as the COVID-19 pandemic exacts high and rising human costs worldwide. Protecting lives and allowing health care systems to cope have required isolation, lockdowns, and widespread closures to slow the spread of the virus. A health crisis is thereby having a severe and disruptive impact on economic activity. Control measures, dubbed the Great Lockdown, have caused unprecedented disruption to travel patterns including the closure of Tasmania's borders to all visitors following an earlier closure of Australia's border to international travellers.

The International Monetary Fund ('IMF') projected that the pandemic and associated containment measures would sharply contract the global economy in calendar 2020 in the worst recession since the Great Depression. There is extreme uncertainty around the global growth forecast. The economic fallout depends on factors that interact in ways that are hard to predict, including the pathway of the pandemic, the intensity and efficacy of containment efforts, the extent of supply disruptions, the repercussions of the dramatic tightening in global financial

market conditions, shifts in spending patterns, behavioural changes (such as people avoiding shopping malls and public transportation), confidence effects, and volatile commodity prices.

While the IMF expects global and Australian economic output to rebound in 2021, a recovery in travel is likely to take longer. The World Health Organisation warns against opening up global travel too quickly, saying it would require careful risk management. The World Travel and Tourism Council managing director, Virginia Messina estimates a resumption in normal levels of travel may lag the containment of the outbreak by up to 10 months.

Global rating agency Standard and Poor's ('S & P') predicts that the aviation industry's recovery from the pandemic will be long and slow with passenger numbers likely to stay below pre-pandemic levels through 2023. S & P predicts air travel will eventually return when current health and safety concerns have been meaningfully addressed by the industry and consumer confidence rebounds, supported by steady historical growth rates in air traffic of 4 – 5 per cent per year. A more widespread adoption of remote working and virtual meetings could have a lingering impact on business travel.

Australians' travel intentions are trending upwards according to Tourism Australia's latest Travel Sentiment Tracker, prepared in January 2021 but caution remains. The survey found 55 per cent of respondents intend to travel domestically within the next six months with a further 22 per cent planning to travel within Australia in 6-12 month's time. Established to provide a regular assessment of the confidence in travel for key Tourism Australia markets, the latest survey, canvassed a nationally representative sample of 1004 respondents. Since July 2020 the travel intentions chart has generally tracked the consumer confidence index upwards. Travel intentions is in turn a leading indicator of booking intentions. Both travel and booking intentions dipped in December 2020 as snap state border closures took effect. Respondents cited travel restrictions as only narrowly behind fear of contracting coronavirus as an impediment to travel. As internal travel impediments ease and confidence in travel receives a shot in the arm from the vaccine rollout, the recovery of domestic travel may be expected to gather pace.

Launceston's hotel occupancy levels have historically been closely linked to passenger volumes through Launceston Airport which serves as the principal gateway to Northern Tasmania.

Addressing the Annual General Meeting of the International Air Transport Association ('IATA') on the Outlook for Air Transport in November 2020, Chief Economist, Brian Pearce observed that COVID-19 is the biggest shock to have hit aviation since World War 2 (refer figure 2.3). Global Revenue Passenger Kilometres ('GRPK'), a key travel demand metric, is estimated to have contracted by 66 per cent in 2020. The recovery in air travel has been modest to date. A large second wave of COVID-19 and third wave in the US impaired the restart in air travel.

The Commonwealth Government's vaccine deployment road map anticipates Australia's international border should start reopening in October 2021 with initial priority to international students, skilled and in demand workers, Australians wishing to return and travellers with proof of vaccination. The IATA forecasts passenger departures will recover to 2019 levels by 2024 (refer figure 2.4).

Figure 2.3: Air passenger travel

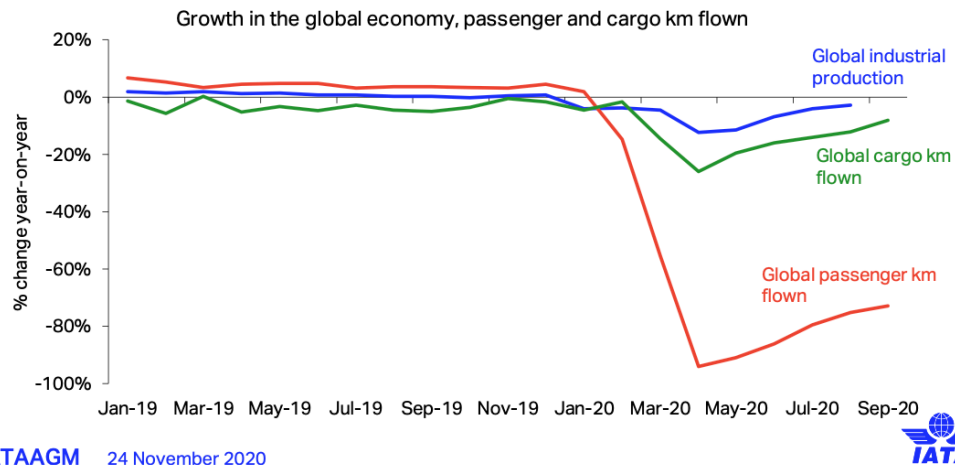
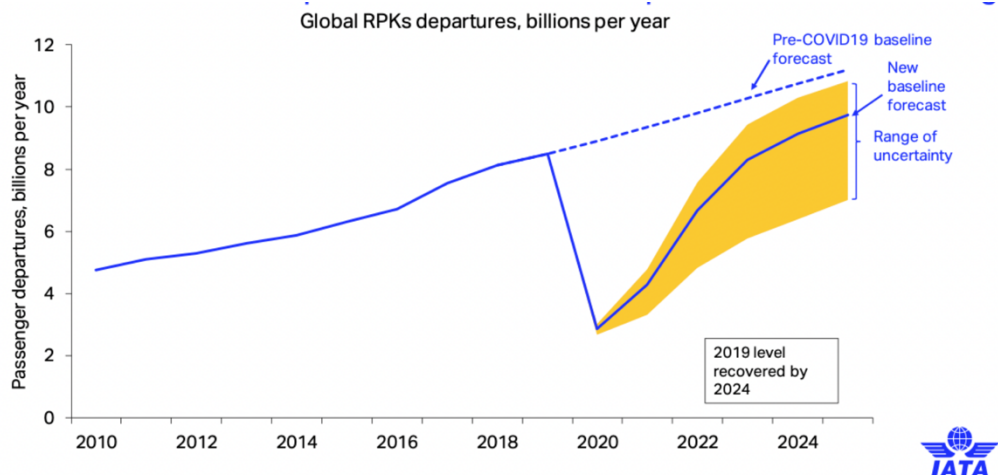


Figure 2.4: Air passenger forecasts



Source: IATA/Tourism Economics 'Air Passenger Forecasts' October 2020

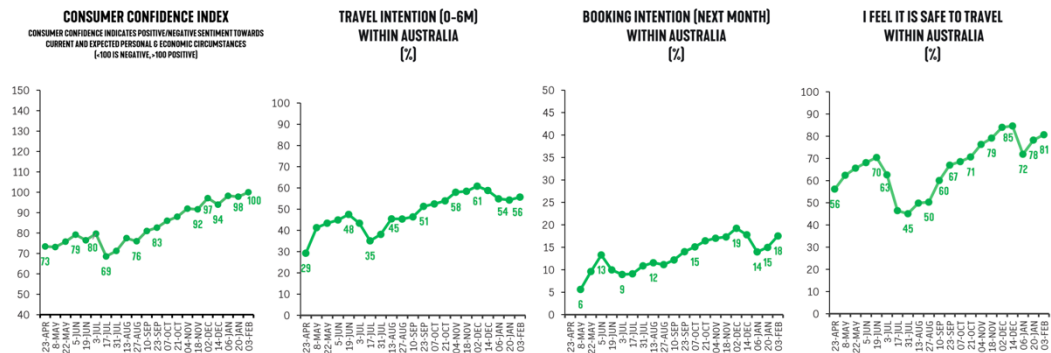
Source: International Air Transport Association.

RPK = revenue passenger kilometres

Tourism Australia's latest Travel Sentiment Tracker, released in February 2021 (refer figure 2.5) indicates Australians' travel intentions are trending upwards but caution remains. The survey found 56 per cent of respondents intend to travel domestically within the next six months with a further 22 per cent planning to travel within Australia in 6-12 month's time. Since July 2020 the travel intentions chart has generally tracked the consumer confidence index upwards. Travel intentions is in turn a leading indicator of booking intentions.

Both travel and booking intentions dipped in December 2020 as snap state border closures took effect. Respondents cited travel restrictions as only narrowly behind fear of contracting coronavirus as an impediment to travel. As internal travel impediments ease and confidence in travel receives a shot in the arm from the vaccine rollout, the recovery of domestic travel may be expected to gather pace.

Figure 2.5: Consumer confidence, travel and booking intentions



Source: Tourism Australia, Travel Sentiment Tracker, February 2021

Launceston's hotel occupancy levels have historically been closely linked to passenger volumes through Launceston Airport which serves as the principal gateway to Northern Tasmania.

In a vote of confidence in Launceston as a visitor destination, on 4 December 2020 Qantas announced that for the first time in more than 15 years that it will operate non-stop flights between Sydney and the northern Tasmanian city. Qantas will run four flights a week to Launceston until the end of March and continue with two services per week until the end of October 2021. Each week Qantas will offer guests 880 seats.

The Tasmania area manager of a leading 4.5-star hotel chain advised that the Tasmania Regional market is showing 23.9% decrease in occupancy and 21.9% increase in Average Daily Rate (ADR) for the year to February 2021 compared to February 2020 resulting in an overall yield decrease of 7.2%².

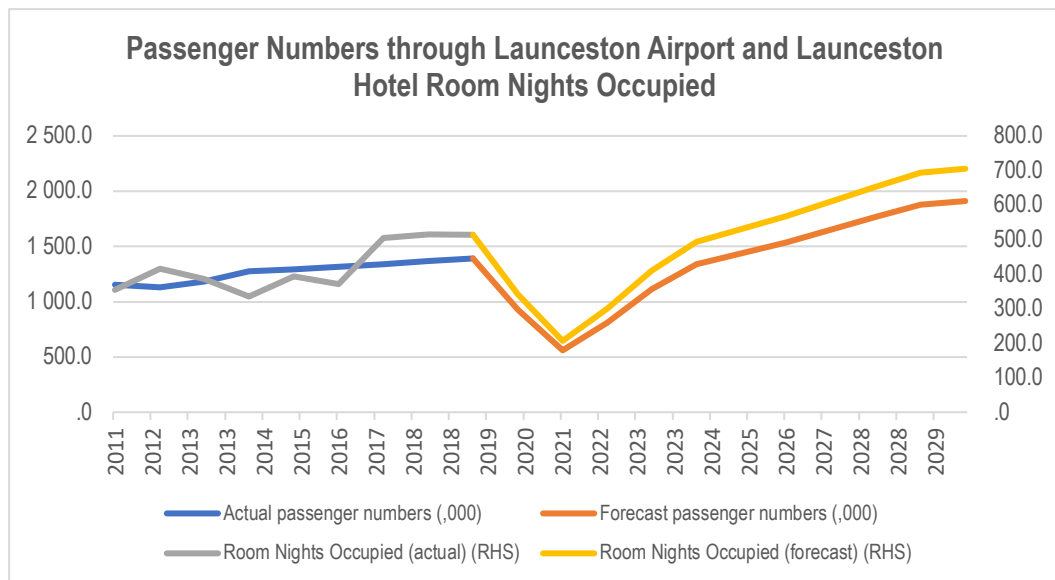
2.6. Projected Accommodation Demand

In 2017 the Office of the Coordinator General commissioned BDA to assess the accommodation supply and demand situation in Launceston and Northern Tasmania having particular regard to the travel behaviour of high-spend visitors visiting Launceston and Northern Tasmania. It found that Tasmania, Launceston and Northern Tasmania had experienced strong visitor growth in the 3-4 years (to 2017) with very strong growth in interstate holiday demand.

It found that average annual occupancy in Northern Tasmania had risen to 64 per cent annual occupancy, and to 69 per cent in Launceston as at year ending June 2016 and concluded more accommodation rooms are required in Launceston and the broader Northern Tasmania region.

² Paul Seaman, Area Manager Peppers Tasmania

Figure 2.6: Actual and Forecast Launceston Hotel & Motel Room Nights Occupied (000)



For the purposes of this report Choice Location Strategists has modelled accommodation demand in Launceston over the last decade and forecast forward through to mid-2030. According to Tourism Tasmania data the number of visitor nights spent in the Launceston grew by an average 4.7 per cent in the eight years to mid-2019.

Accommodation demand in Launceston is highly correlated with the number of passengers transiting through Launceston airport as the airport serves as the principal gateway to Northern Tasmania. Prepared before the onset of the pandemic, the Launceston Airport Draft Master Plan 2020 anticipated passenger numbers through the airport would grow by an average 3.1 per cent in the nine years to 2028.

Choice Location Strategists revised forecast passenger numbers through the airport for the ten years 2020 through 2030 based on International Air Transport Association forecast recovery in passenger numbers as graphed in figure 2.4. This forecast has hotel occupancy resuming 2019 levels by the end of 2024 and resumption of trend growth thereafter. By mid-2030 Launceston's demand for accommodation as indicated by the number of guest nights and room nights occupied is anticipated to be 37 per cent higher than mid-2019 levels which equates to demand for 525 additional hotel rooms.

2.7. Launceston Accommodation

This sub-section surveys competitive accommodation and conferencing facilities in Launceston and potential new supply.

Choice location Strategists has identified 33 hotel and motel establishments in the Launceston area providing 1 624 rooms rated three or more stars. The Gorge Hotel's competitive set, in terms of location, facilities and standard of accommodation are listed in table 2.1:

Table 2.2: Gorge Hotel's main competitors

Venue	Street	Star Rating*	Room Capacity
Peppers Silo	99 Lindsay St	4.5	108
The Sebel Launceston	Cnr St John & William Strs	4.5	52
Country Club Tasmania	Country Club Avenue	4.5	104
Quality Hotel Colonial Launceston	31 Elizabeth St	4.5	70
Best Western Launceston	3 Earl St	4.5	116
Mercure Launceston	3 Brisbane St	4.5	43
Hotel Verge	50 Tamar St	5	86
Mantra Charles Hotel	287 Charles St	4	99
Hotel Grand Chancellor	29 Cameron St	4	165
Comfort Hotel Olde Tudor	229 Westbury Rd	4	62
Peppers Seaport Hotel	28 Seaport Blvd	4	60

Source: Choice Location Strategists, (Google search)

Accommodation additions opened in recent months include the 86 room *Hotel Verge* in Tamar Street, 18-room *Change Overnight* in York Street and *Stillwater Seven* (7 rooms) at Bridge Rd Launceston. In 2018 Pod Inn opened providing 36 'pod' style accommodation at 17-19 Wellington Street for budget-conscious visitors.

Planned new supply includes 145 rooms in the subject proposal, anticipated for completion in mid 2023, and a two-hotel complex adding a total 285 rooms proposed by Global Premium at 116-128 Cimitiere Street yielding a total 430 rooms.

Initially anticipated for completion in mid-2023, the construction timeframe for the Gorge Hotel may need to be extended by up to five years in the event of planning approval delays, or slower than anticipated recovery in the tourism market.

Our forecast model anticipates growth in room demand will exceed this projected additional supply by 2028-29.

The proposed Gorge Hotel includes the following advantages:

- Launceston's Leading attractions within easy walking distance: Cataract Gorge (within 350 metres), Tamar River front (100 metres) and Central Business District (400 metres);
- Large conference capacity
- Unique proposition of a rooftop cocktail bar-restaurant
- Generous on-site parking provision (space for 175 cars, expandable to 200);
- Contemporary landmark design.
- Interest from leading international hotel operators, Hyatt, InterContinental and Accor.

A hotel's affiliation or operating brand-name influences the profile of visitor attracted and sets an expectation of the guest experience. The proposed development has attracted interest from leading international hotel operators, Hyatt, Marriott and Accor which each have well-developed loyalty programs. Brand loyalty is an increasingly important factor as travellers choose to stay where they can earn rewards or use the rewards from the various frequent traveller loyalty programs.

The proposed Gorge Hotel is anticipated to enhance synergies with the nearby Penny Royal Complex. Penny Royal attracts an estimated 150 000 visitors annually. The existing Penny Royal accommodation offer presently hosts an estimated 50 000 guests annually. Given its close proximity and scope for cross-promotion the proposed Gorge Hotel is anticipated to grow visitation to Penny Royal and provide additional synergies.

2.8. Launceston Conference & Business Events Market

According to Exhibition and Event Association of Australasia business events such as conventions and conferences play a pivotal role in Australia's economic prosperity, boosting the visitor economy through domestic and international visitation (such as transport, hotels, retail and restaurants), facilitating small business growth by connecting buyers and sellers, facilitating knowledge sharing leading to innovation and business collaboration (both locally and globally) and providing a platform for international trade and investment.

The business event sector is large; EY found that in fiscal 2019 over 43.7 million people attended more than 484 000 business events (an average 90 persons per event) in Australia (*The Value of Business Events to Australia*, EY 2020). It found that these business events directly generated: \$35.7 billion in direct contribution, \$17.2 billion in direct value added, generated 229 000 direct jobs. The number of business events had increased by an average 3.3 per cent per annum between fiscal 2014 and fiscal 2019.

Meetings and conventions accounted for 95 per cent of these events and attracted 31.1 million attendees who each spent an average \$950. An average 0.41 jobs are created per meeting or convention.

Launceston's potential share of Tasmania's conference market is largely influenced by its conference venue capacity. The proposed Gorge Hotel will incorporate a 500-seat conference venue/function centre providing a significant boost to Launceston's business event market capacity.

Tourism Tasmania data indicates that over the five years to 30 June 2019 the island state hosted an average 35 600 visiting conference and convention attendees per annum. The overwhelming majority (91 per cent) of these attendees came from interstate (the remainder from overseas). Visiting attendee numbers have fluctuated quite markedly from year to year; attendees in fiscal 2019 at 31 500 were below average and 30% off the peak of 45 200 recorded in fiscal 2016. Attending a Conference and convention was the reason cited by 3.4 per cent of interstate visitors to Tasmania over the five-year period.

While all four Tasmanian tourism regions have conferencing capacity only Hobart and Launceston have venues with capacity for large events. Hobart has nine 500+ person venues (aggregate capacity 11 900 persons). Choice Location Strategists has identified 13 existing

conference venues across Launceston with an aggregate capacity of 4 744 persons. Four of these can accommodate 500 or more persons (six can accommodate 400 or more).

Gorge Hotel would increase Launceston's overall conference capacity by approximately 10.5 per cent and its large venue (500+) capacity by 17.5 per cent. In so doing, it is anticipated to grow the overall size of Tasmania's business event market and Launceston's share of that market.

3. Economic Impact Assessment

This section assesses the economic stimulus generated by the project on:

- direct expenditure and visitation to Launceston and Northern Tasmania,
- on economic output
- on gross value added
- On fulltime equivalent employment generated
- Conference activity in Launceston and Northern Tasmania
- Relationship with Launceston

It assesses the wider tourism benefits and synergies of the project on Launceston and Northern Tasmania.

3.1. Direct Expenditure and Visitation

The Gorge Hotel will add 145 rooms to Launceston's stock of luxury hotel accommodation.

Occupancy is expected to stabilise at around 70 per cent by year three of operation at which point the Gorge Hotel is projected to host approximately 62 900 guest nights annually. This includes an estimated 31 500 new guests induced to travel by the new facility underpinned by the existing loyalty schemes of a leading international operator.

Gorge Hotel guests are forecast to spend \$21.14 million per annum (on and off-site). It is estimated that **50** per cent of the guest expenditure (or \$10.6 million) will be new expenditure that is attracted to the region by the operation of the establishment.

3.2. Economic Output

The total economic output from the Gorge Hotel project is estimated at \$47.37 million per annum. This is equivalent to a 9.1 per cent boost to the estimated fiscal 2019 gross regional tourism product of Northern Tasmania.

3.3. Gross Value Added

The Gorge Hotel project is estimated to contribute \$28.25 million per annum in Gross Value Added (GVA) (equivalent to a 6 per cent increase) to the regional economy.

Table 3.1: Economic Overview of Northern Tasmania Tourism Sector

	Jun-11	Jun-12	Jun-13	Jun-14	Jun-15	Jun-16	Jun-17	Jun-18	Jun-19
Gross Value Added									
Direct	180.2	220.9	215.3	196.1	230.2	213.4	270.0	273.5	274.6
Indirect	136.1	177.4	163.8	143.0	176.8	158.6	198.6	193.6	194.4
Total	316.2	398.3	379.1	339.1	406.9	372.0	468.6	467.1	469.0
Gross Regional Product									
Direct	201.6	254.6	238.9	218.1	257.8	238.6	298.9	301.6	302.7
Indirect	151.8	199.5	182.9	158.6	195.6	175.5	220.8	214.5	217.4
Total	353.5	454.1	421.8	376.7	453.4	414.0	519.8	516.1	520.1
Persons Employed (000)									
Direct	3.7	4.4	4.2	3.6	4.4	4.0	4.9	4.8	4.8
Indirect	1.9	2.5	2.3	2.0	2.5	2.3	2.8	2.7	2.8
Total	5.6	6.9	6.5	5.6	6.9	6.2	7.7	7.5	7.6
Tourism Spending (\$m)	657.6	848.8	785.8	689.8	847.5	771.0	974.7	957.0	968.6

Source: Austrade Regional Tourism Satellite Accounts (2017-18)

3.4. Employment (Equivalent Full Time - EFT)

3.4.1 Construction Employment

Choice Location Strategists has estimated a construction and fitout cost of approximately \$52.8 million (or average \$364 000 per room).

The construction phase will create an estimated 300 full time equivalent (FTE) jobs over a two-year construction period. Of this, 103 are direct jobs (mainly on-site) and 197 are indirect type 1 (typically supply chain) jobs. The wages and salaries are valued to be \$21.91 million. The project would indirectly support a further 187 jobs earning \$10.45 million income in the Launceston and Northern Tasmania region.

3.4.2 Operational (ongoing) Employment

Post completion the hotel operations will generate an estimated 211 FTE jobs. Of these, 180 are direct jobs and 31 are indirect type 1 (supply chain) jobs. The direct jobs include the 175 hotel employees, 5 retail and other on-site employees and all other employment generated in the Launceston and Northern Tasmania region by visitor and resident expenditure. The wages and salaries are valued to be \$13.17 million per annum and will be mainly directed to the retail and hospitality sectors.

The demands and needs generated by these employees are expected to support an additional 69 jobs throughout the community, **90%** of these are estimated to be based within the Launceston and Northern Tasmania region. The total employment is estimated at 281 FTE earning \$19.46 million annually.

4. Conclusions

Over the past eight years Launceston has enjoyed robust growth in visitor numbers and Choice Location Strategists forecasts a recovery in accommodation demand levels to 2019 levels by the end of 2024 coinciding with the anticipated completion of the proposed Gorge Hotel under best case scenario.

Post-pandemic Tasmania is likely to benefit from greater domestic visitation associated with a domestic redirection of outbound travel frustrated by ongoing international travel restrictions. While international visitation to Tasmania may not resume this year and international visitor numbers may remain subdued for some time, the higher yielding domestic segment was already growing in importance prior to the Shutdown, increasing its market share from 67 per cent in 2011 to 70 per cent by 2019.

Launceston has a requirement for additional capacity to meet forecast intermediate term demand. The 2017 BDA report identified the need for new supply into Launceston to avoid demand being constrained by a lack of capacity. Assuming recent propensity to stay in hotels holds constant, Choice Location Strategists forecasts that by 2030 Launceston's demand for accommodation in terms of guest nights and room nights occupied will be 37 per cent higher than mid-2019 levels. This equates to demand for an additional 525 rooms, indicating a market appetite to absorb the additional capacity added by the proposed development together with other seriously entertained development proposals. The model projects market demand for an additional 147 rooms by the mid-2026.

The additional capacity and drawing power of the proposed 145-room Gorge Hotel Development run by an international operator is anticipated to induce an element of visitor demand and associated tourism consumption that Launceston would not otherwise experience. Brand loyalty is an increasingly important factor as travellers choose to stay where they can earn rewards or use the rewards from the various frequent traveller loyalty programs.

The proposed 500-seat conference venue/function centre provides Launceston scope to grow the lucrative convention and event segment, boosting Launceston's business event market capacity by approximately 10.5 per cent and its large venue (500+) capacity by 17.5 per cent. In so doing, it is anticipated to grow the overall size of Tasmania's business event market and Launceston's share of that market.

On completion, Gorge Hotel guests are forecast to spend \$21.14 million per annum (current dollars, on and off-site). It is estimated that 50 per cent of the guest expenditure (or \$10.6 million) will be new expenditure that is attracted to the region by the operation of the establishment.

The Gorge Hotel project is estimated to contribute \$28.25 million per annum in Gross Value Added (GVA) (equivalent to a 6 per cent increase) to the regional economy.

The construction phase will create an estimated 300 full time equivalent (FTE) jobs over a two-year construction period generating wages and salaries income worth \$21.91 million. The project would indirectly support a further 187 jobs earning \$10.45 million income in the Launceston and Northern Tasmania region.

Post completion the hotel operations will generate an estimated 211 FTE jobs including 180 are direct jobs within the development. The wages and salaries are valued to be \$13.17 million per annum and will be mainly directed to the retail and hospitality sectors.

The demands and needs generated by these employees are expected to support an additional 69 jobs throughout the community, **90%** of these are estimated to be based within the Launceston and Northern Tasmania.

5. Appendices

5.1. Economic Impact Tables

Table 5.1: Construction Impact

All	Output (\$m)	GVA (\$m)	Income (\$m)	Employment (EFT)
Direct Impact	\$54.30 m	\$13.97 m	\$7.11 m	103
Indirect Impact (type 1)	\$54.99 m	\$23.75 m	\$14.80 m	197
Sub-Total	\$109.29 m	\$37.72 m	\$21.91 m	300
Indirect Impact (type 2)	\$37.34 m	\$21.19 m	\$10.45 m	187
Total Impact	\$146.63 m	\$58.91 m	\$32.36 m	488

Table 5.2: Hotel & Retail Operational Impact

All	Output (\$m)	GVA (\$m)	Income (\$m)	Employment (EFT)
Direct Impact	\$21.14 m	\$12.77 m	\$9.80 m	180
Indirect Impact (type 1)	\$9.58 m	\$4.81 m	\$3.37 m	31
Sub-Total	\$30.71 m	\$17.57 m	\$13.17 m	211
Indirect Impact (type 2)	\$16.66 m	\$10.68 m	\$6.29 m	69
Total Impact	\$47.37 m	\$28.25 m	\$19.46 m	281

5.2. Assumptions and Inputs

Table 5.3: Hotel Occupancy and Revenue

	Year 1	Year 2	Year 3	Year 4	Year 5
Rooms	145	145	145	145	145
Occupancy %	55%	65%	70%	70%	70%
Room Nights	29 109	34 401	37 048	37 048	37 048
Guest Nights	49 427	58 413	62 908	62 908	62 908
Average Room Rate	\$285	\$293	\$301	\$309	\$317
		2.75%	2.75%	2.75%	2.75%
Guest Revenue (\$m)					
Accommodation	\$8.30 m	\$10.08 m	\$11.15 m	\$11.45 m	\$11.74 m
Food & Beverage	\$0.98 m	\$1.19 m	\$1.32 m	\$1.36 m	\$1.39 m
Retail & Services	\$0.70 m	\$0.85 m	\$0.94 m	\$0.96 m	\$0.99 m
	\$9.98 m	\$12.12 m	\$13.41 m	\$13.77 m	\$14.12 m

CHOICE LOCATION STRATEGISTS

+61 437 014 090

www.choicelocationstrategists.co

99 Arthur Street

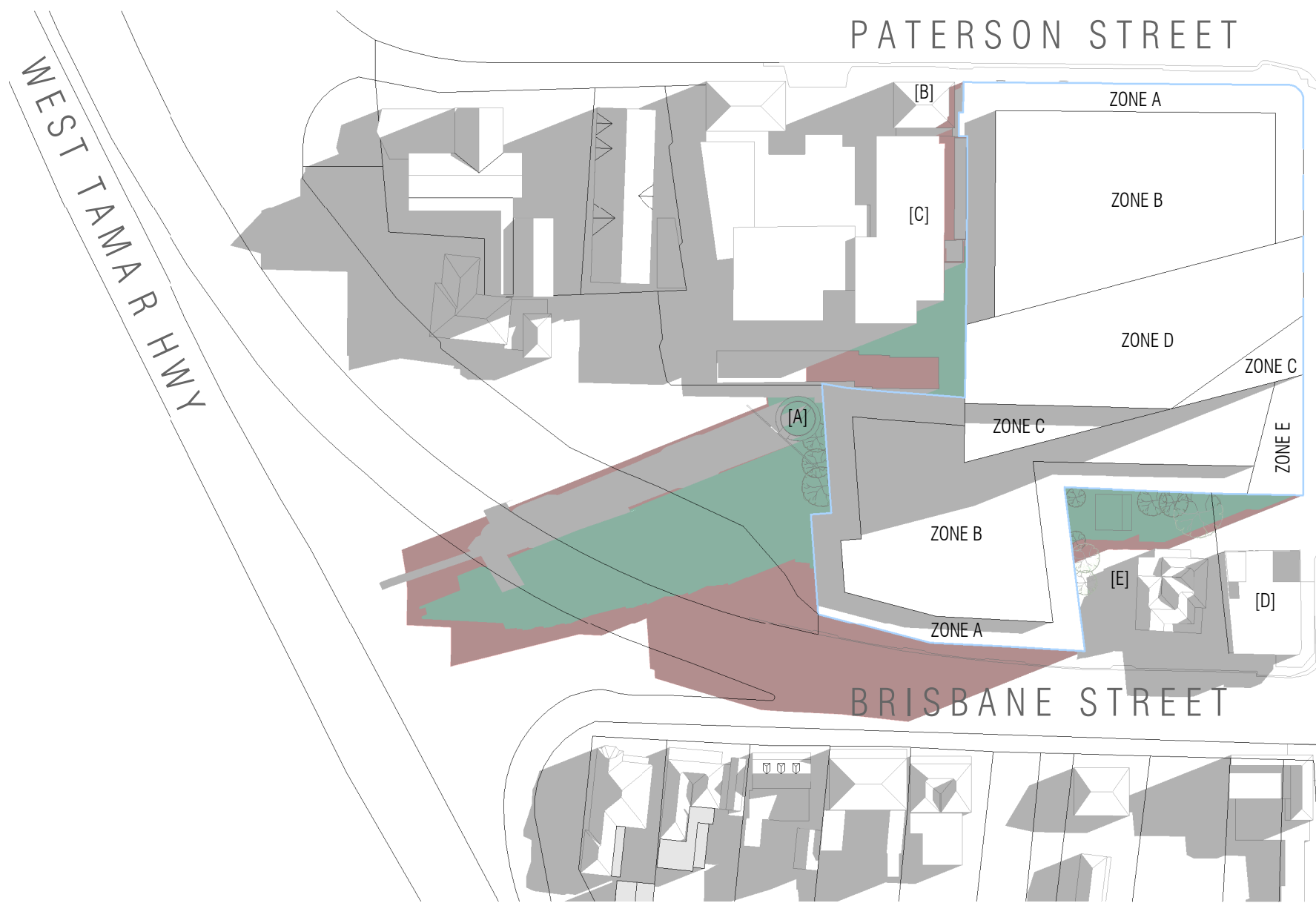
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Appendix J – Shadow Diagrams

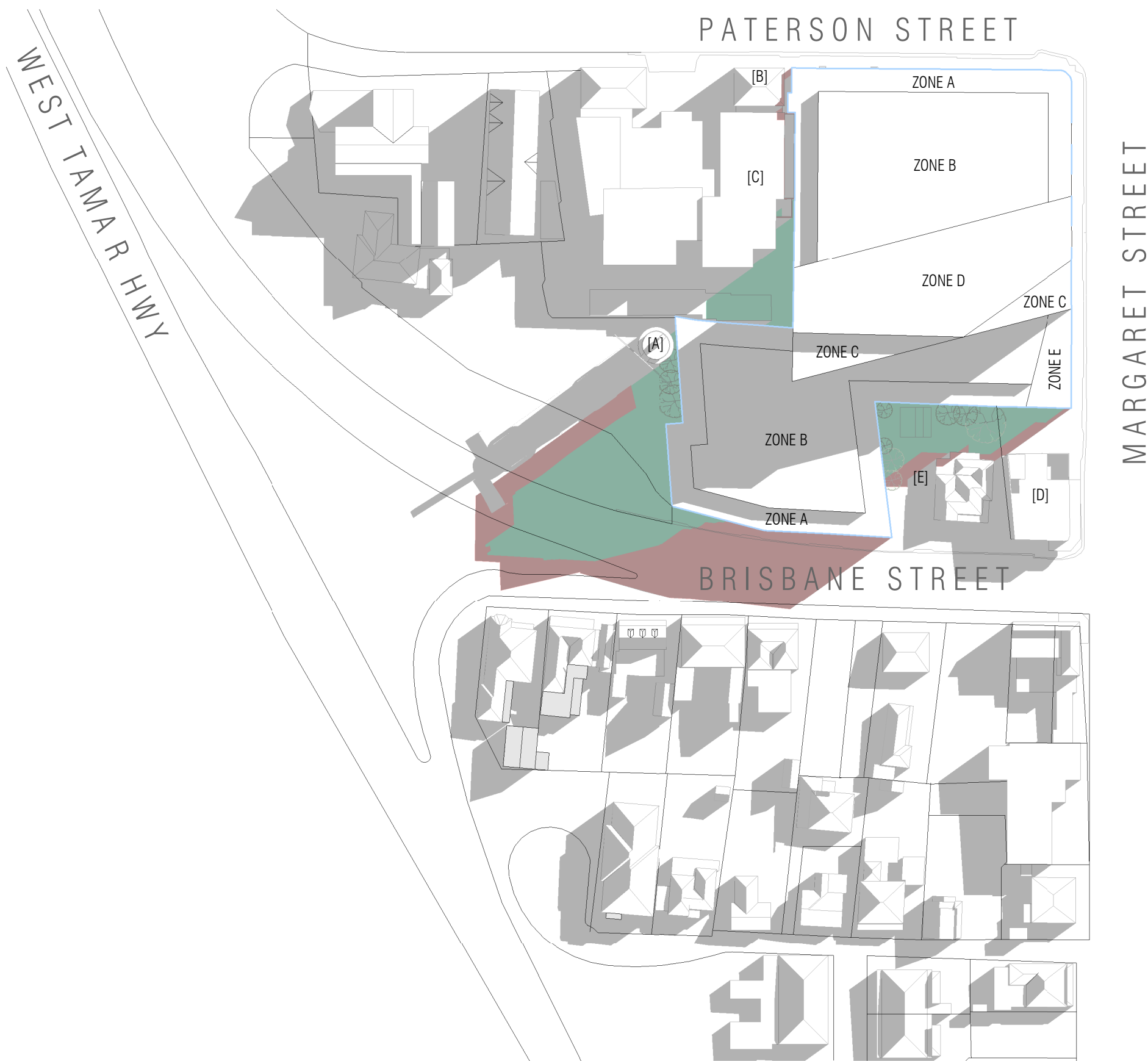




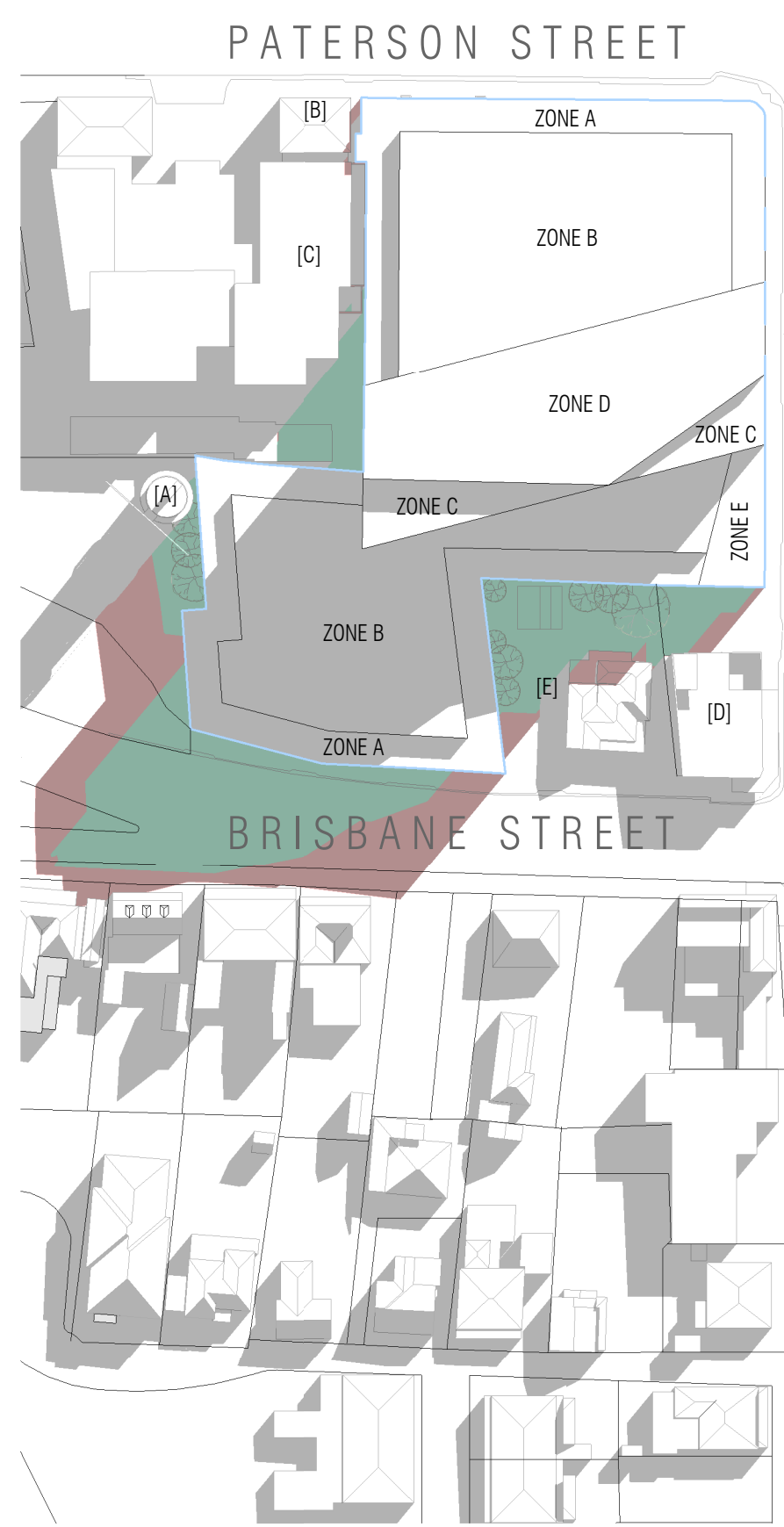
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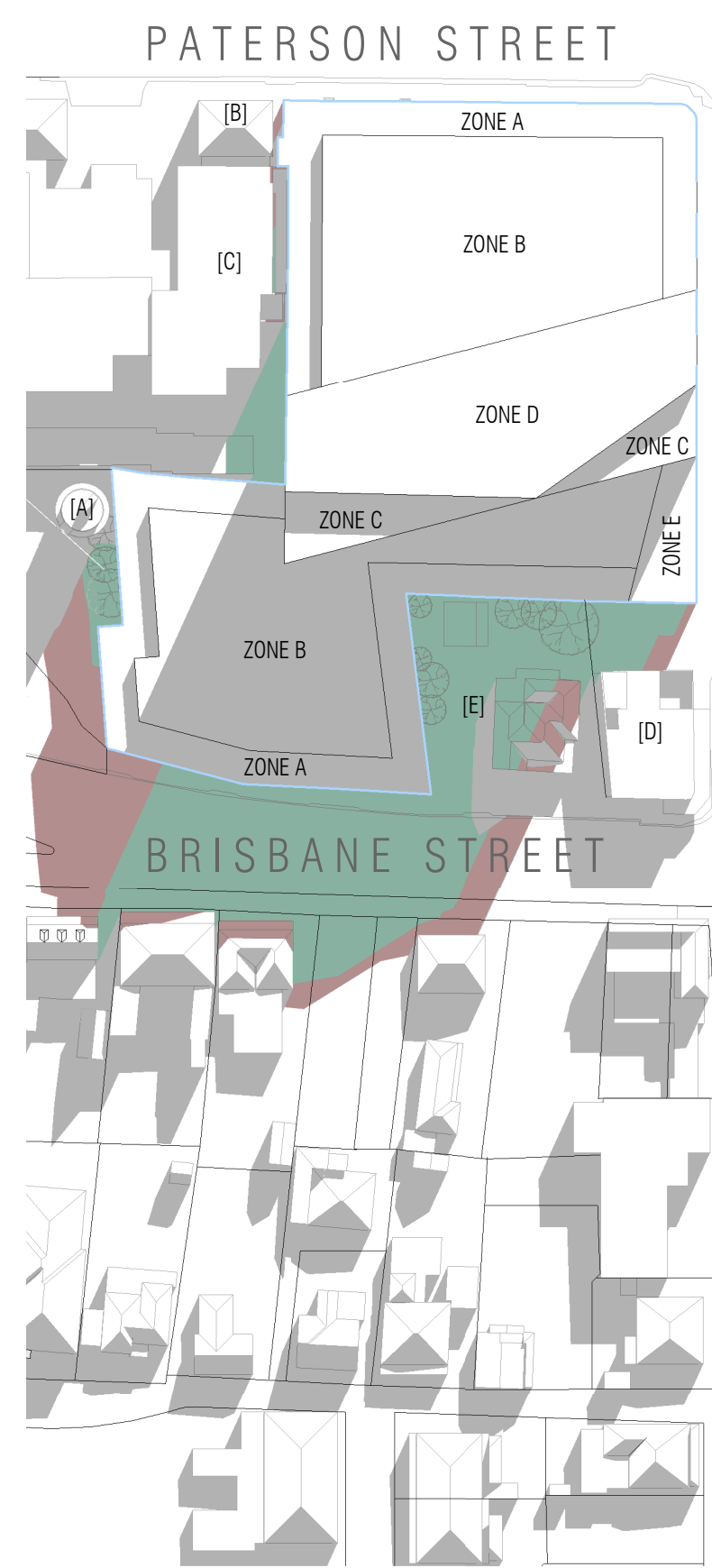
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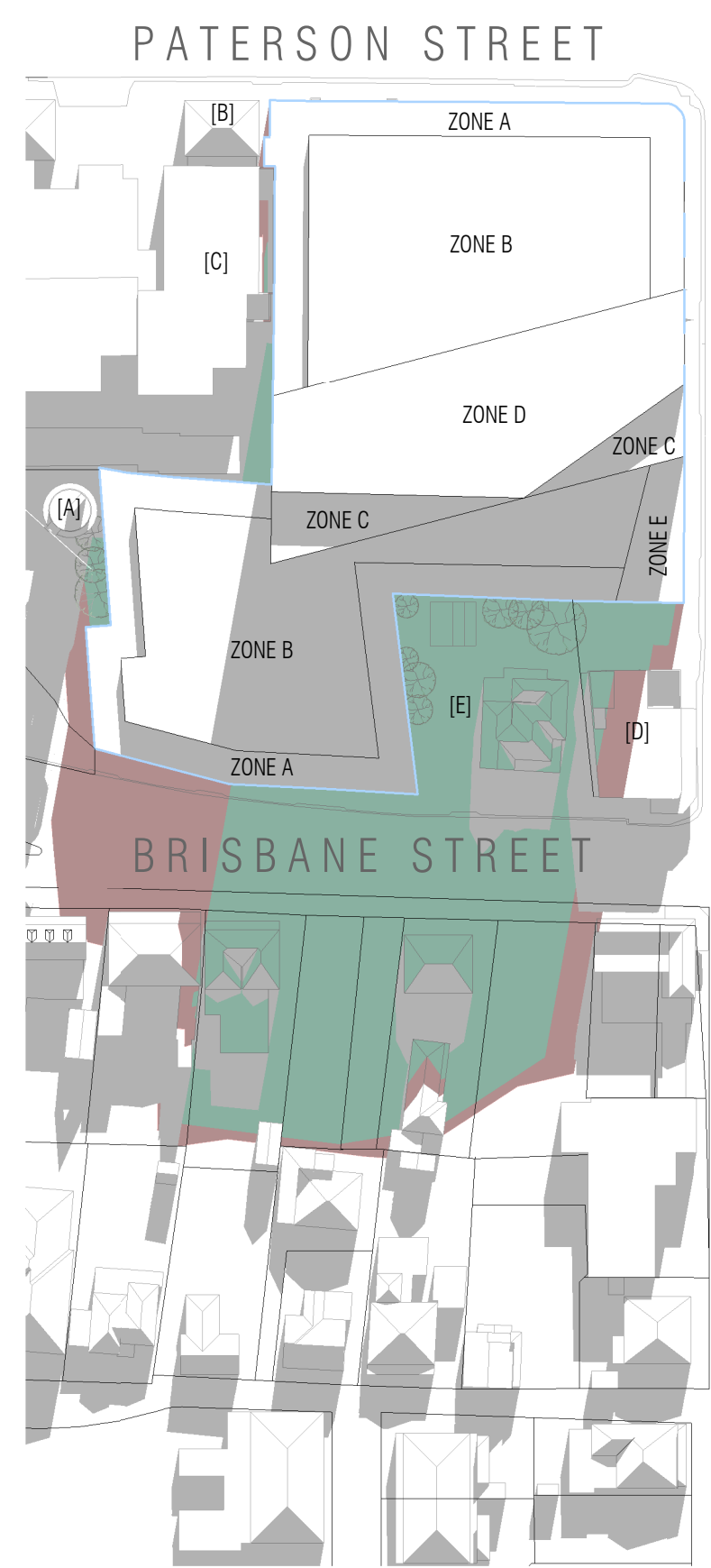
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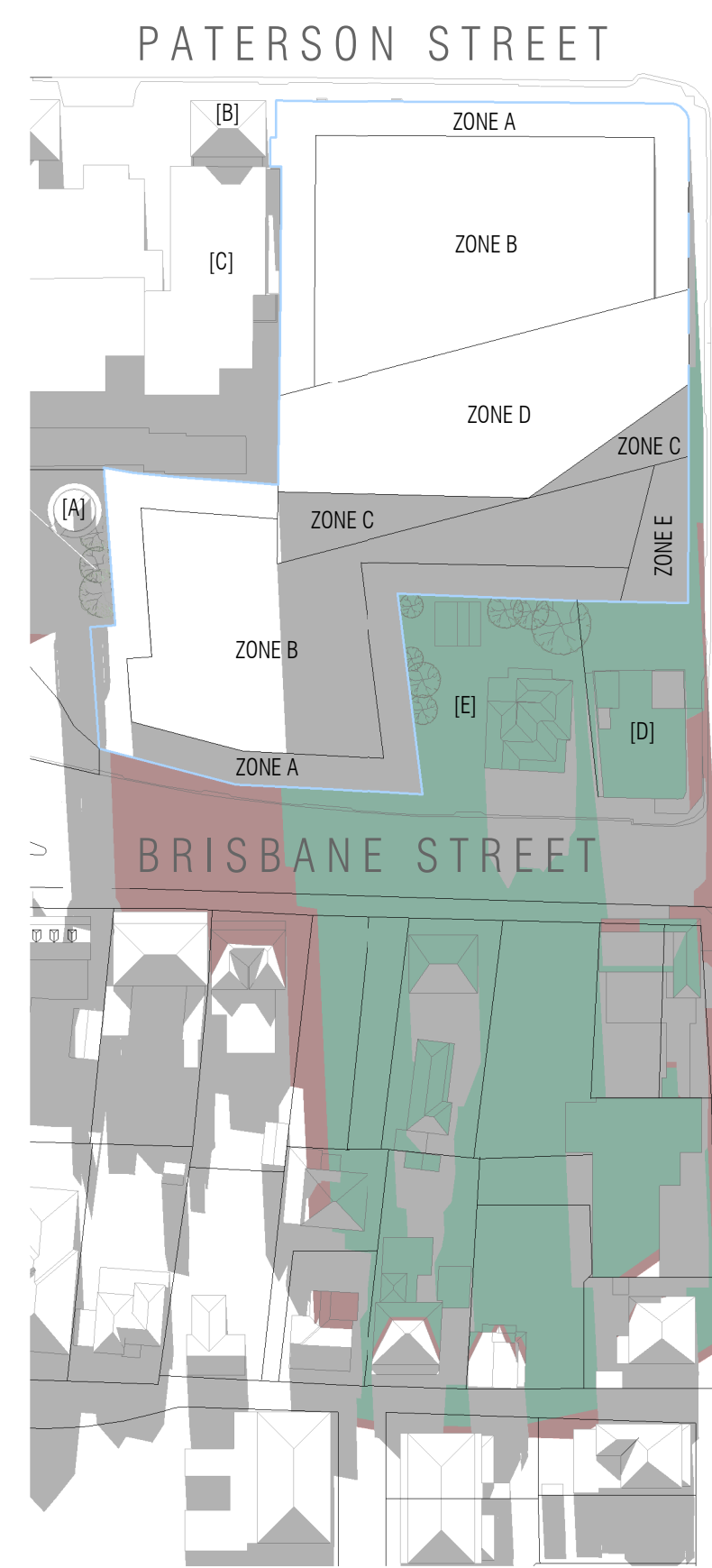
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SHADOWS - JUNE 21 - 1PM



SHADOWS - JUNE 21 - 2PM



SHADOWS - JUNE 21 - 3PM

COLOUR LEGEND

- EXISTING SHADOWS
- ADDITIONAL SHADOWS FROM PROPOSED GORGE HOTEL (STAGE 1 + STAGE 2) (BEYOND EXISTING SHADOWS)
- ADDITIONAL SHADOWS FROM PROPOSED SAP ZONES (BEYOND EXISTING + GORGE HOTEL SHADOWS)
- SUBJECT SITE BOUNDARY

SHADOW COMPARISON ANALYSIS UNDERTAKEN BEYOND SUBJECT SITE BOUNDARY
ZONES WITHIN SUBJECT SITE REFER TO SAP ZONES

NEIGHBORING PROPERTIES

- (A) EXISTING WINDMILL
- (B) CATARACT ON PATERSON (restaurant on ground, apartments over)
- (C) CATARACT APARTMENTS (three storey mixed-use building)
- (D) GOLDEN BRUMBY CHINESE RESTAURANT (double storey commercial / residential building)
- (E) EXISTING HOUSE (OWNED BY CLIENT) (single level house)

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THE GORGE HOTEL TOWN PLANNING

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P: +61 3 9525 3855

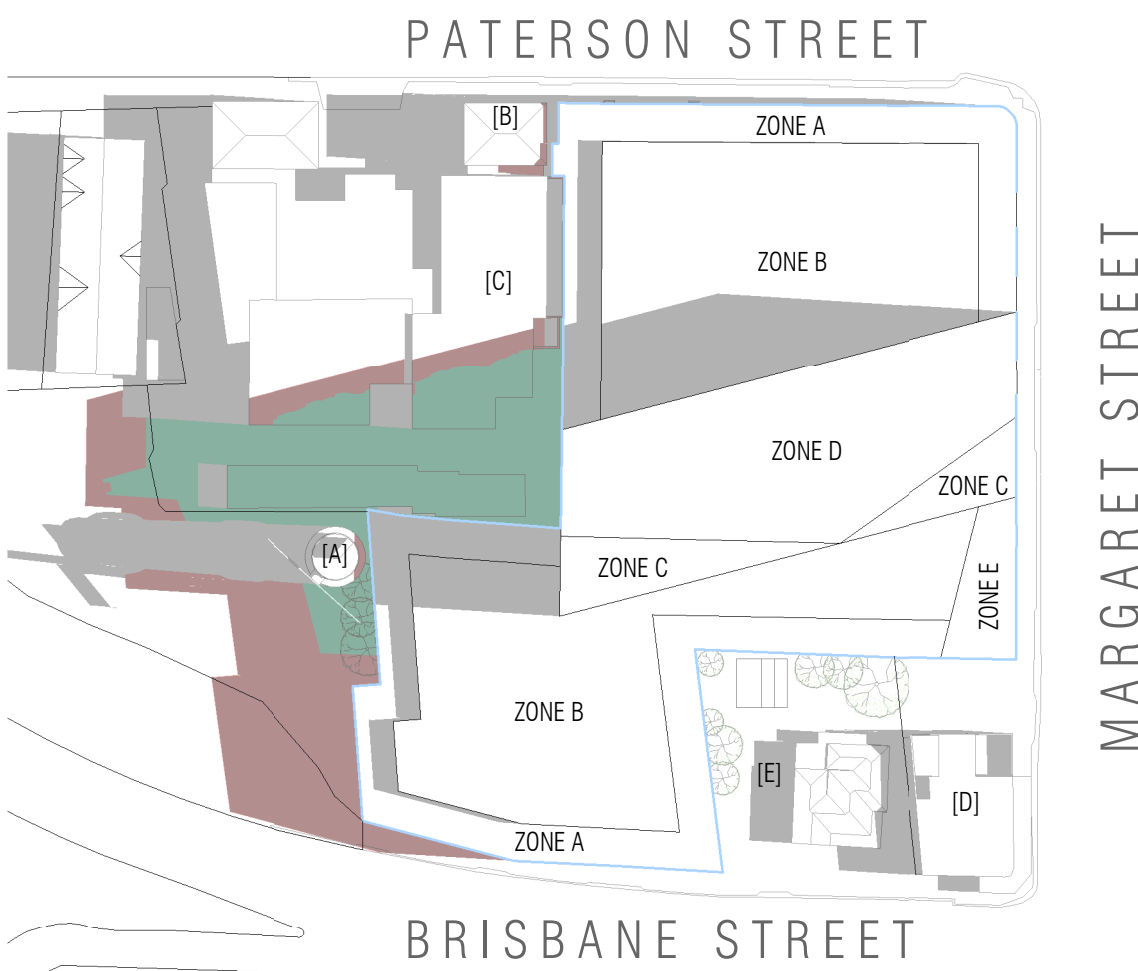
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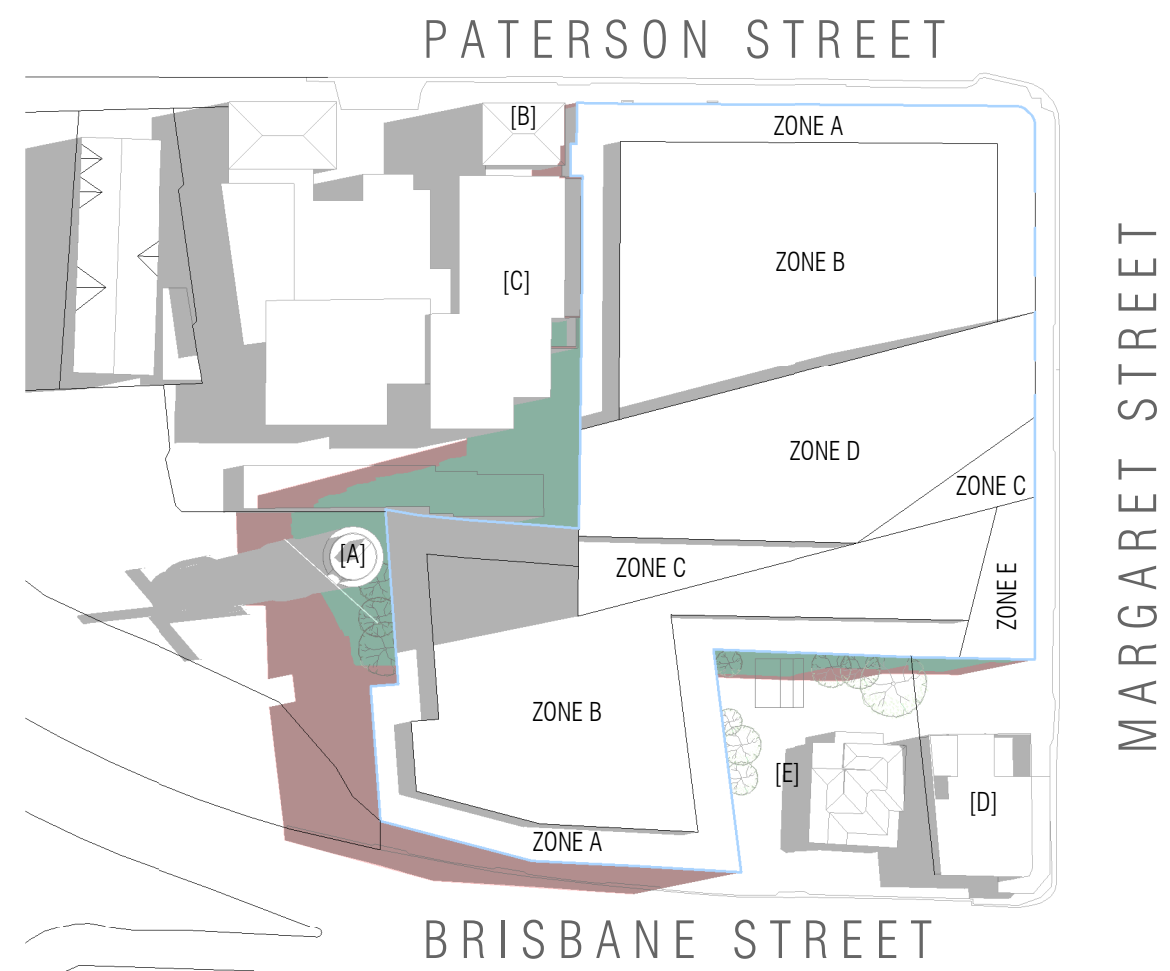
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PATERSON / MARGARET ST LAUNCESTON, TAS	
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SHADOW DIAGRAMS - JUNE 21	

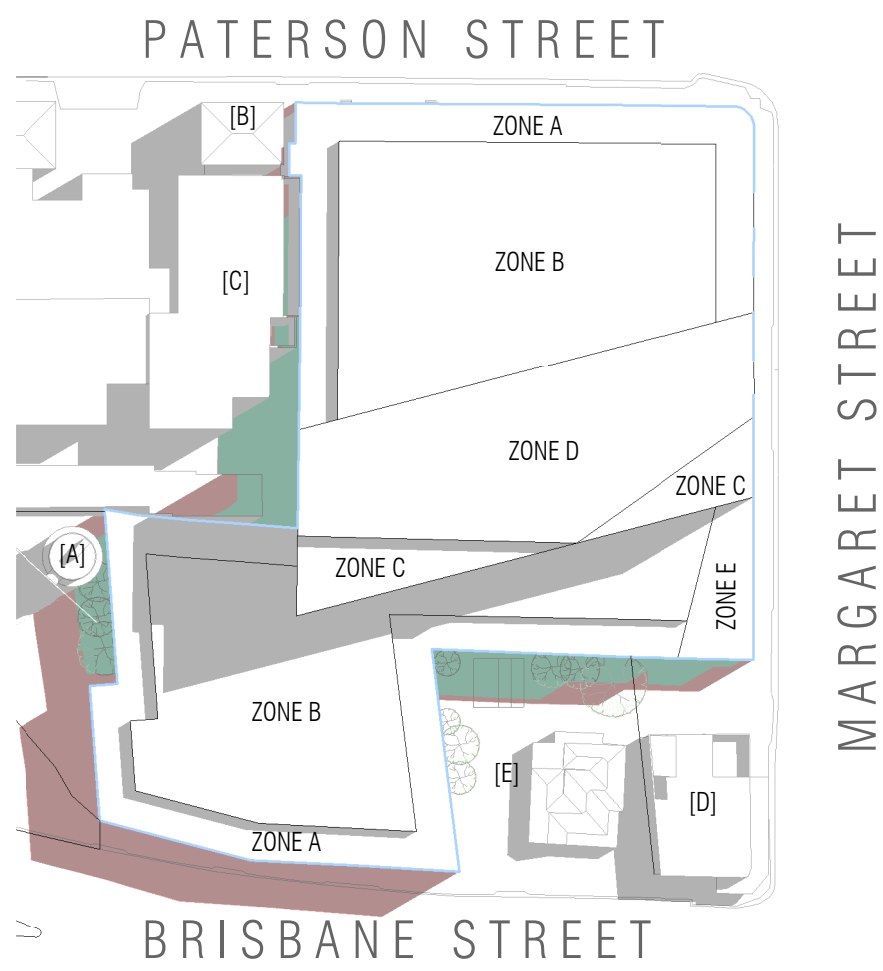
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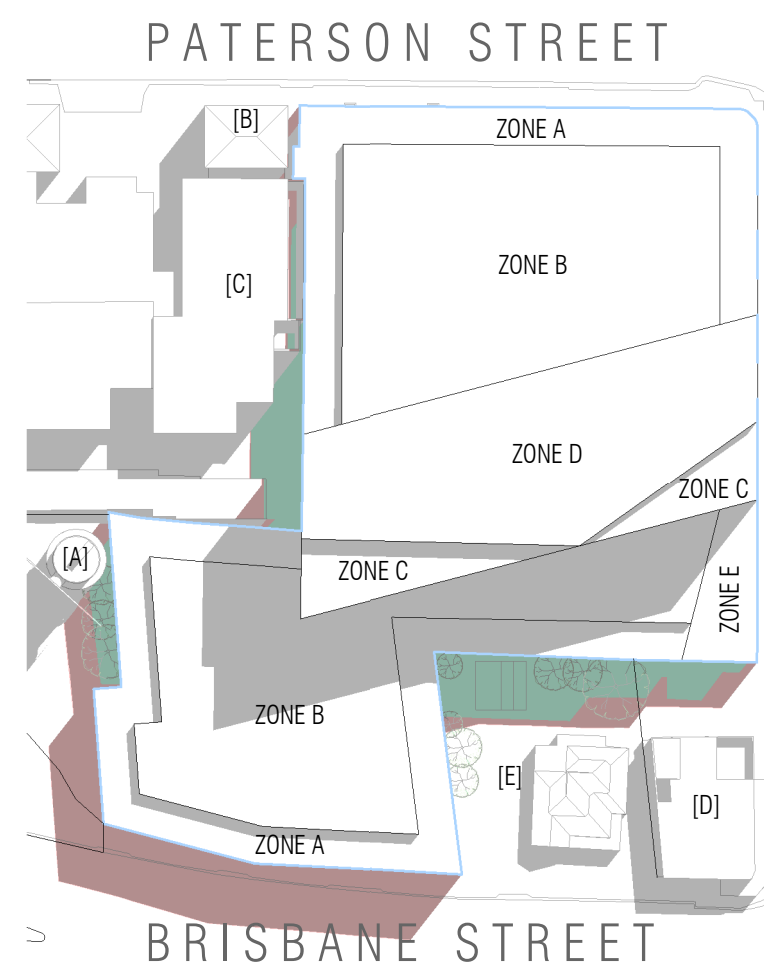
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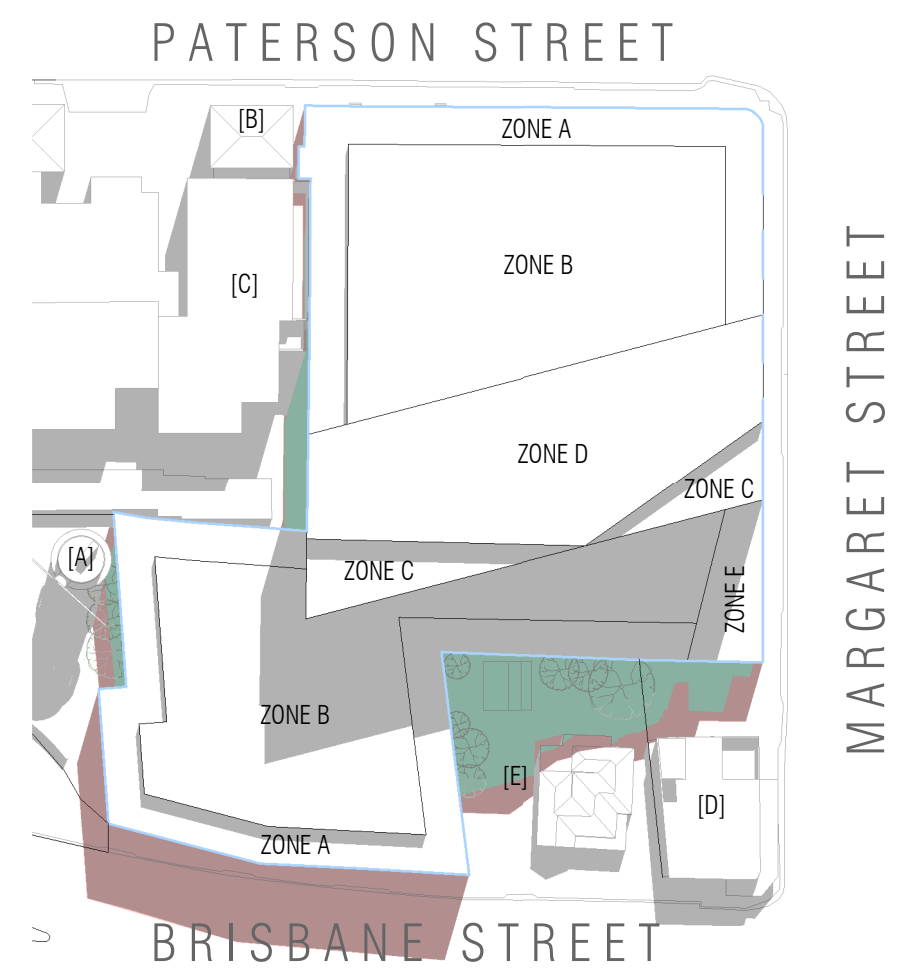
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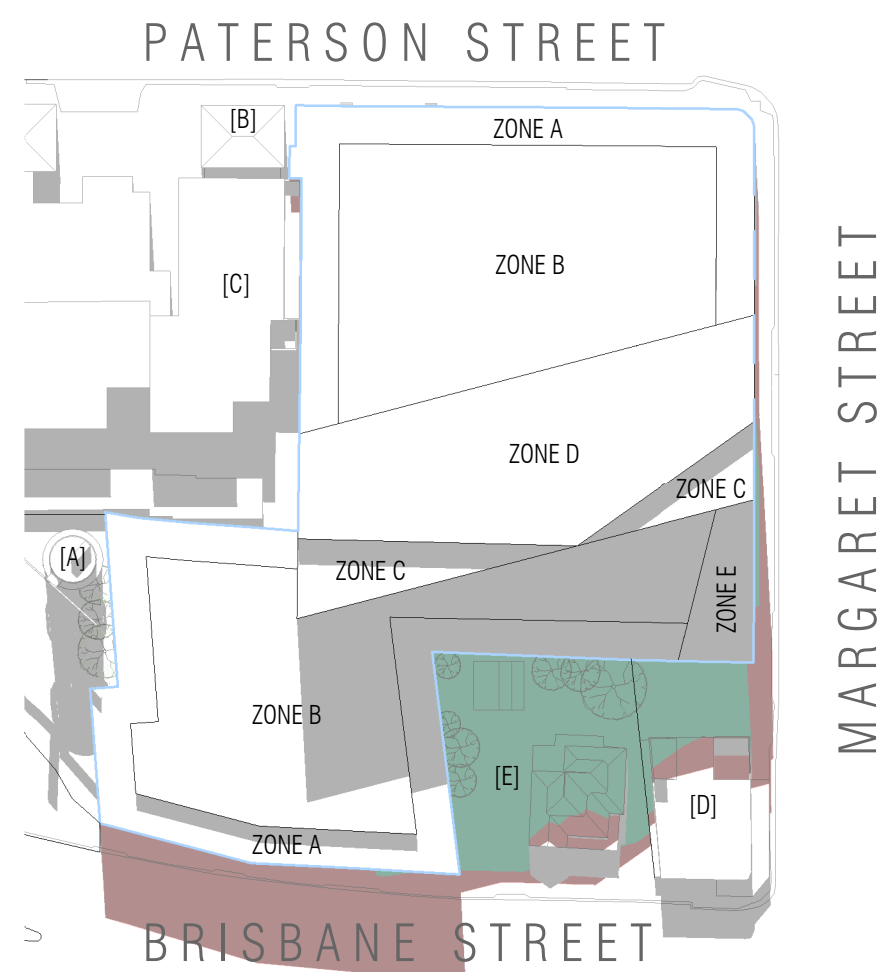
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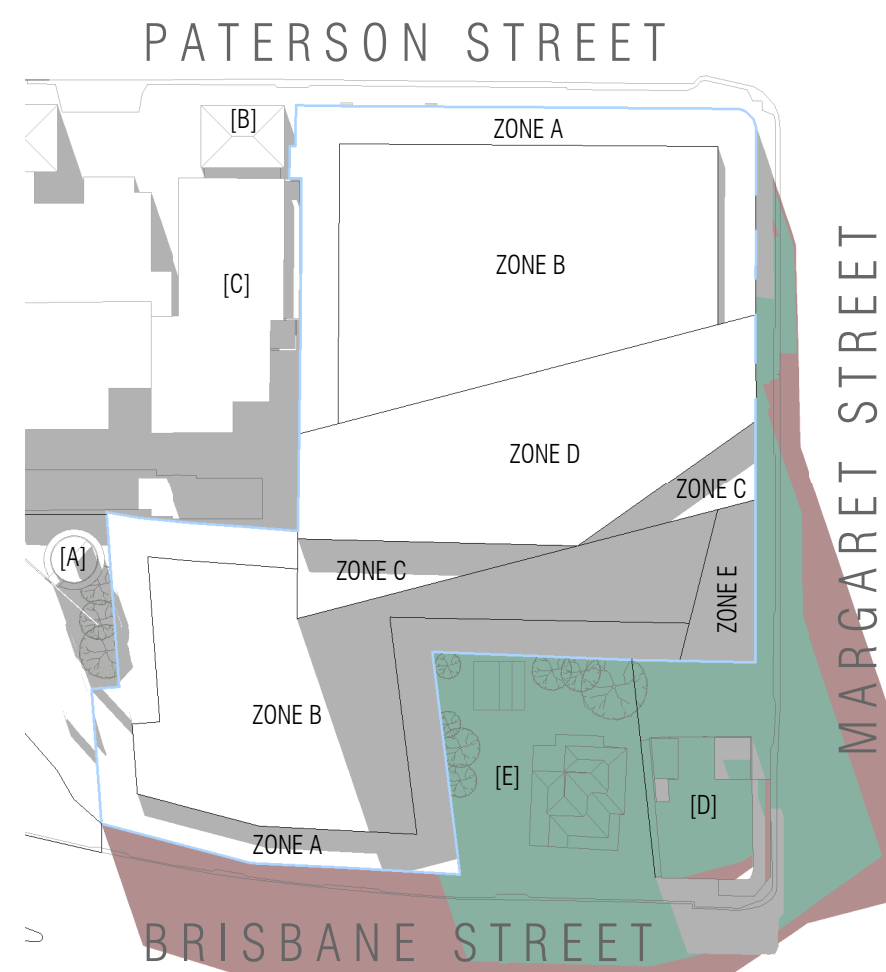
SHADOWS - SEP 21 - 12PM



SHADOWS - SEP 21 - 1PM



SHADOWS - SEP 21 - 2PM



SHADOWS - SEP 21 - 3PM

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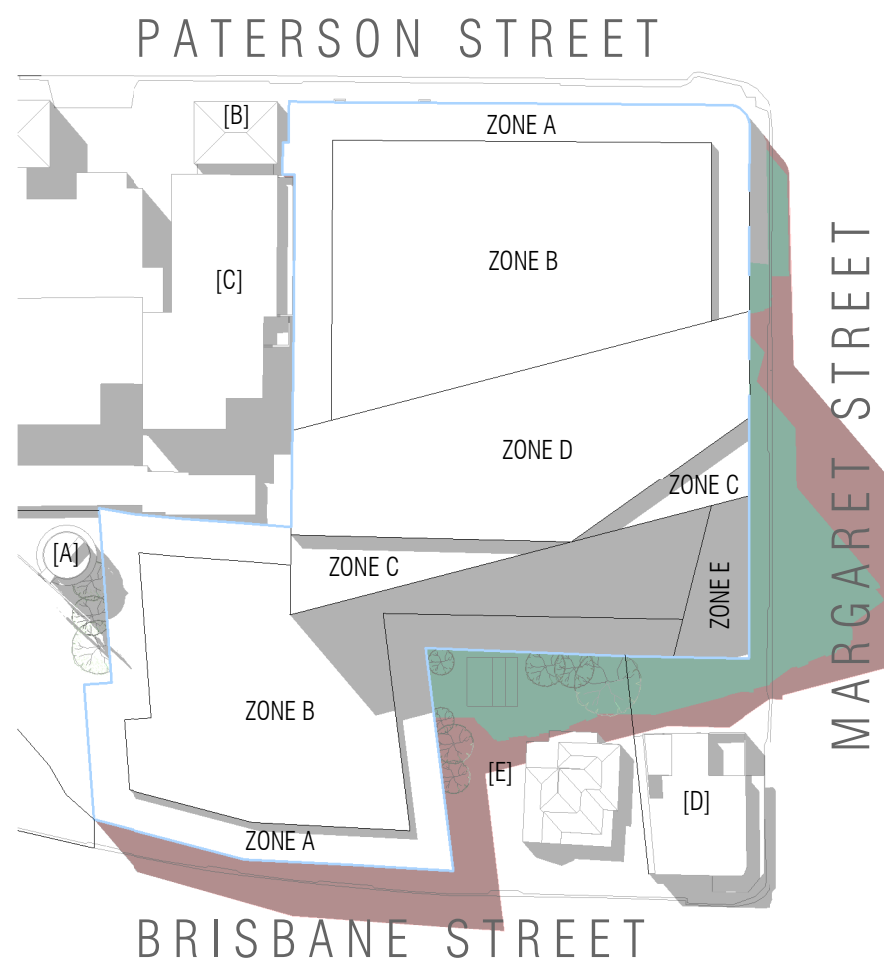
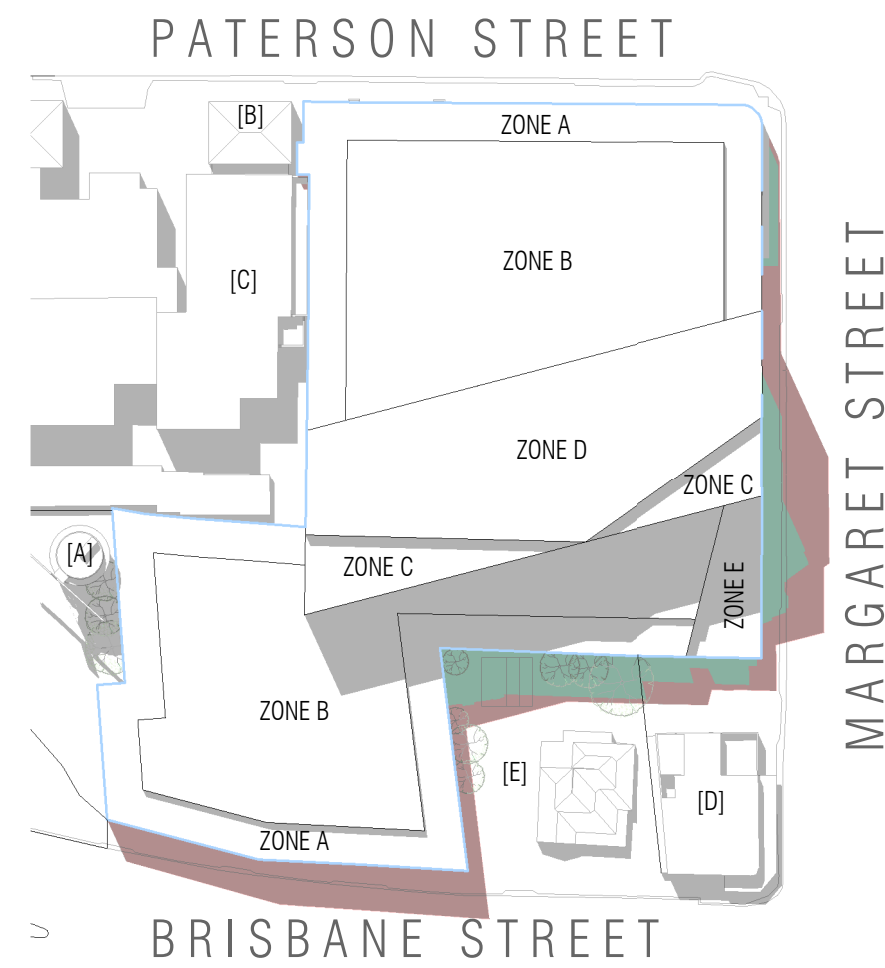
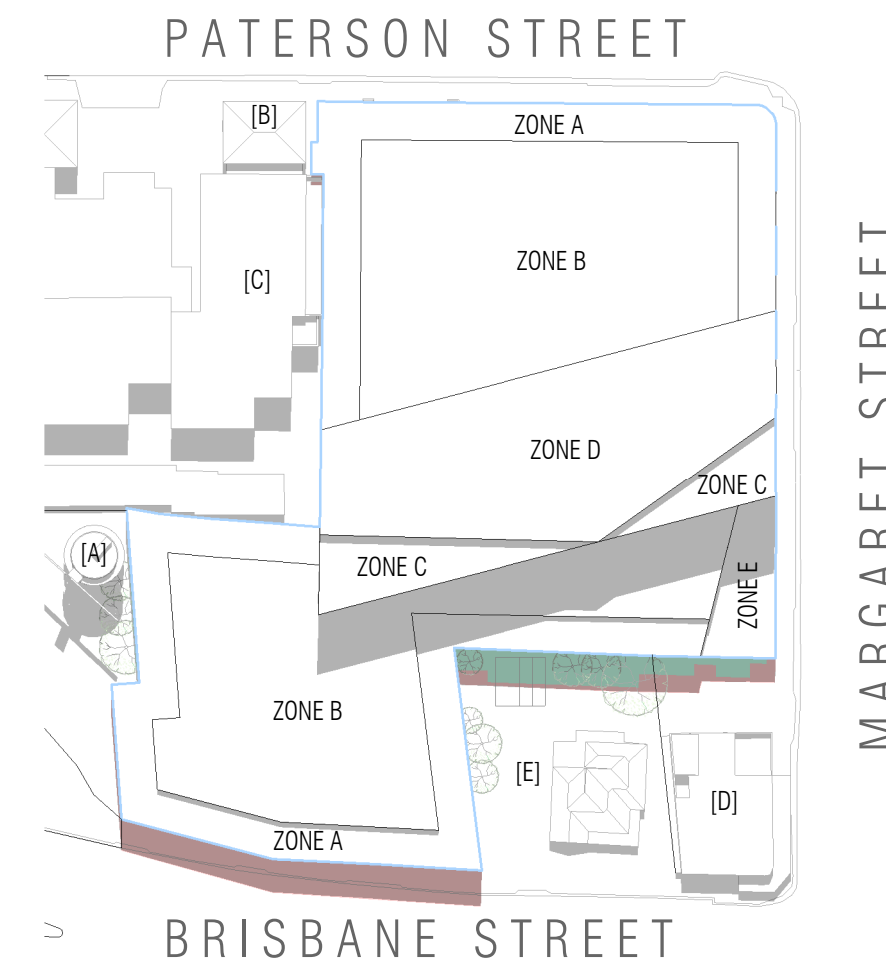
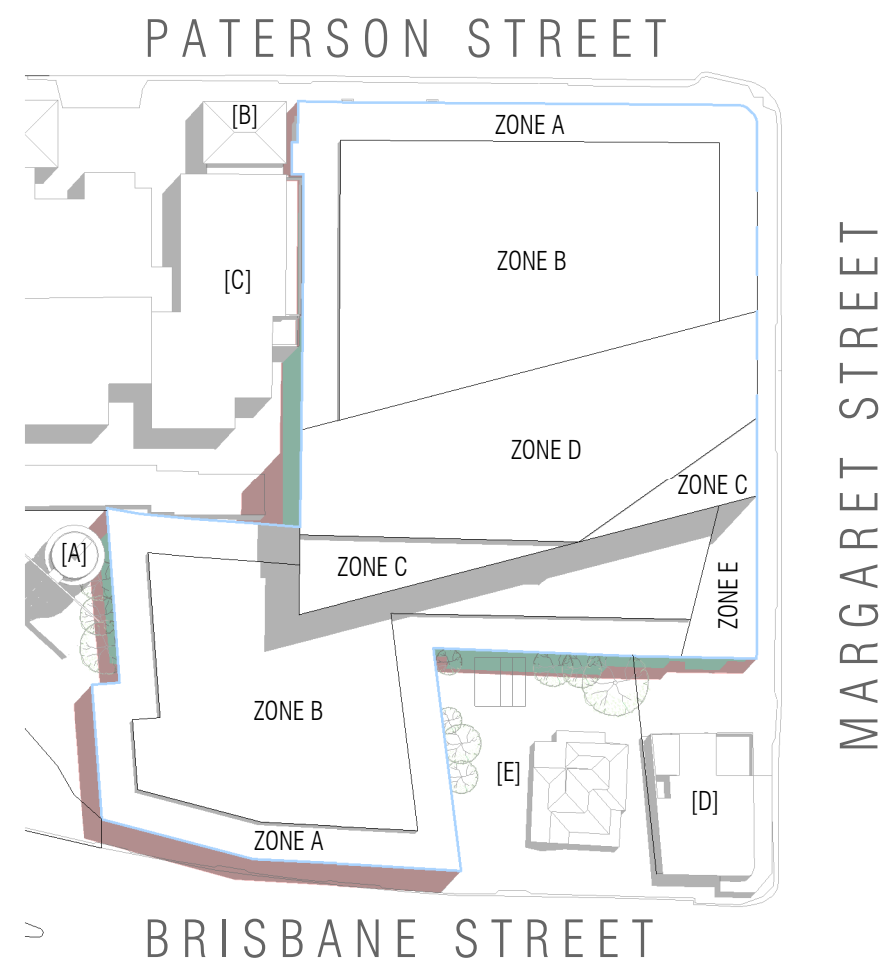
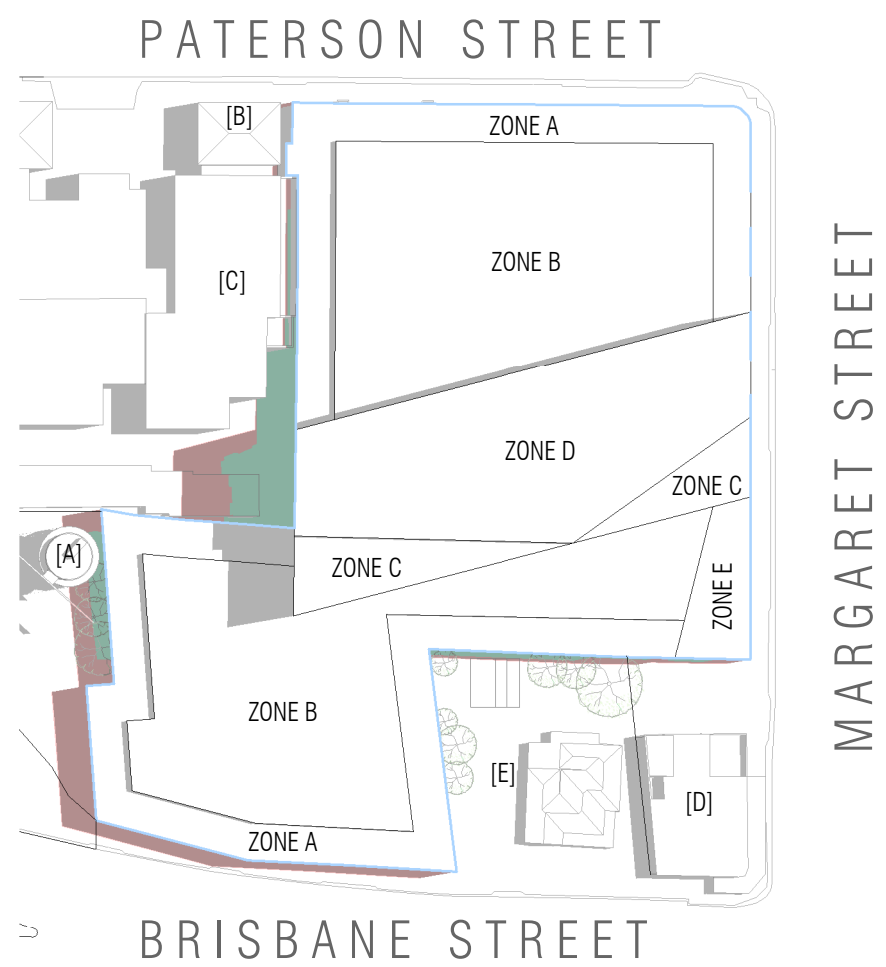
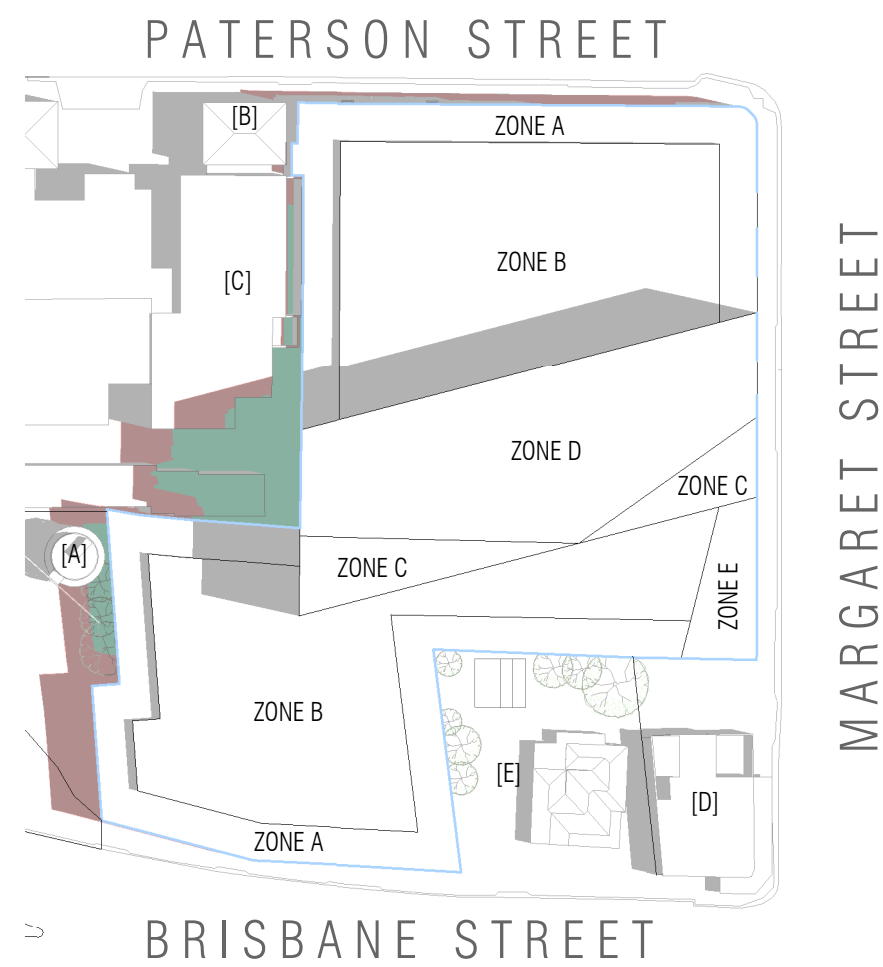
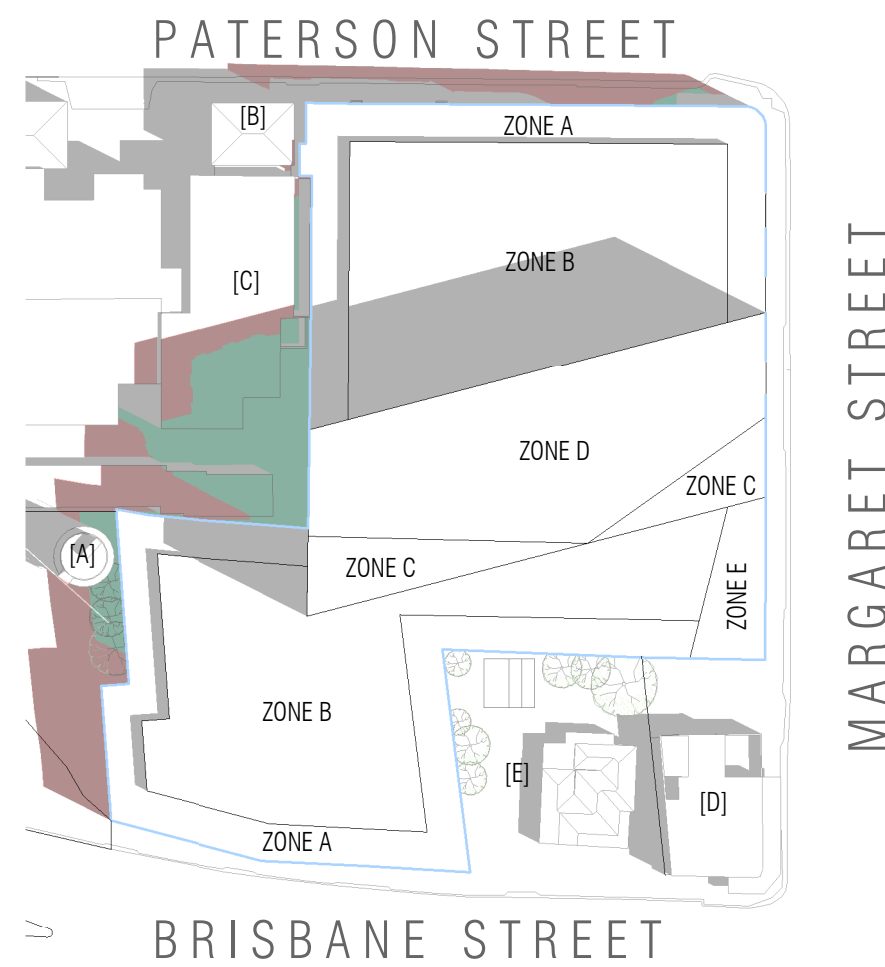
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SHADOW DIAGRAMS - SEPTEMBER 21

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COLOUR LEGEND	
	EXISTING SHADOWS
	ADDITIONAL SHADOWS FROM PROPOSED GORGE HOTEL (STAGE 1 + STAGE 2) (BEYOND EXISTING SHADOWS)
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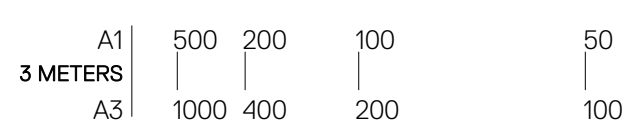
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CBG



CONTACT

Commercial
Project Delivery

PO Box 210
Newstead
TAS 7250

Chloe Lyne
Planning Development Consultant

+61 408 397 393
chloe@cpdelivery.com.au
www.cpdelivery.com.au