

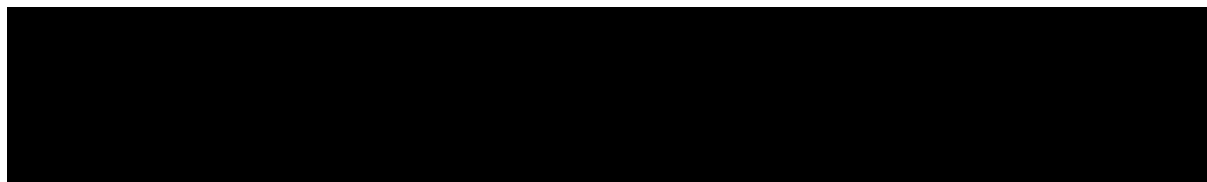
TASMANIAN PLANNING COMMISSION



DECISION

Permit	MPP2601 – Kangaroo Bay Hotel
Proponent	Chambroad Overseas Investment Australia Pty Ltd
Date of decision	19 October 2026

Under section 60ZZM of the *Land Use Planning and Approvals Act 1993* the Development Assessment Panel (the Panel) has determined to grant a major project permit for the Kangaroo Bay Hotel Major Project (the project) subject to the conditions and restrictions set out in the major project permit. The Panel finds that the major project is an effective and appropriate use and development of the project land.



Pam Allan	Michael Hogan	Alex Brownlie	Jamieson Allom
Chairperson	Member	Member	Member

FINAL ASSESSMENT REPORT

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Background

Major project

On 16 October 2024, the Minister for Housing and Planning declared the Kangaroo Bay Hotel a major project under section 60O(1) of the *Land Use Planning and Approvals Act 1993* (the Act). A copy of the [declaration](#) (PDF, 726 KB)¹ is available online.

Chambroad Overseas Investment Australia Pty Ltd is the proponent for the project, which proposes use and development at 78 Cambridge Road on the eastern shore of Timtumili Minanya/River Derwent.

The proposed use and development includes a hotel with 155 rooms, restaurant, bar and function spaces, and four separately operated commercial tenancies in a multistorey building. The proposal also includes publicly accessible landscaped open spaces and access ways, off-street parking, signage, lighting and site servicing works.

Assessment criteria

The Panel determined [assessment criteria](#) (PDF, 333KB)² in relation to the major project under section 60ZM of the Act on 25 February 2025.

The assessment criteria set out the matters to be addressed in the major project impact statement (MPIS) in relation to the Kangaroo Bay Hotel Major Project.

Major project impact statement

The proponent provided the Panel with a MPIS on 3 March 2026 as required by section 60ZS of the Act.

The MPIS is a statement from the proponent that addresses the matters that are set out in the assessment criteria.

After receiving further information from City of Clarence, as requested by the Panel under section 60ZW of the Act, and preliminary advice from TasWater as a participating regulator, the Panel prepared an initial assessment report on the degree to which the MPIS addressed the assessment criteria.

The MPIS and initial assessment report can be viewed on the [Commission website](#)³.

¹ https://www.planning.tas.gov.au/__data/assets/pdf_file/0009/785961/Major-Project-Kangaroo-Bay-Hotel-Minister-for-Housing-and-Planning-Notice-of-Declaration-16-October-2024.PDF

² https://www.planning.tas.gov.au/__data/assets/pdf_file/0004/800608/Assessment-criteria-Kangaroo-Bay-Hotel-Major-Project-25-February-2025.PDF

³ <https://www.planning.tas.gov.au/>

Representations

The Panel publicly exhibited the project, including the proponent's MPIS and the Panel's initial assessment report, from 2 June to 1 July 2026 under section 60ZZB of the Act.

Twenty-seven representations were received in relation to the project. The representations provided a variety of views on the following general matters:

- Parking and traffic effects
- Built form, visual and landscape effects
- Impacts on amenity
- Effects on the economy and activation of the local area
- Emergency management and incident response
- Public open space and public access
- Environmental values and hazards
- Site services and infrastructure
- Aboriginal heritage and values

The Panel considered all representations. A number of representations raised issues that are outside the scope of the Panel's consideration, including court actions relating to the project land, commentary relating to the project proponent, and land management issues outside the scope of the Act.

A list of representors is at Attachment A.

Hearing

In accordance with section 60ZZE of the Act, the Panel held a hearing in respect of the project and the representations.

The hearing was held at the Commission's office on Level 3, 144 Macquarie Street, Hobart on 4, 5, 6 and 7 August 2026. The hearing was then adjourned and reconvened on 27 August 2026 for further consideration of potential permit conditions and restrictions.

All representors were provided the opportunity to participate in the hearing and provide further written submissions. The hearing primarily focused on the following matters:

- Traffic and parking
- Visual and landscape effects
- Public space and access/cycling paths
- Environmental matters
- Aboriginal heritage and values
- Economics and activation
- Procedural matters
- Potential permit conditions

The Panel considered all matters raised at the hearing.

Participating regulator

The participating regulator for the major project is TasWater.

Final assessment report

The final assessment report (this report) is a report that the Panel must prepare under section 60ZZN of the Act after making a decision in relation to the project, setting out:

- (a) the reasons for the decision; and
- (b) if the decision is to grant a major project permit, any conditions or restrictions and the reasons for imposing them.

The discussion in this report is primarily focused on the key matters in contention, although the Panel has duly considered all requirements under the Act in making its decision.

Decision requirements of the Act

1. In deciding whether to grant a major project permit under section 60ZZM(1) of the Act, the Panel must, under 60ZZM(2) of the Act:
 - have regard to the matters specified in section 60ZM(6); and
 - consider any representations made under 60ZZD(1) in relation to the major project; and
 - consider any matters raised in hearings in relation to the major project; and
 - consider all final advices.
2. Under section 60ZZM(3), the Panel may only grant a major project permit in relation to the major project if it is satisfied that the major project is an effective and appropriate use or development of the land to which the major project relates.
3. Under section 60ZZM(4), the Panel may only grant a major project permit in relation to the major project if it is satisfied that:
 - (a) the assessment criteria in relation to the project have been satisfied; and
 - (b) the project would be consistent with furthering the objectives specified in Schedule 1 of the Act; and
 - (c) the project would not be in contravention of a State Policy; and
 - (d) the project would not be in contravention of the Tasmanian Planning Policies; and
 - (e) the project would not be inconsistent with a regional land use strategy that applies to the land to which the project is to be situated; and
 - (f) the relevant fee required under section 60ZZZB, and any other fee required under any other Act to be paid for the assessment of the project, have been paid; and
 - (g) the Panel has received a final advice under section 60ZZF(1) from each participating regulator.
4. Under section 60ZZM(5), the Panel may grant a major project permit in relation to a major project even though the use and development would not be permitted under a relevant planning scheme.

5. Under section 60ZZM(6), the Panel must refuse to grant a major project permit if the Panel has received, from a relevant regulator referred to in section 60ZZP(4), a final advice under section 60ZZF(1) that requests the Panel to refuse to grant a major project permit in relation to the major project.

Consideration of the major project

1.0 Discussion of key matters

1.1 Landscape and visual effects

Relevant representations: 2, 3, 6, 8, 10, 11, 12, 13, 14, 18, 21, 24, 27

Landscape and visual effects

The project proposes a large building on a prominent site. Through the representations and at the hearing, a number of representors raised concerns with the landscape and visual effects arising from the project. The Panel acknowledges these concerns and considers that the project would change the visual characteristics of the site and significantly impact the views and the amenity for some residents living near the project land. The views from residences at Cambridge Road will be particularly impacted due to the proximity, height and bulk of the building, and the building's low visual permeability when viewed from that aspect. This will significantly affect some residents' view of Kunanyi/Mount Wellington and Timtumili Minanya/River Derwent.

The Panel notes that the Kangaroo Bay area, including the project land, has been earmarked for tourism, recreational, commercial and residential uses and developments by City of Clarence in its strategic planning framework, and subsequently in the Kangaroo Bay Particular Purpose Zone (PPZ). This acknowledges that the land is intended for significant development. The Panel considers the uses and development proposed by the project are in line with this strategic intent for the area. The strategic vision cannot be accommodated without visual change.

The Panel considers that the form of the project would be noticeable and there would be a visual change in the existing context. The proponent, in their closing submission, noted that the visual outcome is not a preservation of the existing character, but rather a transition to the planned future urban waterfront character envisaged for Kangaroo Bay. The Panel agrees that the character of the area is evolving, including other planned developments close to the foreshore such as the approved four storey mixed use development at 30 Kangaroo Bay Drive and adjacent land. The project land is prominent, and any development is likely to have visual prominence. However, the Panel notes the project land was always intended for significant development.

At the hearing, the parties discussed visual impact assessment and its methodology. The Panel considers that the 'magnitude of change' assessment contained in the proponent's Visual Impact Assessment Report, submitted as part of the MPIS, is based primarily on the extent to which the project changes the existing local character. The Panel notes that the assessment criteria refer to the future and planned character of the area, not only the existing character. That aspect of the

assessment criteria was not fully explored in the proponent's Visual Impact Assessment Report.

The Panel considers that the project would result in a substantial change to the townscape and landscape character of the visually open and expansive foreshore environment. The proponent's Visual Impact Assessment Report concluded that the scale and height of the project complement and are consistent with other existing large buildings in the area. At the hearing, representors disagreed with this view and considered that the project was not comparable to other buildings in the area. The Panel considers that while the proposed building is similar in scale and height to some other individual buildings in the wider location, it does not complement the existing prevailing scale and character of the built form in the immediate vicinity. It is also in a particularly prominent location, unlike the other existing examples of larger buildings. The proponent, in their closing submission, acknowledged that the site is a sensitive location and the proposed building is different to other built forms in the area.

The Panel notes that the extent to which the project complements or is consistent with existing buildings is not, of itself, determinative of satisfying the assessment criteria. The criteria require consideration of both the existing character and the desired future character of the area. In that regard, it is also necessary to consider the planning framework, including approved and planned development, when assessing whether the project achieves a scale and height appropriate to the surrounding area and landscape setting.

The proposal's bulk and form would be noticeable, and there would be a visual change in the surrounding landscape. The proponent, in their closing submission, noted however that the project should not be assessed only on its bulk and scale.

The proponent submitted that, instead, its integration with the landscape comes from a combination of the:

- building's materials;
- landscaping;
- architectural design;
- visual permeability; and
- setback from the waterfront.

The proponent noted that how the project is perceived within the context is to be understood by overlaying an understanding of how the materials and landscaping would integrate the built form into its surrounding landscape. The proponent further submitted that the project is physically and visually permeable, with glass facades assisting with the visual transparency. The Panel acknowledges that the proposed landscaping, built form and external materials would assist the project in establishing itself in the location.

The Panel notes that the setback from the edge of the water allows for usable open space and access for the public. The curved form of the building follows the curve of the site where the water meets the reclaimed land, and the materials, including low-reflectivity glass and landscaping, assist with ameliorating adverse visual effects and responding to the surrounding environment.

At the hearing, the parties discussed intangible Aboriginal cultural heritage values associated with the site and landscape. The proponent's landscape architecture

expert discussed the importance of the cultural landscape and detailed the design process and associated community engagement intended for the development. In particular, opportunities to highlight the location of the original shoreline to deepen the understanding of the site's cultural historic context were discussed. Other potential responses to the cultural landscape included design responses, such as place naming, using *palawa kani*, and associated interpretive signage and standalone artwork. These responses to Aboriginal cultural values were received positively by representors at the hearing. The project has included an on-going multiple stage engagement process with the Aboriginal community, which would continue through detailed design all the way to project delivery. The Panel is satisfied that the measures proposed by the proponent are appropriate and will enhance the overall development, and should be required to be delivered as a critical part of the project design.

Built form

In terms of building design, the Panel considers that the recession of the top level of the building, as well as the setting back of the lowest level, goes some way to pulling the bulk of the building away from the waterfront. This provides for wider open space along the foreshore, a less visually bulky edge fronting the water, and improvement in the pedestrian experience when moving around the site.

The Panel acknowledges that the size and shape of the site and the requirement to maintain physical and visual permeability through the site and to provide car parking constrain the potential design of the building. The car parking is appropriately proposed to be located away from the water's edge alongside the Cambridge Road boundary, and three separate public accessways are provided through the body of the site to retain connectivity to surrounding areas. A public landscaped plaza adjacent to Cambridge Road is also provided. These design elements mean the bulk of the building is constrained from being stepped down more to the water's edge. If the bulk of the building were moved further towards the Cambridge Road end of the site, this would also likely result in greater impacts on the most affected residents across Cambridge Road.

The proponent, in their closing submission, noted that the building's appearance changes depending on where a person is located and moving through the area. Therefore, individual photomontages or static views should be used as guides only and not relied upon in isolation. The Panel acknowledges that these views are sequential views, and available from many viewpoints. The Panel considers that the project would impact views of the Timtumili Minanya/River Derwent and Kunanyi/Mount Wellington from some viewpoints. However, the Panel acknowledges that the orientation of the hotel's internal public spaces towards Kunanyi/Mount Wellington, with marina boats in the foreground, connects the hotel to its place in the wider landscape. Similarly, the access to the hotel's porte-cochere opens up a wider view to the landscape and contributes to the visual and practical permeability of the complex.

The Panel considers that the proposed materials, including the extent of low reflectivity glazing, assist the building to appear more lightweight and preserve the views from certain locations around the site. The proposed detailing in the colours, materials and glazing patterns assist in giving the building a more subtle appearance. The Panel considers that design of the building assists in grounding it in place, in particular the curve of the building following the shape of the site and the

flat roof responding to the plane of water in the Bay and the flatness of the site itself. The flat roof design also assists in limiting the height of the building and associated visual impacts on the sensitive foreshore location.

1.2 Access and public spaces

Relevant representations: 1, 3, 5, 11, 14, 15, 18, 21, 22, 25

Public space and activation

The proposal includes three publicly accessible access ways through the site – a shared path around the foreshore linking existing shared paths, a promenade through the building, and a vehicular access and pedestrian path through the car park. In addition, there is a landscaped plaza publicly accessible from Cambridge Road with pedestrian access down to the site. The Panel considers these access ways provide good permeability of the site, connect adjacent spaces, and provide for variability and choice in how people move through the site.

The Panel considers the landscaping, Aboriginal art and storytelling, seating and viewing areas proposed for the public spaces are well considered and will encourage people into the spaces. The Panel considers that the public space on the point of the site is particularly likely to be well utilised. The four commercial tenancies fronting the foreshore shared path are important elements in activating the space. The exhibited MPIS plans showed the four tenancies as a bar and three 'café/restaurants'. During the hearing, the proponent clarified they were intended to be used as follows:

- Tenancy 1: restaurant
- Tenancy 2: bar
- Tenancy 3: café
- Tenancy 4: restaurant.

The Panel considers that this mix of uses and proposed outdoor dining will provide for a suitably activated frontage to the adjacent public foreshore space and encourage people to use this area. The additional tenancies will add to the overall venue choice and activity of the area and support its development of a connected and vibrant city heart that intensifies job opportunities and energises the night-time and visitor economy. This outcome supports the strategic vision for the area identified in the City Heart Plan and the Kangaroo Bay PPZ. The Panel notes any permit condition relating to the use of these tenancies could be amended in future if a different mix of uses is desired or necessary to achieve full activation.

Access for cyclists

Through representations and at the hearing, concerns were raised about the adequacy and safety of shared pedestrian and cycle paths. In particular, multiple representors and City of Clarence's traffic expert considered the proposed 3m wide foreshore shared path should be increased to a minimum of 4m to align with Tasmanian Cycling Infrastructure Design Guide and provide for user safety. The proponent's traffic and landscape expert contended at the hearing that a 4m path could reduce safety as it may encourage a higher speed cycling environment not conducive to the mix of users in that area. The proponent, in its closing submission, proposed that the shared foreshore be increased from 3m to 3.5m. The proponent

confirmed a slower cycling speed was intended on this shared path, with the expectation commuting cyclists would choose a different route.

The Panel agrees that a slower speed environment is appropriate along the foreshore shared path given the mix of activities and likely users. In order to signal a change in the riding environment and slow cyclists down, the Panel considers a visual/textural change in the surface treatment of the shared path is warranted. The Panel considers that 3.5m is an adequate width to reasonably maintain users' safety, particularly as there are other options for cyclists to move through the site.

The other primary option for cyclists moving through the site is via the accessway from Kangaroo Drive to the land to the south of the site, which is Crown land currently leased by the City of Clarence and the Bellerive Yacht Club. In the exhibited MPIS plans, the proponent proposed a 2m wide footpath alongside a 6.5m wide vehicular access in this location, separated by parallel parking. In this design, cyclists could choose to travel on either the footpath or the vehicular access. In their evidence provided through the hearing, the City of Clarence's traffic expert stated that they considered this arrangement to present a significant safety hazard for cyclists due to risk of conflict with vehicles.

The proponent, in their closing submission, stated that cyclist access via the accessway through the site would be facilitated but not encouraged and that a dedicated shared or cycle path at this location was not proposed. At the hearing, the City of Clarence's traffic expert considered commuting cyclists would preference the accessway over the foreshore shared path.

The Panel agrees access directly through the site will be an attractive choice for commuting cyclists. In order to safely accommodate these cyclists, and to provide an alternative option to the narrower and likely more congested shared path along the foreshore, the Panel considers a 4m wide shared path should be provided for pedestrians and cyclists. This shared path would replace the proposed 2m footpath alongside the vehicular accessway through the site. This separates cyclists from vehicles using the accessway and allows for a functional and safe alternative to the foreshore path. Through the hearing, the proponent raised concerns with increasing the path to 4m due to structural supports being within that area. The Panel, however, considers the wider path can be accommodated with architectural design adjustments, including to the structural supports.

1.3 Car parking

Relevant representations: 3, 6, 11, 12, 13, 14, 17, 18, 19, 21, 22

Car park design

The project includes a car park to the east of the site, adjacent to Cambridge Road, which will be accessible from Kangaroo Bay Drive. The MPIS plans showed the car park access would also function as a vehicular public accessway through the site to the land to the south (including to the Bellerive Yacht Club), with a 2m wide footpath proposed alongside the vehicular access, separated by a row of parallel parking spaces.

At the hearing, the usability and safety of the car park design and through-site vehicular access and footpath were questioned by City of Clarence's traffic expert. This included concerns with the width of the vehicular access, potential for large cars to overhang parking spaces into the access, safety concerns for cyclists (including

opening car doors from the parallel parked cars) and loading safety issues. At the hearing, the proponent's traffic expert considered the proposed car park and access design was able to fundamentally operate in a safe manner, however agreed the access would have a lot of activity to manage. In response to the concerns raised, the proponent submitted alternative car park design options as hearing submissions. Generally, the revised plans intended to improve traffic flow, manoeuvrability and safety, and reassign parking spaces.

One of the proponent's revised car park plans showed removal of the parallel parking spaces and a 4m wide shared path for pedestrians and cyclists in place of the 2m wide footpath. This was raised by the Panel as an option at the hearing. As discussed in section 1.2 above, the Panel considers that the 4m wide shared path for pedestrians and cyclists is necessary to provide for an alternative safe route for cyclists. Provision of the shared path necessitates removal of the parallel parking to accommodate the additional path width and to improve cyclist safety. Removal of this parking is also likely to improve the safety of commercial vehicle movements as it increases sight distances for vehicles accessing the building's loading area.

Removal of the parallel spaces will also provide for a greater width for the through-site vehicular access (from 6.5m to 7.0m). The Panel considers that wider vehicular access, along with the redirection of bicycles from the vehicular access to the shared path, will assist with the overall safety of all users of the through-site access way.

With removal of the parallel parking, the redesigned car park proposes:

- 39 car spaces dedicated for hotel guests
- 44 car spaces available to the public
- 8 motorcycle spaces available to the public.

Demand for parking

The Panel's initial assessment report questioned the adequacy of evidence provided on the parking demand generated by the proposal. This was addressed through the hearing by two traffic experts (for the proponent and for the City of Clarence). While the experts disagreed on the overall parking demand generated, both agreed that a supply of 39 onsite parking spaces for hotel guests (one space per four hotel rooms) was suitable.

The two traffic experts concluded significantly different levels of demand for parking from hospitality (café, bar and restaurant) related activities. For daytime periods, where demand for parking across the precinct is high, the level of estimated parking demand ranged from approximately 30 spaces to approximately 155 spaces.

The Panel considers that the café, restaurants and bars on the site are likely to experience differing patterns of patronage throughout the day and evening. While there will be periods during which all hospitality activities experience elevated levels of use, the Panel is not satisfied that concurrent use of 80% of seating capacity across these activities (as assumed by the City of Clarence's traffic expert) represents a typical operating condition. Further, the Panel considers that patronage across the various hospitality uses is, to some extent, interrelated, with patrons choosing between, and moving among, the available venues. Accordingly, the Panel finds that simultaneous occupancy at 80% of capacity across all hospitality uses is more representative of a high or peak demand scenario than a typical one. While this

information is relevant, the Panel does not consider that it, of itself, determines the appropriate level of parking required to meet the needs of the proposed uses.

The Panel considers that the use of private vehicles to access large conference/events is distinguishable from many commercial activities where demand is generated by individual users. Large conferences/events commonly involve the active management of attendee transport by event organisers, and this is a relevant consideration in assessing whether parking is provided to meet the needs of the proposed project.

The Panel considers that use of shared transport services is a normal and expected element of such events rather than being a response to a specific site or activity.

Supply of parking in the area

The Panel notes that the traffic evidence provided at the hearing largely assesses parking supply in the surrounding area by reference to existing static patterns. In doing so, it tends to treat current occupation of parking spaces, particularly by long-stay commuter parking, as indicating that those spaces are unavailable to support other activities. The Panel does not accept that existing utilisation necessarily represents a permanent or immutable allocation of parking resources. In urban areas undergoing redevelopment, it is common for parking management arrangements to evolve over time through changes to time limits, pricing structures and user priorities in response to changing patterns of development and activity.

Also, the Panel notes that the parking assessments did not consider the supply of approximately 50 public parking places on the adjoining property held under a lease from the Crown by the City of Clarence. Through the hearing, evidence submitted by the City of Clarence referred to this car park. It is currently used for informal public parking without time limits, and there is a valid planning permit to upgrade it to a formalised car park.

The MPIS car park plans that were publicly exhibited showed approximately 30 car parking spaces usable by members of the public, with the remainder of the spaces accessed by a boom gate and only available only for hotel guests. The parking analyses by both the proponent and the City of Clarence traffic experts were based on those plans.

The proponent's updated parking plans submitted through the hearing proposed to increase the publicly available parking and reduce the private spaces. The submitted parking plan without parallel parking (preferred by the Panel as discussed above) provides for 44 public car parking spaces, 8 public motorcycle spaces and 39 spaces for hotel room guests. This is a 47 per cent increase to publicly accessible car spaces compared to the original car park design, reducing the overall demand for off-site parking from non-hotel guest users.

The displacement of parking for hotel guests in the updated plans compared to the MPIS plans is not expected to result in increased demand for publicly available parking off-site. Any increase in demand for hotel guest parking beyond the 39 spaces provided would likely result in a need for the hotel operator to secure dedicated commercial parking spaces off-site for valet parking. The Panel considers it is important that any additional parking for hotel guests, beyond the 39 assigned spaces, is not provided for onsite and that the 44 public spaces are protected for

public use, given the greater impact on surrounding parking supply by non-guest users of the site. This can be achieved by permit condition.

The Panel notes concerns raised by a number of representors about existing parking pressures in the area and the effects of additional parking demand for the project. The Panel acknowledges that, particularly in the short term, parking demand generated by the project may create additional pressure on the use of on- and off-street public parking in the area at times when there is a peak level of concurrent demand. However, the Panel does not consider it reasonable that on-site parking for the project should be required to cater for a peak demand scenario, particularly as large or multiple events/conferences are anticipated to be relatively infrequent and have capacity to directly manage their own transport requirements.

In addition, the Panel considers that parking supply within the Kangaroo Bay precinct should not be viewed solely through the lens of current utilisation patterns. The strategic planning framework for the area anticipates ongoing development, intensification of use and changes in travel demand. In that context, the Panel considers it appropriate to have regard to the overall parking resources of the precinct and their capacity to respond over time to changing patterns of activity, whilst not relying upon any particular future parking management outcome in reaching its decision.

Through hearing submissions relating to potential permit conditions, the proponent put forward the prospect of providing a parking 'cash-in-lieu' contribution to City of Clarence. The City of Clarence stated at the hearing that it would not directly commit to any such contribution being applied in an area that corresponds to the likely parking demand created by the project. The Panel does not consider it is in a position to impose a condition requiring a general cash contribution to the City of Clarence, and does not consider such a condition would be necessary to satisfy the Panel that the assessment criteria or other requirements of the Act are met. Despite this, the Panel considers that such a contribution could be appropriate, and would be a positive approach to further improving access to parking in the immediate area, which is acknowledged to be tight at times. The Panel considers it is appropriate for the proponent and the City of Clarence to further investigate an agreement for funds to be contributed by the proponent and appropriately invested in the area by City of Clarence. The Panel notes there is a permit approved for a formal Council-leased car park on the land to the south, directly adjoining the project land. Progressing this planned development would provide direct benefits to the City of Clarence, the project, and the community.

2.0 Panel's determination

2.1 Assessment criteria

Assessment criteria topic 1.0 Use and development

The Panel has considered the matters relating to use and activation, context and landscape, built form and architectural design, and public domain and passive surveillance. The Panel considers that the project is capable of compatibility with surrounding uses and providing adequate passive surveillance, subject to the conditions set out in Attachment B.

As discussed in sections 1.1 and 1.2 above, the Panel considers the project includes suitable publicly accessible accessways and connections and provides a reasonable response to the landscape and visual values of the area. While the building is only minimally lower in height closer to the waterfront, in response to part (b) of assessment criterion 1.2, criterion 1.2 is to be considered as a whole and in reference to the other assessment criteria. As noted in section 1.1 of this report, there are a number of positive design elements of the project that constrain shifting the bulk of the building further away from the waterfront. The setback of the building from the water to provide for public space, the lightweight nature of materials, and the visual and physical permeability provided by through-site access points are considered to satisfy this criterion.

The Panel finds that assessment criteria 1.1, 1.2, 1.3 and 1.4 are satisfied to an acceptable level.

Assessment criteria topic 2.0 Parking, access, traffic and transport

The Panel has considered the matters relating to car parking, vehicular access, traffic and transport. The Panel considers that, subject to the conditions set out in Attachment B, the project is capable of providing for convenient, safe and effective vehicular access, encourages use of alternative modes of transport by providing adequate on-site active transport facilities, and does not create significant adverse effects through traffic generation.

As discussed in section 1.3 above, the Panel considers that parking is provided to meet the needs of the proposed uses to an acceptable level, having regard to the variable and shared nature of parking demand across the project, the capacity for larger events to incorporate transport and parking management measures, the supply and use of public and alternative transport modes, the on-site parking supply dedicated to non-hotel users, and the availability of short-term parking within the surrounding precinct.

The Panel finds that assessment criteria 2.1 and 2.2 are satisfied to an acceptable level.

Assessment criteria topic 3.0 Environmental impacts and natural hazards

The Panel has considered the matters relating to coastal inundation and flood, contaminated land and water quality and flow. The Panel considers that the evidence provided adequately demonstrates that the project is capable of maintaining environmental values and a tolerable level of risk in relation to environmental hazards, subject to the conditions set out in Attachment B.

The Panel finds that assessment criteria 3.1, 3.2 and 3.3 are satisfied to an acceptable level.

Assessment criteria topic 4.0 Other planning matters

The Panel has considered the matters relating to Aboriginal heritage, signage, site services and infrastructure and construction management. The Panel considers the project is capable of managing contaminated land, providing appropriate signage and appropriately managing construction impacts, subject to the conditions specified in Attachment B. As discussed in section 1.1 above, the Panel considers the measures proposed to respond to and incorporate Aboriginal cultural values are appropriate, and should be required to be implemented through a permit condition.

The Panel finds that assessment criteria 4.1, 4.2, 4.3 and 4.4 are satisfied to an acceptable level.

2.2 Schedule 1 Objectives

The Panel is satisfied the project is consistent with furthering the objectives specified in Schedule 1 of the Act as:

- the uses proposed will assist communities in providing for their social, economic and cultural wellbeing
- it contributes to sound strategic planning through the provision of a range of activities at a location that has been identified in a range of strategic planning processes as suitable for commercial development
- it promotes the health and wellbeing of Tasmanians and visitors to Tasmania through the development of public access ways and infrastructure that improve active transport and access between Rosny and Bellerive
- it gives effect to planning and design strategies for the area and is considered a fair, orderly and sustainable use and development of the land.

2.3 State Policies

The State Policies applicable to the project are the *State Coastal Policy 1996*, the *State Policy on Water Quality Management 1997* and the *National Environment Protection (Assessment of Site Contamination) Measure 1999*. The Panel has considered these State Policies and is satisfied that the project is not in contravention of them. The project proposal and permit conditions adequately manage matters relating to water quality and site contamination.

2.4 Tasmanian Planning Policies

The Panel has considered the project against the relevant objectives and strategies of the Tasmanian Planning Policies (TPPs).

In relation to Growth, the Panel notes that the project involves the redevelopment of land within an existing urban area that has good access to employment, physical services, community facilities and public transport.

In relation to Tourism, the Panel considers that the project will contribute to the diversity and capacity of visitor accommodation within Greater Hobart. The Panel notes that the building has been designed to maintain clear visual connections to Kunanyi/Mount Wellington and the foreshore, allowing visitors to engage with the broader landscape setting. The Panel is satisfied that the development responds to the qualities of the place and enhances visitor experience through its connection to the landscape.

The Panel acknowledges that some parties considered the project to be inconsistent with the openness and existing qualities of the Kangaroo Bay foreshore. The Panel accepts that the project will alter aspects of the existing character of the site. However, the Panel notes that the site has been identified as a strategically important location between Rosny and Bellerive, capable of accommodating a broader mix of activities and supporting the activation of public spaces.

In relation to Design and Liveability, the Panel considers that the project incorporates public access ways, pedestrian/cycle connections, a range of activities as well as

spaces and places that are responsive to the character of the area, encourage active transport and provide opportunities for social interaction and cultural expression.

Having considered the TPPs as a whole, the Panel is satisfied that the project is not in contravention of the TPPs.

2.5 Regional land use strategy

The relevant land use strategy is the Southern Tasmania Regional Land Use Strategy 2026. The Panel has considered the strategy and is satisfied that the project is not inconsistent with it. The project is an urban development on land already zoned and serviced for that purpose, and is capable of managing environmental risks and effects on values, transport and access.

2.6 Participating regulator final advice

The participating regulator for the project, TasWater, provided final advice under section 60ZZF of the Act, which is provided at Attachment D. The Panel accepts the advice provided and considers the conditions are appropriate, with the exception of the condition relating to assessment fees, which has not been adopted in line with usual Commission policy as it is not for a planning purpose.

2.7 Matters under section 60ZM(6)

Section 60ZM(6) of the Act requires that the Panel has regard to the regional land use strategy, any relevant planning scheme, and, if the project is inconsistent with the provisions of a relevant planning scheme, the merit of any changes to that scheme (other than the State Planning Provisions).

The Panel is satisfied the project is not inconsistent with the regional land use strategy, as noted in section 2.5 above.

The Panel has considered the Kangaroo Bay Particular Purpose Zone that applies to the project land under the Tasmanian Planning Scheme – Clarence, and is satisfied that the project is not inconsistent with the applicable provisions.

2.8 Effective and appropriate use and development of land

The Panel considers that:

- an appropriate use or development is one that is suitable, having regard to its characteristics, the context, and the constraints and opportunities of the land
- an effective use or development is one that delivers beneficial outcomes having regard to the opportunities presented by the land.

The 2008 Kangaroo Bay Urban Design Strategy and Concept Plan identified the former ferry wharf as the key focal point of the precinct, around which activities would be centred. It also proposed the establishment of commercial and visitor accommodation activities on the subject land. Having regard to the strategic planning undertaken for the area, and the location of the site within the urban area of Clarence, the Panel considers the proposed use and development is suitable given the strategic and locational attributes of the land.

The project can be accommodated within existing infrastructure networks without significantly constraining network capacity or resulting in material public costs

associated with infrastructure augmentation. The site has access to the services required to support the development and provides connections to the shared public pathway network on adjoining land. As outlined in section 1.3 of this report, the Panel considers the provision of onsite parking for both hotel guests and the public is suitable, in the context of demand for parking the uses are likely to generate and the overall supply of parking in the area. The Panel considers the proposed use and development is suitable in terms of infrastructure use and provision.

The land comprises a relatively low-lying reclaimed foreshore site. While its characteristics give rise to potential contamination and coastal hazard risks, including sea level rise, the Panel is satisfied that these matters can be appropriately managed and do not affect the suitability of the project for the land. The proposed use and development is considered suitable having regard to the physical characteristics of the land.

The Panel has also considered whether the scale, siting and design of the project are suited to the landscape setting, character and function of the Kangaroo Bay area. For the reasons set out in section 1.1, the Panel is satisfied that the design responds appropriately to the characteristics of the land and its waterfront context. The Panel considers the project is suitable having regard to the characteristics of the land, its setting within the Bay and the broader landscape.

The Panel considers that the project will provide a distinct accommodation experience and contribute to the diversity of the visitor accommodation offering in both Greater Hobart and Tasmania. The Panel considers that this represents a positive economic outcome arising from the use and development of the land.

The project also includes the development of shared pathways on land over which the public will have a right of access, together with a range of publicly accessible spaces and places.

In addition, the project incorporates:

- a range of ground-level activities that will contribute to the activation of the area and specifically the public realm;
- opportunities for the expression of the cultural values of Tasmanian communities.

The Panel considers that these economic, social and cultural outcomes are directly linked to the opportunities presented by the land, including its waterfront location, capacity to provide movement connections and capacity to accommodate a mix of visitor and public activities and provide for cultural expression. The proposal responds to those opportunities, and the Panel considers that positive outcomes will be generated from the proposed use and development of the land. These matters contribute to a finding that the project represents an effective use and development of the land.

In considering the project as a whole, the Panel finds that it is an effective and appropriate use and development of the land.

Attachments:

Attachment A – Representor list

Attachment B – Major project permit

Attachment C – Reasons for conditions and restrictions

Attachment D – TasWater final advice

Attachment A

List of representations and submissions

No	Name
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- | | |
|-----|---|
| 1. | Fry, J |
| 2. | Hodgman, J |
| 3. | Business Eastern Shore |
| 4. | Tasmania Fire Service |
| 5. | Bicycle Network Tasmania |
| 6. | Munnings, J & P |
| 7. | Scott, J |
| 8. | Durbridge, A |
| 9. | Rivett, E |
| 10. | Anonymous |
| 11. | Rowley, A |
| 12. | Luckman, P |
| 13. | Moorcroft, N & G |
| 14. | Geard, M & A |
| 15. | Cycling South |
| 16. | State Emergency Service |
| 17. | Stewart, I & P |
| 18. | Chambroad Overseas Investment Australia Pty Ltd |
| 19. | Stevens, J |
| 20. | Business Events Tasmania |
| 21. | City of Clarence |
| 22. | Streets People Love Hobart |
| 23. | Office of the Coordinator General |
| 24. | Tasmanian Aboriginal Heritage Council |
| 25. | Building Tasmania |
| 26. | TasNetworks |
| 27. | O'Neil, L |

Attachment B

TASMANIAN PLANNING COMMISSION



MAJOR PROJECT PERMIT

GRANTED BY THE DEVELOPMENT ASSESSMENT PANEL UNDER SECTION 60ZZM(1)(a) OF THE *LAND USE PLANNING AND APPROVALS ACT 1993*

MAJOR PROJECT NAME	Kangaroo Bay Hotel Major Project
PERMIT NUMBER	MPP2601
PERMIT DATE	19 October 2026
PERMIT HOLDER	Chambroad Overseas Investment Pty Ltd
PROJECT LAND	The land subject to this permit includes all the land on which the use and development allowed by the permit is located, as set out in the map in Schedule 2.
THE PERMIT ALLOWS	1. The use of the project land for a hotel, restaurants, café, bars, function centre and car parking; and 2. The development of the project land for a five-storey building incorporating a green plaza, footbridge and boardwalk, and associated development including a car park with pedestrian and cycle pathway, signage, lighting, hard and soft landscaping, site servicing works, and lot consolidation.
THE PERMIT INCLUDES	All conditions and restrictions set out in the permit Schedule 1 – Definitions Schedule 2 – Project Land

Conditions and Restrictions

Plans and drawings generally

Compliance with plans and drawings

1. The use and development must be undertaken generally in accordance with the approved design drawings listed in condition 4, except where modified by condition 5 or by another condition of this permit.
2. Design drawings, management plans and other plans or designs that are approved or required under a condition of this permit, form part of this permit and must be complied with.
3. The use and development must be undertaken generally in accordance with the design drawings, management plans and other plans or designs that are approved or required under a condition of this permit, unless there is written consent from the Commission to alter or modify those plans, drawings, or designs.

Approved design drawings

4. The design drawings listed below are the approved design drawings.

Architectural design drawings

Drawing No. A.01_Cover page (Rev. N - dated 19-Feb-26)

Drawing No. A.02_Ground (Rev. N - dated 19-Feb-26)

Drawing No. A.04_First (Rev. N - dated 19-Feb-26)

Drawing No. A.03_Carpark (Rev. N - dated 19-Feb-26)

Drawing No. A.04_First (Rev. N - dated 19-Feb-26)

Drawing No. A.05_Second (Rev. N - dated 19-Feb-26)

Drawing No. A.06_Third (Rev. N - dated 19-Feb-26)

Drawing No. A.07_Fourth (Rev. N - dated 19-Feb-26)

Drawing No. A.08_Roof (Rev. N - dated 19-Feb-26)

Drawing No. A.09_Area Plans (Rev. N - dated 19-Feb-26)

Drawing No. A.10_North & South Elevation (Rev. N - dated 19-Feb-26)

Drawing No. A.11_East & West Elevation (Rev. N - dated 19-Feb-26)

Drawing No. A.12_Section A & B (Rev. N - dated 19-Feb-26)

Drawing No. A.13_Long Section – NE to SW (Rev. N - dated 19-Feb-26)

Drawing No. A.14_Shadow Diagrams (Rev. N dated 19-Feb-26)

Drawing No. A.15_Facade Material Schedule (Rev. N - dated 19-Feb-26)

Drawing No. A.16_Facade Material Schedule (Rev. N - dated 19-Feb-26)

Drawing No. A.17_Electrical Plan-Ground (Rev. P1 - dated 16-Feb-26)

Drawing No. A.18_Electrical Plan-First (Rev. P1 - dated 16-Feb-26)

Drawing No. A.17_Signage Plan-Ground (p034 undated)

Drawing No. A.17_Signage Plan-First (p035 undated)

Landscape design drawings

Drawing No. 23651-00-L100_GF_Concept Plan (undated)

Drawing No. 23651-00-L106_GF_Concept Plan_Planting (undated)

Drawing No. 23651-02-L200_LV1_Concept Plan (undated)

Drawing No. 23651-02-L203_LV1_Concept Plan_Planting (undated)

Drawing No. 001_Section 1 – Northern entrance (p36 undated)

Drawing No. 002_Section 2 – Boardwalk (p37 undated)

Drawing No. 003_Section 3 – Platform Edge (p38 undated)

Drawing No. 004_Section 4 – Viewing Platform (p39 undated)

Drawing No. 010_Section 1 – Podium (p40 undated); and

Drawing No. 011_Section 2 – Podium – Northern Walkway (p41 undated)

Figure 22: Planting zones – ground floor (p47 undated)

Figure 23: Planting zones – plaza level (p50 undated)

Carparking design drawing

Drawing No. S-P.23.0373-00-CIV-SKT-5000 (Rev. A– dated 19-Dec-2025)

Stormwater design drawings

Drawing No. S-P.23-0373-00-DRN-DRG 0001 (Rev. D – dated 13-Jan-26)

Drawing No. S-P.23-0373-00-DRN-DRG-0002 (Rev. C – dated 13-Jan-26)

Site servicing design drawing

Drawing No. S-P.23.0373-00-DRN-DRG 0003 (Rev. B – dated 4 Dec 2025)

Design drawings to be modified

5. Prior to commencement of works, design drawings that are generally in accordance with the approved design drawings in condition 4 but modified to give effect to the requirements of this permit, must be submitted to and approved by the Commission.

The design drawings must be prepared by a suitably qualified person and include the following modifications:

Carparking, access, and circulation areas

- 5.1. be generally in accordance with Drawing No. S-P.23.0373-00-CIV-SKT-5003 'Option B' (Rev A - dated 13-Aug 2026); and
- 5.2. be generally in accordance with AS/NZS 2890.1:2004 Parking Facilities Part 1: Off street car parking, or if deviating from AS/NZS 2890.1:2004 Parking Facilities Part 1: Off street car parking, provide safe and efficient access to enable safe and efficient use.

- 5.3. provide a two-way 7.0m vehicle access way with a minimum clearance height of 4.6m between Kangaroo Bay Drive and folio of the Register 173171/9;
- 5.4. not provide any parallel vehicle parking adjoining the vehicle access way;
- 5.5. provide a 4m wide pedestrian and cycle path that adjoins the vehicle access way, and that connects to the Right of Way “B” (Private) 4.00m wide shown on lot 9 of SP173171;
- 5.6. remove, move, or reorientate structural pillars from the pedestrian and cycle path adjoining the vehicle access way, as shown in Drawing No. S-P.23.0373-00-CIV-SKT-5003 (Rev A - dated 13-Aug 2026) to minimise obstruction to pedestrian and cycle movement and sight distances;
- 5.7. provide adequate visual delineation or physical separation, between vehicle paths, the pedestrian and cycle path, and zebra crossing in the car park area, to ensure safe and efficient access and use;
- 5.8. specify driveways, parking areas and other areas accessible to vehicles are to be constructed in bituminous asphalt or concrete, providing for adequate stormwater drainage in accordance with condition 12;
- 5.9. show dimensions, levels, gradients, transitions and other information necessary to satisfy the above requirements;
- 5.10. show any staging and the timing, commencement and completion; and
- 5.11. include the written advice of the Planning Authority.

Materials and finishes

- 5.12. specify the façade materials, palette and finishes, generally in accordance with Attachment C to Representation 18, specifications of proposed materials dated 22 June 2026; and
- 5.13. specify hard surfacing areas, materials and finishes including proposed paths, parking areas, pedestrian and cycle circulation areas, foreshore shared path, irrigation and fencing.

Retaining and cantilever structures

- 5.14. detail the extent of any excavation and the design of retaining structures and footings abutting the road reservation along Cambridge Road, to ensure the stability and integrity of the road reservation and that associated infrastructure is protected and maintained; and
- 5.15. provide details of the proposed structure(s) required to support the overhanging/cantilevered sections of the public walkway along the waterfront.

As constructed design drawings

6. Within 12 months of completion of the development, a consolidated set of as constructed design drawings must be submitted to the Commission and the Planning Authority.

Additional management plans and designs

Cultural heritage management and implementation plan

7. Prior to commencement of works, a cultural heritage engagement and implementation plan prepared by a suitably qualified person must be submitted to and approved by the Commission.

The cultural heritage engagement and implementation plan must:

- 7.1. be generally in accordance with Attachment D to the Supplementary Submission prepared by Chambroad Australia Tasmanian Aboriginal Heritage Council Response (REALM and Milangkani Projects); and
 - 7.2. outline the proposed process for engagement with the Aboriginal community, and implementation of engagement outcomes.
8. Prior to commencement of landscaping, signage, or other interpretation works, a report prepared by a suitably qualified person detailing the outcomes from the cultural heritage engagement, and recommendations on the incorporation of culturally informed elements such as, art, signage and wayfinding, storytelling, interpretation or landscaping in the public realm, must be submitted to and approved by the Commission.

Landscape design

9. Prior to commencement of landscaping works, a landscape design prepared by a suitably qualified person must be submitted to and approved by the Commission.

The landscape design must:

- 9.1. be generally in accordance with the Kangaroo Bay Hotel – MPIS – Landscape Concept Plans, as specified in condition 4;
- 9.2. incorporate the outcomes and recommendations of the cultural heritage engagement required by condition 8;
- 9.3. include details of bike parking provision sufficient to accommodate a range of bike sizes and weights;
- 9.4. include treatments or methodologies to designate the start/finish of the foreshore shared path through the project land to distinguish the project land from other areas of the Clarence Foreshore Trail and signal a lower speed environment;
- 9.5. include details of the rooftop gardens including methods of soil and water containment;
- 9.6. include details for the treatment of the Cambridge Road interface including integration of seating and restrictions to rooftop access, generally in accordance with Drawing No. A21_Public seat and handrail (Rev R – dated 18 August 2026);
- 9.7. include finished surface levels or contours;
- 9.8. include a schedule of the plants and grasses to be used, noting tree, hedge and shrub sizes at planting and maturity;

- 9.9. include a landscape management program detailing management responsibilities and maintenance schedules for landscaped areas; and
- 9.10. show any staging and the timing, commencement and completion of landscaping.

Signage and wayfinding design

10. Prior to commencement of signage works, a signage and wayfinding design prepared by a suitably qualified person must be submitted to and approved by the Commission.

The signage and wayfinding design must be generally in accordance with:

- Signage and Wayfinding Design Report by Bluesky (12 February 2026);
- Kangaroo Bay Hotel – MPIS – Final Issue – Drawing No. A.17_Signage Plan-Ground (p034 undated);
- Kangaroo Bay Hotel – MPIS – Final Issue – Drawing No. A.17_Signage Plan-First (p035 undated); and
- Kangaroo Bay Hotel – MPIS – Landscape Concept Plans, as specified in condition 4.

The signage and wayfinding design must:

- 10.1. incorporate the outcomes and recommendations of the cultural heritage engagement required by condition 8;
- 10.2. ensure all signs are within the project land; and
- 10.3. ensure that the illumination of signs is consistent with the lighting design required by condition 11.

Lighting design

11. Prior to commencement of any approved use on the project land, a lighting design must be prepared by a suitably qualified person and submitted to and approved by the Commission.

The lighting design must be generally in accordance with:

- Kangaroo Bay Hotel – MPIS – Final Issue – Drawing No. A.17_Electrical Plan-Ground (Rev. N - dated 19-Feb-26);
- Kangaroo Bay Hotel – MPIS – Final Issue – Drawing No. A.18_Electrical Plan-First (Rev. N - dated 19-Feb-26); and
- Lighting Design Approach by Electro-light (Rev. A - 21 November 2025
11.2 include details of any illuminated signage.

The lighting design must:

- 11.1. include details demonstrating integration with the architecture, including measures to minimise light spill outside the project land boundary;
- 11.2. have regard to National Light Pollution Guidelines for Wildlife;
- 11.3. provide for exterior lighting and security lighting that complies with:
 - 11.3.1. AS/NZS 1158.3.1:2005 Lighting for pedestrian paths and car parking areas, including:
 - (i) layout and spacing of luminaries;

- (ii) predicted illumination levels; and
 - (iii) compliance certification by a suitably qualified lighting engineer;
- 11.3.2. the principles of crime prevention through environmental design for lighting design; and
- 11.3.3. AS 4282 Control of the obtrusive effects of outdoor lighting.

Stormwater management plan

12. Prior to commencement of works, a Stormwater Management Plan (SMP) must be prepared by a suitably qualified person and submitted to and approved by the Commission.

The SMP must be generally in accordance with:

- General Arrangement - Drawing No. S-P.23-0373-00 DRN-DRG-0001 (Rev. D dated 24 Jun 2026); and
- Catchment Plan – Drawing No. S-P.23-0373-00-DRN-DRG 0002 (Rev. C – dated 13 Jan 2026).

The SMP must:

- 12.1. be updated to reflect the modified car park layout and access design drawing required by condition 5;
- 12.2. include stormwater controls and maintenance requirements to ensure the overall quality of the stormwater discharged from the impervious areas created by the project is appropriately treated in accordance with targets specified in the State Stormwater Strategy – including the location and integration of any rain gardens for the capture/treatment of stormwater, or any alternate treatment measures;
- 12.3. include measures to control stormwater runoff and overland flows along Cambridge Road and ensure flood hazards are not intensified;
- 12.4. detail the required drainage system along the retaining wall abutting the Cambridge Road reservation;
- 12.5. ensure that the proposed drainage system is designed to capture and direct peak overland flows to existing stormwater infrastructure or systems; and
- 12.6. include the written advice of the Planning Authority.

Construction management matters

Pre-construction works

13. For the purposes of conditions in this permit, the carrying out of pre-construction works is not commencement of works.

Pre-construction works include:

- 13.1. topographical or feature survey work including the installation of markers, underground service location, geotechnical investigation and soil sampling and testing;
- 13.2. survey of existing structures and roads;

- 13.3. the establishment of temporary facilities to support construction including site offices and testing rigs that do not require removal of native vegetation;
- 13.4. the establishment of protected areas where specific types of works are excluded;
- 13.5. installation of mitigation measures for sediment and erosion control; and
- 13.6. installation of temporary fences, signs and hoardings.

Construction environmental management plan

14. Prior to commencement of works, a Construction Environmental Management Plan (CEMP) must be prepared by a suitably qualified person and submitted to and approved by the Commission.

The CEMP must:

- 14.1. be generally consistent with the recommendations of the:
 - Kangaroo Bay Hotel Development - Environmental Site Assessment, Rev01 - dated: 13 February 2026 (ESA); and
 - Kangaroo Bay Hotel Development – Natural Values Assessment, Rev02 - dated: 2 December 2025 (NVA).
- 14.2. outline all construction methodologies, timeframes, environmental risks and management measures, including but not limited to:
 - (i) the proposed construction methodologies and a description of the proposed timings and sequencing of stages and associated activities;
 - (ii) details of proposed measures to mitigate or avoid potential environmental impacts generated by construction activities including noise, odour, vibration, erosion and runoff (air, land and water);
 - (iii) details of proposed responsible persons, public communication protocols, compliance, recording and auditing procedures and complaint handling and response procedures; and
 - (iv) continuous monitoring and evaluation of the effectiveness of measures specified in the Plan;
- 14.3. limit construction activities to the following hours, unless otherwise approved in writing by the Commission:
 - Monday to Friday - 7.00am to 6.00pm;
 - Saturdays - 8.00am to 6.00pm; and
 - No work on Sundays and public holidays.

Note: Additional obligations arise under the *Environmental Management and Pollution Control Act 1994* and the *Environmental Management and Pollution Control (Waste Management) Regulations 2020*.

Contamination management plan

15. Prior to commencement of works, a Contamination Management Plan (CMP) must be prepared by a suitably qualified person and submitted to and approved by the Commission.

The CMP must outline the requirements for any excavation, removal, stockpiling and/or transportation of waste soils for disposal and associated management measures – including, but not limited to:

- 15.1. effective dust suppression;
- 15.2. appropriate excavation/stockpile management, including segregation and containment of any likely Acid Sulfate Soil sediments (and treatment and management if an Acid Sulfate Soils Management Plan is required);
- 15.3. appropriate waste management measures, including reuse of clean blue metal gravel and fine crushed blue- metal gravel where possible (e.g. within onsite service trenches);
- 15.4. erosion and sediment runoff controls (refer to condition 17);
- 15.5. appropriate dewatering management (where required) including sediment settlement and containment before decanting/discharging to Kangaroo Bay via low flows; and
- 15.6. appropriate procedures for dealing with any unexpected contamination (e.g. asbestos-containing materials (ACM) or asbestos-containing fill, stained or odorous soils, solid wastes, etc.), which may include stop works, communicate with supervisor, and the assessment of potential contamination by a qualified professional.

Noise and vibration management plan

16. Prior to commencement of works, a Noise and Vibration Management Plan (NVMP) must be prepared by a suitably qualified person and submitted to and approved by the Commission.
 - 16.1. the NVMP must be prepared in accordance with the *Environmental Management and Control (Miscellaneous Noise) Regulations 2004* and the *Environmental Management and Pollution Control Act 1994*; and
 - 16.2. the NVMP must detail activities likely to generate noise emissions and measures to mitigate impacts, including but not limited to:
 - (i) identification of a suitably qualified person, appointed as the Responsible Person(s) with respect to noise and vibration;
 - (ii) training for workers and contractors in the use of equipment and carrying out works to minimise noise;
 - (iii) avoiding (where reasonably possible) the use of radios or stereos outdoors;
 - (iv) monitoring and rectification of any defective exhaust systems in trucks and machinery used on the project land;
 - (v) ensuring vehicles, plant, and equipment is switched off when not in use;
 - (vi) ensuring the working hours on the project land are controlled, to limit hours between 7am to 5pm on weekdays, and 7am to 3pm on Saturdays. (No work on Sundays or public holidays);
 - (vii) preparation of a communications plan, to ensure that the local community is advised on expected activities, coordinating scheduling and locations of noisy works around any critical user events where practicable; and

- (viii) use/implementation (where practicable) of sound dampening measures on vehicles.

Soil and water management plan

17. Prior to commencement of works, a Soil and Water Management Plan (SWMP) must be prepared by a suitably qualified person and submitted to and approved by the Commission.
 - 17.1. The SWMP must be prepared:
 - (i) in accordance with the Erosion and Sediment Control, the Fundamentals for Development in Tasmania and associated guideline documents (TEER & DEP, 2023), available from the Derwent Estuary Program's website;
 - (ii) in accordance with the recommendations provided in the Kangaroo Bay Major Project - Environmental Site Assessment, Rev01 – dated 13 February 2026; and
 - (iii) in consultation with the Road Authority.
 - 17.2. The SWMP must include measures to minimise erosion and the discharge of contaminated stormwater onto the road network, into the public drainage system or into the River Derwent, including but not limited to:
 - (i) provision of local surface water diversions around work areas;
 - (ii) provision of stormwater drains using suitable measures (e.g. kerb inlet filters);
 - (iii) installation of a silt curtain;
 - (iv) rehabilitation of temporary disturbance areas following completion of construction activities;
 - (v) monitoring of controls particularly during and after rain; and
 - (vi) prompt repair/replacement of damaged sediment and erosion runoff controls and remove accumulated sediment.
 - 17.3. The SWMP must include measures to minimise dust emissions from the project land, consistent with the *Environmental Management and Pollution Control (Distributed Atmospheric Emissions) Regulations 2007*, including but not limited to:
 - (i) use of water suppression where necessary;
 - (ii) limiting excavation activities that will create dust during times of adverse wind;
 - (iii) covering of stockpiles;
 - (iv) trucks to have payload tarpaulin covers in place prior to leaving the loading area; and
 - (v) measures to manage the disposal of surface groundwater from excavations (if relevant).
 - 17.4. All erosion and sediment controls must be installed prior to commencing work and secured prior to the project land being left unoccupied (i.e. over the weekend).

Construction pedestrian and traffic management plan

18. Prior to commencement of works, a Construction Pedestrian and Traffic Management Plan (CPTMP) must be prepared by a suitably qualified person and provided to the satisfaction of the Commission.

The CPTMP must:

- 18.1. detail measures to manage vehicle and pedestrian movements on and around the project land during construction and any temporary road closures;
- 18.2. ensure all vehicle loading and unloading and construction parking shall be onsite. Construction vehicle parking will not be permitted on public roads;
- 18.3. specify the start date and finish dates of various stages of works, including the times that trucks and other traffic associated with the works will be allowed to operate;
- 18.4. ensure the maintenance of north/south access and movement for vehicles, cyclists and pedestrians through the project land while it is a construction site; and
- 18.5. include the written advice of the Planning Authority.

Damage to Council infrastructure

19. The permit holder must, at their expense, repair any Council services (e.g. pipes, drains) and any road, crossover, footpath or other Council infrastructure that is damaged as a result of any works carried out by the permit holder, or their contractors or agents pursuant to this permit. These repairs are to be in accordance with any directions given by the Council.

Use and operational matters

Approved uses and operation

20. The approved uses of tenancies 1 to 4 on the ground floor, as shown in Drawing No. A.02_Ground (Rev. N - dated 19-Feb-26), are:

- Tenancy 1: restaurant
- Tenancy 2: bar
- Tenancy 3: café
- Tenancy 4: restaurant.

21. The approved uses must operate within the following hours:

21.1. Hotel components

- Day to day operations (i.e. concierge, guest services, wellness centre etc):
 - 24hrs
- Ground Floor and 4th Floor Restaurant and Bar:
 - 6.00am to 11.00pm – Monday to Sunday

21.2. Function Centre

- 7.00am to 1.00am – Monday to Saturday; and

- 7.00am to 12.00am – Sundays

21.3. Tenancies 1-4 (restaurants, bar, café)

- 6.00am to 11.00pm - Monday to Sunday

Note: For the purpose of this permit, operations are defined to mean the hours when venues are open to the public (including hotel guests and private functions). Additional activity associated with operations (e.g. set-up/clean up) and administration may occur outside these hours.

Noise and operational management

22. Prior to commencement of any approved use on the project land, an ongoing Operational Noise Management Plan, must be prepared by a suitably qualified acoustic engineer, and provided to the satisfaction of the Commission.

The plan must:

- 22.1. Be generally in accordance with:

- Kangaroo Bay Hotel – MPIS – Noise Impact Assessment (Rev. 02 – dated 5/12/25).

- 22.2. Include a requirement that the operator maintain a noise complaint register, administered by a responsible person nominated by the hotel owner/operator. The register must:

- (i) record the date and time of any complaint, its nature (including the location of the complainant), and the action taken in response; and
- (ii) be made available to the Commission and/or planning authority upon request.

23. Unless otherwise approved by the Commission, within 6 months of the commencement of the use, a report prepared by a suitably qualified acoustic engineer must be submitted to the Commission.

The report must demonstrate:

- 23.1. that noise emitted by the Hotel (from both inside the building and outside it on the project land), measured at the boundary of any Residential zone (see note below), does not exceed:

- (i) 55 dB(A) (LAeq) between 7:00am and 7:00pm;
- (ii) 5 dB(A) above the background (LA90) level, or 40 dB(A) (LAeq), whichever is the lower, between 7:00pm and 7:00am; and
- (iii) 65 dB(A) (LAmx) at any time.

- 23.2. that noise emitted from fixed mechanical plant and equipment associated with the Hotel, measured at any existing sensitive use in other ownership, does not exceed:

- (i) 45 dB(A) between 7:00am and 10:00pm; and
- (ii) 40 dB(A) between 10:00pm and 7:00am.

Where the noise levels identified in condition 23.1 or 23.2 are exceeded (whether identified through the owner/operator's own monitoring or a complaint), appropriate mitigation and/or management measures must be identified and implemented to the satisfaction of the Commission.

Note 1: For the purposes of these conditions, 'Residential zone' includes dwellings located on folios of the Register 110437/1, 110437/2 or 108454/1 at the date of approval of the Clarence Interim Planning Scheme on 1 July 2015 (lifted from the Kangaroo Bay Particular Purpose Zone to include dwellings on Kangaroo Bay Drive).

Note 2: Measurement of noise levels must be in accordance with the methods in the Tasmanian Noise Measurement Procedures Manual 2008, including adjustment of noise levels for tonality and impulsiveness. Noise levels are to be averaged over a 15minute time interval.

24. Unless prior written approval is given by the Commission, amplified sound associated with the Hotel must not occur externally within the Green Plaza between:

- 7:00pm and 7:00am – Monday to Sunday.

Late Night Event Management Plan

25. Prior to commencement of any approved use on the project land, a Late-Night Event Management Plan must be submitted to and approved by the Commission.

The plan must demonstrate how adverse impacts on the amenity of adjoining and nearby properties, including noise, traffic, patron behaviour and late-night departures, will be avoided, minimised, or otherwise mitigated. Measures may include:

- 25.1. procedures for the management of patron arrivals and departures;
- 25.2. designated vehicle pick-up and drop-off areas;
- 25.3. measures to prevent congregation of patrons within road reserves and other public places adjacent to the site;
- 25.4. procedures for the staged dispersal of patrons at the conclusion of events;
- 25.5. staffing and security arrangements;
- 25.6. noise mitigation measures; and
- 25.7. detailing frequency of late-night events permitted per calendar year.

The plan must:

- 25.8. include a procedure for recording and responding to complaints; and
- 25.9. be reviewed 24 months following commencement of the use and updated as necessary to ensure adverse impacts on the amenity of adjoining and nearby sensitive uses are being avoided, minimised, or otherwise mitigated. Any updated plan must be submitted to and approved by the Commission, within 30 days of the plan being updated.

Creation of public infrastructure amenities

26. Prior to commencement of any approved use on the project land:

- 26.1. A 7.0m two-way vehicle access way generally in accordance with the alignment shown on Kangaroo Bay Hotel – MPIS - Car Park General Arrangement – Option B: Drawing No. S-P.23.0373-00-CIV-SKT-5002 through the proposed car parking area to facilitate vehicle and cycle access from Kangaroo Bay Drive to the adjoining land described in CT173171/9 must be constructed and operational;
- 26.2. A 4m wide pedestrian and cycle shared path generally in accordance with the alignment shown on Kangaroo Bay Hotel – MPIS - Car Park General Arrangement – Option B: Drawing No. S-P.23.0373-00-CIV-SKT-5002 adjoining the vehicle access way to facilitate access from Kangaroo Bay Drive to the adjoining land described in CT173171/9 must be constructed and operational; and
- 26.3. A foreshore shared path generally in accordance with the approved design drawings must be constructed and operational.

All of the access ways and paths described above must at all times be open and maintained in a manner that enables safe use by public users of all abilities. Temporary closure may occur only where necessary for an emergency or essential maintenance.

Parking and access

27. Prior to commencement of any approved use, a transport and parking management plan prepared by a suitably qualified person must be submitted to and approved by the Commission.

The plan is to include measures to ensure:

- 27.1. On-site parking provides:
 - (i) a minimum of 83 car parking spaces available for use by patrons and the public;
 - (ii) a minimum of 44 car parking spaces available for use by persons other than hotel accommodation guests; and
 - (iii) a minimum of 8 motorcycle parking spaces for use by patrons and the public.
- 27.2. Procedures to ensure that a minimum 44 short to medium term parking spaces remain available for use by persons other than hotel accommodation guests at all times;
- 27.3. Information regarding on-site parking, nearby public parking, contracted parking arrangements and available public and private transport options is provided to organisers of major functions, conferences and events;
- 27.4. Provision and ongoing maintenance of a minimum of 28 bicycle parking spaces for use by patrons, staff and the public, and end-of-trip facilities, including showers, changerooms and lockers for staff travelling to and from the site by bicycle; and

- 27.5. The efficiency of the operative provisions in the Transport and Parking Management Plan must be reviewed 12 months following commencement of the use, and every 24 months thereafter, and updated as necessary to respond to observed parking demand, utilisation patterns and transport arrangements. Any updated plan must be submitted to and approved by the Commission, within 30 days of the plan being updated.
28. The design of motorcycle parking areas must be located, designed and constructed to comply with Section 2.4.7 “Provision for Motorcycles” of AS/NZS 2890.1:2004 Parking Facilities Part 1: Off-street car parking.
29. The design of bicycle parking spaces must be to the class specified in Table 1.1 of AS2890.3-1993 Parking Facilities Part 3: Bicycle parking facilities in compliance with Section 2 “Design of Parking Facilities” and Clauses 3.1 “Security” and 3.3 “Ease of Use” of the same Standard.

Waste and commercial vehicles management

30. Prior to commencement of any approved use on the project land, a waste and commercial vehicles management plan prepared by a suitably qualified person, must be submitted to and approved by the Commission. The plan must:
 - 30.1. specify that, unless otherwise approved in writing by the Council, waste collection is to be undertaken by a private contractor at the expense of the landowner/occupier and a suitable contract maintained at all times; and
 - 30.2. specify measures to ensure the safe use by vehicles of the ‘loading zone for BOH’ as depicted on approved design drawing No. A.02_Ground (Rev. N - dated 19-Feb-26), including, but not limited to:
 - 30.2.1. how vehicles enter and exit the loading zone;
 - 30.2.2. how conflicts with other users will be avoided while vehicles are using the loading zone; and
 - 30.2.3. the duration, timing, and extent of vehicular use of the loading zone.

Lot consolidation and easements

31. Prior to commencement of any approved use on the project land, folios of the register 173171/7, 173171/8 and 173171/11 must be consolidated into a single folio of the Register or otherwise adhered.
32. Prior to the commencement of any approved use on the project land, the following new easements must be provided:
 - (i) a Right of Carriageway, not less than 7.0m wide over the vehicle access way, benefiting folio of the Register 173171/9; and
 - (ii) either a Right of Foot Way or Right of Access, in favour of Clarence City Council:
 - a. not less than 3.5m wide over the foreshore shared path shown as boardwalk on Drawing No. A.02_Ground (Rev. N - dated 19-Feb-26), as varied by condition 5; and
 - b. not less than 4m wide, over the 4m wide pedestrian and cycle path required by condition 5.

Participating regulator requirements (TasWater)

Connections, metering and backflow

33. The development must be serviced by a suitably sized water supply with metered connection(s) and sewerage system and connection(s) to TasWater's satisfaction and be in accordance with any other conditions in this notice.
34. Any removal/supply and installation of water meters and/or the removal of redundant and/or installation of new and modified property service connections must be carried out by TasWater at the developer's cost.
35. Prior to commencing construction /use of the development, any water connection utilised for construction/use of the development must have a backflow prevention device and water meter installed, to the satisfaction of TasWater.

Trade waste

36. Prior to the commencement of operation, the developer/property owner must obtain Consent to discharge Trade Waste from TasWater.
37. The developer must install appropriately sized and suitable pre-treatment devices prior to gaining Consent to discharge.
38. The Developer/property owner must comply with all TasWater conditions prescribed in the Trade Waste Consent.

Infrastructure works

39. Prior to applying for a Certificate(s) for Certifiable Work (Building and/or Plumbing), the developer must physically locate all existing infrastructure to provide sufficient information for accurate design and physical works to be undertaken.
40. Plans submitted with the application for Certificate(s) for Certifiable Work (Building and/or Plumbing) must, to the satisfaction of TasWater show, all existing, redundant and/or proposed property services and mains.
41. Prior to undertaking any works related to water and sewerage, physical markers must be in place that clearly identify where water and/or sewer connections are to be made in accordance with any approved plan to TasWater's satisfaction.

56W consent

42. When applying for a Certificate(s) for Certifiable Work (Building) and/or (Plumbing), the application documentation must include an application to TasWater, pursuant to section 56W of the Water and Sewerage Industry Act 2008, for its consent in respect of that part of the development, if applicable, which is built within a TasWater easement or over or within two metres of TasWater infrastructure.

Developer/headworks charges

43. Prior to TasWater issuing Certificate(s) for Certifiable Work (Building) and/or (Plumbing), the applicant or landowner as the case may be, must pay Developer/Headworks Charges in accordance with the policy in place at the time, to TasWater for water and sewerage infrastructure for additional Equivalent

Tenements, indexed by the Consumer Price Index All groups (Hobart) from the date of TasWater's Submission to Planning Authority Notice until the date it is paid to TasWater.

Schedule 1 – Definitions

Commission: the Tasmanian Planning Commission established under the *Tasmanian Planning Commission Act 1997*.

Council: the Clarence City Council.

Foreshore shared path: the path shown as 'boardwalk' on Drawing No. A.02_Ground (Rev. N - dated 19-Feb-26), as varied by condition 5.

Planning Authority: the Clarence City Council.

Road Authority: the Clarence City Council.

Sensitive use: a residential use or a use involving the presence of people for extended periods except in the course of their employment such as a caravan park, childcare centre, dwelling, hospital or school.

Vehicle Access way: a two-way 7.0m access way with a minimum clearance height of 4.6m between Kangaroo Bay Drive and folio of the Register 173171/9.

Schedule 2 – Project Land

**KANGAROO BAY HOTEL MAJOR PROJECT
PERMIT MPP2601
SCHEDULE 2 - PROJECT LAND**



Attachment C

Reasons for conditions (as required by section 60ZZN(b) of the Act)

Condition no.	Reason for condition
1.	To ensure the Project is undertaken in accordance with the permit
2.	To ensure the Project is undertaken in accordance with the permit
3.	To ensure the Project is undertaken in accordance with the permit
4.	To clarify the scope of the permit
5.	To clarify the scope of the permit, ensure the Project is consistent with the assessment criteria, to address inconsistencies in the submitted documentation, and to accord with the stated intent of the permit holder
6.	To ensure the project has been undertaken in accordance with the permit
7.	To ensure the Project is consistent with the assessment criteria and to accord with the stated intent of the permit holder
8.	To ensure the Project is consistent with the assessment criteria and to accord with the stated intent of the permit holder
9.	To ensure the Project is consistent with the assessment criteria and to accord with the stated intent of the permit holder
10.	To ensure the Project is consistent with the assessment criteria and to accord with the stated intent of the permit holder
11.	To ensure the Project is consistent with the assessment criteria and to accord with the stated intent of the permit holder
12.	To ensure the Project is appropriately serviced, is consistent with the assessment criteria and to accord with the stated intent of the permit holder
13.	To clarify the scope of the permit
14.	To ensure the Project is consistent with the assessment criteria and to accord with the stated intent of the permit holder
15.	To ensure the Project is consistent with the assessment criteria and to accord with the stated intent of the permit holder
16.	To ensure the Project is consistent with the assessment criteria and to accord with the stated intent of the permit holder

17.	To ensure the Project is consistent with the assessment criteria and to accord with the stated intent of the permit holder
18.	To ensure the Project is consistent with the assessment criteria and to accord with the stated intent of the permit holder
19.	To clarify the scope of the permit
20.	To clarify the scope of the permit
21.	To clarify the scope of the permit
22.	To clarify the scope of the permit
23.	To clarify the scope of the permit, ensure the Project is consistent with the assessment criteria, and to accord with the stated intent of the permit holder
24.	To clarify the scope of the permit, ensure the Project is consistent with the assessment criteria, and to accord with the stated intent of the permit holder
25.	To clarify the scope of the permit, ensure the Project is consistent with the assessment criteria, and to accord with the stated intent of the permit holder
26.	To clarify the scope of the permit, ensure the Project is consistent with the assessment criteria, and to accord with the stated intent of the permit holder
27.	To clarify the scope of the permit, and ensure the Project is consistent with the assessment criteria
28.	To clarify the scope of the permit, and ensure the Project is consistent with the assessment criteria
29.	To clarify the scope of the permit, and ensure the Project is consistent with the assessment criteria
30.	To clarify the scope of the permit
31.	To clarify the scope of the permit
32.	To clarify the scope of the permit, and ensure the Project is consistent with the assessment criteria
33. to 43.	To accord with the final advice received by the participating regulator

Final Advice Notice

Referral details

Referral reference	DOC/26/70348
Referral date	28/08/2026
TasWater Reference No.	TWDA 2024/01264-CCC
Date of response	31/08/2026
TasWater Contact	Phil Papps
Phone No.	

Notice issued to

Authority	TASMANIAN PLANNING COMMISSION
Contact details	tpc@planning.tas.gov.au

Major Project details

Description	Kangaroo Bay Hotel
Address	78 CAMBRIDGE RD, BELLERIVE
Property ID (PID)	3531800

Preliminary Advice

Pursuant to the *Land Use Planning and Approvals Act 1993* Sections 6OZZF, 6OZZL and 6OZZJ, TasWater advises the following conditions/restrictions be imposed by the Panel on the permit granted in relation to the major project:

CONNECTIONS, METERING & BACKFLOW

1. The development must be serviced by a suitably sized water supply with metered connection(s) and sewerage system and connection(s) to TasWater's satisfaction and be in accordance with any other conditions in this notice.
Reason: *To ensure connections to TasWater's water and sewerage networks have sufficient capacity to service the project and comply with TasWater's standards.*
2. Any removal/supply and installation of water meters and/or the removal of redundant and/or installation of new and modified property service connections must be carried out by TasWater at the developer's cost.
Reason: *To ensure installation of new or removal of redundant property connections to TasWater's networks are undertaken by TasWater.*
3. Prior to commencing construction /use of the development, any water connection utilised for construction/use of the development must have a backflow prevention device and water meter installed, to the satisfaction of TasWater.

Reason: *To ensure TasWater's water network is protected in the event of sudden pressure loss and volumetric water usage can be measured for billing purposes.*

TRADE WASTE

4. Prior to the commencement of operation the developer/property owner must obtain Consent to discharge Trade Waste from TasWater.

Reason: *To ensure TasWater's consent is granted prior to the discharge of trade waste into TasWater's sewerage network.*

5. The developer must install appropriately sized and suitable pre-treatment devices prior to gaining Consent to discharge.

Reason: *To ensure suitable pre-treatment devices are installed prior to TasWater granting consent to discharge trade waste into TasWater's sewerage network.*

6. The Developer/property owner must comply with all TasWater conditions prescribed in the Trade Waste Consent.

Reason: *To ensure compliance with all TasWater conditions prescribed in the Trade Waste Consent.*

INFRASTRUCTURE WORKS

7. Prior to applying for a Certificate(s) for Certifiable Work (Building and/or Plumbing), the developer must physically locate all existing infrastructure to provide sufficient information for accurate design and physical works to be undertaken.

Reason: *To ensure the accuracy of the design and the proximity of the physical works will not threaten the operational integrity of TasWater's assets.*

8. Plans submitted with the application for Certificate(s) for Certifiable Work (Building and/or Plumbing) must, to the satisfaction of TasWater show, all existing, redundant and/or proposed property services and mains.

Reason: *To ensure accuracy of design and provide a clear scope of works to allow TasWater's connections contractors to accurately quote on and undertake works relating to connections to or disconnections from TasWater's networks.*

9. Prior to undertaking any works related to water and sewerage, physical markers must be in place that clearly identify where water and/or sewer connections are to be made in accordance with any approved plan to TasWater's satisfaction.

Reason: *To ensure TasWater's connections contractors accurately undertake works relating to the physical location of connections to or disconnections from TasWater's networks.*

56W CONSENT

10. When applying for a Certificate(s) for Certifiable Work (Building) and/or (Plumbing), the application documentation must include an application to TasWater, pursuant to section 56W of the Water and Sewerage Industry Act 2008, for its consent in respect of that part of the development, if applicable, which is built within a TasWater easement or over or within two metres of TasWater infrastructure.

Reason: *To ensure compliance with s56W of the Water and Sewerage Industry Act 2008.*

DEVELOPER/HEADWORKS CHARGES

11. Prior to TasWater issuing Certificate(s) for Certifiable Work (Building) and/or (Plumbing), the applicant or landowner as the case may be, must pay Developer/Headworks Charges in accordance with the policy in place at the time, to TasWater for water and sewerage infrastructure for additional Equivalent Tenements, indexed by the Consumer Price Index All groups (Hobart) from the date of TasWater's Submission to Planning Authority Notice until the date it is paid to TasWater.

Reason: *To ensure compliance with TasWater's relevant Developer/Headworks Charges Policy.*

DEVELOPMENT ASSESSMENT FEES

12. The applicant or landowner as the case may be, must pay a development assessment fee in accordance with the policy in place at the time, as approved by the Economic Regulator and the fee will be indexed, until the date paid to TasWater. The payment is required within 30 days of the issue of an invoice by TasWater.

Reason: *To ensure compliance with TasWater's relevant development assessment fee policy.*

Declaration

The Advice stated above constitutes TasWater's Final Advice to the Panel.