



30 June 2026

By email: tpc@planning.tas.gov.au

Pam Allan
Chairperson, Assessment Panel – Kangaroo Bay MPIS
Tasmanian Planning Commission
Level 3, 144-148 Macquarie Street
Hobart, TAS 7000

Dear Chairperson,

**Representation in response to Initial Assessment Report - Kangaroo Bay Hotel
Major Project**

On behalf of Chambroad Overseas Investment Australia Pty Ltd (Chambroad Australia), I am pleased to submit this Representation to the Development Assessment Panel (the Panel) in response to the Initial Assessment Report (IAR) for the Kangaroo Bay Hotel Major Project (the Project).

This Representation has been prepared in accordance with section 60ZZB of the *Land Use Planning and Approvals Act 1993 (Tas)* and responds to the matters identified by the Panel in the IAR.

Chambroad Australia welcomes the Panel's detailed consideration of the Major Project Impact Statement (MPIS). The IAR confirms that the MPIS addresses many aspects of the assessment criteria to an acceptable level, while identifying a number of matters where further clarification, resolution of inconsistencies, additional information, or refinement of the supporting material would assist the Panel's assessment.

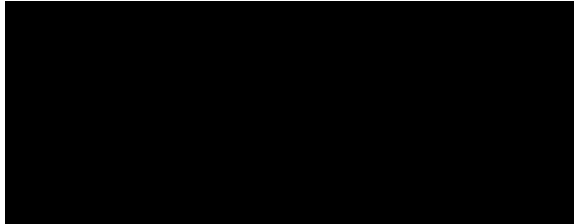
This Representation has therefore been prepared to provide clear and targeted information in relation to each matter raised in the IAR. It is supported by input from the project team and specialist technical advisers and, where relevant, identifies updates to technical reports, supporting documentation and proposed permit conditions.

Chambroad Australia remains committed to progressing the Kangaroo Bay Hotel Major Project in a constructive and transparent manner. The Project continues to represent an important opportunity to realise the long-standing planning intent for Kangaroo Bay as a vibrant, publicly accessible waterfront destination that contributes to the Clarence community and the broader Southern Tasmania region.

Our team of experts are available to provide any further clarification or additional information required to assist the assessment process. We kindly request advance notice to appear in person at the Hearing so that availability and travel arrangements can be made, as some of our advisors are located outside of Hobart and Tasmania.

We thank the Chairperson and Panel Members for their continued consideration of the Project.

Yours sincerely,



Finely Zhang

Director & General Manager

Owner Representative

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Kangaroo Bay Hotel Major Project

Representation to the Assessment Panel's Initial Assessment Report



Chambroad Overseas
Investment Australia Pty Ltd

30 June 2026

Acknowledgement of Country

Chambroad Australia acknowledges the traditional custodians of the lands on which we live and work today. We pay respect to elders both past and present, as well as to all other Aboriginal and Torres Strait Islander peoples.

Chambroad Australia commits to undertaking meaningful engagement with Aboriginal individuals and organisations to support the protection of country and culture, and the development of their aspirations.

Contents

	Page
Acknowledgement of Country	2
1. Introduction	4
2. Response to IAR matters	6
3. MPIS Change Log	35
Attachment A: Proposed Permit Conditions	
Attachment B: Plans, Drawings and Images	
Attachment C: Specification of Proposed Materials	

1. Introduction

This Representation has been prepared by Chambroad Overseas Investment Australia Pty Ltd (**Chambroad Australia**) in response to the Initial Assessment Report (**IAR**) issued by the Development Assessment Panel (**the Panel**) for the Kangaroo Bay Hotel Major Project (**the Project**) under section 60ZZB of the *Land Use Planning and Approvals Act 1993 (Tas)*.

Chambroad Australia welcomes the Panel's detailed assessment of the Kangaroo Bay Hotel Major Project and appreciates the opportunity to respond to the matters raised in the IAR. The IAR confirms that the Major Project Impact Statement (**MPIS**) addresses many aspects of the assessment criteria to an acceptable level, while also identifying a number of matters where further clarification, resolution of inconsistencies, additional information, or refinement of the supporting material would assist in the Panel's assessment.

This Representation responds to the matters identified in the IAR and provides supplementary information where relevant. This document has been prepared in consultation with the project team and specialist technical advisers and is accompanied by updates to relevant technical reports and supporting documentation.

The purpose of this Representation is to assist the Panel's ongoing assessment by:

- responding to the specific comments and observations contained in the IAR
- providing clarification where additional context or explanation is warranted
- identifying amendments and updates made to the MPIS and supporting technical reports where appropriate
- proposing any consequential refinements to the draft permit conditions.

Chambroad Australia remains committed to working constructively with the Panel, stakeholders and the broader community throughout the assessment process and looks forward to the continued consideration of the Project.

Structure of this Report

This Representation has been structured as follows:

Section 2: Response to IAR matters – provides a response to each issue raised by the Panel in the IAR, organised by assessment criterion. Relevant supporting information and technical evidence are identified throughout.

Section 3: MPIS Change Log – summarises amendments made to the MPIS Volumes 1, MPIS Volume 2 and technical reports comprising Volume 3 of the MPIS and cross-references to the relevant IAR matters.

Attachments – additional information provided in support of this Representation.

- **Attachment A: Proposed Permit Conditions** – sets out Chambroad Australia's suggested permit conditions, including any amendments arising from matters identified in the IAR and the responses provided in this Representation.

It is acknowledged that the Commission is responsible for the final consideration and drafting of conditions for the Major Project Proposal, should a permit be granted.

The suggested conditions have been prepared by Chambroad Australia, to assist the Commission in this process.

- **Attachment B: Plans, Drawings and Images** – attaches new and revised plans, drawings and images to support the response to the IAR.
- **Attachment C: Specification of Proposed Materials** – additional information on the nominated materials and finishes for the Project.

2. Response to IAR matters

Topic 1.0 Use and Development

Assessment criterion 1.1 Use and activation

Criterion

The proposed use:

- (a) is compatible with existing and potential use of land on and adjacent to the project site;
- (b) provides for the activation of publicly accessible spaces on the project site; and
- (c) avoids or minimises significant adverse effects on the amenity of nearby land and water, including public open space;

to an acceptable level.

Overall, the Panel considers that the information provided in the MPIS addresses all aspects of the assessment criterion for use and activation. The Panel notes, however, that:

- the site plan showing proposed uses, titled 'Key Plan' in Volume 2, shows the site boundary inaccurately.

Assessment Criterion 1.1 Response

Item 1 of Attachment B to this Representation is a revised site plan to match the survey, including existing landscape outside bounding line.

Supporting information

Change Log References

- 1.1 MPIS Volume 2, Consolidated Plan Set, Document 1 Architectural & Landscape

Attachments

- Attachment B - Item 1 Updated ground floor plan (A.02)

Assessment criterion 1.2 Context and Landscape

Criterion

The proposed development is to:

- (a) be of a design that responds and contributes to its context and the surrounding landscape through articulation, siting, materials, and colours;
- (b) be sited to give effect to the design principles of the Kangaroo Bay UDS having lower and lightweight/visually permeable structures closer to the waterfront; and
- (c) provide physically and visually clear pedestrian connections between Kangaroo Bay Drive and the Village, consistent with the intent of the Kangaroo Bay UDS;

to an acceptable level.

Overall, the Panel considers that the information provided in the MPIS addresses all aspects of the assessment criterion to some degree. However, the Panel notes:

- The palette of proposed materials and their colour scheme provides limited details.
- The image resolution in the Visual Impact Assessment is not of a high quality.
- Visualisations do not illustrate the proposed material palette and how the Project responds to the surrounding environment via colours and materials.

Assessment Criterion 1.2 Response

A Specification of Proposed Materials has been provided in Attachment C of this Representation, providing additional details of the nominated materials and finishes for the Project and how these materials and the Project respond to the surrounding environment.

The Project's 'hero shot' and the new images provided in Item 2 of Attachment B to this Representation provide a visual representation to show the Project in the context of the surrounding area.

Supporting information

Change Log References

- 1.2 MPIS Volume 2 – Appendices
- 1.2 Consolidated Plan Set – Document 1 Architectural & Landscape

Attachments

- Attachment B – Item 2 - new additional images showing the Project in the context of the surrounding area
- Attachment C – *Specification of Proposed Materials*

Assessment criterion 1.3 Built form and architectural design

Criterion

The design of the proposed development is to achieve a scale and height appropriate to the existing or desired future character of the surrounding area and landscape setting.

The scale, height and architectural design of the proposed development is to:

- (a) allow for a visual connection with the timtumili minanya/River Derwent and kunanyi/Mount Wellington; and
- (b) respond and relate to the waterside location and maritime activities, being reflected in the colours and materials of the built and spatial form;

to an acceptable level.

Overall, the Panel considers that the information provided in the MPIS addresses all aspects of the assessment criterion to some degree. However, the Panel notes:

- The connection to Timtumili Minanya/River Derwent and Kunanyi/Mount Wellington is demonstrated via montages showing view lines from inside the building, but not in the context of the surrounding environment.
- The Visual Impact Assessment, which shows the Project in its surrounding environment, does not illustrate the proposed external materials or colours of the building to demonstrate how these respond to the context of the surrounding landscape.
- The architectural plans provide a preliminary external material schedule including glass, timber look cladding, concrete and metal cladding. The specifications of the proposed materials are not provided, limiting information on the Project's visual response to the surrounding environment.

Assessment Criterion 1.3 Response

Project in Context to the Surrounding Environment

Item 3 in Attachment B to this Representation is a new drawing to demonstrate the Project's connection to Timtumili Minanya/River Derwent and Kunanyi/Mount Wellington in the context of the surrounding environment.

The drawing shows the site connection based on four views:

1. Site Plan 1 : 50,000
2. Ground Floor Plan 1 : 1000
3. Google Earth View
4. 3D Model View.

The drawing shows how the building orientation and geometry aligns sensitively with the surrounding environment and terrain.

Material Specification and Response to Surrounding Environment

A specification of the proposed materials has been provided in Attachment C to this Representation. The specification details how the architectural articulation, detailing and material expression of the Project have been developed to complement the established character of Kangaroo Bay and respond to its prominent waterfront setting.

The proposal adopts a refined and cohesive palette of glazing, natural grey concrete, timber-look aluminium and metallic silver-grey aluminium, balancing solidity and transparency while establishing a warm, contemporary coastal character.

The Project's 'hero shot' and the new images provided in Item 2 of Attachment B to this Representation provide a visual representation to show the Project in the context of the surrounding area.

Supporting information

Change Log References

- 1.3 MPIS Volume 2 – Appendices
- 1.3 Consolidated Plan Set – Document 1 Architectural & Landscape

Attachments

- Attachment B:
 - Item 3 – drawing of the Project connection to the surrounding area
 - Item 2 - new additional images showing the Project in the context of the surrounding area
- Attachment C – *Specification of Proposed Materials*

Assessment criterion 1.4 Public domain and passive surveillance

Criterion

The siting and design of the proposed development creates publicly accessible spaces and improves the passive surveillance of the project site and surrounding area, by:

- (a) providing a publicly accessible space through the western or central part of the project site;
- (b) maintaining an actual and legible network of publicly accessible pathways (pedestrian and cycle) between the Village and Kangaroo Bay Drive; and
- (c) avoiding the creation of concealment and entrapment spaces;

to an acceptable level.

The Panel considers that the information provided in the MPIS addresses all aspects of the assessment criterion relating to public domain and passive surveillance.

Assessment Criterion 1.4 Response

No further information provided for this criterion.

Topic 2.0 Parking, access, traffic and transport

Assessment criterion 2.1 Car parking and access

Criterion

Car parking and access is:

- (a) **provided to meet the needs of the proposed uses, including adequate access for goods delivery and collection;**
- (b) **designed and constructed to be convenient, safe, and efficient, including associated areas for access, manoeuvring and circulation;**
- (c) **designed and sited to not have a significant adverse impact on the streetscape; and**
- (d) **designed to achieve public vehicular access and connectivity between the Marina and Kangaroo Bay Drive, within the project site;**

to an acceptable level.

Overall, the Panel considers that the information provided in the MPIS addresses all aspects of the assessment criterion for parking, access and transport to some degree. However, the Panel notes:

- The development plans in Volume 2 show the general arrangement for parking spaces, but do not clearly specify which individual spaces are assigned to specific types of parking (i.e. DDA accessible, motorcycle, public parking, private parking, valet parking).
- There are differences in the proposed layout of parking spaces between various plans and reports.
- Bicycle parking is not clearly proposed on the use and development plans in Volume 2, although bicycle parking is recommended in the Traffic Impact Assessment, with possible locations identified.
- The proponent's views on the adequacy of parking for the anticipated requirements for each use type, and anticipated choices of transport mode for users of the Project, are in part based on statements of opinion, from a source with a direct commercial interest in the Project, with no detail of evidence to support those opinions.

Assessment Criterion 2.1 Response

1. Parking layout, allocation and plan consistency

Updated parking layout and allocation

The Car Parking Layout Plan submitted with the Traffic Impact Assessment (and contained in MPIS Volume 2) has been updated to clarify the parking allocation and details.

This includes clarification of the allocation of parking spaces, including DDA accessible, motorcycle, public parking, private parking and valet parking spaces. The updated Car Parking Layout Plan is provided within Attachment B of this Representation, item 4.

Alignment between the architectural plans and car parking plan

The architectural ground floor plan has also been updated to address minor layout variations and align with the Car Parking Layout Plan. These updates are reflected in the revised architectural ground floor plan A.02 contained within Attachment B of this Representation, item 1.

Bicycle parking

The architectural ground floor plan (item 1 in Attachment B) has been updated to illustrate the bicycle parking locations, generally in accordance with the *Traffic Impact Assessment* (Attachment 20).

2. Adequacy of parking provision

The following responses have been prepared by Pitt & Sherry, unless otherwise indicated.

Overall approach to parking provision

Provision of car parking in line with the planning scheme would result in parking dominating the site and the potential for significant oversupply of parking.

Pitt and Sherry have advised that although parking is heavily used in Bellerive during weekdays, Saturday mornings and special events (e.g. events at Bellerive Oval), there is considerable parking available in Bellerive outside these times in the evenings and remainder of the weekend. A hotel development type with restaurants would be expected to have a higher demand for parking in the evening.

Sharing of parking in centres

Kangaroo Bay is located in close proximity to Bellerive Village, Rosny (including Eastlands) and the Kangaroo Bay sports precinct. Each of these locations has existing parking provisions.

When developments are located within close proximity of each other, car parking is not necessarily required at the full rate for all developments.

People already in one of the nearby precincts for work, shopping or other errands may utilise the Kangaroo Bay Hotel, but would not generate the need for another car parking space.

Availability of other travel modes

Kangaroo Bay has a ferry terminal, it has bus services, it has excellent walking and bike riding infrastructure and there is good access to car share, such as Uber, and taxi services. A person does not need to drive to Kangaroo Bay.

Available Census data (source: <https://areasearch.com.au/suburb/bellerive>) shows that the suburb of Bellerive has a mode share of 80% of people using cars for day-to-day trips. Bus usage is 12% compared with 6% for the greater Hobart region and car ownership is below the regional average. Therefore, applying a reduction of 20% to the planning scheme requirements is considered suitable.

Basis for the parking assumptions

The percentage reduction in car parking requirements assumption is the best estimate based on how many locations a person driving a car may visit when visiting Bellerive.

The estimate considers that 30% of the people that visit the hotel for food and beverage will visit another location, such as a shop, or are already in the area for work. It also considers that the remaining 70% only visit the hotel for food and beverage and then leave, which may be a conservative estimate.

It is recognised that if the 30% is applied to the 80% of people assumed to drive and park at the site, then this reduction would actually be 24%. However, considering the assumption was considered to be conservative, it was rounded up to 50%.

3. Parking demand by use

Evidence base and comparable developments

The assumptions in the Traffic Impact Assessment are based on a significant knowledge base developed by the project team over many years of experience.

The Kangaroo Bay Hotel is a proposed 4.5 star hotel, located outside the Hobart CBD but within an established urban / activity centre context, with access to ferry, bus, walking, bike riding, taxi and car share options.

There is limited direct comparability in Hobart for the Kangaroo Bay Hotel. Current hotels in Hobart are generally 4 to 5 star hotels in the Hobart CBD which have very limited available parking, in some cases none, or suburban type motels which provide more parking due to less public transport availability and walkability.

Use 1: Hotel guest parking

The MPIS and Traffic Impact Assessment have classified the hotel rooms with a land use of Visitor Accommodation. The *Tasmanian Planning Scheme* defines visitor accommodation as:

“use of land for providing short or medium-term accommodation for persons away from their normal place of residence on a commercial basis or otherwise available to the general public at no cost. Examples include a backpacker’s hostel, camping and caravan park, holiday cabin, motel, overnight camping area means the use of land which is open to public use for holiday and recreational purposes, involving primarily the setting up and use of tents for overnight accommodation., residential hotel and serviced apartment complex.”

The above considers all types of accommodation from campgrounds to hotels. The proposed development is a luxury hotel with a 4.5 star rating.

The following provides additional justification that supports the adopted rate of 1 space per 4 rooms.

Australian guidance for hotel parking

Australian planning guidance and planning scheme examples indicate that hotel parking rates can vary significantly depending on location, public transport accessibility, hotel type, the nature of the accommodation offer and the extent to which parking for associated land uses is separately assessed.

The available guidance does not support a single uniform rate of 1 space per room for all hotel accommodation uses. Rather, the adopted parking rate should be considered having regard to the specific characteristics of the hotel and its location.

The *Transport for New South Wales Guide to Traffic Impact Assessment* gives guidance for parking rates of hotels. For motels it specifies 1 space per room, however for hotels it recommends drawing comparisons from similar developments.

A previous iteration of the *NSW Guide to Traffic Generating Developments*, numerical guidance was given for tourist hotels as follows:

- 1 space per 5 rooms for a 5-star international hotel
- 1 space per 4 bedrooms for a 3-4 star hotel.

The Proponent has identified the following Australian planning guidance and planning scheme examples that provide further relevant reference points for considering the adopted hotel accommodation parking rate.

Jurisdiction / source	Specific space-per-key / room rate	Relevant reference point	Source document
City of Sydney — Parking Rates Update, Appendix C	Central Sydney: 0.10 spaces/key, being 1 space per 10 keys. PTAL D/E: 0.20 spaces/key, being 1 space per 5 keys. PTAL F: 0.25 spaces/key, being 1 space per 4 keys.	Useful for maximum hotel parking rates by accessibility. It supports the argument that hotel parking can be materially lower than one space per room in urban-accessible locations.	City of Sydney Parking Rates Update
Sutherland Shire DCP 2015 — Chapter 36: Vehicular Access, Transport, Parking and Bicycles	0.25 spaces/room, being 1 space per 4 rooms, plus 1 space per 2 employees.	Useful as a suburban metropolitan comparator.	Sutherland Shire DCP Chapter 36
Sunshine Coast Council — TLPI 01/2025 Accommodation Hotel Incentive Measures	Accommodation component: 0.33 covered spaces/rooming unit, being 1 covered space per 3 rooming units, plus 0.10 visitor spaces/rooming unit, being 1 visitor space per 10 rooming units. Combined hotel-accommodation component: approximately 0.43 spaces/rooming unit, before parking for other associated land uses.	Comparator specifically for upscale / 4.0-star or higher accommodation hotels and provides a reduced on-site car parking rate.	Council summary page / TLPI PDF
Byron Shire DCP 2014 — Chapter B4: Traffic Planning, Vehicle Parking, Circulation and Access	1.00 space/unit, being 1 space per unit, plus 1 space per 2 employees. Additional parking may apply for public restaurant or function-room components.	A higher car-reliance coastal / tourism comparator. It represents a more conservative parking benchmark than the urban-accessible examples.	Byron Shire DCP Chapter B4

Ireneinc Planning & Urban Design have also identified a number of similar hotel developments in Tasmania, which have been approved with similar parking rates applied, including but not limited to:

The Gorge Hotel & existing TRC Hotel - Launceston (approved in 2023)

This project included 145 Hotel rooms in total (up to 290 beds), with conference facilities, a restaurant and three bars. The application was subject to an appeal (*S Cai v Launceston City Council and TRC Multi Property Pty Ltd [2023] TASCAT 27 (17 February 2023)*), in which a shortfall in car parking was raised as a ground of appeal.

The applicable planning scheme car parking rate for the visitor accommodation component was:

1 space per self-contained accommodation unit, allocated tent or caravan space, or one space per 4 beds, whichever is the greater.

In this case, both traffic experts determined that a rate of 1 x space per 4 x hotel rooms was the most appropriate rate to apply for the purposes of determining the permitted car parking requirement. The Tribunal **agreed** with that approach.

The Tribunal also noted that other components forming part of hotel (visitor accommodation), such as restaurants and conference facilities are ancillary / subservient components, and therefore do not require separate car parking allocation.

These examples show that hotel parking rates are not uniform and that a rate of 1 space per room is excessive and not consistently adopted for hotel accommodation uses, particularly where the site is in an urban-accessible location with access to multiple transport modes and public parking facilities.

Car hire statistics

Tourism Tasmania does not publish detailed car hire statistics. Indicative data indicates the following:

- Regional trips – up to 70% travelling in a hire car
- Urban trips (Hobart) – 20-40% travelling in a hire car

This indicates that whilst hire car usage is high for regional travel within Tasmania, urban trips within Hobart, where there is good public transport, walkability and access to taxis/ Uber have a much lower rate of hire car usage.

Based on the above, 1 parking space per 4 rooms allocated to the hotel is considered a reasonable allowance.

Use 2: Wellness centre

The wellness centre will be for use by hotel guests only and therefore will not generate any additional people or parking to the site. This is reflected in Table 13 on page 24 of the *Traffic Impact Assessment* (Attachment 20).

Use 3: Food and beverage

The *Transport for New South Wales Guide to Traffic Impact Assessment* gives guidance as to how to calculate parking rates for food and beverage locations. Generally, the advice is that demands vary by location and that site specific rates should be determined.

The following guidance is also given:

“When it can be demonstrated that the time of peak demand for parking associated with the proposed shopping centre and the adjacent land uses do not coincide, or where common usage reduces total demand, a lower level of parking provision may be acceptable. Provision of public transport may also reduce the demand for car parking spaces. If the proposed development is an extension of an existing retail development, additional parking demand could be less than proportional to the increase in floor area.”

The following can be stated for the Kangaroo Bay Hotel development food and beverage:

- The food and beverage locations will likely generate the highest parking demand in the evening, when other parking in Bellerive is demonstrated to be under-utilised
- Common usage of car parking would reduce total demand due to other nearby destinations
- Bellerive has an 80% car mode share, which can reduce car parking demand
- The proposed Kangaroo Bay Hotel is effectively an extension to the existing Bellerive Village and Kangaroo Bay sports precinct.

Based on the above, the Kangaroo Bay Hotel site aligns with each of the reduction criteria in the *Transport for New South Wales* guidance. The 20% reduction due to public transport is broadly aligned with the public transport mode share. There is no evidence to demonstrate that the overall 50% reduction in parking requirements is not a suitable assumption.

Use 4: Conferences and events

The requirement for parking for conferences and events is widely dependent on the conference or event type, the number of attendees and the type of attendees, local or

not local. It is also worth noting that conferences are not an everyday event, and supplying parking to accommodate all large events can result in an oversupply.

Although parking is heavily used in Bellerive during weekdays, Saturday mornings and special events, for example events at Bellerive Oval, outside these times in the evenings and remainder of the weekend, there is considerable parking available in Bellerive.

Weekday and Saturday morning event operators should take the opportunity to encourage other modes of travel to the site for larger sized events. If parking is needed for some attendees that cannot use other modes, there would be a small amount of parking available on site that can be pre-arranged. During the evenings parking in Bellerive is demonstrated to be under-utilised.

4. Pembroke Place car park

The survey of the Pembroke Place car park was included as an assessment of existing conditions. As a whole, the use of this car park is not necessary to the operation of the Kangaroo Bay Hotel. Minor changes have been made to remove the availability of these parking spaces. This change is reflected in an update to the *Traffic Impact Assessment* (Attachment 20) as set out in the Change Log in Section 3 of this Representation.

Supporting information

Change Log References

- 2.1 Attachment 20 – Traffic Impact Assessment, Section 2.7, Table 14

Attachments

- Attachment B:
 - Item 1 - Updated ground floor plan (A.02)
 - Item 4 – Updated general arrangement for parking plan with colour coded parking spaces

Assessment criterion 2.2 Traffic and transport

Criterion

The proposed use and development:

- (a) generates traffic that avoids or minimises significant adverse effects on the safety and efficiency of the road network nearby the project site; and
- (b) encourages the use of alternative modes of transport to access the project site by the public, guests, and employees;

to an acceptable level.

Overall, the Panel considers that the information provided in the MPIS addresses all aspects of the assessment criterion for traffic and transport. However, the Panel notes:

- there are inconsistencies in the nominated proposed land uses, and traffic levels generated by these uses, between the Traffic Impact Assessment and the Transport and Movement Study in Volume 3 of the MPIS.

Assessment Criterion 2.2 Response

The *Traffic Impact Assessment* (Attachment 20) and the *Transport and Movement Study* (Attachment 21) have been reviewed for inconsistencies and having regard to the matters raised in relation to traffic and access. Updates to these reports are provided in the Change Log in Section 3 of this Representation.

In addition, the following updates and clarifications are provided to assist the Panel.

Rosny Hill Road / Bligh Street / Kangaroo Bay Drive intersection

The roundabout at this intersection was not specifically modelled as only a small volume of traffic accessing the hotel is expected to use this route. This is estimated at 32 vehicle movements in the AM peak hour and 40 vehicle movements in the PM peak hour, many of which are in the opposing direction to the critical flows.

The queue back to the Cambridge Road roundabout from the Kangaroo Bay Drive intersection is an existing issue that is exacerbated with background growth to the network. This queue only occurs in the weekday AM peak hour. No, or negligible, Kangaroo Bay Hotel traffic is expected to travel westbound through the Rosny Hill Road / Bligh Street / Kangaroo Bay Drive intersection in the weekday AM peak hour.

Traffic engineering recommendations and Project site boundary

A number of traffic engineering recommendations have been identified within the *Traffic Impact Assessment* (Attachment 20), including relocation of a pole to improve pedestrian sight distances, positioning of the boom gate to improve loading bay access, and proposed crossover and cul-de-sac improvements.

Whilst these adjustments would improve overall efficiency, the light pole relocation and cul-de-sac adjustments would require works beyond the Project site boundary. As all works required as part of the Project must be contained within the Project Site Boundary, these adjustments have been recommended but are not within the control of the Proponent, hence, the Project does not rely upon these changes.

Supporting information

Change Log References

- 2.2 Attachment 21 Transport and Movement Study

Topic 3.0 Environmental Impacts and Natural Hazards

Assessment criterion 3.1 Coastal inundation and flood

Criterion

The proposed use and development:

- (a) maintains an acceptable level of risk from the impacts of coastal inundation and flood on the development and its users; and
- (b) does not cause an unacceptable increase in coastal inundation and flood risks to nearby land or public infrastructure for the intended life of the development.

Overall, the Panel considers that the information provided in the MPIS addresses all aspects of the assessment criterion for coastal inundation and flood. However, the Panel notes:

- The Coastal Inundation Hazard Assessment Report identifies a range of ‘interdisciplinary interfaces’ between matters considered in that report and matters considered in other MPIS reports, raising queries and uncertainties about the effects of coastal hazards on other aspects of the Project. Some of those other reports identified do not appear to directly reference or resolve the matters raised.
- The Coastal Inundation Hazard Assessment Report recommends a minimum finished floor level of 2.72m AHD, however, the proposal development plans and other reports refer to a ground floor finished floor level of 2.70m. The MPIS does not address whether there are any effects of this minor difference.
- The Flood Hazard Assessment Report recommends a drainage system along the parking area retaining wall adjacent to Cambridge Road. The Stormwater Management Plan proposes a raingarden in this area, but does not directly address whether this proposed design adequately addresses the recommendation in the flood report.
- Draft permit conditions recommended by the proponent in Volume 1 do not fully reflect the recommendations in the technical report relating to coastal inundation hazard assessment.

Assessment Criterion 3.1 Response

Interdisciplinary interfaces regarding effects of Coastal Inundation

The scope of the Coastal Inundation Hazard Assessment has been informed by and responds to the considerations under Criteria 3.1. of the Major Project Assessment Criteria and has provided the scope of coastal hazards to be assessed in the inundation report.

All other plans and/or reports have addressed coastal inundation findings and recommendations, including the interface considerations listed in the Coastal Inundation Hazard Report. These may not be documented as explicit responses to the coastal interface in those reports, instead being represented implicitly in design decisions that consider coastal hazards, in consultation with Pitt & Sherry coastal engineering staff. For example, the flood hazard assessment report considers tides for drainage outlet elevations, architectural design provides suitable setbacks from the coast to allow for safe wave runup, and lighting is appropriately elevated.

The 'Wind Impact Assessment' was considered in the *Coastal Inundation Hazard Assessment Report*, and 'interface considerations' text concerning it is updated in the change log to "Wave heights are based almost solely on wind speeds".

The 'Coastal Vulnerability Assessment Report' is an erroneous reference and should read as 'Coastal Inundation Hazard Assessment Report'.

Ground Floor Finished Floor Level

A recommendation on 2.72 m AHD was provided in parts of Section 6 and 7 of the *Coastal Inundation Hazard Assessment Report*. To allow for 2.7m AHD FFL, runup screening protection from a raised revetment crest and/or seawall would be required.

The latter has been adopted in the design, and the change log is updated accordingly with 2.7m AHD recommended.

Drainage system and raingarden design

The drainage pipe recommended in the *Flood Hazard Assessment Report* is a filter drain located along the proposed retaining wall at road level, rather than within the parking area. This infrastructure has not been reflected in the current Stormwater Management Plan. The drawings have been updated to incorporate this flood management measure and ensure alignment with the recommendations of the Flood Hazard Assessment. The filter drain will be incorporated within the retaining wall to ensure it is located within the boundary and discharges into the proposed stormwater system.

The Proponent has also provided a list of suggested Permit Conditions, which includes a requirement for an amended civil/ architectural drawing to be prepared and submitted to the Commission, demonstrating the location, details and integration of the pipe as part of the final Stormwater Management Plan.

Permit conditions

Following the recommendation to align the permit conditions with the technical reports relating to coastal inundation and natural hazards, we revised the permit conditions and provided full details of the Proposed Permit Conditions in Attachment A.

Supporting information

Change Log References

- 3.1 Attachment 5 – Coastal Inundation Assessment

Attachment

- Attachment A – Proposed Permit Conditions

Assessment criterion 3.2 Contaminated land

Assessment criterion 3.2 Contaminated land

The proposed use and development minimises the risk of, and adverse effects from, land contamination on human health and the environment, to an acceptable level.

Overall, the Panel considers that the information provided in the MPIS addresses all aspects of the assessment criterion for contamination. However, the Panel notes:

- draft permit conditions recommended by the proponent in Volume 1 do not fully reflect the recommendations in the technical report relating to contamination.

Assessment Criterion 3.2 Response

Permit conditions

Following the recommendation to align the permit conditions with the technical reports relating to contaminated land, we revised the permit conditions and provided full details of the Proposed Permit Conditions in Attachment A.

Supporting information

Attachment

- Attachment A – Proposed Permit Conditions

Assessment criterion 3.3 Water quality and flow

Criterion

The proposed use and development, including works during the construction phase, maintains:

- (a) the flows of groundwater and surface water;
- (b) the quality of groundwater and surface water; and
- (c) the health of ecological systems and organisms in relation to changes in water flow, disturbance of riparian areas, and release of sediments or pollution;

to an acceptable level.

Overall, the Panel considers that the information provided in the MPIS addresses the assessment criterion for water quality and flow to some degree. However, the Panel notes:

- The summary in Volume 1 states that no work is occurring within Timtumili Minanya/River Derwent. However, the proposed use and development plans show one overhanging section of the public walkway along the foreshore requiring a structural support that appears to be constructed within the river. The proposal plans also indicate some 'sandstone steps' will extend below the waterline.
- There is limited information provided on groundwater flows.
- Draft permit conditions recommended by the proponent in Volume 1 do not fully reflect the recommendations in the technical reports.

Assessment Criterion 3.3 Response

Walkway structural support

While the current landscape drawings show pier supports within the water, these in-water supports are not structurally necessary and an alternative cantilevered structure is feasible. The intent of this option is to resolve the entire vertical and lateral load path through land-based foundations only, such that no piles, columns, footings or other structural support elements are placed within the water body or the seabed below the waterline. All structural support would be located landward of the high water mark.

The cantilevered deck will be supported by a primary transfer structure (steel or reinforced concrete cantilever beams) projecting from a land-based support line set back behind the shoreline. The cantilever back-span would be anchored to develop the required restraint and counter-moment through anchorage into competent bedrock via

rock anchors where rock of suitable quality is present at or near the support line. This will be used in a combination with cantilever supported land-based piles (bored, CFA or driven) installed behind the water's edge, with the back-span piles providing both bearing and tension resistance to balance the cantilever.

Lateral stability, deflection and dynamic performance of the cantilevered deck would be designed to the relevant Australian Standards, with the supporting foundations and anchorage sized accordingly once geotechnical investigation confirms ground and rock conditions at the interface.

While this detailed design solution has not yet been designed, the cantilevered arrangement is a well-established engineering approach and can be developed to deliver the required deck extent over the water with the in-water piers fully removed. We are confident this can be achieved without any structural elements bearing in the water.

Groundwater flows

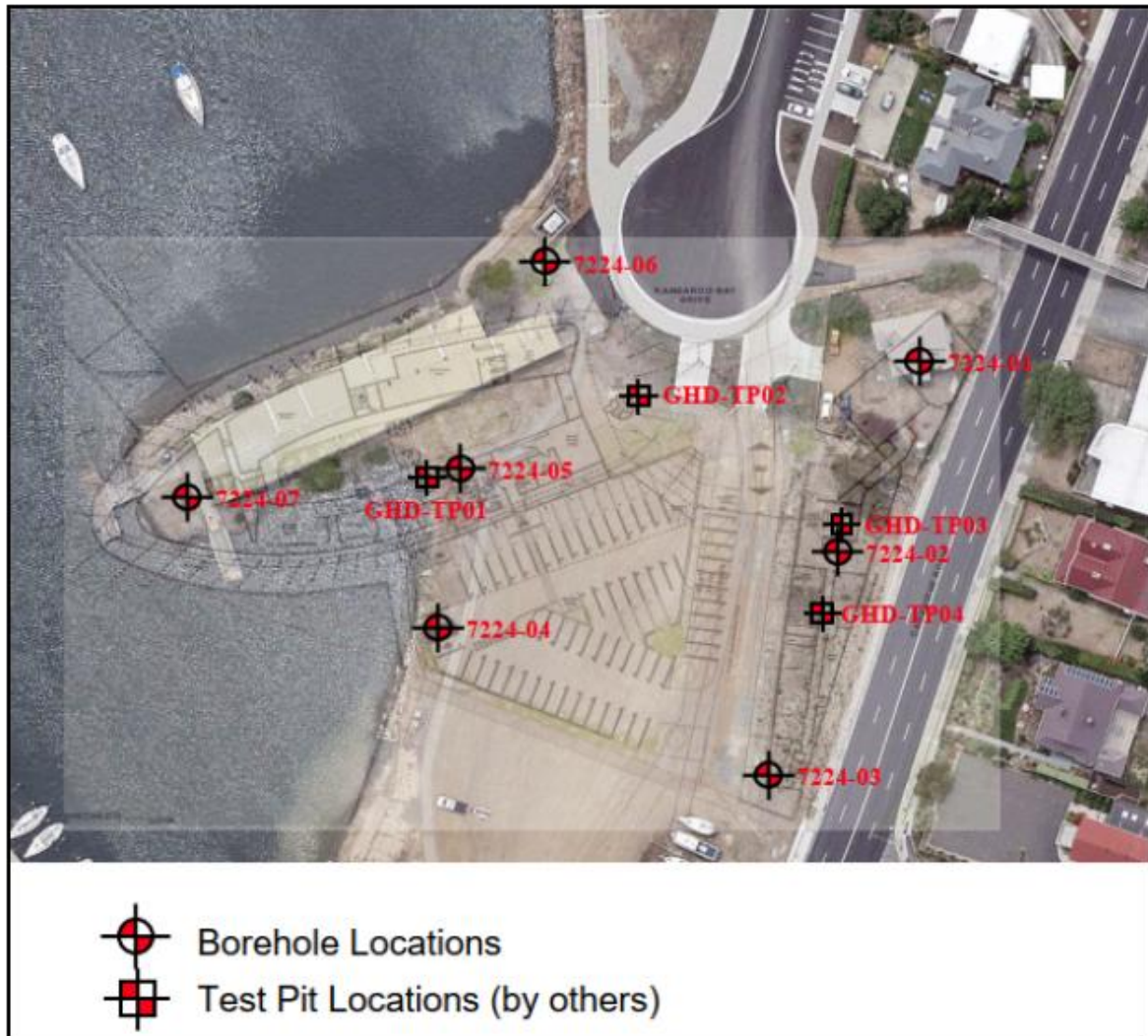
The Geotechnical Investigation Report (Report No: 7224A, dated 21/02/2018) undertaken by Scherzic Ground Investigations references 5 boreholes within the site boundary that encountered groundwater. These are summarised in the following table:

Reference	Location	Groundwater Level	Surface Level during Testing
GHD-TP01	Centre of Site	~0.4mAHD (1.9m Deep)	2.50mAHD
GHD-TP02	Northern-Central Boundary	~0.4mAHD (1.9m Deep)	2.56mAHD
GHD-TP04	Eastern Boundary (up the embankment)	~3.66 mAHD (0.9m Deep)	4.56 mAHD
7224-01	North-East Corner (up the embankment)	5.75 to 5.88 mAHD	5.88 mAHD
7224-03	South-East Corner of Site (up the embankment)	2.03 to 2.43 mAHD	4.13 mAHD

The location of the boreholes within the Project site is shown in the figure below.

Based on the information above, the values which are on the site show groundwater at approximately 0.4m AHD. For stormwater, the raingardens are the most likely assets to be impacted by groundwater. Based on the site level of 2.7m AHD and a depth of these features of 600mm, the base should be above groundwater levels. The features are also lined with an impermeable liner which will stop the ingress of groundwater and therefore not impact on the hydraulic capability.

Groundwater during construction is to be managed by the contractor.



Permit Conditions

Following the recommendation to align the permit conditions with the technical reports relating to water quality and flow, we revised the permit conditions and provided full details of the Proposed Permit Conditions in Attachment A.

Supporting information

Change Log References

- 3.3 Attachment 18 – Stormwater Management Plan, new section

Attachments

- Attachment A – Proposed Permit Conditions

Topic 4.0 Other planning matters

Assessment criterion 4.1 Aboriginal heritage

Criterion

The proposed use and development maintains any intangible Aboriginal cultural values linked to the use, associations, and meaning, associated with the landscape character of the place, to an acceptable level.

Overall, the Panel considers that the information provided in the MPIS addresses all aspects of the assessment criterion for Aboriginal heritage. However, the Panel notes:

- The expert reports on landscape architecture and Aboriginal cultural engagement make recommendations for opportunities to reflect and interpret Aboriginal culture on the site, such as bilingual English and palawa kani signage and integration of Palawa art, that are not expressly proposed for the Project in the use and development plans in Volume 2.
- Other than reference to the advice AHT provided to the Commission prior to the development of assessment criteria, no other advice from AHT has been sought.
- The reports do not specify details of participants in community consultation and how many community organisations were represented, or whether there were differing views (noting this maybe sensitive information).

Assessment Criterion 4.1 Response

Consultation with Aboriginal Heritage Tasmania (AHT)

The engagement process was informed by the advice provided by Aboriginal Heritage Tasmania (AHT) to the Tasmanian Planning Commission during the development of the assessment criteria. No additional formal advice was sought from AHT during preparation of the consultation report.

This reflects the separate purposes of the engagement process and AHT's statutory role. AHT is the authority responsible for administering Aboriginal heritage legislation and associated permit processes. The engagement process was undertaken to gather community perspectives, cultural knowledge, values, and lived experience from Aboriginal participants and was not intended to duplicate AHT's regulatory or assessment functions.

Consultation participants and representation

The engagement process included Aboriginal community members, Elders, knowledge holders, and individuals with experience working across a range of Aboriginal organisations and community settings. To maintain participant confidentiality and support culturally safe engagement, the public report did not identify individual participants or their affiliations.

Importantly, the engagement process did not seek formal positions from Aboriginal organisations, nor did it ask participants to represent organisational views. Rather, the methodology was intentionally designed to engage directly with Aboriginal people as individuals, recognising the diversity of experiences, perspectives, and cultural connections that exist across the Aboriginal community.

While some participants held roles within Aboriginal organisations, they participated in their individual capacity and were invited to share their own perspectives, knowledge, and lived experience. The consultation findings therefore reflect the views of participants rather than the formal positions of organisations.

This approach recognises that Aboriginal community perspectives are diverse and cannot be assumed to be represented by any single organisation. The engagement sought to create opportunities for individuals to contribute directly, ensuring a broad range of voices could be heard and considered throughout the process.

While a diversity of perspectives was expressed throughout the engagement process, there was broad consistency across the key themes and issues identified in the report.

Assessment criterion 4.2 Signage

Criterion

The proposed use and development provides signage that is complementary to the proposed use and development of the project site, and the character of the streetscape and surrounding area, to an acceptable level.

Overall, the Panel considers that the information provided in the MPIS addresses all aspects of the assessment criterion for signage. However, the Panel notes:

- There is some inconsistency between reports on the number of signs, with the Volume 1 overview and the Planning Compliance Report stating there are 10 free-standing vertical signs, but the proposal plans in Volume 2 showing 12 signs of this type.
- The proposal plans in Volume 2 show elevations only for the ground based primary hotel name sign and three of the 12 free-standing vertical signs in their specific locations. Signage is not represented in the architectural elevation plans.

Assessment Criterion 4.2 Response

Free-standing vertical signs and architectural elevation plans

The reference in the MPIS Volume 1 and the Planning Compliance Report to a total of 10 free-standing vertical signs is incorrect. A total of 12 free-standing vertical signs are proposed. Ten (10) on the ground floor and two (2) on the first floor, as illustrated in the Signage & Wayfinding Strategy and Architectural Drawings (rev. N) (*MPIS Volume 2 Consolidated Plan Set Document 1, Architectural Section, Signage Plans*).

Supporting information

Change Log References

- 4.2 – MPIS Volume 1, Signage page 157
- 4.2 – Attachment 1 Planning Compliance Report, section 15.2.3

Assessment Criterion 4.3 Site services and infrastructure

Criterion

The proposed use and development:

- (a) includes a stormwater system or stormwater infrastructure to manage stormwater quality and quantity; and**
- (b) provides services to meet the needs of the proposed use and development;**

to an acceptable level.

Overall, the Panel considers that the information provided in the MPIS addresses all relevant aspects of the assessment criterion for site services and infrastructure.

However, the Panel notes:

- The proposed landscaping plans in Volume 2 do not appear to expressly refer to the requirements for rain garden areas as recommended by the stormwater strategy.
- There are limited details on the required size of on-site rainwater gardens, and how this was determined.
- Overland flow paths are shown over areas of land not within the Project site, and not managed by the landowners of the Project site. Indicative landscaping beyond the site (which is noted by the proponent as not being part of the major Project proposal) suggests an intent to pave this overland flow path area, however there is no evidence of consultation or agreement with those landowners or consideration of effects if that area remains unpaved.

Assessment Criterion 4.3 Response

Raingarden areas

Whilst not directly notated, the Landscape Plans include plantings in the areas identified to accommodate the raingardens, generally in accordance with the Stormwater Management Plan.

The raingardens have been proposed to meet water quality criteria as detailed in Section 5.4 of the Stormwater Management Plan (*MPIS Volume 3 Attachment 18*). Minimum area, location and a typical cross section (showing depth of system) in order to achieve the targets are shown on the Concept Stormwater Management Plan drawing (*MPIS Volume 2 Consolidated Plan Set Document 3, Infrastructure Services Section, Plan 2 – Concept Stormwater Design – General Arrangement*).

The Proponent has provided a list of suggested Permit Conditions, which include a requirement for amended / final landscape plan confirming integration of the raingardens, as per the Stormwater Management Plan.

Overland Flow Paths

The existing flood modelling shows that the overland flow paths through areas of land not within the project site are existing. Hydraulic modelling and afflux mapping confirm that, with the inclusion of the flood mitigation measures outlined in the Flood Hazard Assessment Report (*MPIS Volume 3 Attachment 9*), there is no increase in flood hazard classification within the site, and any off-site afflux is negligible in extent and attributable to conservative modelling assumptions.

Based on the above, the proposed development does not rely on any surface treatment or modification of land beyond the project boundary to maintain acceptable flood behaviour. As such, no works or agreements with external landowners are required. The updated landscape plans omit any surface treatment outside of the boundary.

Supporting information

Attachments

- Attachment A – Proposed Permit Conditions
- Attachment B - Item 5, Concept Stormwater Design General Arrangement

Assessment Criterion 4.4 Construction management

Criterion

The construction phase is managed to minimise adverse impacts on the environment, human health, and the amenity of nearby land, to an acceptable level.

Overall, the Panel considers that the information provided in the MPIS addresses all aspects of the assessment criterion for construction management. However, the Panel notes:

- Analysis of construction stage noise levels, and construction vehicle movements and effects, are limited.
- Draft permit conditions recommended by the proponent in Volume 1 do not fully reflect the recommendations in technical reports relating to construction management.

Assessment Criterion 4.4 Response

Construction Noise Levels

Construction contracts and management plans will require the contractor to comply with applicable State and Federal legislation; therefore, no modelling or analysis of construction noise levels is proposed.

All construction vehicle movements will be subject to a contractor prepared Construction Pedestrian and Traffic Management Plan. This will ensure vehicle movements comply with existing road occupancy requirements. If over-size or over-mass loads are required, these will be managed through the applicable National Heavy Vehicle permitting process.

Draft Permit Conditions have also been prepared by the Proponent, to ensure appropriate management and mitigation of noise and other effects during and after construction.

Permit Conditions

Following the recommendation to align the permit conditions with the technical reports relating to construction management, we revised the permit conditions and provided full details of the Proposed Permit Conditions in Attachment A.

Supporting documentation

Attachments

- Attachment A: Proposed Permit Conditions

3. MPIS Change Log

The following Technical Report change log table documents the response to each TPC query and related IAR reference. It identifies the relevant technical report changes with full detail. This table is intended to provide a clear breakdown by attachment and assist the Panel in locating the corresponding updates within the supporting documentation.

MPIS Volume 1

Criteria Ref	MPIS Reference	Report Section / Page	Response	Tracked Change to MPIS Volume 1
1.2	MPIS Volume 1 – Context and landscape	1.2.5, page 76	Additional information provided to detail the natural material palette reflected in Figure 15 – material palette.	Replace the third bullet point in Section 1.2.5 with: “Timber-look cladding to introduce warmth, texture, and finer-grain detailing to the upper levels.” Insert fourth bullet point in Section 1.2.5: “Metal cladding with a low-reflectivity appearance and subtle natural variation to the roof edge, upper-level crown and associated upper-level turn-down panels above the doors and glazing.”
1.2	MPIS Volume 1 – Context and landscape	1.2.5, page 77	Additional text has been provided on the project’s connection to Timtumili Minanya/River Derwent and Kunanyi/Mount Wellington is further demonstrated within the context of the surrounding environment.	Insert at end of Section 1.2.5: “A detailed Specification of Proposed Materials has been prepared providing details of the nominated materials and finishes for the Project and how these materials and the Project respond to the surrounding environment (Attachment C of the Representation to the Assessment Panel’s Initial Assessment Report). The façade of the Project shown in Item 2 of Attachment B of the Representation to the Assessment Panel’s Initial Assessment Report provides a visual representation of the palette of proposed materials and finishes.”

Criteria Ref	MPIS Reference	Report Section / Page	Response	Tracked Change to MPIS Volume 1
1.3	MPIS Volume 1 - Context and landscape	1.3.7, page 92	Additional information has been provided on the project's connection to Timtumili Minanya/River Derwent and Kunanyi/Mount Wellington is further demonstrated within the context of the surrounding environment.	Insert at end of Section 1.3.7 additional text: “The Project's connection to Timtumili Minanya/River Derwent and Kunanyi/Mount Wellington is further demonstrated within the context of the surrounding environment in the additional drawing – Item 3 of Attachment B of the Representation to the Assessment Panel's Initial Assessment Report. The drawing shows the site connection based on four views: 1. Site Plan 1 : 50,000 2. Ground Floor Plan 1 : 1000 3. Google Earth View 4. 3D Model View. The drawing shows how the building orientation and geometry aligns sensitively with the surrounding environment and terrain. The materials specification details how the architectural articulation, detailing and material expression of the Project have been developed to complement the established character of Kangaroo Bay and respond to its prominent waterfront setting. The Specification of Proposed Materials adopts a refined and cohesive palette of glazing, natural grey concrete, timber-look aluminium and metallic silver-grey aluminium, balancing solidity and transparency while establishing a warm, contemporary coastal character. The images also contained in Item 2 of Attachment B of the Representation to the Assessment Panel's Initial Assessment Report provide a visual representation of the palette of proposed materials and finishes detailed in the specification.”

Criteria Ref	MPIS Reference	Report Section / Page	Response	Tracked Change to MPIS Volume 1
2.1	MPIS Volume 1 – Car parking and access	2.1.5, page 113	Additional text has been provided to reference the supporting car parking layout plan, providing a visual guide for the parking spaces by type.	Insert in Section 2.1.5 following Figure 25: “The car parking layout plan provided in Item 4 of Attachment B of the Representation to the Assessment Panel’s Initial Assessment Report provides a visual guide to the location of parking spaces by type, including accessible parking, motorcycle parking, and spaces accessible to the public, hotel guests and for valet parking.”
2.1	MPIS Volume 1 – Car parking and access	2.1.5, page 115	Additional information has been provided as evidence to support the views on the adequacy of parking for the anticipated requirements.	Insert in Section 2.1.5 following first paragraph in <i>Surrounding Parking supply and shared use</i> sub-heading: “Although parking is heavily used in Bellerive during weekdays, Saturday mornings and special events, for example events at Bellerive Oval, outside these times in the evenings and remainder of the weekend, there is considerable parking available in Bellerive. A hotel development type with restaurants would be expected to have a higher demand for parking in the evening. Kangaroo Bay is located in close proximity to Bellerive Village, Rosny (including Eastlands) and the Kangaroo Bay sports precinct. Each of these locations has existing parking provisions. When developments are located within close proximity of each other, car parking is not necessarily required at the full rate for all developments. People already in one of the nearby precincts for work, shopping or other errands may utilise the Kangaroo Bay Hotel, but would not generate the need for another car parking space.”
2.1	MPIS Volume 1 – Car parking and access	2.1.5, page 115	Additional supporting information has been provided to further detail the evidence used to inform the views on the adequacy of parking for the anticipated requirements.	Insert new sub-heading and text in Section 2.1.5 following <i>Surrounding parking supply and shared use</i> sub-section: “Parking demand by use The assumptions in the Traffic Impact Assessment are based on a significant knowledge base developed by the project team over many years of experience.

Criteria Ref	MPIS Reference	Report Section / Page	Response	Tracked Change to MPIS Volume 1
				The Kangaroo Bay Hotel is a proposed 4.5 star hotel, located outside the Hobart CBD but within an established urban / activity centre context, with access to ferry, bus, walking, bike riding, taxi and car share options. There is limited direct comparability in Hobart for the Kangaroo Bay Hotel. Current hotels in Hobart are generally 4 to 5 star hotels in the Hobart CBD which have very limited available parking, in some cases none, or suburban type motels which provide more parking due to less public transport availability and walkability. <i>Use 1: Hotel guest parking</i> The MPIS and Traffic Impact Assessment have classified the hotel rooms with a land use of Visitor Accommodation. The <i>Tasmanian Planning Scheme</i> defines visitor accommodation as: <i>“use of land for providing short or medium-term accommodation for persons away from their normal place of residence on a commercial basis or otherwise available to the general public at no cost. Examples include a backpacker’s hostel, camping and caravan park, holiday cabin, motel, overnight camping area means the use of land which is open to public use for holiday and recreational purposes, involving primarily the setting up and use of tents for overnight accommodation., residential hotel and serviced apartment complex.”</i> The above considers all types of accommodation from campgrounds to hotels. The proposed development is a luxury hotel with a 4.5 star rating. The following provides additional justification that supports the adopted rate of 1 space per 4 rooms. Australian guidance for hotel parking Australian planning guidance and planning scheme examples indicate that hotel parking rates can vary significantly depending on location, public transport accessibility, hotel

Criteria Ref	MPIS Reference	Report Section / Page	Response	Tracked Change to MPIS Volume 1											
			type, the nature of the accommodation offer and the extent to which parking for associated land uses is separately assessed. The available guidance does not support a single uniform rate of 1 space per room for all hotel accommodation uses. Rather, the adopted parking rate should be considered having regard to the specific characteristics of the hotel and its location. The <i>Transport for New South Wales Guide to Traffic Impact Assessment</i> gives guidance for parking rates of hotels. For motels it specifies 1 space per room, however for hotels it recommends drawing comparisons from similar developments. A previous iteration of the <i>NSW Guide to Traffic Generating Developments</i>, numerical guidance was given for tourist hotels as follows: • 1 space per 5 rooms for a 5-star international hotel • 1 space per 4 bedrooms for a 3-4 star hotel. The Proponent has identified the following Australian planning guidance and planning scheme examples that provide further relevant reference points for considering the adopted hotel accommodation parking rate.												
				<table><tr><th>Jurisdiction / source</th><th>Specific space-per-key / room rate</th><th>Relevant reference point</th><th>Source document</th></tr><tr><td>City of Sydney – Parking Rates Update, Appendix C</td><td>Central Sydney: 0.10 spaces/key, being 1 space per 10 keys. PTAL D/E: 0.20 spaces/key, being 1 space per 5 keys. PTAL F: 0.25 spaces/key, being 1 space per 4 keys.</td><td>Useful for maximum hotel parking rates by accessibility. It supports the argument that hotel parking can be materially lower than one space per room in urban-accessible locations.</td><td>City of Sydney Parking Rates Update</td></tr></table>	Jurisdiction / source	Specific space-per-key / room rate	Relevant reference point	Source document	City of Sydney – Parking Rates Update, Appendix C	Central Sydney: 0.10 spaces/key, being 1 space per 10 keys. PTAL D/E: 0.20 spaces/key, being 1 space per 5 keys. PTAL F: 0.25 spaces/key, being 1 space per 4 keys.	Useful for maximum hotel parking rates by accessibility. It supports the argument that hotel parking can be materially lower than one space per room in urban-accessible locations.	City of Sydney Parking Rates Update			
Jurisdiction / source	Specific space-per-key / room rate	Relevant reference point	Source document												
City of Sydney – Parking Rates Update, Appendix C	Central Sydney: 0.10 spaces/key, being 1 space per 10 keys. PTAL D/E: 0.20 spaces/key, being 1 space per 5 keys. PTAL F: 0.25 spaces/key, being 1 space per 4 keys.	Useful for maximum hotel parking rates by accessibility. It supports the argument that hotel parking can be materially lower than one space per room in urban-accessible locations.	City of Sydney Parking Rates Update												

Criteria Ref	MPIS Reference	Report Section / Page	Response	Tracked Change to MPIS Volume 1			
				Sutherland Shire DCP 2015 – Chapter 36: Vehicular Access, Transport, Parking and Bicycles	0.25 spaces/room, being 1 space per 4 rooms, plus 1 space per 2 employees.	Useful as a suburban metropolitan comparator.	Sutherland Shire DCP Chapter 36
				Sunshine Coast Council – TLPI 01/2025 Accommodation Hotel Incentive Measures	Accommodation component: 0.33 covered spaces/rooming unit, being 1 covered space per 3 rooming units, plus 0.10 visitor spaces/rooming unit, being 1 visitor space per 10 rooming units. Combined hotel-accommodation component: approximately 0.43 spaces/rooming unit, before parking for other associated land uses.	Comparator specifically for upscale / 4.0-star or higher accommodation hotels and provides a reduced on-site car parking rate.	Council summary page / TLPI PDF
				Byron Shire DCP 2014 — Chapter B4: Traffic Planning, Vehicle Parking, Circulation and Access	1.00 space/unit, being 1 space per unit, plus 1 space per 2 employees. Additional parking may apply for public restaurant or function-room components.	A higher car-reliance coastal / tourism comparator. It represents a more conservative parking benchmark than the urban-accessible examples.	Byron Shire DCP Chapter B4
			Ireneinc Planning & Urban Design have also identified a number of similar hotel developments in Tasmania, which have been approved with similar parking rates applied, including but not limited to: The Gorge Hotel & existing TRC Hotel - Launceston (approved in 2023)				

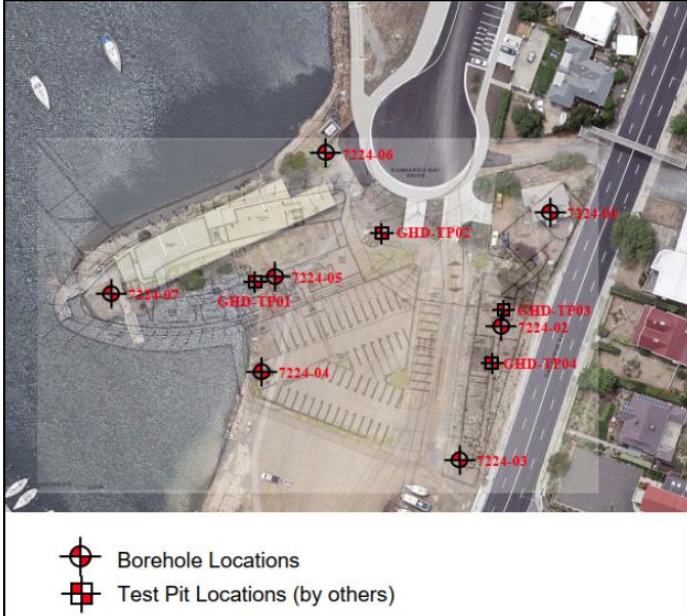
Criteria Ref	MPIS Reference	Report Section / Page	Response	Tracked Change to MPIS Volume 1
				This project included 145 Hotel rooms in total (up to 290 beds), with conference facilities, a restaurant and three bars. The application was subject to an appeal (S Cai v Launceston City Council and TRC Multi Property Pty Ltd [2023] TASCAT 27 (17 February 2023), in which a shortfall in car parking was raised as a ground of appeal. The applicable planning scheme car parking rate for the visitor accommodation component was: <i>1 space per self-contained accommodation unit, allocated tent or caravan space, or one space per 4 beds, whichever is the greater.</i> In this case, both traffic experts determined that a rate of 1 x space per 4 x hotel rooms was the most appropriate rate to apply for the purposes of determining the permitted car parking requirement. The Tribunal agreed with that approach. The Tribunal also noted that other components forming part of hotel (visitor accommodation), such as restaurants and conference facilities are ancillary / subservient components, and therefore do not require separate car parking allocation. These examples show that hotel parking rates are not uniform and that a rate of 1 space per room is excessive and not consistently adopted for hotel accommodation uses, particularly where the site is in an urban-accessible location with access to multiple transport modes and public parking facilities. Car hire statistics Tourism Tasmania does not publish detailed car hire statistics. Indicative data indicates the following: • Regional trips – up to 70% travelling in a hire car • Urban trips (Hobart) – 20-40% travelling in a hire car

Criteria Ref	MPIS Reference	Report Section / Page	Response	Tracked Change to MPIS Volume 1
				This indicates that whilst hire car usage is high for regional travel within Tasmania, urban trips within Hobart, where there is good public transport, walkability and access to taxis/Uber have a much lower rate of hire car usage. Based on the above, 1 parking space per 4 rooms allocated to the hotel is considered a reasonable allowance. <i>Use 2: Wellness centre</i> The wellness centre will be for use by hotel guests only and therefore will not generate any additional people or parking to the site. This is reflected in Table 13 on page 24 of the <i>Traffic Impact Assessment</i> (Attachment 20). <i>Use 3: Food and beverage</i> The <i>Transport for New South Wales Guide to Traffic Impact Assessment</i> gives guidance as to how to calculate parking rates for food and beverage locations. Generally, the advice is that demands vary by location and that site specific rates should be determined. The following guidance is also given: <i>“When it can be demonstrated that the time of peak demand for parking associated with the proposed shopping centre and the adjacent land uses do not coincide, or where common usage reduces total demand, a lower level of parking provision may be acceptable. Provision of public transport may also reduce the demand for car parking spaces. If the proposed development is an extension of an existing retail development, additional parking demand could be less than proportional to the increase in floor area.”</i> The following can be stated for the Kangaroo Bay Hotel development food and beverage: • The food and beverage locations will likely generate the highest parking demand in the evening, when other parking in Bellerive is demonstrated to be under-utilised • Common usage of car parking would reduce total demand due to other nearby destinations

Criteria Ref	MPIS Reference	Report Section / Page	Response	Tracked Change to MPIS Volume 1
				• Bellerive has an 80% car mode share, which can reduce car parking demand • The proposed Kangaroo Bay Hotel is effectively an extension to the existing Bellerive Village and Kangaroo Bay sports precinct. • Based on the above, the Kangaroo Bay Hotel site aligns with each of the reduction criteria in the Transport for New South Wales guidance. The 20% reduction due to public transport is broadly aligned with the public transport mode share. There is no evidence to demonstrate that the overall 50% reduction in parking requirements is not a suitable assumption. <i>Use 4: Conferences and events</i> The requirement for parking for conferences and events is widely dependent on the conference or event type, the number of attendees and the type of attendees, local or not local. It is also worth noting that conferences are not an everyday event, and supplying parking to accommodate all large events can result in an oversupply. Although parking is heavily used in Bellerive during weekdays, Saturday mornings and special events, for example events at Bellerive Oval, outside these times in the evenings and remainder of the weekend, there is considerable parking available in Bellerive. Weekday and Saturday morning event operators should take the opportunity to encourage other modes of travel to the site for larger sized events. If parking is needed for some attendees that cannot use other modes, there would be a small amount of parking available on site that can be pre-arranged. During the evenings parking in Bellerive is demonstrated to be under-utilised.”
2.1	MPIS Volume 1 – Car parking and access	2.1.6, page 115	Additional information has been provided to further detail the evidence used to inform the views on the adequacy of parking for the anticipated requirements.	Insert as the final paragraph of Section 2.1.6: “Available Census data (source: https://areasearch.com.au/suburb/bellerive) shows that the suburb of Bellerive has a mode share of 80% of people using cars for day-to-day trips. Bus usage is 12% compared with 6% for the greater Hobart region and car ownership is

Criteria Ref	MPIS Reference	Report Section / Page	Response	Tracked Change to MPIS Volume 1
				below the regional average. Therefore, applying a reduction of 20% to the planning scheme requirements is considered suitable.”
2.2	MPIS Volume 1 – Traffic and transport	2.2.4, page 123	Revised data has been regarding Key peak traffic generation outcomes.	Replace the peak vehicle values in the bullet points under the heading “Nature and Extent of Traffic Generation” in Section 2.2.4 with: Weekday AM peak hour: 137 vehicle ingress / 99 vehicle egress Weekday PM peak hour: 119 vehicle ingress / 119 vehicle egress Weekend midday peak hour: 177 vehicles ingress / 138 vehicles egress Worst-case scenario: up to 243 vehicles ingress during a full-capacity weekend evening function event.
2.2	MPIS Volume 1 – Traffic and transport	2.2.4, page 123	Additional information has been provided on the Nature and Extent of Traffic Generation including traffic engineering.	Insert in Section 2.2.4, under the sub-heading <i>Surrounding Roads and Intersections</i>, before the <i>Road Safety</i> sub-heading: “The roundabout at Kangaroo Bay Drive / Rosny Hill Road / Bligh Street intersection is only expected to be used by a small volume of traffic accessing the hotel via this route. This is estimated at 32 vehicle movements in the AM peak hour and 40 vehicle movements in the PM peak hour, many of which are in the opposing direction to the critical flows. The queue back to the Cambridge Road roundabout from the Kangaroo Bay Drive intersection is an existing issue that is exacerbated with background growth to the network. This queue only occurs in the weekday AM peak hour. No, or negligible, Kangaroo Bay Hotel traffic is expected to travel westbound through the Rosny Hill Road / Bligh Street / Kangaroo Bay Drive intersection in the weekday AM peak hour. Traffic engineering A number of traffic engineering recommendations have been identified within the <i>Traffic Impact Assessment</i> (Attachment 20), including relocation of a pole to improve pedestrian sight distances, positioning of the boom gate to improve loading bay access, and proposed crossover and cul-de-sac improvements.

Criteria Ref	MPIS Reference	Report Section / Page	Response	Tracked Change to MPIS Volume 1																								
				Whilst these adjustments would improve overall efficiency, the light pole relocation and cul-de-sac adjustments would require works beyond the Project site boundary. As all works required as part of the Project must be contained within the Project Site Boundary, these adjustments have been recommended but are not within the control of the Proponent, hence, the Project does not rely upon these changes.”																								
3.3	MPIS Volume 1 – Contaminated land	3.3.7, page 143	Additional information has been provided on the Groundwater flows.	Insert a new section 3.3.7: 3.3.7 Groundwater flows The Geotechnical Investigation Report (Report No: 7224A, dated 21/02/2018) undertaken by Scherzic Ground Investigations references 5 boreholes within the site boundary that encountered groundwater. These are summarised in the following table: <table><tr><th>Reference</th><th>Location</th><th>Groundwater Level</th><th>Surface Level during Testing</th></tr><tr><td>GHD-TP01</td><td>Centre of Site</td><td>~0.4mAHD (1.9m Deep)</td><td>2.50mAHD</td></tr><tr><td>GHD-TP02</td><td>Northern-Central Boundary</td><td>~0.4mAHD (1.9m Deep)</td><td>2.56mAHD</td></tr><tr><td>GHD-TP04</td><td>Eastern Boundary (up the embankment)</td><td>~3.66 mAHD (0.9m Deep)</td><td>4.56 mAHD</td></tr><tr><td>7224-01</td><td>North-East Corner (up the embankment)</td><td>5.75 to 5.88 mAHD</td><td>5.88 mAHD</td></tr><tr><td>7224-03</td><td>South-East Corner of Site (up the embankment)</td><td>2.03 to 2.43 mAHD</td><td>4.13 mAHD</td></tr></table> The location of the boreholes within the Project site is shown in Figure 26(a). Based on the information above, the values which are on the site show groundwater at approximately 0.4m AHD. For stormwater, the raingardens are the most likely assets to be impacted by groundwater. Based on the site level of 2.7m AHD and a depth of these features of 600mm, the base should be above groundwater levels. The features are also	Reference	Location	Groundwater Level	Surface Level during Testing	GHD-TP01	Centre of Site	~0.4mAHD (1.9m Deep)	2.50mAHD	GHD-TP02	Northern-Central Boundary	~0.4mAHD (1.9m Deep)	2.56mAHD	GHD-TP04	Eastern Boundary (up the embankment)	~3.66 mAHD (0.9m Deep)	4.56 mAHD	7224-01	North-East Corner (up the embankment)	5.75 to 5.88 mAHD	5.88 mAHD	7224-03	South-East Corner of Site (up the embankment)	2.03 to 2.43 mAHD	4.13 mAHD
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7224-03	South-East Corner of Site (up the embankment)	2.03 to 2.43 mAHD	4.13 mAHD																									

Criteria Ref	MPIS Reference	Report Section / Page	Response	Tracked Change to MPIS Volume 1
			lined with an impermeable liner which will stop the ingress of groundwater and therefore not impact on the hydraulic capability. Groundwater during construction is to be managed by the contractor.	 Figure 26(a): Location of Boreholes and Test Pits within the project site
4.2	MPIS Volume 1 – Signage	4.2.3, page157	The reference to a total of 10 x free-standing vertical signs is incorrect. A total of 12 x free-standing vertical signs are proposed. Ten (10) on the ground floor and two (2) on the first floor.	Replace the second bullet in the second paragraph under heading <i>Proposed sign types and design</i> with: “Twelve (12) wayfinding and informational blade signs (Types T1, T2 or T3), supported by wayfinding signs internal to the building.”

Criteria Ref	MPIS Reference	Report Section / Page	Response	Tracked Change to MPIS Volume 1
4.3	MPIS Volume 1 – Stormwater management Strategy	4.3.3, page 166	Additional information has been provided on raingarden locations and design.	Insert following first paragraph under Section 4.3.3: “The raingardens have been proposed to meet water quality criteria as detailed in Section 5.4 of the Stormwater Management Plan (<i>MPIS Volume 3 Attachment 18</i>). Minimum area, location and a typical cross section (showing depth of system) in order to achieve the targets are shown on the Concept Stormwater Management Plan drawing (<i>MPIS Volume 2 Consolidated Plan Set Document 3, Infrastructure Services Section, Plan 2 – Concept Stormwater Design – General Arrangement</i>).”
4.3	MPIS Volume 1 – Site services and infrastructure	4.3.4, page 166	Additional information has been provided on the overland flow paths not within the project site.	Insert following second paragraph under Section 4.3.4: “The existing flood modelling shows that the overland flow paths through areas of land not within the project site are existing. Hydraulic modelling and afflux mapping confirm that, with the inclusion of the flood mitigation measures outlined in the Flood Hazard Assessment Report (<i>Volume 3 Attachment 9</i>), there is no increase in flood hazard classification within the site, and any off-site afflux is negligible in extent and attributable to conservative modelling assumptions. Based on this, the proposed development does not rely on any surface treatment or modification of land beyond the project boundary to maintain acceptable flood behaviour. As such, no works or agreements with external landowners are required. The updated landscape plans omit any surface treatment outside of the boundary.”

MPIS Volume 2

Criteria Ref	MPIS Reference	Report Section / Page	Response	Tracked Change to MPIS Volume 2
1.2	MPIS Volume 2 – Appendices	A3.14, page 36	Additional information has been provided on the nominated materials and finishes for the construction of the Project.	Insert in A3.14 Response column: “Additional information of the nominated materials and finishes for the Project is provided in Attachment C <i>Specification of Proposed Materials</i> to the <i>Representation to the Assessment Panel’s Initial Assessment Report</i>.” Insert in A3.14 Document reference column: “Attachment C <i>Specification of Proposed Materials</i>, Representation to the Assessment Panel’s Initial Assessment Report”
1.2, 1.3	MPIS Volume 2 – Appendices	A4.6, page 41	Additional information has been provided on the nominated materials and finishes for the construction of the Project.	Insert in A4.6 Response column, after second paragraph: “Additional information of the nominated materials and finishes for the Project is provided in Attachment C <i>Specification of Proposed Materials</i> to the <i>Representation to the Assessment Panel’s Initial Assessment Report</i>.” Insert in A4.6 Document reference column: “Attachment C <i>Specification of Proposed Materials</i>, Representation to the Assessment Panel’s Initial Assessment Report”
1.3	MPIS Volume 2 – Appendices	A4.12, page 47-48	Additional information has been provided on the nominated materials and finishes for the construction of the Project.	Insert in A4.12 Response column: “Additional information of the nominated materials and finishes for the Project is provided in Attachment C <i>Specification of Proposed Materials</i> to the <i>Representation to the Assessment Panel’s Initial Assessment Report</i>.” Insert in A4.12 Document reference column: “Attachment C <i>Specification of Proposed Materials</i>, Representation to the Assessment Panel’s Initial Assessment Report”

Criteria Ref	MPIS Reference	Report Section / Page	Response	Tracked Change to MPIS Volume 2
2.1	Consolidated Plan Set	Document 1 – Architectural & Landscape	Updated ground floor plan A.02 to: • Match survey – include existing landscape outside boundary line. No works or alterations planned for this area • Include proposed bicycle spaces • Carpark layout amendment.	Replace drawing A.02 in <i>Consolidated Plan Set - Document 1 Architectural & Landscape, Architectural Section</i>
1.2, 1.3	Consolidated Plan Set	Document 1 – Architectural & Landscape	Additional new images of the Project to illustrate the Project in the context of the surrounding area.	Insert new images into the <i>Consolidated Plan Set, Document 1 – Architectural & Landscape, Architectural Section</i> after the Locality image in the document.
1.3	Consolidated Plan Set	Document 1 – Architectural & Landscape	New drawing - Kangaroo Bay Hotel - Drawing of the connection to Surrounding Environment in Attachment B to this Representation, plan 1.	Insert new drawing – Plan 1 of Attachment B - into <i>Consolidated Plan Set, Document 1 – Architectural & Landscape, Architectural Section</i> after drawing A.13.
2.1	Consolidated Plan Set	Document 3 Infrastructure & Car Park	Updated general arrangement for parking plan showing colour coded spaces assigned to specific types of parking.	Replace general arrangement for parking plan in MPIS Volume 2, <i>Consolidated Plan Set - Document 3 Infrastructure & Car Park</i> , first plan in Car Park section.

Criteria Ref	MPIS Reference	Report Section / Page	Response	Tracked Change to MPIS Volume 2
4.3	Consolidated Plan Set	Document 3 Infrastructure & Car Park	Updated Concept Stormwater Design General Arrangement plan to incorporate the flood management measure (filter pipe along the proposed retaining wall at road level) and ensure alignment with the recommendations of the Flood Hazard Assessment	Replace Concept Stormwater Design General Arrangement plan in <i>Consolidated Plan Set - Document 3 Infrastructure & Car Park</i> , second plan in Infrastructure Services section

MPIS Volume 3

Criteria Ref	Technical Report / Author	Report Section / Page	Response	Tracked Change to Technical Report
4.2	Attachment 1 - Planning Compliance Report, IrenelInc	Page 278 Page 279	The reference in the Planning Compliance Report (pages 278 and 279) to a total of 10 x free-standing vertical signs is incorrect. A total of 12 x free-standing vertical signs are proposed. Ten (10) on the ground floor and Two (2) on the first floor, as illustrated in the Signage & Wayfinding Strategy and Architectural Drawings (rev. N).	Replace the first sentence in section 15.2.3 (page 279) of the Planning Compliance Report, with the following: “Twelve (12) wayfinding and information ‘blade’ signs are proposed within the project site.”
3.1	Attachment 5 – Coastal Inundation Hazard Assessment Report, Pitt & Sherry	Section 2.9 Interdisciplinary interfaces, page 19-20	The scope of the Coastal Inundation Hazard Assessment has been informed by and responds to the considerations under Criteria 3.1 of the MPIS criteria. Interface considerations have been listed in the Coastal Inundation Hazard Report.	Section 2.9 Interdisciplinary interfaces table, row “Wind Assessment” (page 20) - delete final sentence in the Interface considerations column “This report will be essential to informing later stages of investigation.” Section 2.9 Interdisciplinary interfaces table, eighth row – correct report title from “Coastal Vulnerability Assessment Report” to “Coastal Inundation Hazard Assessment Report”

Criteria Ref	Technical Report / Author	Report Section / Page	Response	Tracked Change to Technical Report
3.1	Attachment 9 – Flood Hazard Assessment Report, Pitt & Sherry	Page 27 Page 33 Page 44	The proposed filter drain has been connected into the proposed site drainage system instead of the existing 750 DIA pipe to ensure the works are within the site boundary.	Replace note in drawing in Section 5.2.8 Table 8 with: “Proposed Stormwater pipe connecting into proposed site stormwater network” Replace final sentence in Description column in Table 8, Section 5.2.8 with: “This is then routed into the proposed stormwater system which discharges into the Derwent River.” Update in Section 6.2.2, second sentence in second paragraph under figure 23, the words: “and redirects it into the existing stormwater network.” with - “and redirects it into the proposed site stormwater network.”. Replace in Section 9, point 2, second sentence the words: “and reroute it into the existing stormwater network” with - “and reroute it into the proposed stormwater network”.
3.1	Attachment 18 – Stormwater Management Plan, Pitt & Sherry	Page 19 Page 20	The proposed filter drain has also been connected into the proposed site drainage system instead of the existing 750 DIA pipe to ensure the works are within the site boundary. The hydraulics have been updated to ensure this system is sufficiently sized.	Insert in Section 5.3.1 an additional parameter bullet point: “A constant inflow of 0.8m³/s has been included in the model to represent the proposed flood mitigation solution (filter drain).” Update in Section 5.3.2 – Table 5: Pipe Diameter (mm) to “750 or 450x450 box” 5% AEP + CC (m³/s) to “0.942”

Criteria Ref	Technical Report / Author	Report Section / Page	Response	Tracked Change to Technical Report																								
3.3	Attachment 18 – Stormwater Management Plan, Pitt & Sherry	New section	Groundwater has been considered with assessment included showing no impact on stormwater discharge.	Insert new section titled Groundwater flows: Groundwater flows The Geotechnical Investigation Report (Report No: 7224A, dated 21/02/2018) undertaken by Scherzic Ground Investigations references 5 boreholes within the site boundary that encountered groundwater. These are summarised in the following table: <table><tr><th>Reference</th><th>Location</th><th>Groundwater Level</th><th>Surface Level during Testing</th></tr><tr><td>GHD-TP01</td><td>Centre of Site</td><td>~0.4mAHD (1.9m Deep)</td><td>2.50mAHD</td></tr><tr><td>GHD-TP02</td><td>Northern-Central Boundary</td><td>~0.4mAHD (1.9m Deep)</td><td>2.56mAHD</td></tr><tr><td>GHD-TP04</td><td>Eastern Boundary (up the embankment)</td><td>~3.66 mAHD (0.9m Deep)</td><td>4.56 mAHD</td></tr><tr><td>7224-01</td><td>North-East Corner (up the embankment)</td><td>5.75 to 5.88 mAHD</td><td>5.88 mAHD</td></tr><tr><td>7224-03</td><td>South-East Corner of Site (up the embankment)</td><td>2.03 to 2.43 mAHD</td><td>4.13 mAHD</td></tr></table> Based on the information above, the values which are on the site show groundwater at approximately 0.4m AHD. For stormwater, the raingardens are the most likely assets to be impacted by groundwater. Based on the site level of 2.7m AHD and a depth of these features of 600mm, the base should be above groundwater levels. The features are also lined with an impermeable liner which will stop the ingress of groundwater and therefore not impact on the hydraulic capability. Groundwater during construction is to be managed by the contractor.	Reference	Location	Groundwater Level	Surface Level during Testing	GHD-TP01	Centre of Site	~0.4mAHD (1.9m Deep)	2.50mAHD	GHD-TP02	Northern-Central Boundary	~0.4mAHD (1.9m Deep)	2.56mAHD	GHD-TP04	Eastern Boundary (up the embankment)	~3.66 mAHD (0.9m Deep)	4.56 mAHD	7224-01	North-East Corner (up the embankment)	5.75 to 5.88 mAHD	5.88 mAHD	7224-03	South-East Corner of Site (up the embankment)	2.03 to 2.43 mAHD	4.13 mAHD
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7224-01	North-East Corner (up the embankment)	5.75 to 5.88 mAHD	5.88 mAHD																									
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Criteria Ref	Technical Report / Author	Report Section / Page	Response	Tracked Change to Technical Report
				Borehole Locations Test Pit Locations (by others)
3.1	Attachment 18 – Stormwater Management Plan, Pitt & Sherry	Appendix A: Drawing S-P.23.0373-00-DRN-DRG-0001	The drawing has been updated to incorporate the flood management measure (filter pipe along the proposed retaining wall at road level) and ensure alignment with the recommendations of the Flood Hazard Assessment.	Replace drawing Appendix A: <i>Concept Stormwater Design General Arrangement</i> with Item 6 in Attachment B to this Representation

Criteria Ref	Technical Report / Author	Report Section / Page	Response	Tracked Change to Technical Report
2.1	Attachment 20 - Traffic Impact Assessment Pitt & Sherry	Section 2.7, page 14	Pembroke Place removed from consideration of available parking.	Place a footnote at Table 8 (page 14) stating: “Whilst currently available for informal parking, the Pembroke Place site has an approved Development Application and will not be available for informal parking in the future. This supply of parking is not included in the available parking for development” The following numerical changes are made within the bottom row of Table 8: “Available parking for development: • Weekday evening: 180 unrestricted parking spaces available • Sunday daytime: 149 unrestricted parking spaces available • Sunday evening: 229 unrestricted parking spaces available”
2.2	Attachment 21 – Transport and Movement Study, Pitt & Sherry	Executive Summary (page i)	Transport and Movement Study submitted prior to updates within the Traffic Impact Assessment report	Replace in Executive Summary, Purpose of this report, paragraph 2, reference to: “Traffic Impact Assessment for the project (T-P.23.0373-TRA-REP-002, dated 5th November 2025 – referred to as “Traffic Impact Assessment” within this report)” with - “Traffic Impact Assessment for the project (<i>T-P.23.0373-TRA-REP-002, dated 27 February 2026</i> – referred to as “Traffic Impact Assessment” within this report)”
2.2	Attachment 21 – Transport and Movement Study, Pitt & Sherry	Table 1, item reference 2.2.3 (page xi)	Transport and Movement Study submitted prior to updates within the Traffic Impact Assessment report	Replace in Table 1, Item Reference 2.2.3, Summary of Responses column (page xi) all traffic generation numbers as follows: • AM weekday peak hour: 137 vehicle ingress/ 99 vehicles egress • PM weekday peak hour: 119 vehicles ingress/ 125 vehicles egress • Midday weekend peak hour: 177 vehicles ingress/ 138 vehicles egress; and • Evening weekend peak hour: 243 vehicles ingress/ 133 vehicles egress.
2.2	Attachment 21 – Transport and Movement Study,	1.3 Purpose of this report (page 16)	Transport and Movement Study submitted prior to updates within the	Replace in section 1.3 Purpose of this report, paragraph 2 – Traffic Impact Assessment reference to “<i>T-P.23.0373-TRA-REP-002, dated 27 February 2026</i>)”

Criteria Ref	Technical Report / Author	Report Section / Page	Response	Tracked Change to Technical Report
	Pitt & Sherry		Traffic Impact Assessment report	
2.2	Attachment 21 – Transport and Movement Study, Pitt & Sherry	4.2 Restaurants (page 28)	Transport and Movement Study submitted prior to updates within the Traffic Impact Assessment report	Replace in section 4.2 Restaurants all text above Table 4 with: “The level 4 restaurant has been included within the hotel traffic generation as it aligns with the description of a hotel development from the ITE guide. The ground floor restaurants, however, are expected to create additional traffic generation on top of the hotel’s generation. It is noted that the restaurant and food services in Commercial Tenancies 1-4 also have a narrow area of outdoor dining, however the square meterage is not specified. The outdoor seating area would not be just tables but will also need to provide walkways into and out of the restaurants from the pedestrian walkway along the foreshore. Tenancies 1-4 do not have a kitchen or other service areas noted in the floor area which would reduce the overall indoor seating area available. Based on this, the assessment below considers the entire indoor floor area for Tenancies 1-4 which will likely reflect the additional available space outdoors. The TfNSW Guide does not provide specific rates for a restaurant. Therefore, the traffic generation of the restaurant has been sourced from the ITE Manual. The ITE Manual states a fine dining restaurant as the following: <i>A fine dining restaurant is a full-service eating establishment with a typical duration of stay of at least 1 hour. A fine dining restaurant generally does not serve breakfast; some do not serve lunch; all serve dinner. This type of restaurant often requests and sometimes requires a reservation and is generally not part of a chain. A patron commonly waits to be seated, is served by wait staff, orders from a menu and pays after the meal.</i> Based on that statement, the description from the ITE manual is consistent with those proposed as part of the development. As the ITE guide only provides traffic generation rates we have assumed that an additional 30% of people will utilise the two restaurants that will travel to the site by public transport or active transport. Table 4 below outlines the traffic expected to be generated by the ground floor restaurant development.”

Criteria Ref	Technical Report / Author	Report Section / Page	Response	Tracked Change to Technical Report
2.2	Attachment 21 - Transport and Movement Study, Pitt & Sherry	4.2 Restaurants (page 28)	Transport and Movement Study submitted prior to updates within the Traffic Impact Assessment report	Update Table 4 on page 28 as follows: - Capacity: 300m² - Estimated persons (Weekday daily): 430 - Estimated persons (Weekend daily): 436
2.2	Attachment 21 - Transport and Movement Study, Pitt & Sherry	4.2 Restaurants (page 28)	Transport and Movement Study submitted prior to updates within the Traffic Impact Assessment report	Delete paragraph below Table 4.
2.2	Attachment 21 - Transport and Movement Study, Pitt & Sherry	4.3 Commercial Development (page 28)	Transport and Movement Study submitted prior to updates within the Traffic Impact Assessment report	Rename section “4.3 Commercial development” to “4.3 Food services”
2.2	Attachment 21 - Transport and Movement Study, Pitt & Sherry	4.3 Commercial Development (page 28)	Transport and Movement Study submitted prior to updates within the Traffic Impact Assessment report	Replace all text and Table 5 under heading 4.3 with: “Commercial tenancies 1, 3 and 4 are classified as food services. For the purposes of this assessment, it is assumed that Tenancy 1 is a casual restaurant and Tenancies 3 and 4 are cafés. <u>Casual restaurant</u> The TfNSW Guide does not provide specific rates for a casual restaurant. Therefore, the traffic generation of the casual restaurant has been sourced from the ITE Manual. The ITE Manual states a fast casual restaurant as the following: <i>A fast casual restaurant is a sit-down restaurant with no (or very limited) wait staff or table service. A customer typically orders off a menu board, pays for food before the food is prepared, and seats themselves. The menu generally contains higher-quality, made-to-order food items with fewer frozen or processed ingredients than at a fast-food restaurant. Most patrons eat their meal within the</i>

Criteria Ref	Technical Report / Author	Report Section / Page	Response	Tracked Change to Technical Report																		
			<i>restaurant, but a significant proportion of the restaurant sales can be carry-out orders. A fast casual restaurant typically serves lunch and dinner; some serve breakfast. A typical duration of stay for an eat-in customer is 40 minutes or less.</i> Based on that statement, the description from the ITE manual is consistent with those proposed as part of the development. As the ITE guide only provides traffic generation rates we have assumed that an additional 30% of people will utilise the casual restaurants that will travel to the site by public transport or active transport. Table 5 below outlines the traffic expected to be generated by the casual restaurant development. Table 5: Casual restaurant traffic generation <table><tr><th>Use</th><th>Capacity</th><th>Peak hour</th><th>Traffic Generation Rate</th><th>Estimated persons per vehicle</th><th>Estimated persons</th></tr><tr><td rowspan="3">Casual restaurant</td><td rowspan="3">162 m2</td><td>Weekday AM peak</td><td>Restaurant not open in AM peak</td><td rowspan="3">1.5</td><td>-</td></tr><tr><td>Weekday PM peak</td><td>0.1351 per m²</td><td>43</td></tr><tr><td>Weekend peak</td><td>0.3514 per m²</td><td>110</td></tr></table> Café The TfNSW Guide does not provide specific rates for a café. Therefore, the traffic generation of the café has been sourced from the ITE Manual. The ITE Manual states a Coffee/Donut Shop without Drive-Through Window as the following: <i>This land use includes any coffee and donut restaurant that does not have a drive-through window. The restaurant sells freshly brewed coffee (along with coffee-related accessories) and a variety of food/drink products such as donuts, bagels, breads, muffins, cakes, sandwiches, wraps, salads, and other hot and cold</i>	Use	Capacity	Peak hour	Traffic Generation Rate	Estimated persons per vehicle	Estimated persons	Casual restaurant	162 m2	Weekday AM peak	Restaurant not open in AM peak	1.5	-	Weekday PM peak	0.1351 per m ²	43	Weekend peak	0.3514 per m ²	110	
Use	Capacity	Peak hour	Traffic Generation Rate	Estimated persons per vehicle	Estimated persons																	
Casual restaurant	162 m2	Weekday AM peak	Restaurant not open in AM peak	1.5	-																	
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Criteria Ref	Technical Report / Author	Report Section / Page	Response	Tracked Change to Technical Report																		
				<i>beverages. The restaurant marketing and sales may emphasize coffee beverages over food (or vice versa).</i> Based on that statement, the description from the ITE manual is consistent with those proposed as part of the development. As the ITE guide only provides traffic generation rates we have assumed that an additional 30% of people will utilise the cafe that will travel to the site by public transport or active transport. Table 6 below outlines the traffic expected to be generated by the cafe development. <i>Table 6: Café traffic generation (new)</i> <table><tr><th>Use</th><th>Capacity</th><th>Peak hour</th><th>Traffic Generation Rate</th><th>Estimated persons per vehicle</th><th>Estimated persons</th></tr><tr><td rowspan="3">Café</td><td rowspan="3">125 m2</td><td>Weekday AM peak</td><td>1.002 per m²</td><td rowspan="3">1.5</td><td>244</td></tr><tr><td>Weekday PM peak</td><td>Restaurant not open in PM peak</td><td>-</td></tr><tr><td>Weekend peak</td><td>0.608 per m²</td><td>148</td></tr></table> Bar Commercial tenancy 2 is classified as a bar. The TfNSW Guide does not provide specific rates for a bar. Therefore, the traffic generation of the bar has been sourced from the ITE Manual. The ITE Manual states a drinking place as the following: <i>A drinking place contains a bar, where alcoholic beverages and food are sold, and possibly some type of entertainment, such as music, television screens, video games, or pool tables.</i> Based on that statement, the description from the ITE manual is consistent with those proposed as part of the development. As the ITE guide only provides traffic generation	Use	Capacity	Peak hour	Traffic Generation Rate	Estimated persons per vehicle	Estimated persons	Café	125 m2	Weekday AM peak	1.002 per m ²	1.5	244	Weekday PM peak	Restaurant not open in PM peak	-	Weekend peak	0.608 per m ²	148
Use	Capacity	Peak hour	Traffic Generation Rate	Estimated persons per vehicle	Estimated persons																	
Café	125 m2	Weekday AM peak	1.002 per m ²	1.5	244																	
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		Weekend peak	0.608 per m ²		148																	

Criteria Ref	Technical Report / Author	Report Section / Page	Response	Tracked Change to Technical Report																									
				rates we have assumed that an additional 30% of people will utilise the bar that will travel to the site by public transport or active transport. Table 7 below outlines the traffic expected to be generated by the bar development. Table 7: Bar Traffic Generation (new) <table><tr><th>Use</th><th>Capacity</th><th>Peak hour</th><th>Traffic Generation Rate</th><th>Estimated persons per vehicle</th><th>Estimated persons</th></tr><tr><td rowspan="3">Bar</td><td rowspan="3">155 m2</td><td>Weekday AM peak</td><td>Restaurant not open in AM peak</td><td rowspan="3">1.5</td><td>-</td></tr><tr><td>Weekday PM peak</td><td>0.1223 per m²</td><td>37</td></tr><tr><td>Weekend peak</td><td>0.1223 per m²</td><td>37</td></tr></table>						Use	Capacity	Peak hour	Traffic Generation Rate	Estimated persons per vehicle	Estimated persons	Bar	155 m2	Weekday AM peak	Restaurant not open in AM peak	1.5	-	Weekday PM peak	0.1223 per m ²	37	Weekend peak	0.1223 per m ²	37		
Use	Capacity	Peak hour	Traffic Generation Rate	Estimated persons per vehicle	Estimated persons																								
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		Weekend peak	0.1223 per m ²		37																								
2.2	Attachment 21 - Transport and Movement Study, Pitt & Sherry	5.1.2 Parking (page 32)	Transport and Movement Study submitted prior to updates within the Traffic Impact Assessment report	Replace Table 9 on page 32 with: <table><tr><th>Use</th><th>Capacity</th><th>Land Use</th><th>Car Parking Rate</th><th>Car Parking Requirement</th></tr><tr><td>Hotel</td><td>155 rooms</td><td>Visitor Accommodation</td><td>1 space per 4 hotel rooms</td><td>39 spaces</td></tr><tr><td>Wellness Centre</td><td>145m²</td><td>Sports and recreation</td><td>Parking not required</td><td>0 spaces</td></tr><tr><td>Café/ restaurant – Tenancies 1, 3 and 4</td><td>299m²</td><td>Food Services</td><td>1 space per 30m² of floor area</td><td>10 spaces</td></tr></table>						Use	Capacity	Land Use	Car Parking Rate	Car Parking Requirement	Hotel	155 rooms	Visitor Accommodation	1 space per 4 hotel rooms	39 spaces	Wellness Centre	145m ²	Sports and recreation	Parking not required	0 spaces	Café/ restaurant – Tenancies 1, 3 and 4	299m ²	Food Services	1 space per 30m ² of floor area	10 spaces
Use	Capacity	Land Use	Car Parking Rate	Car Parking Requirement																									
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Wellness Centre	145m ²	Sports and recreation	Parking not required	0 spaces																									
Café/ restaurant – Tenancies 1, 3 and 4	299m ²	Food Services	1 space per 30m ² of floor area	10 spaces																									

Criteria Ref	Technical Report / Author	Report Section / Page	Response	Tracked Change to Technical Report				
				Bar – Tenancy 2	143m ²	Hotel Industry	1 space per 40m ² of floor area	4 spaces
				Food and beverage (ground floor)	300m ²	Food services - restaurant	1 space per 35m ² of floor area	10 spaces
				Restaurant (in upper level of hotel)	208m ²			7 spaces
				Function Area	703m ²	Discussed in section 4.4.		
				Total				
2.2	Attachment 21 - Transport and Movement Study Pitt & Sherry	5.1.2 Parking (page 32)	Transport and Movement Study submitted prior to updates within the Traffic Impact Assessment report	Replace the paragraph under Table 9 on page 33 with: “The commercial tenancies and restaurants require 31 spaces, there is a supply of 30 spaces on the ROW. This results in a shortfall of one space.”				



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Attachment A: Proposed Permit Conditions



Kangaroo Bay Hotel Major Project

Representation to the Assessment Panel's Initial Assessment Report

KANGAROO BAY MAJOR PROJECT - DRAFT CONDITIONS

In the event the Panel makes a recommendation to approve the Major Project, the following draft conditions have been provided by the proponent to assist the Tasmanian Planning Commission.

The following list is not exhaustive, and it is expected that additional conditions may be imposed, subject to final documentation.

General

1. Use and development must be undertaken generally in accordance with the approved plans as listed below, except where modified by this permit.
 - 1.1. Kangaroo Bay Hotel – MPIS – Final Issue – Drawing No. A.01_Cover page (Rev. N - dated 19-Feb-26);
 - 1.2. Kangaroo Bay Hotel – MPIS – Final Issue – Drawing No. A.02_Ground (Rev. Q - dated 29-Jun-26);
 - 1.3. Kangaroo Bay Hotel – MPIS – Final Issue – Drawing No. A.03_Carpark (Rev. N - dated 19-Feb-26);
 - 1.4. Kangaroo Bay Hotel – MPIS – Final Issue – Drawing No. A.04_First (Rev. N - dated 19-Feb-26);
 - 1.5. Kangaroo Bay Hotel – MPIS – Final Issue – Drawing No. A.05_Second (Rev. N - dated 19-Feb-26);
 - 1.6. Kangaroo Bay Hotel – MPIS – Final Issue – Drawing No. A.06_Third (Rev. N - dated 19-Feb-26);
 - 1.7. Kangaroo Bay Hotel – MPIS – Final Issue – Drawing No. A.07_Fourth (Rev. N - dated 19-Feb-26);
 - 1.8. Kangaroo Bay Hotel – MPIS – Final Issue – Drawing No. A.08_Roof (Rev. N - dated 19-Feb-26);
 - 1.9. Kangaroo Bay Hotel – MPIS – Final Issue – Drawing No. A.09_Area Plans (Rev. N - dated 19-Feb-26);
 - 1.10. Kangaroo Bay Hotel – MPIS – Final Issue – Drawing No. A.10_North & South Elevation (Rev. N - dated 19-Feb-26);
 - 1.11. Kangaroo Bay Hotel – MPIS – Final Issue – Drawing No. A.11_East & West Elevation (Rev. N - dated 19-Feb-26);

- 1.12. Kangaroo Bay Hotel – MPIS – Final Issue – Drawing No. A.12_Section A & B (Rev. N - dated 19-Feb-26);
- 1.13. Kangaroo Bay Hotel – MPIS – Final Issue – Drawing No. A.13_Long Section – NE to SW (Rev. N - dated 19-Feb-26);
- 1.14. Kangaroo Bay Hotel – MPIS – Final Issue – Drawing No. A.14_Shadow Diagrams (Rev. N - dated 19-Feb-26);
- 1.15. Kangaroo Bay Hotel – MPIS – Final Issue – Drawing No. A.15_Facade Material Schedule (Rev. N - dated 19-Feb-26);
- 1.16. Kangaroo Bay Hotel – MPIS – Final Issue – Drawing No. A.16_Facade Material Schedule (Rev. N - dated 19-Feb-26);
- 1.17. Kangaroo Bay Hotel – MPIS – Final Issue – Drawing No. A.17_Electrical Plan-Ground (Rev. N - dated 19-Feb-26);
- 1.18. Kangaroo Bay Hotel – MPIS – Final Issue – Drawing No. A.18_Electrical Plan-First (Rev. N - dated 19-Feb-26);
- 1.19. Kangaroo Bay Hotel – MPIS – Final Issue – Drawing No. A.17_Signage Plan-Ground (Rev. N - dated 19-Feb-26);
- 1.20. Kangaroo Bay Hotel – MPIS – Final Issue – Drawing No. A.17_Signage Plan-First (Rev. N - dated 19-Feb-26);
- 1.21. Kangaroo Bay Hotel – MPIS – Landscape Concept Plans:
 - 1.21.1. Drawing No. 23651-00-L100_GF_Concept Plan
 - 1.21.2. Drawing No. 23651-00-L106_GF_Concept Plan_Planting
 - 1.21.3. Drawing No. 23651-02-L200_LV1_Concept Plan
 - 1.21.4. Drawing No. 23651-02-L203_LV1_Concept Plan_Planting

Design Development Plans

2. Prior to the commencement of works (excluding preparatory site works), detailed development plans must be submitted and endorsed by the Commission and any relevant regulators.

The detailed development plans must be generally in accordance with the approved plans, except where modified below:

- 2.1. Detailed **Architectural plans** must be submitted, detailing:

- 2.1.1. The façade materials of the building, including the type of material, colour and finishes
- 2.1.2. The final layout and design of the on-site car parking areas, access roads and circulation areas; and
- 2.1.3. Detailed **engineering plans**, prepared by a suitably qualified person must be submitted, detailing:
- 2.1.4. The extent of any excavation, and design of retaining structures and footings abutting the road reservation along Cambridge Road.

The plans must ensure the stability and integrity of the road reservation and associated infrastructure is protected and maintained.

- 2.1.5. Details of the required drainage system along the base of the retaining wall abutting the Cambridge Road reservation; and
 - 2.1.6. Details of the proposed structure(s) required to support the overhanging / cantilevered sections of the public walkway along the waterfront
- 2.2. Detailed **landscape Concept plans** prepared by a suitably qualified person must be submitted. The plans must:
- 2.2.1. Detail the location and integration of rain gardens for the capture / treatment of stormwater, in accordance with the Stormwater Management Plan

Staging

- 3. Use and development may be completed in stages. The corresponding obligations arising under this permit may be completed in accordance with a staging report.
- 4. Where staging is proposed, a staging report must be provided to the satisfaction of the Commission. A staging report must set out for the whole of the project:
 - 4.1. How relevant aspects of construction and operation shall be staged and sequenced; and
 - 4.2. The location and details of associated development and works within each stage.

Preparatory site works

- 5. For the purposes of conditions in this permit, the carrying out of preparatory site works is not to be taken to constitute commencement of works.

Preparatory site works means:

- topographical or feature survey work, including the installation of markers, underground service location, geotechnical investigation and soil sampling and testing

- survey of existing structures and roads
- the establishment of temporary facilities to support construction, including site offices and testing rigs
- installation of mitigation measures for sediment and erosion control
- installation of temporary fences, signs and hoardings.

TasWater

6. The Project must comply with the conditions / requirements of TasWater.

General conditions and restrictions

Hours of Operation

7. The Project must operate within the following hours:

7.1. Hotel components:

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

7.2. Function Centre:

- 7.00am to 1.00am – Monday to Saturday; and
- 7.00am to 12.00am – Sundays

7.3. Commercial (F&B) tenancies:

- 6.00am to 11.00pm - Monday to Sunday

Ways and Public Open Space

8. Prior to the commencement of the use for the Project, the pedestrian / cycling pathway along the waterfront must be provided, substantially in accordance with the approved plans.

Car Parking and Access

9. A total of ninety-one (91) on-site car parking spaces must be provided on the Project Site at all times.

10. Car parking and circulation areas must:

- 10.1. Be designed to comply with the relevant Australian Standards or the *Tasmanian Municipal Standard Drawings* as published by the Local Government Association of Tasmania from time to time

11. Public vehicle and pedestrian access through the Project Site to the Bellerive Yacht Club and marina, must be maintained at all times.

Hotel / Operational Management

12. Prior to the commencement of the use for the Project, an **Operational Management Plan** must be prepared by a suitably qualified person and provided to the satisfaction of the Commission.

13. The plan must:

- 13.1. Outline measures and protocols to minimise noise emissions from day-to-day operations of the hotel, particularly outdoor spaces during events and functions; and
- 13.2. Include a procedure for recording and handling complaints.

Lighting

14. Prior to the commencement of the use for the Project, lighting design plans prepared by a suitably qualified person, must be submitted to the satisfaction of the Commission.

The lighting plans must:

- 14.1. Be generally in accordance with approved plans;
- 14.2. Include details demonstrating integration with the architecture, including measures to minimise light spill outside the project site boundary; and
- 14.3. Exterior lighting and security lighting is to comply with:
 - (i) AS/NZS 1158.3.1:2005 Lighting for pedestrian paths and car parking areas, including –
 - (ii) layout and spacing of luminaires
 - (iii) predicted illumination levels
 - (iv) compliance certification by a suitably qualified lighting engineer;

- (v) integration of the principles of crime prevention through environmental design into the lighting design;
- (vi) AS 4282 Control of the obtrusive effects of outdoor lighting or any subsequent versions.

Plan of Subdivision

15. Prior to the sealing of the Final Plan, or the commencement of the use (whichever occurs first), a Final Plan of Subdivision must be submitted to the satisfaction of the Commission.

Construction and Environmental Management

Construction Environmental Management Plan

16. Prior to the commencement of works for the Project, a Construction Environmental Management Plan (CEMP) must be prepared by a suitably qualified person and be informed by the following reports and regulations, to the satisfaction of the Commission:
- Kangaroo Bay Hotel Development - Environmental Site Assessment, Rev01 - dated: 13 February 2026 (ESA)
 - *Environmental Management and Pollution Control Act 1994* (EMPC Act)
 - *Environmental Management and Pollution Control (Waste Management) Regulations 2020*
17. The CEMP must outline all construction methodologies, timeframes, environmental risks and management measures, including but not limited to:
- 17.1. The proposed construction methodologies and a description of the proposed timings and sequencing of stages and associated activities
 - 17.2. 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)
 - 17.3. Details of proposed responsible persons, public communication protocols, compliance, recording and auditing procedures and complaint handling and response procedures; and
 - 17.4. Continuous monitoring and evaluation of the effectiveness of measures specified in the Plan.

18. Unless otherwise approved by the Commission, construction activities must only be carried out during the following hours:

- (i) Monday to Friday - 7.00am to 6.00pm; and
- (ii) Saturdays - 8.00am to 6.00pm.

Contamination Management Plan

19. Prior to the commencement of works for the Project, a Contamination Management Plan (CMP) must be prepared by a suitably qualified person, to the satisfaction of the Commission.

20. The plan 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:

20.1. Effective dust suppression

20.2. Appropriate excavation / stockpile management, including segregation and containment of any likely Acid Sulphate Soil sediments (and treatment and management if an ASS Management Plan is required)

20.3. 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)

20.4. Erosion and sediment runoff controls (refer to Condition 7.3.4)

20.5. Appropriate dewatering management (where required) including sediment settlement and containment before decanting / discharging to Kangaroo Bay via low flows

20.6. 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

21. Prior to the commencement of works for the Project, a Noise and Vibration Management Plan (NVMP) must be prepared by a suitably qualified person, to the satisfaction of the Commission.

22. The Plan must be prepared in accordance with the *Environmental Management and Control (Miscellaneous Noise) Regulations 2004 (Tas)* and the *Environmental Management and Pollution Control Act 1994 Tas, Amendment 2012*.
23. The Plan must detail activities likely to generate noise emissions and measures to mitigate impacts, including but not limited to:
 - 23.1. Identification of a suitably qualified person, appointed as the Responsible Person(s) with respect to noise and vibration.
 - 23.2. Training for workers and contractors in the use of equipment and carrying out works to minimise noise.
 - 23.3. Avoiding (where reasonably possible) the use of radios or stereos outdoors.
 - 23.4. Monitoring and rectification of any defective exhaust systems in trucks and machinery used on site.
 - 23.5. Ensuring vehicles, plant, and equipment is switched off when not in use.
 - 23.6. Ensuring the working hours on site are controlled, to limit hours between 7am to 5pm on weekdays, and 7am to 3pm on Saturdays. (No work on Sundays or public holidays).
 - 23.7. 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.
 - 23.8. Use / implementation (where practicable) of sound dampening measures on vehicles.

Soil and Water Management Plan

24. Prior to the commencement of works for the Project, a Soil and Water Management Plan (SWMP) must be prepared by a suitably qualified person, to the satisfaction of the Commission.
25. The SWMP must be prepared in accordance with:
 - 25.1. 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; and
 - 25.2. the recommendations provided in the *Kangaroo Bay Major Project - Environmental Site Assessment (dated xxx)*.
26. The SWMP must include:

- 26.1. Measures to minimise erosion and the discharge of contaminated stormwater onto the road network or into the River Derwent, including but not limited to:
 - 26.1.1. Provision of local surface water diversions around work areas
 - 26.1.2. Provision of stormwater drains using suitable measures (e.g. kerb inlet filters). Ensure outlets to stormwater drains
 - 26.1.3. Rehabilitation of temporary disturbance areas following completion of construction activities
 - 26.1.4. Monitoring of controls particularly during and after rain
 - 26.1.5. Prompt repair / replacement of damaged sediment and erosion runoff controls and remove accumulated sediment
- 26.2. Measures to minimise dust emissions from the site, consistent with the *Environmental Management and Pollution Control (Distributed Atmospheric Emissions) Regulations 2007 Tas*, including but not limited to:
 - 26.2.1. Use of water suppression where necessary.
 - 26.2.2. Limiting excavation activities that will create dust during times of adverse wind.
 - 26.2.3. Covering of stockpiles
 - 26.2.4. Trucks to have payload tarpaulin covers in place prior to leaving the loading area; and
 - 26.2.5. measures to manage the disposal of surface groundwater from excavations (if relevant)
- 26.3. All erosion and sediment controls must be installed prior to commencing work and secured prior to the site being left unoccupied (i.e. over the weekend).

Construction Pedestrian and Traffic Management Plan

- 27. Prior to the commencement of works for the Project, a Construction Pedestrian and Traffic Management Plan (CPTMP) must be prepared by a suitably qualified person, to the satisfaction of the Commission.
- 28. The Plan must:
 - 28.1. Detail measures to manage vehicle and pedestrian movements on and around the Project Land during construction and any temporary road closures.
 - 28.2. Ensure all vehicle loading and unloading and construction parking shall be onsite. Construction vehicle parking will not be permitted on public roads.

- 28.3. 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
- 28.4. Maintain suitable access for vehicles and pedestrians through the Construction Site, at all times:
- 28.4.1. For pedestrians - A 2.5m wide all-weather access, separated from the Construction Site with appropriate 1.8m minimum high fencing, to enable movement between the following locations:
- (i) Bellerive Boardwalk
 - (ii) Clarence Foreshore Trail along Kangaroo Bay Foreshore
 - (iii) Kangaroo Bay Drive
 - (iv) Cambridge Road
- 28.4.2. For vehicles - A suitable 2 lane x 2 way (min. 6m wide) all weather access through the Construction Site to the Bellerive Yacht Club and TasWater Pump Station, suitable for a 12m 4.5m high rigid vehicle.

Emergency Response Plan

29. Prior to the commencement of the use for the Project, an Emergency Response Plan must be prepared by a suitably qualified person, to ensure that appropriate responses are developed to maximise the safety of workers, suppliers, visitors or the general public in the event of an emergency.
30. The plan must document key employee roles and responsibilities in the event of an emergency and detail responses / procedures in relation to the following potential risks:
- 30.1. Hazardous Substance Spill / Gas Leak
 - 30.2. Fire
 - 30.3. Machinery Accident/Rollover
 - 30.4. Medical Emergency
 - 30.5. Severe Weather
 - 30.6. Disturbance of Overhead and Underground Services
 - 30.7. Electric Shock
 - 30.8. Structural/Earthworks Collapse
 - 30.9. Emergency Services access to Bellerive Yacht Club; and
 - 30.10. Emergency Services access to Clarence Foreshore Trail

Stormwater Management

31. Prior to the commencement of development for the Project, a Stormwater Management Plan (SMP) must be prepared by a suitably qualified person and provided to the satisfaction of the Commission.
32. The plan must be generally in accordance with the Approved Plans, and include:
 - 32.1. Appropriate stormwater controls and maintenance requirements to ensure the overall quality of the stormwater discharged from the impervious areas created by the project is treated to a level which complies with treatment criteria specified by the State Stormwater Strategy.
 - 32.2. Measures to control stormwater runoff or avoid increased overland flows along Cambridge Road and ensure flood hazards are not intensified; and
 - 32.3. Details of the required drainage system along the base of the retaining wall abutting the Cambridge Road reservation.
33. The drainage system must be appropriately designed to:
 - 33.1. Capture and appropriately direct peak overland flows to existing stormwater infrastructure.

Attachment B: Plans, Drawings and Images



Kangaroo Bay Hotel Major Project

Representation to the Assessment Panel's Initial Assessment Report

Index

	Plan	IAR reference	Description	Change
1.	Updated ground floor plan (A.02)	1.1, 2.1	Updated ground floor plan A.02 to: • Match survey – include existing landscape outside boundary line. No works or alterations planned for this area • Include proposed bicycle spaces • Carpark layout amendment.	Replace drawing A.02 in MPIS Volume 2, <i>Consolidated Plan Set - Document 1 Architectural & Landscape</i>
2.	Additional images to show the Project in the context of the surrounding area	1.2, 1.3	Three (3) new images to illustrate the Project in the context of the surrounding area.	Insert three (3) new images after image of the Locality in MPIS Volume 2, <i>Consolidated Plan Set - Document 1 Architectural & Landscape</i>
3.	Kangaroo Bay Hotel - Drawing of Connection to Surrounding Environment	1.3	Drawing showing four connections of the Project to the site and surrounding environment: 1. Site Plan 1 : 50,000 2. Ground Floor Plan 1 : 1000 3. Google Earth View 4. 3D Model View	Insert new drawing into MPIS Volume 2, <i>Consolidated Plan Set - Document 1 Architectural & Landscape</i>
4.	Colour coded parking spaces	2.1	Updated general arrangement for parking plan showing colour coded spaces assigned to specific types of parking.	Replace general arrangement for parking plan in MPIS Volume 2, <i>Consolidated Plan Set - Document 3 Infrastructure & Car Park</i> , first plan in Car Park section

	Plan	IAR reference	Description	Change
5.	Concept Stormwater Design General Arrangement	4.3	Updated Concept Stormwater Design General Arrangement to incorporate the flood management measure (filter pipe along the proposed retaining wall at road level) and ensure alignment with the recommendations of the Flood Hazard Assessment	Replace Concept Stormwater Design General Arrangement plan in MPIS Volume 2, <i>Consolidated Plan Set - Document 3 Infrastructure & Car Park</i> , second plan in Infrastructure Services section

Client:



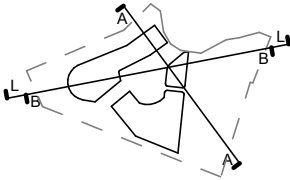
Chambroad

Architect:



Vigilus

Key Plan:



Revision History:

Rev A: 25/08/2025
Rev B: 03/09/2025
Rev C: 05/09/2025
Rev D: 12/09/2025
Rev E: 19/09/2025
Rev F: 17/10/2025
Rev G: 21/10/2025
Rev H: 27/10/2025
Rev I: 28/10/2025
Rev J: 31/10/2025
Rev K: 06/11/2025
Rev L: 21/11/2025
Rev M: 17/02/2026
Rev N: 19/02/2026
Rev O: 22/06/2026
Rev P: 29/06/2026
Rev Q: 29/06/2026

Checked:

JLK

Drawn:

LE

Issued For:

MPIS Amendments

Revision:

Rev Q

Date:

29/06/2026

Scale:

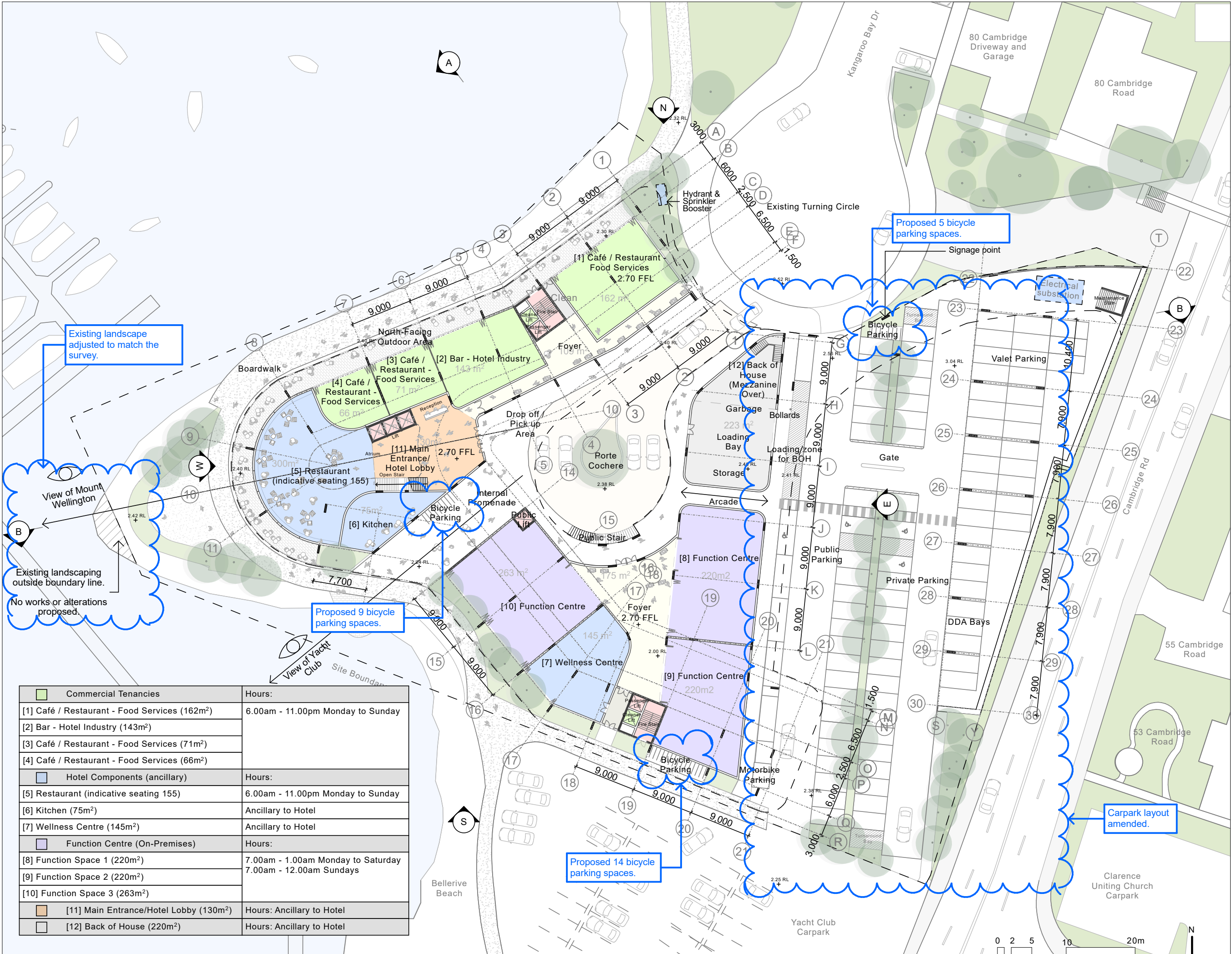
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Drawing Name:

Ground

Drawing No:

A.02









Client:



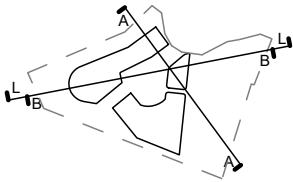
Chambroad

Architect:



Vigilus

Key Plan:



Revision History:

- Rev A: 25/08/2025
- Rev B: 03/09/2025
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- Rev I: 28/10/2025
- Rev J: 31/10/2025
- Rev K: 06/11/2025
- Rev L: 21/11/2025
- Rev M: 17/02/2026
- Rev N: 19/02/2026
- Rev O: 22/06/2026

Checked:

JLK

Drawn:

LE

Issued For:

MPIS Amendments

Revision:

Rev O

Date:

22/06/2026

Scale:

1:50000, 1:1000 at A3

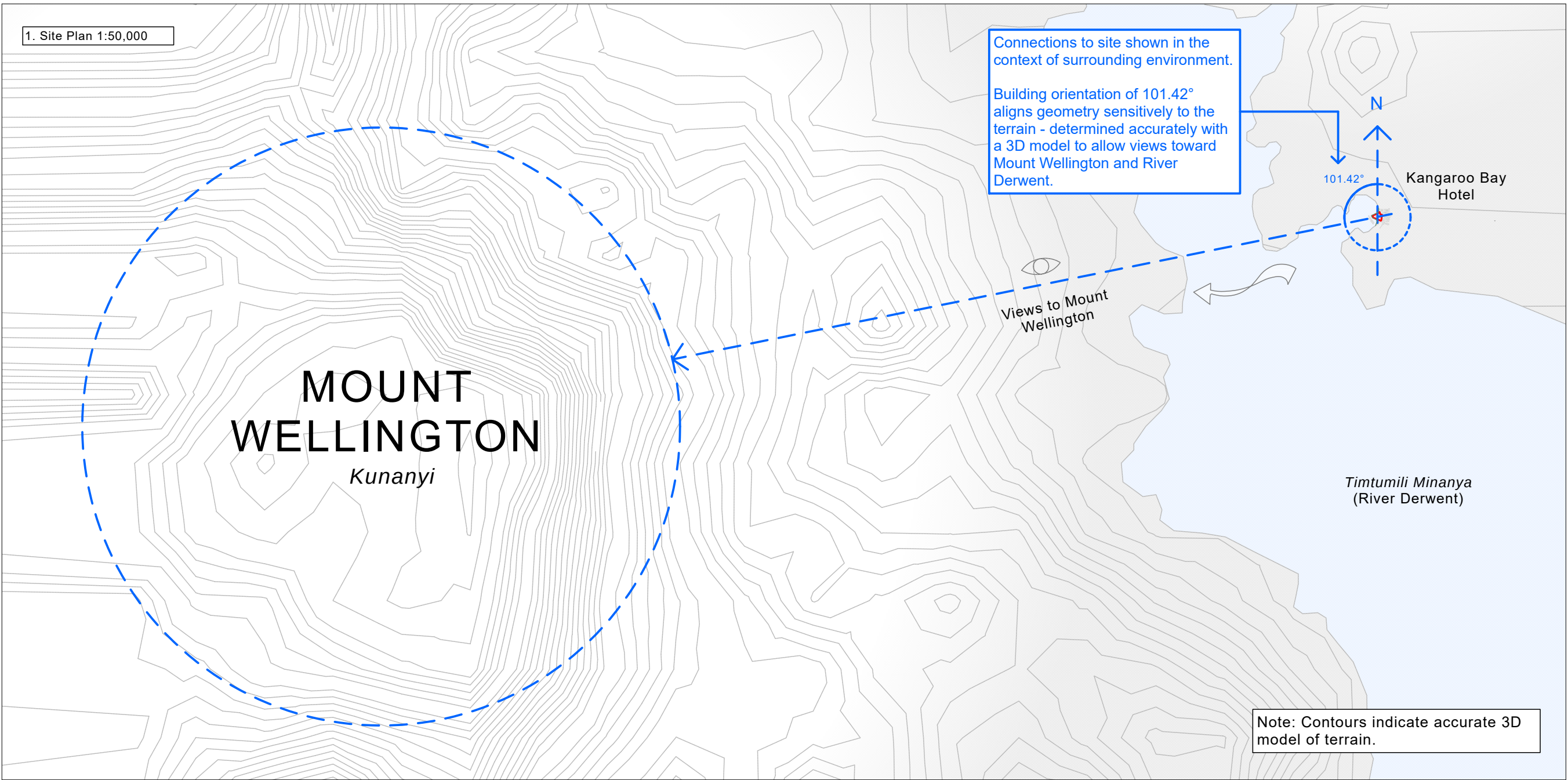
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Connection to Surrounding Environment

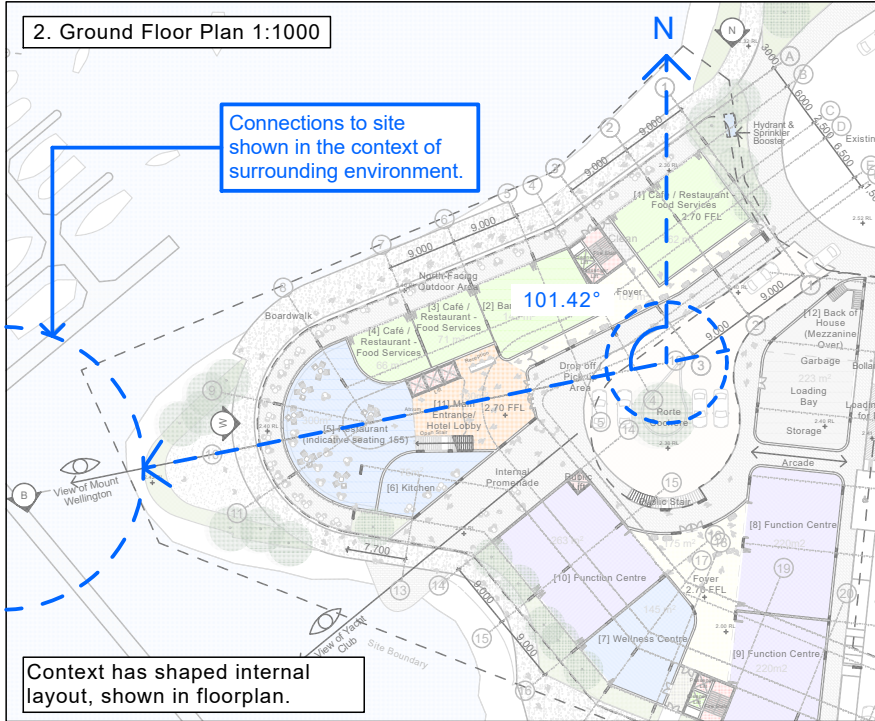
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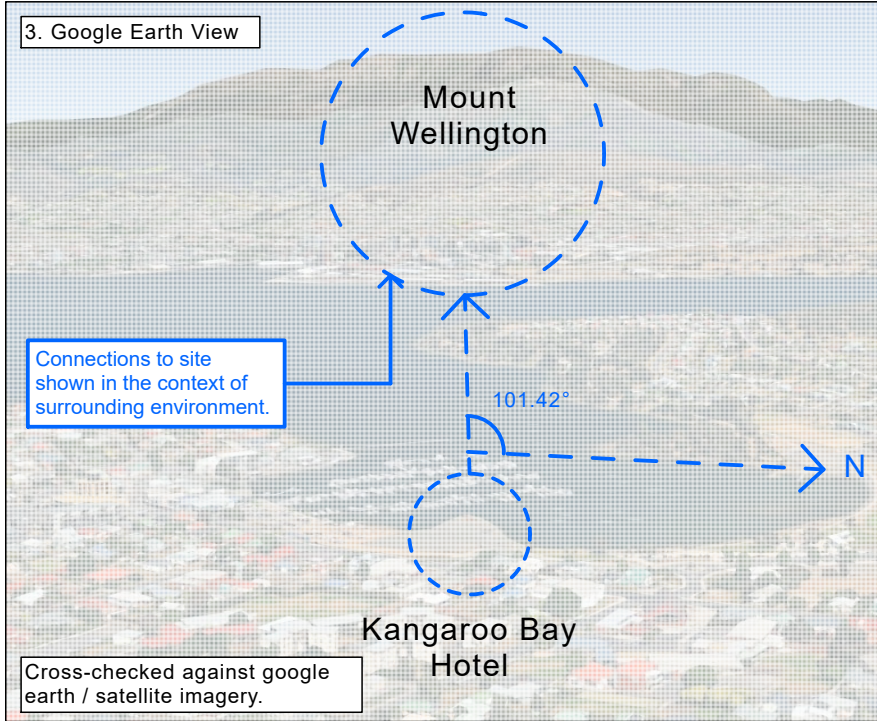
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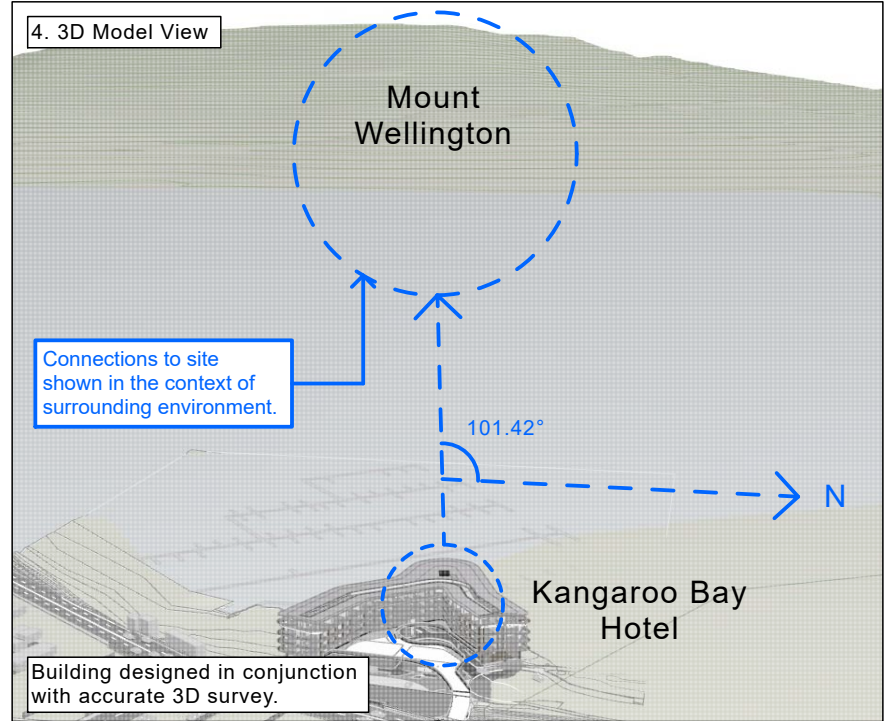
2. Ground Floor Plan 1:1000

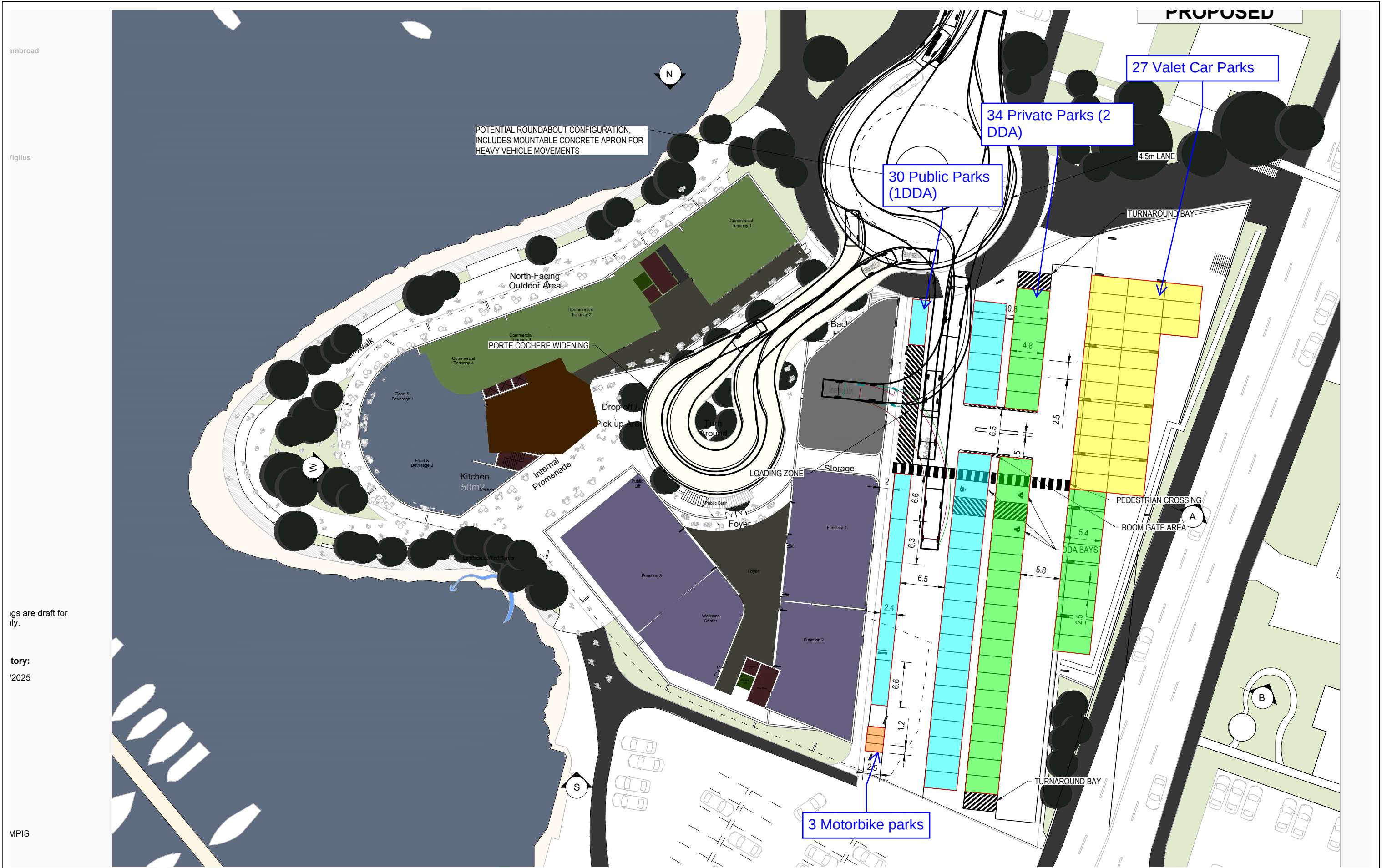


3. Google Earth View



4. 3D Model View





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									STATUS PRELIMINARY			
A	FOR INFORMATION	CM	CM	RR	31/10/2025				DATE			
						SIGNED		DATE		DATUMS: AHD / MGA		
										CLIENT No. -		
										REVISION		
										A		
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Attachment C: Specification of Proposed Materials



Kangaroo Bay Hotel Major Project

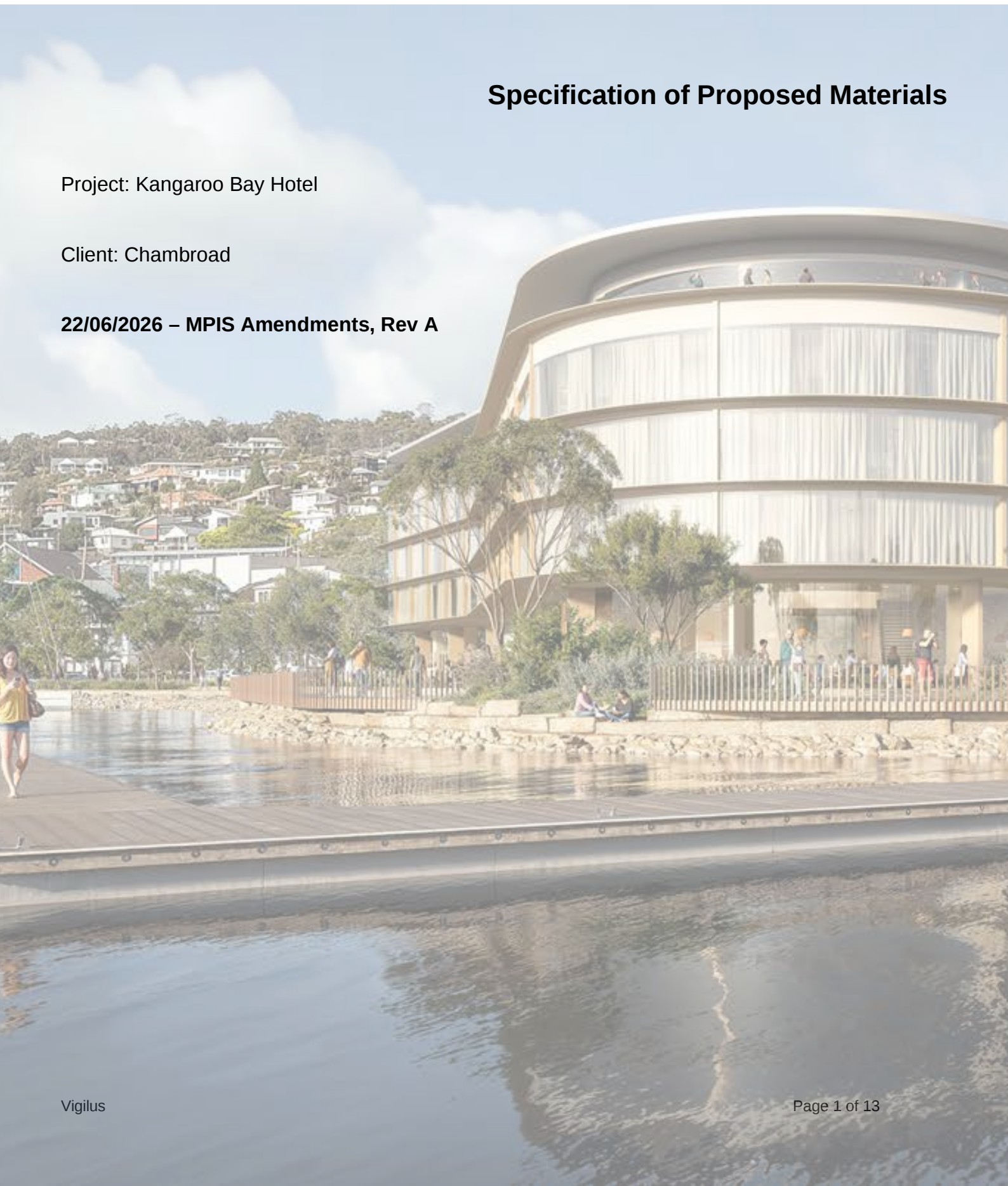
Representation to the Assessment Panel's Initial Assessment Report

Specification of Proposed Materials

Project: Kangaroo Bay Hotel

Client: Chambroad

22/06/2026 – MPIS Amendments, Rev A



1. Introduction

The following report nominates materials and finishes for the construction of Kangaroo Bay Hotel.

1.1. Proposal

The architectural articulation, detailing and material expression of the Kangaroo Bay Hotel have been developed to complement the established character of Kangaroo Bay and respond to its prominent waterfront setting. The proposal adopts a refined and cohesive palette of glazing, natural grey concrete, timber-look aluminium and metallic silver-grey aluminium, balancing solidity and transparency while establishing a warm, contemporary coastal character.



Image 1: Artist Impression of hotel proposal.

Expansive low-reflectivity glazing provides visual permeability through the building, supports natural daylight and frames views toward the Timtumili Minanya / River Derwent and Kunanyi / Mount Wellington. The glazing is arranged within slim-profile, light-coloured aluminium framing to

maintain a visually recessive appearance and minimise interruption across the façade. Its low-reflectivity finish will reduce glare and potential visual impacts on surrounding properties, public spaces and the waterfront.

Exposed architectural concrete provides a sense of permanence and forms the podium, ground-floor walls, structural elements, selected soffits and upper-level infill walls. The natural grey concrete contrasts with the lighter glazed areas and introduces depth and solidity across the elevations. Expressed formwork joints, subtle tonal variation and the natural weathering of the material will contribute to the building's architectural character and patina over time.

Light-toned timber-look aluminium cladding is applied to the continuous horizontal louvres and expressed vertical columns. These elements provide solar shading, follow the building's curved façade geometry and create a coordinated framework around the glazing. The warm timber tone softens the scale and appearance of the building, while providing the durability and low-maintenance performance required within a marine environment.

Prefinished silver-grey aluminium cladding forms the roof edge, upper-level crown and associated turn-down panels above the upper-level glazing and doors. The folded fascia and soffit returns create a continuous, lightweight termination to the building and reinforce the flowing horizontal profile of the roof. The silver-grey finish is deliberately recessive and low-reflectivity, allowing the crown to recede, from the warmer façade elements below.

Together, the nominated materials provide a durable, low-maintenance and contextually appropriate architectural response for Kangaroo Bay. All external materials, finishes, support systems and fixings are selected to withstand the high-exposure marine environment while maintaining the intended appearance and long-term performance of the development.

2. Materials

A. EXTERNAL FINISHES SCHEDULE

General Notes

1. Refer to the Architectural Drawings for the location, extent, configuration and interfaces of all materials and finishes.
2. This schedule is to be read in conjunction with the Architectural Drawings, consultant documentation, manufacturer recommendations, the National Construction Code and relevant Australian Standards.
3. All external façade materials, coatings, substrates, support systems, flashings, fixings, sealants and associated components are to be suitable for a high-exposure marine environment.
4. External materials and finishes are to be UV-stable, corrosion-resistant, weather-resistant and selected for long-term durability and low maintenance.
5. All materials are to be non-combustible where required and are to satisfy relevant fire performance requirements, including requirements applying to façade systems, insulation, sarking, sealants, cavity barriers and associated components.
6. All façade and external envelope systems are to satisfy relevant structural, weatherproofing, waterproofing, condensation management, acoustic, thermal and energy-efficiency requirements.
7. Materials, support systems and fixings are to accommodate structural movement, thermal expansion and contraction, construction tolerances and differential movement between adjoining materials.

A. EXTERNAL FINISHES SCHEDULE

8. Junctions between materials are to be carefully coordinated, with flashings, cappings, sealants, membranes, drainage paths and ventilation provisions incorporated as required to form complete and durable systems.
9. Visible fixings are to be minimised where practicable. Exposed fixings, brackets and hardware are to be corrosion-resistant and selected to match or complement adjacent finishes.
10. Materials and finishes are to be installed in accordance with manufacturer requirements, relevant Australian Standards and accepted industry practice by appropriately qualified trades.
11. Materials are to be consistent in colour, texture and finish across adjoining surfaces.
12. Material selections are to meet the appearance, performance, durability, finish and environmental requirements set out in this document.
13. Cutting, folding, drilling and other fabrication processes are not to compromise protective coatings, corrosion resistance or the long-term durability of the material.
14. Dissimilar metals are to be separated to prevent galvanic corrosion. Compatible fixings, isolation materials and sealants are to be used throughout.
15. Finished surfaces are to be protected during fabrication, transport, storage and construction. Damaged, stained, distorted or visibly inconsistent materials are to be repaired or replaced.
16. Completed systems are to allow for safe access, inspection, cleaning, maintenance and replacement of components where reasonably required.
17. All external paving, landscape surfaces and landscape finishes are excluded from this architectural materials schedule and are to be in accordance with the Landscape Architect's drawings and specifications.

A. EXTERNAL FINISHES SCHEDULE**Materials**

Glazing

1

Description:

Commercial-grade window, door and fixed glazing system constructed from slim-profile extruded aluminium framing designed to remain visually recessive within the façade. The system is to comprise predominantly fixed glazing with selected operable windows, glazed hinged doors and glazed sliding doors.

Framing is to have a durable, light-coloured powder-coated finish selected to complement the architectural palette. Mullions, transoms and perimeter framing are to align with the consistent window divisions established by the typical 9-metre structural grid. Full-height glazing is to be provided where shown.

Window and door frames are to be installed generally flush and integrated with adjoining façade finishes. Perimeter flashings, drainage components, fixings and sealant joints are to be concealed where practicable while maintaining effective weatherproofing, drainage, movement accommodation and access for maintenance.

Colour and finish:

Clear, low-emissivity, low-reflectivity glazing with slim-profile aluminium framing in a durable, light-coloured powder-coated finish.

A. EXTERNAL FINISHES SCHEDULE

Visible framing junctions, glazing beads, hardware and associated components are to be coordinated to minimise visual interruption and maintain a consistent, refined façade expression.

The system is to incorporate double-glazed, clear low-emissivity glass with a low-reflectivity external finish. Glass type, thickness, composition and safety classification are to suit the location, panel size, structural loading, acoustic performance and energy-efficiency requirements, and comply with the relevant Australian Standards and National Construction Code requirements for safety glazing.

White sheer and blackout curtains are to be provided to hotel rooms. Curtains are to be full height, coordinated with the window framing and installed on S-fold tracks to reinforce the curved architectural expression and create depth behind the glazed façade. The layered treatment is to provide privacy, assist in reducing heat loads and glare, and limit reflections through the glazing.

Compatible seals, gaskets, flashings, drainage provisions, fixings, hardware and weatherproofing components are to form part of a complete and coordinated commercial glazing system. All exposed aluminium components, fixings and hardware are to be corrosion-resistant and suitable for a high-exposure marine environment.

The complete glazing system is to satisfy the relevant Australian Standards and National Construction Code requirements for structural performance, weatherproofing, acoustic performance, energy efficiency, safety glazing, accessibility and durability.

A. EXTERNAL FINISHES SCHEDULE

Concrete

2**Description:**

Exposed architectural concrete is proposed throughout the building, including off-form concrete walls to the podium and ground floor, structural concrete columns, structural walls, selected concrete slabs and exposed concrete balustrades to the green plaza and public bridge.

Concrete also forms selected upper-level infill walls between the expressed timber-look clad columns, including concrete walls at the uppermost occupied level.

Prominent public-facing concrete surfaces are to achieve a Class 2 off-form architectural finish, with a consistent natural grey colour, texture and overall quality. This requirement also applies to upper-level façade infill walls and the undersides of exposed concrete ceilings and soffits within the public domain, foyer and internal promenade.

Concrete within car parks, service areas and other secondary locations may have a Class 3 off-form concrete finish appropriate to its functional use.

Formwork panel sizes and layouts are to suit the structural and construction requirements of each element. Formwork joints are to remain expressed as part of the architectural character of the concrete.

Exposed edges and corners are to incorporate a small, consistent chamfer to reduce chipping and improve durability while maintaining a refined architectural finish.

Colour and Finish:

Natural grey concrete.

Class 2 off-form architectural finish to prominent public-facing surfaces, upper-level façade infill walls and exposed soffits within the public domain, foyer and internal promenade.

Clear low-sheen protective sealer to exposed architectural concrete surfaces, with clear anti-graffiti treatment to publicly accessible surfaces.

A. EXTERNAL FINISHES SCHEDULE

Concrete balustrades are to be formed as solid concrete walls, with top surfaces graded to provide positive drainage. Top edges are to incorporate consistent chamfers, with no separate capping.

Electrical conduits and other service pathways within exposed concrete elements are to be concealed within the concrete construction. Service penetrations, outlets, fixtures and access points are to be coordinated before pouring and positioned to minimise disruption to visible off-form surfaces. Surface-mounted conduits are not proposed to prominent exposed concrete areas or exposed public-facing soffits.

Concrete mixes, reinforcement cover, formwork systems, curing and construction methods are to be suitable for the structural application, exposure conditions and marine environment.

Exposed architectural concrete surfaces are to receive a clear, low-sheen protective sealer compatible with the substrate and intended exposure conditions. Publicly accessible concrete surfaces are also to receive a clear anti-graffiti treatment that does not materially alter the natural colour, texture or appearance of the concrete.

Visible surfaces are to be free from significant defects, staining, excessive blowholes, honeycombing and unintended colour variation. Minor tonal variation, expressed formwork joints and natural weathering are acceptable where consistent with the intended architectural character. Patching and making good are to use compatible materials and methods that minimise visual contrast with the surrounding concrete.

This architectural materials specification applies to the building fabric only. All external paving, trafficable surfaces and landscape floor finishes are to be in accordance with the Landscape Architect's drawings, schedules and specifications.

A. EXTERNAL FINISHES SCHEDULE

Timber-look Cladding

3**Description:**

Timber-look cladding is to comprise non-combustible folded aluminium sheet with a durable wood-grain finish. The cladding is proposed to the continuous horizontal louvres and selected expressed vertical façade columns.

The horizontal louvres are to be fixed, non-operable architectural shading elements. The folded aluminium cladding is to be fabricated to follow the curved façade geometry, maintaining smooth, continuous horizontal lines and consistent proportions around curved elevations, corners and transitions.

All visible faces, undersides, edges, returns and end conditions of the horizontal louvres are to receive the timber-look finish so that each element reads as a fully wrapped and consistently finished architectural component from all public viewpoints.

Selected vertical columns, as per Architectural Drawings, are to be fully wrapped on all visible faces and returns using the same timber-look folded aluminium sheet. Fixings are to be concealed, and panel joints are to adopt the same fine, consistent shadow-gap treatment used elsewhere across the façade.

Colour and finish:

Light-toned wood-grain finish selected to complement the architectural palette and surrounding coastal landscape. Grain direction is to run longitudinally along horizontal elements and vertically to columns.

A. EXTERNAL FINISHES SCHEDULE

The wood-grain direction is to be coordinated with the orientation of each element, running longitudinally along horizontal louvres and vertically to clad columns and other vertical elements. Grain is to remain consistent across adjoining panels, folds, returns and junctions.

Panel joints are to be expressed as fine, consistent shadow gaps aligned with the architectural module and façade geometry. Joint widths, terminations and intersections are to be coordinated to provide a uniform appearance across straight, curved and returning elements.

Folded profiles, corners, junctions and returns are to be carefully coordinated to maintain continuous lines, consistent proportions and a refined appearance across the façade. Panels are to be installed over a concealed supporting subframe, with flashings, drainage provisions and interfaces coordinated with adjoining glazing, concrete and cladding systems.

Visible fixings are to be minimised, with allowance for thermal movement, drainage, ventilation and maintenance access.

The aluminium sheet, finish system, subframe, brackets, fixings and associated components are to be suitable for a high-exposure marine environment. The finish is to be UV-stable, corrosion-resistant and low-reflectivity.

A. EXTERNAL FINISHES SCHEDULE**Metal Cladding****4****Description:**

Metal cladding is to comprise prefinished folded aluminium sheet with a metallic silver-grey finish to the roof edge, upper-level crown and associated upper-level turn-down panels above the doors and glazing.

The turn-down panels are to be integrated with the folded fascia and soffit return so that the crown reads as a continuous, fully wrapped architectural element from surrounding public areas and when viewed from below.

Folded profiles are to be fabricated to follow the curved building geometry and maintain smooth, continuous lines around the roof perimeter. The roof-edge cladding is to incorporate a folded fascia, soffit return, cappings and associated folded transitions.

Panels are to be installed over a concealed supporting subframe, with fine, consistent shadow-gap joints aligned with the architectural geometry. Corners, folds, returns, cappings, flashings and junctions with adjoining roofing, glazing, concrete and façade systems are to be carefully coordinated to provide a continuous and weatherproof finish.

Colour and Finish:

Prefinished silver-grey aluminium with a low-reflectivity appearance and subtle natural variation typical of prefinished metal sheeting.

A. EXTERNAL FINISHES SCHEDULE

Visible fixings are to be minimised, with allowance for thermal movement, drainage, ventilation and maintenance access.

The prefinished aluminium sheet, finish system, subframe, brackets, fixings and associated components are to be suitable for a high-exposure marine environment and selected for long-term corrosion resistance, UV stability and low reflectivity.

The silver-grey finish may exhibit subtle natural variation characteristic of prefinished metal sheeting. Such variation is acceptable where it remains visually consistent across adjoining panels and does not result in pronounced colour banding, patchiness or unintended contrast.

Roof drainage is to incorporate round downpipes with a subtle visual appearance. Downpipes are to be finished to match the metallic silver-grey cladding and located in coordinated positions where they do not visually interrupt prominent façades, glazed areas or key architectural elements. Connections, brackets and offsets are to be neatly detailed and visually recessive.

3. Conclusion

The nominated materials and finishes provide a durable, low-maintenance and contextually appropriate response for the Kangaroo Bay Hotel. The selected glazing and cladding systems are suited to the coastal environment and support the character of Kangaroo Bay.