



City of **HOBART**

## APPLICATION UNDER HOBART INTERIM PLANNING SCHEME 2015

Type of Report: Committee  
Council: 21 May 2018  
Expiry Date: 22 May 2018  
Application No: PLN-18-54  
Address: 1 HARBROE AVENUE , NEW TOWN  
ADJOINING RIGHT OF WAY  
Applicant: Matthew McIntyre  
615 Cambridge Rd  
Proposal: Multiple Dwelling, Fencing and Associated Hydraulic Infrastructure  
Representations: None  
Performance criteria: Parking and Access Code and Heritage Code

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### 1. Executive Summary

- 1.1 Planning approval is sought for Multiple Dwelling, Fencing and Associated Hydraulic Infrastructure.
- 1.2 The proposal is for the construction of an additional dwelling to the rear of 1 Harbroe Avenue. The 100m<sup>2</sup> single storey dwelling is to front Bishop Street on the same alignment as the existing dwelling. The two bedroom dwelling will feature a traditional form with a Colorbond roof and weatherboard profile compressed sheet cladding. It will have private open space areas to the rear of the site with one car parking space accessed from Bishop Street. The existing solid paling fence extending along the Bishop Street frontage of the proposed dwelling will be removed and replaced by a 900mm high picket fence.

The existing garage and outbuildings to the rear of the site will be demolished with car parking for the existing dwelling to be in the same location within the driveway accessed via Harbroe Avenue. A new private open space area will be created for the existing dwelling through a reduction in the existing driveway area. This will serve as an additional space to the main private open space area of the front yard and verandah which is accessed from the lounge.

To facilitate the stormwater servicing of the new dwelling infrastructure is proposed in the adjoining Council owned right of way.

- 1.3 The proposal relies on performance criteria to satisfy the following standards and codes:
  - 1.3.1 Parking and Access Code – Part E6.6.1 Number of Car Parking Spaces, E6.7.2 Design of Vehicle Access and Clause 6.7.5 Layout of Parking Areas.
  - 1.3.2 Historic Heritage Code – Part E13.8.1 and E13.8.2 Heritage Precinct
- 1.4 No representations were received during the statutory advertising period between 5 April and the 19 April 2018.
- 1.5 The proposal is recommended for approval subject to conditions.
- 1.6 The final decision is delegated to the Council.

## 2. Site Detail

2.1 The 548m<sup>2</sup> level site (CT 54928/1) is located on the corner of 1 Harbroe Avenue and Bishop Street New Town. It contains an existing 127m<sup>2</sup> single storey dwelling fronting Harbroe Avenue. The site is contained within the Inner Residential Zone in New Town bordered by Bellevue Parade and New Town Road.

2.2



Figure 1: GIS Map Image 1:2000

2.3



Figure 2: GIS Map Image 1:1000

2.4



Figure 3: Harbroe Avenue Frontage with existing dwelling.

2.5



Figure 4: Bishop Street Frontage

2.6



Figure 5: Proposed site of new dwelling

### 3. Proposal

3.1 Planning approval is sought for Multiple Dwelling, Fencing and Associated Hydraulic Infrastructure.

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To facilitate the stormwater servicing of the new dwelling infrastructure is proposed in the adjoining Council owned right of way.

3.3

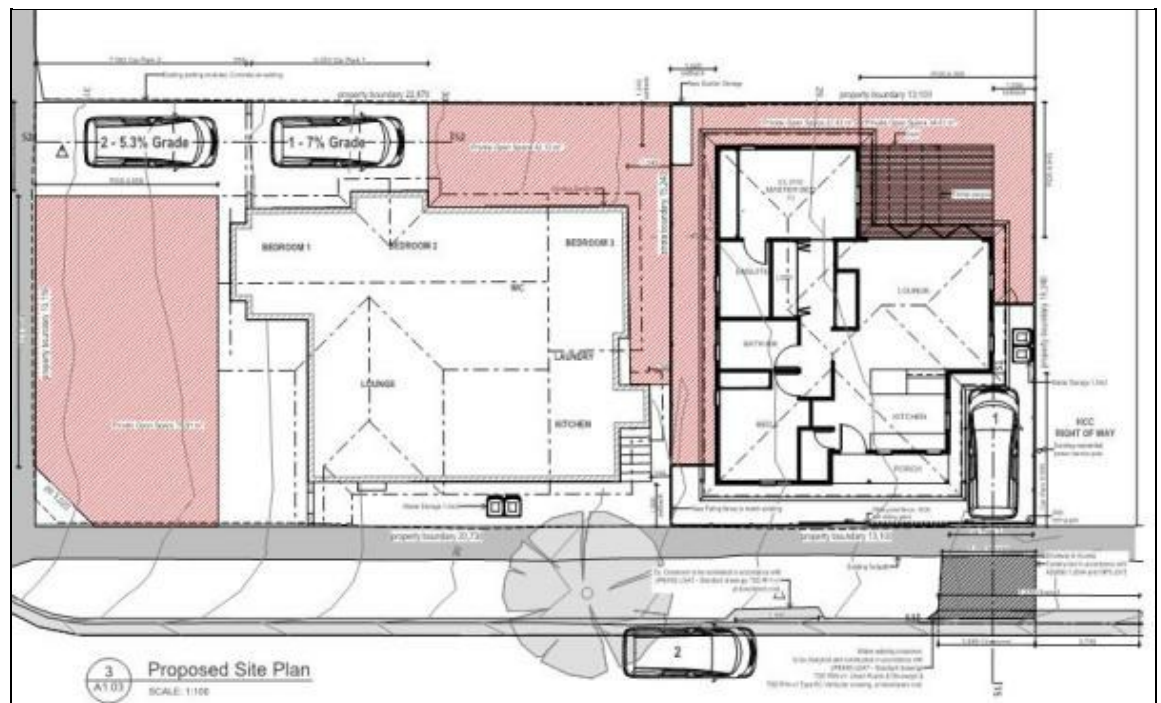


Figure 6: Proposed Site Plan

3.4



Figure 7: Proposed Elevations

#### 4. Background

4.1 No background applicable to the the proposal.

#### 5. Concerns raised by representors

5.1 No representations were received during the statutory advertising period between 5 April and the 19 April 2018.

#### 6. Assessment

6.1 The *Hobart Interim Planning Scheme 2015* is a performance based planning scheme. To meet an applicable standard, a proposal must demonstrate compliance with either an acceptable solution or a performance criterion. Where a proposal complies with a standard by relying on one or more performance criteria, the Council may approve or refuse the proposal on that basis. The ability to approve or refuse the proposal relates only to the performance criteria relied on.

6.2 The site is located within the Inner Residential Zone of the *Hobart Interim Planning Scheme 2015*.

6.3 The proposed residential use (Multiple Dwelling) is a permitted use in the zone.

- 6.4 The proposal has been assessed against:
- 6.4.1 Part D - 11 Inner Residential Zone
  - 6.4.2 E5.0 Road and Railway Access Code
  - 6.4.3 E6.0 Parking and Access Code
  - 6.4.4 E7.0 Stormwater Management Code
  - 6.4.5 E13.0 Historic Heritage Code
- 6.5 The proposal relies on the following performance criteria to comply with the applicable standards:
- 6.5.1 Parking and Access Code – Part E6.6.1 Number of Car Parking Spaces, E6.7.2 Design of Vehicle Access and Clause 6.7.5 Layout of Parking Areas.
  - 6.5.2 Historic Heritage Code – Part E13.8.1 and E13.8.2 Heritage Precinct
- 6.6 Each performance criterion is assessed below.
- 6.7 Parking and Access Code – Part E6.6.1 P1 Number of Car Parking Spaces
- 6.7.1 The acceptable solution at clause Part E6.6.1 P1 requires two car parking spaces per dwelling.
  - 6.7.2 The proposal includes one car parking space for the proposed dwelling.
  - 6.7.3 The proposal does not comply with the acceptable solution; therefore assessment against the performance criterion is relied on.
  - 6.7.4 The performance criterion at clause Part E6.6.1 P1 provides as follows:  
  
*The number of on-site car parking spaces must be sufficient to meet the reasonable needs of users, having regard to all of the following:*  
  
*(a) car parking demand;*  
*(b) the availability of on-street and public car parking in the locality;*  
*(c) the availability and frequency of public transport within a 400m walking distance of the site;*  
*(d) the availability and likely use of other modes of transport;*



- (e) the availability and suitability of alternative arrangements for car parking provision;*
- (f) any reduction in car parking demand due to the sharing of car parking spaces by multiple uses, either because of variation of car parking demand over time or because of efficiencies gained from the consolidation of shared car parking spaces;*
- (g) any car parking deficiency or surplus associated with the existing use of the land;*
- (h) any credit which should be allowed for a car parking demand deemed to have been provided in association with a use which existed before the change of parking requirement, except in the case of substantial redevelopment of a site;*
- (i) the appropriateness of a financial contribution in lieu of parking towards the cost of parking facilities or other transport facilities, where such facilities exist or are planned in the vicinity;*
- (j) any verified prior payment of a financial contribution in lieu of parking for the land;*
- (k) any relevant parking plan for the area adopted by Council;*
- (l) the impact on the historic cultural heritage significance of the site if subject to the Local Heritage Code;*
- (m) whether the provision of the parking would result in the loss, directly or indirectly, of one or more significant trees listed in the Significant Trees Code.*

6.7.5 The area surrounding the site presents a significant availability of on street parking as it is an area that is not under pressure from existing residents due to majority of the properties containing a minimum of two on site car parking spaces. Additionally it is not an area that is substantially utilised as daily commuter parking. The Development Engineer also supports the proposed one car parking space due to the availability of on-street car parking within Bishop Street.

The site is well connected in respect of access to public transport with serviced routes nearby on both Park Street and Bellevue Parade.

It is also noted that there is limited opportunities for existing sites in the immediate vicinity of the subject site to duplicate this form of multiple dwelling development. Therefore the risk of unreasonable impact on the existing availability of on street parking in the area from comparable future development is unlikely.

6.7.6 The proposal complies with the performance criterion.

6.8 Parking and Access Code – Part E6.7.2 Design of Vehicle Access and Clause 6.7.5 Layout of Parking Areas

- 6.8.1 The proposal does not meet the Acceptable Solution for Part E6.7.2 design vehicle access and Clause 6.7.5 layout of parking areas therefore assessment against the performance criterion is relied on.
- 6.8.2 The performance criterion at clause Part E6.7.2 P1 and 6.7.5 P1 provides as follows:

*E6.7.2 P1*

*Design of vehicle access points must be safe, efficient and convenient, having regard to all of the following:*

- (a) avoidance of conflicts between users including vehicles, cyclists and pedestrians;*
- (b) avoidance of unreasonable interference with the flow of traffic on adjoining roads;*
- (c) suitability for the type and volume of traffic likely to be generated by the use or development;*
- (d) ease of accessibility and recognition for users.*

*E6.7.5 P1*

*The layout of car parking spaces, access aisles, circulation roadways and ramps must be safe and must ensure ease of access, egress and manoeuvring on-site.*

- 6.8.3 The Council's Development Engineer is satisfied of the performance of the access and parking area subject to the advice of the applicant's Traffic Safety Engineer.

- 6.8.4 The proposal complies with the performance criterion.

6.9 Parking and Access Code – Part E6.7.12 Siting of Car Parking

- 6.9.1 The acceptable solution at clause Part E6.7.12 A1 requires car parking to be behind the building alignment.
- 6.9.2 The proposed car parking space extends 900mm past the building alignment.
- 6.9.3 The proposal does not comply with the acceptable solution; therefore

assessment against the performance criterion is relied on.

6.9.4 The performance criterion at clause Part E6.7.12 P1 provides as follows:

*P1*

*Parking spaces and vehicle turning areas, including garages or covered parking areas in the Inner Residential Zone, Urban Mixed Use Zone, Village Zone, Local Business Zone and General Business Zone may be located in front of the building line where topographical or other site constraints dictate that this is the only practical solution because of one or more of the following:*

- (a) there is a lack of space behind the building line to enable compliance with A1;*
- (b) it is not reasonably possible to provide vehicular access to the side or rear of the property;*
- (c) the gradient between the front and the rear of existing or proposed buildings is more than 1 in 5;*
- (d) the length of access or shared access required to service the car parking would constitute more than 75% of the depth of the relevant lot;*
- (e) the access driveway cannot be located at least 2.5 m from a habitable room window of a building defined as a residential building in the Building Code of Australia;*
- (f) the provision of the parking behind the building line would result in the loss of landscaped open space and gardens essential to the values or character of a Heritage Place or Precinct listed in the Heritage Code in this planning scheme;*
- (g) the provision of the parking behind the building line would result in the loss directly or indirectly of one or more significant trees listed in the Significant Trees Code in this planning scheme,*

*and only if designed and located to satisfy all of the following:*

- (i) does not visually dominate the site;*
- (ii) maintains streetscape character and amenity;*
- (iii) does not result in a poor quality of visual or audio amenity for the occupants of immediately adjoining properties, having regard to the nature of the zone in which the site is located and its preferred uses;*
- (iv) allows passive surveillance of the street.*

- 6.9.5 The majority of the car parking space is located behind the building line. Altering the existing design to achieve the full extent of the car parking space behind the facade would result in unnecessary reduction of the living area and private open space of the proposed dwelling. The parking is a space only not a garage or carport and the front facade of the dwelling is still the dominant feature within the frontage of the site.
- 6.9.6 The proposal complies with the performance criterion.
- 6.10 Historic Heritage Code – Part E13.8.1 and E13.8.2 Heritage Precinct
- 6.10.1 The subject site is within Heritage Precinct. Assessment against the following performance criteria is relied on.

#### E13.8.1 Heritage Precinct Demolition

##### *P1*

*Demolition must not result in the loss of any of the following:*

*(a) buildings or works that contribute to the historic cultural heritage significance of the precinct;*

*(b) fabric or landscape elements, including plants, trees, fences, paths, outbuildings and other items, that contribute to the historic cultural heritage significance of the precinct;*

*unless all of the following apply;*

*(i) there are, environmental, social, economic or safety reasons of greater value to the community than the historic cultural heritage values of the place;*

*(ii) there are no prudent or feasible alternatives;*

*(iii) opportunity is created for a replacement building that will be more complementary to the heritage values of the precinct.*

#### E13.8.2 Heritage Precinct Building or Works

##### *P1*

*Design and siting of buildings and works must not result in detriment to the historic cultural heritage significance of the precinct, as listed in Table E13.2.*

##### *P2*

*Design and siting of buildings and works must comply with any relevant design criteria / conservation policy listed in Table E13.2, except if a heritage place of an architectural style different from that characterising*

*the precinct.*

*P3*

*Extensions to existing buildings must not detract from the historic cultural heritage significance of the precinct.*

*P4*

*New front fences and gates must be sympathetic in design, (including height, form, scale and materials), and setback to the style, period and characteristics of the precinct.*

*P5*

*The removal of areas of landscaping between a dwelling and the street must not result in the loss of elements of landscaping that contribute to the historic cultural significance or the streetscape values and character of the precinct.*

6.10.2 The Council's Cultural Heritage Officer has provided the following assessment:

This proposal is located in New Town 11 Harbroe Avenue Heritage Precinct.

The proposal is for a second dwelling in the rear of the lot with vehicular entry off Bishop Street.

This precinct is significant for reasons including:

1. This precinct reflects the links between the development and extension public transport lines and land sales, house building and the historical patterns of suburban growth.
2. This precinct represents a cohesive collection of residential buildings in the Interwar Californian Bungalow style developed by the War Services Homes Commission of 46 houses between 1920 and 1924.
3. These places within this precinct have a high degree of integrity and consistency, many in original condition with strong consistent character in terms of size, height, materials, setback, bulk, garden setting and fencing.
4. This precinct shows a strong and consistent streetscape representing with a high degree of integrity and a reflection of garden suburb ideals with a triangular central park onto which

houses back.

The proposed house is a single storey house in FC weatherboard and with a corrugated iron roof. A new timber picket front fence along Bishop Street is proposed and is 1.0 metre high. The front gate to the house and the sliding vehicular gate is of a similar height.

The house is not inconsistent with the streetscape on the western side of Bishop Street in its scale, form and materials.

One outcome of this proposal will be the loss of rear garden space on the northern side of the existing house, such that the proposed strata boundary in the form of a paling fence is reduced to between 760 and 1540 mm from the rear of the existing house and 1600 mm from the proposed house. The remaining open space for the existing house is its front yard.

The proposal must be assessed against E13.8.1 and E13.8.2.

There is no loss of heritage fabric and thus the proposal satisfies E13.8.1. The proposal does not detract from or result in the detriment of the significant values of the precinct. The proposal satisfies E13.8.2 and is deemed acceptable when measured against the relevant performance criteria of the Heritage Code of the planning scheme.

6.10.3 The proposal complies with the performance criterion.

## **7. Discussion**

- 7.1 Planning approval is sought for Multiple Dwelling, Fencing and Associated Hydraulic Infrastructure.
- 7.2 The application was advertised and no representations were received.

- 7.3 The proposal has been assessed against the relevant provisions of the planning scheme and is considered to meet all the relevant Acceptable Solutions of the Development Standards of the Inner Residential Zone. The proposal is therefore only discretionary in respect of the Parking and Access Code and the Historic Heritage Code. The development was assessed as meeting relevant Performance Criteria in respect these Codes for the number of car parking spaces, design of vehicle access and layout of parking areas as well as its siting within a Heritage Precinct.
- 7.4 The proposal has been assessed by other Council officers, including the Council's Development Engineer, Cultural Heritage Officer, and officers within Council's Environmental, Roads and Traffic City Infrastructure Unit. The officers have raised no objection to the proposal, subject to conditions.
- 7.5 The proposal is recommended for approval.

## **8. Conclusion**

- 8.1 The proposed Multiple Dwelling, Fencing and Associated Hydraulic Infrastructure at 1 Harbroe Avenue and adjoining right of way satisfies the relevant provisions of the *Hobart Interim Planning Scheme 2015*, and as such is recommended for approval.

## 9. Recommendations

That: Pursuant to the *Hobart Interim Planning Scheme 2015*, the Council approve the application for Multiple Dwelling, Fencing and Associated Hydraulic Infrastructure at 1 Harbroe Avenue and adjoining right of way for the reasons outlined in the officer's report and a permit containing the following conditions be issued:

### **GEN**

**The use and/or development must be substantially in accordance with the documents and drawings that comprise PLN-18-54 1 HARBROE AVENUE NEW TOWN TAS 7008 - Final Planning Documents except where modified below.**

Reason for condition

To clarify the scope of the permit.

### **TW**

**The use and/or development must comply with the requirements of TasWater as detailed in the form Submission to Planning Authority Notice, Reference No. TWDA 2018/00191-HCC dated 14/02/2018 as attached to the permit.**

Reason for condition

To clarify the scope of the permit.

### **ENG sw2.1**

**A digital CCTV video and report of the Council's stormwater main within the site and diverted in the right of way must be undertaken and submitted to the Council on completion of the maintenance period.**

**The post construction CCTV will be relied upon to establish the extent of damage caused to the Council's infrastructure during construction. Any damage to the Council's infrastructure identified in the post construction CCTV will be deemed to be the responsibility of the owner.**

Reason for condition

To ensure that any of the Council's infrastructure and/or site-related service



connections affected by the proposal will be altered and/or reinstated at the owner's full cost.

### **ENG sw3**

**The proposed works (including footings and overhangs) must be designed to ensure the long term protection of and access to the Council's stormwater infrastructure.**

**Detailed engineering design of any works within one metre of the nearest external surface of the stormwater infrastructure must be submitted and approved prior to the issue of any consent under the *Building Act 2016* or commencement of works (whichever occurs first).**

**The detailed engineering design must:**

- 1. Demonstrate how the design will provide adequate access to the stormwater infrastructure, impose no additional loads onto the stormwater infrastructure and that the structure will be fully independent of the stormwater infrastructure and its trenching.**
- 2. Include an indicative cross-section clearly showing the relationship both vertically and horizontally between the Council's stormwater infrastructure and the proposed works (including footings), and stating the minimum setbacks from the works to the nearest external surface of the main.**

**All work required by this condition must be undertaken in accordance with the approved detailed engineering design.**

*Advice: Once the detailed engineering design has been approved, the Council will issue a condition endorsement (see general advice on how to obtain condition endorsement).*

*Where building approval is also required, it is recommended that documentation for condition endorsement be submitted well before submitting documentation for building approval. Failure to address condition endorsement requirements prior to submitting for building approval may result in unexpected delays.*

Reason for condition

To ensure the protection of the Council's hydraulic infrastructure.

### **ENG sw5**

**The construction of the stormwater diversion must be completed prior to occupancy.**

**Engineering design drawings must be submitted and approved, prior to commencement of work or the issue of any consent under the *Building Act 2016* (whichever occurs first). The engineering design drawings must:**

- 1. Be certified by a qualified and experienced engineer.**
- 2. Show in both plan and long-section the proposed stormwater main, including but not limited to, connections, flows, hydraulic grade lines, clearances, cover, gradient, sizing, material, pipe class, and inspection openings.**
- 3. Show the main to have at least a nominal internal diameter of 300mm.**
- 4. Clearly distinguish between public and private infrastructure.**
- 5. Demonstrate that services to third-party properties will be maintained at all times during the development.**
- 6. Be substantially in accordance with the LGAT Standard Drawings and Tasmanian Subdivision Guidelines.**

**All work required by this condition must be undertaken in accordance with the approved engineering design drawings.**

*Advice: Once the engineering design drawings have been approved, the Council will issue a condition endorsement (see general advice on how to obtain condition endorsement).*

*Please note that once the condition endorsement has been issued you will need to contact Council's City Infrastructure Division to obtain a Permit to Construct Public Infrastructure.*

Reason for condition

To ensure Council's hydraulic infrastructure meets acceptable standards.

#### **ENG 4**

**The proposed access driveway/parking module (car parking space) approved by this permit must be constructed to a sealed standard (spray seal, asphalt, concrete, pavers or equivalent Council approved) and surface drained to the Council's stormwater infrastructure prior to the first occupation.**

Reason for condition

To ensure the safety of users of the access driveway and parking module, and that it

does not detract from the amenity of users, adjoining occupiers or the environment by preventing dust, mud and sediment transport.

## **ENG 1**

**The cost of repair of any damage to the Council's infrastructure resulting from the implementation of this permit, must be met by the owners within 30 days of the completion of the development or as otherwise determined by the Council. Any damage must be immediately reported to Council.**

**A photographic record of the Council's infrastructure adjacent to the subject site must be provided to the Council prior to any commencement of works.**

**A photographic record of the Council's infrastructure (e.g. existing property service connection points, roads, buildings, stormwater, footpaths, driveway crossovers and nature strips, including if any, pre-existing damage) will be relied upon to establish the extent of damage caused to the Council's infrastructure during construction. In the event that the owner/developer fails to provide to the Council a photographic record of the Council's infrastructure, then any damage to the Council's infrastructure found on completion of works will be deemed to be the responsibility of the owner.**

Reason for condition

To ensure that any of the Council's infrastructure and/or site-related service connections affected by the proposal will be altered and/or reinstated at the owner's full cost.

## **ENV 2**

**Sediment and erosion control measures, sufficient to prevent sediment leaving the site and in accordance with an approved soil and water management plan (SWMP), must be installed prior to the commencement of work and maintained until such time as all disturbed areas have been stabilised and/or restored or sealed to the Council's satisfaction.**

**A SWMP must be submitted prior to the issue of any approval under the *Building Act 2016* or the commencement of work, whichever occurs first. The SWMP must be prepared in accordance with the Soil and Water Management on Building and Construction Sites fact sheets (Derwent Estuary Program, 2008), available [here](#).**

**All work required by this condition must be undertaken in accordance with the**

## **approved SWMP.**

*Advice: Once the SWMP has been approved, the Council will issue a condition endorsement (see general advice on how to obtain condition endorsement).*

*Where building approval is also required, it is recommended that documentation for condition endorsement be submitted well before submitting documentation for building approval. Failure to address condition endorsement requirements prior to submitting for building approval may result in unexpected delays.*

### Reason for Condition

To avoid the pollution and sedimentation of roads, drains and natural watercourses that could be caused by erosion and runoff from the development.

## **ADVICE**

The following advice is provided to you to assist in the implementation of the planning permit that has been issued subject to the conditions above. The advice is not exhaustive and you must inform yourself of any other legislation, by-laws, regulations, codes or standards that will apply to your development under which you may need to obtain an approval. Visit the Council's [website](#) for further information.

Prior to any commencement of work on the site or commencement of use the following additional permits/approval may be required from the Hobart City Council.

## **CONDITION ENDORSEMENT**

If a condition endorsement is required by a planning condition above, you will need to submit the relevant documentation to satisfy the condition via the Condition Endorsement Submission on Council's [online services e-planning](#)

Where building approval is also required, it is recommended that documentation for condition endorsement be submitted well before submitting documentation for building approval. Failure to address condition endorsement requirements prior to submitting for building approval may result in unexpected delays.

Once approved, the Council will respond to you via email that the condition has been endorsed (satisfied). Detailed instructions can be found [here](#).

## **BUILDING PERMIT**

You may need building approval in accordance with the *Building Act 2016*. Click

[here](#) for more information.

This is a Discretionary Planning Permit issued in accordance with section 57 of the *Land Use Planning and Approvals Act 1993*.

## **PLUMBING PERMIT**

You may need plumbing approval in accordance with the *Building Act 2016*, *Building Regulations 2016* and the National Construction Code. Click [here](#) for more information.

## **OCCUPATION OF THE PUBLIC HIGHWAY**

You may require a permit for the occupation of the public highway for construction or special event (e.g. placement of skip bin, crane, scissor lift etc). Click [here](#) for more information.

You may require a road closure permit for construction. Click [here](#) for more information.

You may require a Permit to Open Up and Temporarily Occupy a Highway (for work in the road reserve). Click [here](#) for more information.

## **BUILDING WITHIN ONE METRE OF STORMWATER**

You will need separate permission under s73 of the Building Act 2016 and s13 of the Urban Drainage Act for any works (including cut/fill) within one metre horizontally of the nearest external surface of the stormwater main. Please contact Hobart City Council's City Infrastructure Division to discuss.

## **PERMIT TO CONSTRUCT PUBLIC INFRASTRUCTURE**

You will require a permit to construct public infrastructure. A 12 month maintenance period, bond and CCTV will be required. Please contact the Hobart City Council's City Infrastructure Division to initiate the permit process.

## **NEW SERVICE CONNECTION**

Please contact the Hobart City Council's City Infrastructure Division to initiate the application process for your new service connection.

## **WORK WITHIN THE HIGHWAY RESERVATION**

Please note development must be in accordance with the Hobart City Council's Highways By law. Click [here](#) for more information.

## **DRIVEWAY SURFACING OVER HIGHWAY RESERVATION**

If a coloured or textured surface is used for the driveway access within the Highway Reservation, the Council or other service provider will not match this on any reinstatement of the driveway access within the Highway Reservation required in the future.

## **REDUNDANT CROSSOVERS**

Redundant crossovers are required to be reinstated under the Hobart City Council's Highways By law. Click [here](#) for more information.

## **ACCESS**

Designed in accordance with LGAT- IPWEA – Tasmanian standard drawings. Click [here](#) for more information.

## **CROSS OVER CONSTRUCTION**

The construction of the crossover can be undertaken by the Council or by a private contractor, subject to Council approval of the design. Click [here](#) for more information.

## **RIGHT OF WAY**

The private right of way must not be reduced, restricted or impeded in any way, and all beneficiaries must have complete and unrestricted access at all times.

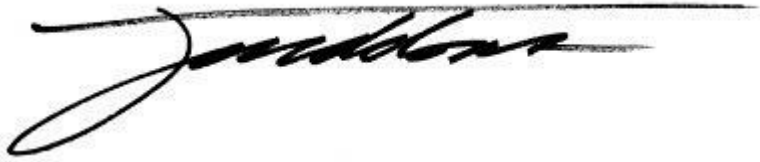
You should inform yourself as to your rights and responsibilities in respect to the private right of way particularly reducing, restricting or impeding the right during and after construction.

## **FEES AND CHARGES**

Click [here](#) for information on the Council's fees and charges.

## **DIAL BEFORE YOU DIG**

Click [here](#) for dial before you dig information.



(Tristan Widdowson)

*As signatory to this report, I certify that, pursuant to Section 55(1) of the Local Government Act 1993, I hold no interest, as referred to in Section 49 of the Local Government Act 1993, in matters contained in this report.*



(Ben Ikin)

**Senior Statutory Planner**

*As signatory to this report, I certify that, pursuant to Section 55(1) of the Local Government Act 1993, I hold no interest, as referred to in Section 49 of the Local Government Act 1993, in matters contained in this report.*

Date of Report: 7 May 2018

**Attachment(s):**

Attachment B - CPC Agenda Documents

Attachment C - Planning Referral Officer Cultural Heritage Report