



City of **HOBART**

APPLICATION UNDER HOBART INTERIM PLANNING SCHEME 2015

Type of Report:	Committee
Council:	8 October 2018
Expiry Date:	7 November 2018
Application No:	PLN-18-88
Address:	7 ALLISON STREET , WEST HOBART 40 HILL STREET , WEST HOBART
Applicant:	Nathan Board (NB Contracting Pty Ltd) 1/8 Percy Street
Proposal:	Partial Demolition, Alterations and Multiple Dwelling (One Existing, One New)
Representations:	NIL
Performance criteria:	General Residential Zone Development Standards, Historic Heritage Code Parking and Access Code

1. Executive Summary

- 1.1 Planning approval is sought for partial demolition, alterations and one new multiple dwelling (one dwelling is existing) at 7 Allison Street and 40 Hill Street, West Hobart.
- 1.2 More specifically the proposal includes:
 - Partial demolition of the existing dwelling, comprising the garage.
 - New rear dwelling of two levels, incorporating a garage.
 - New driveway.
 - Sewer infrastructure works over the adjacent Council park at 40 Hill Street.
- 1.3 The proposal relies on performance criteria to satisfy the following standards and codes:
 - 1.3.1 General Residential Zone Development Standards – Rear Setback, Side Setback.
 - 1.3.2 Historic Heritage Code - Heritage Precinct
 - 1.3.3 Parking and Access Code - Onsite Parking Provision

- 1.4 No representations were received during the statutory advertising period between the 20th August and 3rd September 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 site is within the General Residential Zone and is occupied by a single dwelling.
- 2.2 The site includes the adjacent Council park (Caldew Park) at 40 Hill Street due to infrastructure.



Figure 1: Above, location plan showing 7 Allison Street.



Figure 2: Above, location plan showing 7 Allison Street and the adjacent Council park at 40 Hill Street.



Figure 3: Above, aerial photograph of site with 7 Allison Street in the centre of the image, and the adjacent southern edge of the Council park at 40 Hill Street.

3. Proposal

3.1 Planning approval is sought for a partial demolition, alterations and one new multiple dwelling (there is one existing dwelling on the site) at 7 Allison Street and 40 Hill Street, West Hobart.

3.2 More specifically the proposal is for:

- Partial demolition of the existing dwelling, comprising the garage.
- New rear dwelling of two levels, incorporating a garage.
- New driveway.
- Sewer infrastructure over the adjacent Council park at 40 Hill Street.

4. Background

4.1 There is no recent background relevant to the proposal.

5. Concerns raised by representors

- 5.1 No representations were received during the statutory advertising period between the 20th August and 3rd September 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 General Residential Zone of the *Hobart Interim Planning Scheme 2015*.
- 6.3 The existing use (single dwelling) is a permitted use in the zone. The proposed use (multiple dwelling) is a permitted use in the zone.
- 6.4 The proposal has been assessed against:
- 6.4.1 Part D - 10 General Residential Zone
 - 6.4.2 E6.0 Parking and Access Code
 - 6.4.3 E7.0 Stormwater Management Code
 - 6.4.4 E13.0 Historic Heritage Code
- 6.5 The proposal relies on the following performance criteria to comply with the applicable standards:
- 6.5.1 Setbacks and Building Envelope – Part D 10.4.2 P3
 - 6.5.2 Historic Heritage Code – Part E13.8.1 P1, E13.8.2 P1, P2
 - 6.5.3 Parking and Access Code - Part E6.6.10 P1
- 6.6 Each performance criterion is assessed below.

6.7 Setback and Building Envelope Part D 10.4.2 P3

- 6.7.1 The acceptable solution at clause 10.4.2 A3 requires compliance with the building envelope.
- 6.7.2 The proposed multiple dwelling (at the rear of the site) would extend outside of the rear building envelope by up to 1.7 metres, and outside of the northeast side building envelope by up to 0.6 of a metre, and outside of the northwest side building envelope by up to 0.4 of a metre (there would be no eave).
- 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 10.4.2 P3 provides as follows:

The siting and scale of a dwelling must:

(a) not cause unreasonable loss of amenity by:

(i) reduction in sunlight to a habitable room (other than a bedroom) of a dwelling on an adjoining lot; or

(ii) overshadowing the private open space of a dwelling on an adjoining lot; or

(iii) overshadowing of an adjoining vacant lot; or

(iv) visual impacts caused by the apparent scale, bulk or proportions of the dwelling when viewed from an adjoining lot; and

(b) provide separation between dwellings on adjoining lots that is compatible with that prevailing in the surrounding area.

6.7.5 Impact on 5 Allison Street:

This residential side neighbouring property is to the northeast and downhill of the applicant site.

The submitted sunshade diagrams indicate the following.

- No morning or noon overshadowing.
- A limited degree of afternoon (3pm) overshadowing along the adjacent section of side boundary during spring, summer and autumn.

Facing the rear section of the neighbour's side boundary would be a stepped single to two storey building, with a maximum roof apex height of the two storey section of 7.2 metres. The side wall would be setback from 2.125 to 2.162 metres.

The rear garden of the neighbouring property is of considerable length,

with their dwelling positioned close to the the Allison Street frontage. Impact on the neighbouring dwelling itself is unlikely to be significant, and impact on the rear portion of the garden is likely to be limited.

Impact on the amenity of this neighbour is considered unlikely to be excessive.

6.7.6 Impact on 40 Hill Street:

This Council owned property is Caldew Park and forms part of the site due to a proposed sewer connection.

This part of the site is to the north of and downhill of the 7 Allison Street part of the site.

Impact on the amenity of the park is not considered likely to be excessive in terms of overshadowing or visual intrusion.

6.7.7 Impact on 200 Warwick Street:

This residential rear neighbouring property is to the northwest and downhill of the applicant site.

There would not be any impact in terms of overshadowing.

There would be little if any impact in terms of visual intrusion.

Impact on the amenity of this neighbour is not considered likely to be excessive.

6.7.8 Impact on 202 Warwick Street:

This residential rear neighbouring property is to the west-northwest and downhill of the applicant site.

The submitted sunshade diagrams indicate the following:

- No afternoon overshadowing at any time of the year.
- Some 12 noon overshadowing of the adjacent rear garden at spring, autumn and summer.
- Morning (9am) overshadowing of the neighbouring rear garden at all times of the year. In spring and autumn the shadow is likely to cover around half of the property width, and in winter the entire property width would be in shadow at that time.

The neighbouring property is of irregular shape, with further substantial garden area to the southwest of the neighbouring building, which would be

unaffected by the proposal. The neighbouring building itself is also unlikely to be directly overshadowed at any time of the year, according to the sunshade diagrams.

The proposed dwelling would be positioned diagonally adjacent to this neighbouring building. as a result, the northeast aspect of the neighbouring building is unlikely to be affected.

On balance, impact on the amenity of this neighbour is not considered likely to be excessive.

6.7.9 Impact on 9 Allison Street:

This residential side neighbouring property is to the southwest and uphill of the applicant site.

The submitted sunshade diagrams indicate the following.

- No afternoon overshadowing.
- Limited overshadowing at 12 noon in winter.
- A limited degree of morning (9am) overshadowing along the adjacent section of side boundary at all times of the year, but most pronounced in winter.

Facing the rear section of the neighbours side boundary would be a stepped single to two storey building, with a maximum roof apex height of the two storey section of 5.991 metres. The side wall would be setback 1.5 metres.

The rear garden of the neighbouring property is of considerable length, with that dwelling positioned close to the the Allison Street frontage. Impact on the neighbouring dwelling itself is unlikely to be significant, and impact on the rear portion of the garden is likely to be limited.

Impact on the amenity of this neighbour is considered unlikely to be excessive.

On balance, impact on the amenity of neighbouring properties is considered unlikely to be excessive.

6.7.10 The proposal complies with the performance criterion.

6.8 Historic Heritage Code Part E13.8.1 P1, Part E13.8.2 P1, P2

6.8.1 There is no acceptable solution for Clause E13.8.1 A1 or E13.8.2 A1 or

A2.

- 6.8.2 The proposal includes works within the Heritage Precinct.
- 6.8.3 There is no acceptable solution; therefore assessment against the performance criterion is relied on.
- 6.8.4 The performance criteria at clauses E13.8.1 P1 and E13.8.2 P1 and P2 provide as follows:

E13.8.1

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

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.

- 6.8.5 Assessment of the performance criteria by Council's Cultural Heritage Officer follows. The officer's full report is provided at Attachment C to this report.

This proposal is for a second dwelling to the rear of a house located in the

West Hobart Heritage Precinct 3.

This precinct is significant for reasons including:

1. *The quantity and quality of late Victorian/Federation period housing stock exemplifies the economic boom period of the late nineteenth/early twentieth centuries many of which are impressive reminders of its primary residential role.*
2. *A large number of intact individual houses which are examples from the late nineteenth/early twentieth century.*
3. *The continuous single-storey, mainly painted weatherboard facades and the general uniformity of scale, create a distinctive visual impression and high streetscape value.*
4. *The number of intact original shops which reflect the commercial network which developed during suburban expansion in the late nineteenth/early twentieth centuries.*
5. *Individual places have social significance to the local and broader community.*
6. *The street formations in Lansdowne Crescent and its related network of streets are a unique and distinctive early nineteenth century features of Hobart's town plan.*

The existing dwelling was constructed in about 1921, with drainage plans showing a connection in that year. It is one of group of houses located close to the front boundary with large rear yards. It is a weatherboard house with a large open porch and front bay window, a corrugated iron roof and large prominent brick chimneys. No changes to the front house are proposed as part of this application.

A new formed driveway will be constructed along the side boundary on the south east side. The proposed house is single storey on the entry or Allison Street frontage and extends to a two storey structure. It is proposed to be clad in weatherboard and brick with a Colorbond hipped roof.

The proposal must be assessed against clauses E13.8.1 Demolition and E13.8.2 Buildings and Works other than Demolition.

The proposed demolition is limited to the driveway, existing garage and some minor elements in the rear yard. These are not elements which contribute to the heritage significance of the heritage precinct and therefore the demolition will not result in the loss of heritage values. The proposal satisfies E13.8.1 of the Heritage Code of the Scheme.

Even through the proposed rear house is two storey, the subject site slopes away from Allison Street with a small part of the rear side fence bounding the Caldew Park (Train Park) where the topography has significant gradients. While the proposed house will be partly visible between numbers 5 and 7 Allison Street and 7 and 9 Allison Street, overall, it will be visually subservient and not dominate the setting or streetscape as described in the statements of significance. This property is one of nine long and narrow blocks of land that back onto similar arrangements in Warwick Street. In general, but not exclusively, the area is characterised by large rear gardens, but it should be noted that this is not a feature identified in the relevant statements of significance for this precinct. It is also noted that no details are provided in the application in any great detail regarding the colours and finishes of the new house. In summary, when assessed against E13.8.2 P1 and P3, the proposed new house satisfies the relevant provisions of the Heritage Code, and will not result in detriment or detract from the heritage values of the street or precinct. A condition of permit is required for colours and finishes to be provided.

In summary, the proposal satisfies E13.8.1 P1 and E13.8.2 P1 and P3 of the Heritage Code of the Scheme.

6.8.6 The proposal complies with the performance criterion.

6.9 Parking and Access Code E6.6.10 P1

6.9.1 The acceptable solution at clause E6.6.10 requires two parking spaces per dwelling. Therefore a total of four parking spaces is required under the acceptable solution.

6.9.2 The proposal includes two parking spaces only, for the proposed dwelling. (The jockey space shown on the street in the plans is not a parking space for the purposes of satisfying the onsite parking requirement, nor is it an on-street parking space for the sole use of the subject site.)

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 E6.6.10 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 generated by the proposed use during its proposed hours of operation;*
- (b) the availability of on-street and public car parking in the locality;*
- (c) the availability and frequency of public transport within a 400 m 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 Historic Heritage Code.*
- (m) any existing on-street parking restrictions;*
- (n) the proportion of residential properties without off-street parking within a 100m radius of the subject site.*

6.9.5 Assessment of the performance criterion follows.

The proposal has a deficiency of two parking spaces.

The site is close to a public transport route running along Lansdowne Crescent. A significant number of nearby sites offer off street parking. It is considered that there is some capacity for on-street parking to help meet the onsite parking deficiency. Lastly, the site is reasonably close to the city centre, albeit in an elevated position, offering some potential for walking access.

The Council's Development Engineer has not raised any concern with regard to the proposed car parking deficiency.

On balance, the proposal is considered reasonably acceptable in terms of parking provision.

6.9.6 The proposal complies with the performance criterion.

7. Discussion

- 7.1 Planning approval is sought for a partial demolition, alterations and multiple dwelling (one existing, one new) at 7 Allison Street, West Hobart. Associated sewer infrastructure is proposed at 40 Hill Street which is the Council's Caldew Park.
- 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 acceptable.
- 7.4 The proposal has been assessed by other Council officers, including the Council's Development Engineer, Cultural Heritage Officer and Parks Planner. The officers have raised no objection to the proposal, subject to conditions.
- 7.5 As a consequence of the associated infrastructure on Council's Caldew Park, the proposal is required to be determined by the Council.
- 7.5 The proposal is recommended for approval.

8. Conclusion

- 8.1 The proposed partial demolition, alterations and multiple dwelling (one existing, one new) at 7 Allison Street West Hobart TAS 7000 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 a partial demolition, alterations and multiple dwelling (one existing, one new) at 7 Allison Street West Hobart TAS 7000 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-18-88 - 7 ALLISON STREET WEST HOBART TAS 7000 - 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 2018/00247-HCC dated 15/8/2018 as attached to the permit.

Reason for condition

To clarify the scope of the permit.

ENG sw4

The new storm water connection must be constructed and existing abandoned connections sealed by the Council at the owner's expense, prior to the first occupation.

Detailed engineering drawings must be submitted and approved, prior to commencement of work. The detailed engineering drawings must include:

1. **The location of the proposed connection; and**
2. **The size of the connection appropriate to satisfy the needs of the development.**

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

approved detailed engineering drawings.

Advice: Once the detailed engineered drawings have 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.

Please note that once the condition endorsement has been issued you will need to contact Council's City Infrastructure Unit to initiate an application for service connection.

Reason for condition

To ensure the site is drained adequately.

ENG sw6

Design drawings and calculations of the proposed stormwater drainage and connection to Council's stormwater infrastructure must be submitted and approved prior to the issue of any approval under the *Building Act 2016*. The design drawings and calculations must:

- 1. Be prepared by a suitably qualified person;**
- 2. Meet the requirements of Australian Standard AS3500 (including pumped system) or a Council approved alternative;**
- 3. Include long section(s)/levels and grades to the point of discharge; and**
- 4. Include gravity discharge (via dispersion pit) to Council's public infrastructure.**

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

Advice:

- The applicant is advised to submit detailed design drawings and calculations as part of the Plumbing Permit Application. If detailed design to satisfy this condition is submitted via planning condition endorsement process then there may be fees associated with the assessment, and once approved the applicant will still need to obtain a plumbing permit for the works.*

- *It is advised that as much of the site as possible is to be drained via gravity (including charged system).*

Reason for condition

To ensure that stormwater from the site will be discharged to a suitable Council approved outlet.

ENG 2a

Prior to first occupation or commencement of use (whichever occurs first), vehicular barriers compliant with the Australian Standard AS/NZS1170.1:2002 must be installed to prevent vehicles running off the edge of an access driveway or parking module (parking spaces, aisles and manoeuvring area) where the drop from the edge of the trafficable area to a lower level is 600mm or greater, and wheel stops (kerb) must be installed for drops between 150mm and 600mm. Barriers must not limit the width of the driveway access or parking and turning areas approved under the permit.

Advice:

- *The Council does not consider a slope greater than 1 in 4 to constitute a lower level as described in AS/NZS 2890.1:2004 Section 2.4.5.3. Slopes greater than 1 in 4 will require a vehicular barrier or wheel stop.*
- *Designers are advised to consult the [National Construction Code 2016](#) to determine if pedestrian handrails or safety barriers compliant with the NCC2016 are also required in the parking module this area may be considered as a path of access to a building.*

Reason for condition

To ensure the safety of users of the access driveway and parking module and compliance with the standard.

ENG 11

Prior to the first occupation, any widening of the existing crossover to the Allison Street highway reservation must be designed and constructed in accordance with a Council City Infrastructure Division approved design.

Advice:

- *Please contact Council City Infrastructure Division to discuss approval of a design. Based on a site specific assessment, Council City Infrastructure Division Road Engineer may permit extending non-approved*

concrete slab crossover, and where non-standard kerb and channel exists a concrete plinth to Council standards may be permitted for construction at the gutter.

- *You are likely to require a Permit to Open Up and Temporarily Occupy a Highway (for work within the highway reservation). Click [here](#) for more information.*

Reason for condition

In the interests of vehicle user safety and the amenity of the development.

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.

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 1

Sediment and erosion control measures sufficient to prevent sediment from leaving the site must be installed prior to any disturbance of the site, and maintained until all areas of disturbance have been stabilized or re-vegetated.

Advice: For further guidance in preparing a Soil and Water Management Plan – in accordance with Fact sheet 3 Derwent Estuary Program click [here](#).

Reason for condition

To avoid the sedimentation of roads, drains, natural watercourses, Council land that could be caused by erosion and runoff from the development, and to comply with relevant State legislation.

HER 17

The palette of exterior colours, materials and finishes of the new house must reflect the palette of colours, materials and finishes within the local streetscape and precinct.

Prior to the issue of any approval under the *Building Act 2016*, revised plans must be submitted and approved showing exterior colours, materials and finishes in accordance with the above requirement.

All work required by this condition must be undertaken in accordance with the approved plans.

Reason for condition

To ensure that development in a heritage precinct is undertaken in a sympathetic manner which does not cause loss of historic cultural heritage significance.

OPS 1

The title boundary shared between the Council' neighbouring land and the applicant's property must be clearly marked by the owner on the ground before any works commence.

Reason for condition

To protect the values of the Council's neighbouring reserve Caldew Park.

OPS s2

An Environmental Management and Communications Plan (EMCP) must be submitted and approved by the Director of Parks and City Amenity, prior to the issue of any approval under the *Building Act 2016* (excluding demolition). The EMCP must be based on the Council's Open Space Group's template EMCP available from the Parks Planner contact 6238 2887.

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

approved EMCP.

Advice: Once the EMCP 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 that a safe and attractive landscaping treatment enhances the appearance of the site and park users and managers are kept safe and informed of nature and duration of works.

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 PLANNING

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](#).

CONDITION ENDORSEMENT ENGINEERING

All engineering drawings required to be submitted and approved by this planning permit must be submitted to the City of Hobart as a CEP (Condition Endorsement) via the City's [Online Service Development Portal](#). When lodging a CEP, please reference the PLN number of the associated Planning Application. Each CEP must also include an estimation of the cost of works shown on the submitted engineering drawings. Once that estimation has been confirmed by the City's Engineer, the following fees are payable for each CEP submitted and must be paid prior to the City of Hobart commencing assessment of the engineering drawings in each CEP:

Value of Building Works Approved by Planning Permit Fee:

- Up to \$20,000: \$150 per application.
- Over \$20,000: 2% of the value of the works as assessed by the City's Engineer per assessment.

These fees are additional to building and plumbing fees charged under the Building and Plumbing Regulations.

Once the CEP is lodged via the [Online Service Development Portal](#), if the value of building works approved by your planning permit is over \$20,000, please contact the City's Development Engineer on 6238 2715 to confirm the estimation of the cost of works shown on the submitted engineering drawings has been accepted.

Once confirmed, please call one of the City's Customer Service Officers on 6238 2190 to make payment, quoting the reference number (ie. CEP number) of the Condition Endorsement you have lodged. Once payment is made, your engineering drawings will be assessed.

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

NEW SERVICE CONNECTION

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

STORM WATER

Please note that in addition to a building and/or plumbing permit, development must be in accordance with the Hobart City Council's Hydraulic Services By law. Click [here](#) for more information.

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.

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.

COUNCIL RESERVES

This permit does not authorise any works on the adjoining Council land other than the sewer connection. Any act that causes, or is likely to cause damage to Council's land may be in breach of the Council's Public Spaces Bylaw 2018 and penalties may apply. The by law is available [here](#).

As agreed at Land Owner Consent stage, prior to commencement of work you must provide and have approved an Environmental Management and Communications Plan in the format of the Council's EMP template. The submitted plan must be approved by the Director of Parks and City Amenity. A copy of this template can be provided by the Council Parks Open Space Planning Team via emailing coh@hobartcity.com.au or by phoning 6238 2887 marked to the attention of the Senior Park Planner. No vegetation is to be affected, damaged or removed. Refer also to condition OPS s2.

WEED CONTROL

Effective measures are detailed in the Tasmanian Washdown Guidelines for Weed and Disease Control: Machinery, Vehicles and Equipment (Edition 1, 2004). The guidelines can be obtained from the Department of Primary Industries, Parks, Water and Environment [website](#).

WORK PLACE HEALTH AND SAFETY

Appropriate occupational health and safety measures must be employed during the works to minimise direct human exposure to potentially-contaminated soil, water, dust and vapours. Click [here](#) for more information.

PROTECTING THE ENVIRONMENT

In accordance with the *Environmental Management and Pollution Control Act 1994*, local government has an obligation to "use its best endeavours to prevent or control acts or omissions which cause or are capable of causing pollution." Click [here](#) for more information.

NOISE REGULATIONS

Click [here](#) for information with respect to noise nuisances in residential areas.

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.



(Richard Bacon)

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: 17 September 2018

Attachment(s):

Attachment B - CPC Agenda Documents

Attachment C - Planning Referral Officer Cultural Heritage Report