



City of **HOBART**

## APPLICATION UNDER SULLIVANS COVE PLANNING SCHEME 1997

Type of Report: Committee  
Council: 29 October 2018  
Expiry Date: 7 December 2018  
Application No: PLN-18-505  
Address: 10 EVANS STREET , HOBART  
6 EVANS STREET , HOBART  
ADJACENT ROAD RESERVE  
Applicant: Alicia Mora (Macquarie Point Development Corporation C/- Veris)  
PO Box 5075  
Proposal: Cycleway Extension and Associated Works  
Representations: Four (4)  
Performance criteria: Heritage, Archaeology, Use

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### 1. Executive Summary

1.1 Planning approval is sought for cycleway extension and associated works.

1.2 More specifically the proposal includes:

- Construction of a cycleway which starts at the northern end of 10 Evans Street, continues around the eastern end of the Cenotaph, loops back down toward the west, then splits into two paths. One path then travels south west through 10 Evans Street to exit the site part way along Evans Street, just west of the Goods Shed. The other continues to hug the bottom of the Cenotaph, then splits again with the first prong exiting the site on Davey Street near the Royal Engineers Building. The second prong wraps around to the south of the Royal Engineers Building, and joins the bike track further south along Davey Street.
- Sandstone seats will be placed along the path with raised planters. Landscaping will also be provided adjacent to the pathway.

1.3 The proposal relies on performance criteria to satisfy the following standards and codes:

- 1.3.1 Heritage - clause 22.4.5
- 1.3.2 Archaeology - clause 22.6.5
- 1.3.3 Uses within Macquarie Point Use Area 1 - clause 32.5.1

- 1.4 Four (4) representations regarding the proposal were received within the statutory advertising period between 25 September and 9 October 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 application site is the Macquarie Point development site. Until recently, the site was predominantly used as a railyards and for freight handling. More recently, the site has been used as the office base for the Macquarie Point Development Corporation, along with the Hobart Brewing Company (in the Red Shed), as well as frequent 'pop-up' uses such as markets, MOFO events and the like throughout the year, relying upon the versatility of the largely undeveloped area of land.

The site itself is largely bounded by the Tasman Highway/Davey Street to the west, with the exception of the area occupied by the Royal Engineers Building. It fronts Evans Street to the south, and is adjacent to the working port to the east. The northern boundary of the site wraps around the base of the Cenotaph, with an irregular protrusion which wraps around and to the north of the Cenotaph.

The site is generally flat and covered in hard stand of varying materials and permeability, with scattered remnant buildings.



*Figure 1: The location of the application site is outlined in blue.*

### **3. Proposal**

3.1 Planning approval is sought for cycleway extension and associated works.

3.2 More specifically the proposal is for:

- Construction of a cycleway which starts at the northern end of 10 Evans Street, continues around the eastern end of the Cenotaph, loops back down toward the west, then splits into two paths. One path then travels south west through 10 Evans Street to exit the site part way along Evans Street, just west of the Goods Shed. The other path continues to hug the bottom of the Cenotaph, where it forks again with the first prong exiting the site on Davey Street near the Royal Engineers Building. The second prong wraps around to the south of the Royal Engineers Building and Macquarie Point Offices, and joins the bike track further south along Davey Street.
- Sandstone seats will be placed along the path with raised planters. Landscaping will also be provided adjacent to the pathway.

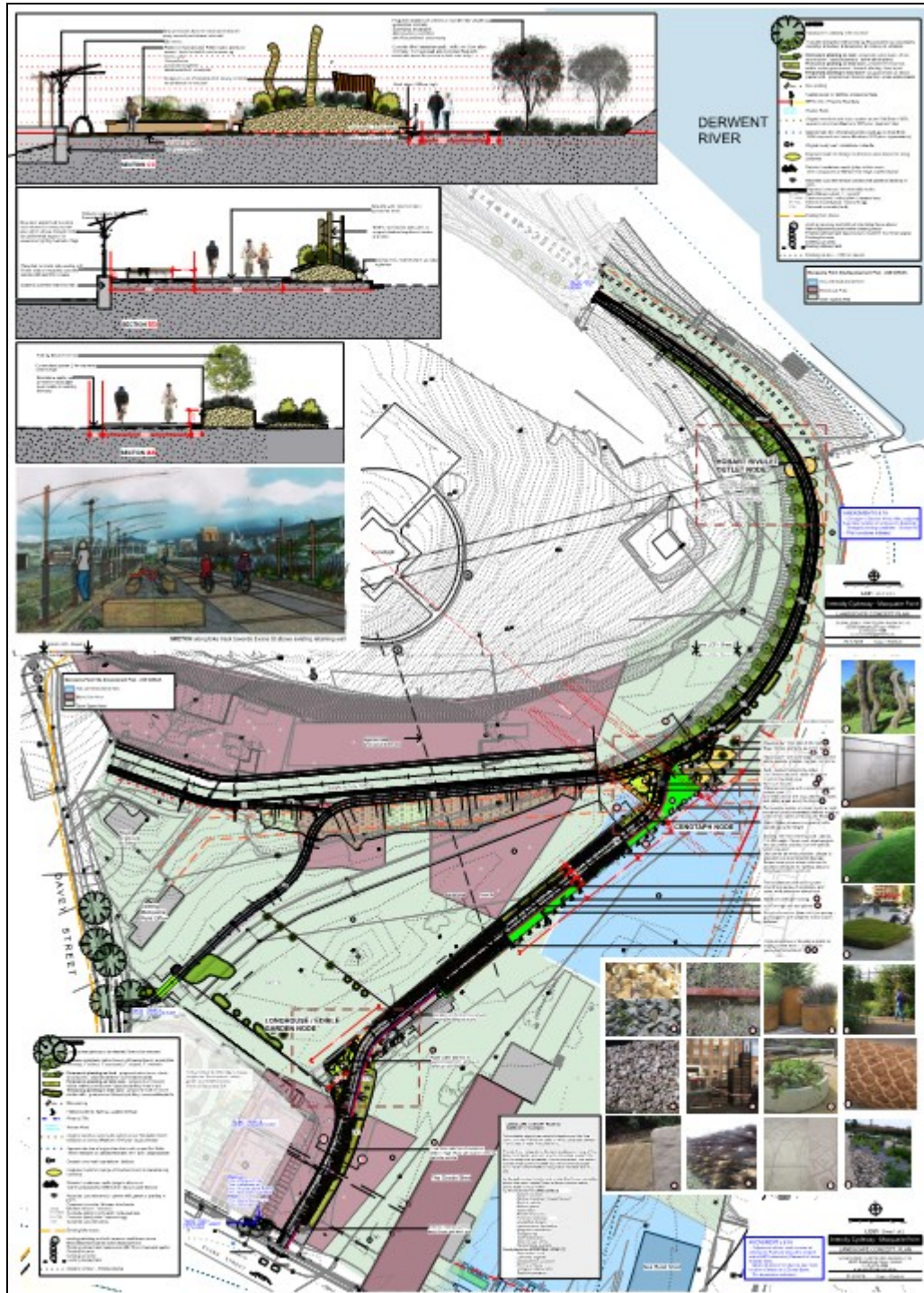


Figure 2: The proposed landscaping plan for the cycleway provides a comprehensive overview of the location and scope of works proposed.

#### 4. Background

- 4.1 The applicant has been in discussion with Council officers for over 12 months, establishing the correct process and most desirable pathway for the proposed cycleway extension to traverse the Macquarie Point site. This application is the final result of those discussions.

## 5. Concerns raised by representors

- 5.1 Four (4) representations regarding the proposal were received within the statutory advertising period between 25 September and 9 October 2018.
- 5.2 The following table outlines the comments provided in the representations received. Those comments which relate to a discretion invoked by the proposal are addressed in Section 6 of this report.

One representor has indicated that appropriate consultation with TasRail has occurred and that the requirements for a setback to the rail corridor have been adequately considered.
Two representors have indicated support for the extension to the cycleway and the pathways chosen to undertake this.
Representors have indicated desire for specifications of the locations and constructions of all junctions with roads to ensure the safety of users and to minimise the risk of conflict with larger vehicles.
Representors have commended the dimension of the central road refuges proposed, indicating that they are adequate to accommodate cyclists safely.
One representor has indicated that the proposed planters and seats along the cycleway need to be provided minimum setbacks from the pavement of the cycleway to ensure that they do not pose hazards or risk users of the seating being hit by bicycles if there is not sufficient clearance for their legs.
One representor is concerned that the proposed cycleway may impede the construction and operation of a future light rail link to the northern suburbs. The representor has indicated that there was not sufficient information submitted with the application for them to assess whether the cycleway is proposed along the old rail line, or if it is near the old rail line.
One representor is concerned that there is a missing link between the existing cycleway and the proposed new cycleway. They have indicated that there is a section of publicly owned land which does not have a formal cycleway to connect to the proposed, and that the only logical place for the construction of this link is along the old rail corridor. They have raised objection to this possible future alignment.
One representor has requested that the cycleway be redesigned to ensure that it does not impede the possible future rail network.

## 6. Assessment

- 6.1 The *Sullivans Cove Planning Scheme 1997* is a performance based planning scheme. This approach recognises that there are in many cases a number of ways in which a proposal can satisfy desired environmental, social and economic standards. In some cases a proposal will be 'permitted' subject to specific 'deemed to comply' provisions being satisfied. Performance criteria are established to provide a means by which the objectives of the planning scheme may be satisfactorily met by a proposal. Where a proposal relies on performance criteria, the Council's ability to approve or refuse the proposal relates only to the performance criteria relied on.
- 6.2 The site is located in the Sullivans Cove Gateway and Transport Activity Area of the *Sullivans Cove Planning Scheme 1997*.
- 6.3 The existing use is a mixture of vacant land, undefined use (bar) and car parking. The proposed use is passive recreation (informal outdoor recreation). The existing use is a discretionary use in the Activity Area. The proposed use is a discretionary use in the Activity Area.
- 6.4 The proposal has been assessed against:
- 6.4.1 Parts A and B – Strategic Framework
  - 6.4.2 Part D – Clause 18 – Activity Area Controls
  - 6.4.3 Part E – Schedule 1 – Conservation of Cultural Heritage Values
  - 6.4.5 Part E – Schedule 5 – Traffic, Access and Parking
  - 6.4.6 Part E – Schedule 8 – Environmental Management
  - 6.4.7 Part F – Key Sites
- 6.5 The proposal relies on the following performance criteria to comply with the applicable standards:
- 6.5.1 Heritage – clause 22.4.5
  - 6.5.2 Archaeology – clause 22.6.5
  - 6.5.3 Uses within Macquarie Point Use Area 1 - clause 32.5.1
- 6.6 Each performance criterion is assessed below.

## 6.7 Activity Area Controls (Use)

6.7.1 The proposal seeks to introduce a cycleway connection between the inter city cycleway at the northern side of the Cenotaph through to Evans Street. The Sullivans Cove 'Gateway' Activity Area 3.0 defers all assessment of use and development to the Macquarie Point Site Development Plan at Clause 32 of the planning scheme. The use (Passive Recreation) is designated as discretionary in the Activity Area / Site Development Plan at clause 32.5.1.

6.7.2 When assessing applications for use and / or development, Council must consider all items in Clause 10 of the *Sullivans Cove Planning Scheme* 1997, as well as any representations received. Clause 10 states:

*Before determining any application to use or develop land, the Planning Authority must consider, as appropriate:*

- *The strategic policies of Parts A and B.*
- *The objectives for the Activity Area.*
- *The effect that adjoining and nearby existing uses may have on the proposed use.*
- *The impacts of the proposed use or development on the heritage, urban and spatial character of the Activity Area.*
- *The impact of the proposed use or development on the port and port operations.*
- *The effect of traffic to be generated on local roads.*
- *The need for off street parking.*
- *The availability of, and connection to, services.*
- *The interim use of those parts of land not required for the proposed use.*

6.7.3 The strategic policies inform the Activity Area and Schedule provisions, and as such are assessed below.

6.7.4 The impacts of the proposed use or development on the heritage, urban and spatial character of the Activity Area are addressed in Schedule 1, a detailed assessment of which has been provided by Council's Senior Cultural Heritage Officer whose report is provided at Attachment C. A summary of the relevant provisions from the Schedule is also provided below at paragraph 6.8.

6.7.5 The development is of a small enough scale and is sufficiently removed from the port and marine activity of the Cove that it will have no impact on



the viability of any such operations.

- 6.7.6 The application was accompanied by a Traffic Impact Assessment (TIA) detailing the impacts of the development on the safety and function of the surrounding road network. Council's Road, Traffic and Development Engineers have all assessed the TIA and advise that the proposed development will be acceptable in the proposed location and that it provides adequate / appropriate safety and car parking for the proposed use, subject to conditions.
- 6.7.7 Council's Environmental and Development Engineers and TasWater have assessed the application and recommended appropriate conditions to ensure that the additional development on the site will be appropriately connected to the existing available service network for the site.
- 6.7.8 This application site is not fully developed, and this application does not seek to alter that. This application seeks to provide practical access between the northern side of the Cenotaph and Davey Street. The proposal will not impede the ability to develop the site further at a future stage, and nor will it impede any interim activities that are currently occurring on the largely vacant site whilst it awaits future re-development.
- 6.7.9 Four (4) representations have been received. The concerns raised are set out above in paragraph 5.2. Where these concerns relate to a discretion, they have been addressed in the assessment at paragraphs 6.7 to 6.9.

## 6.8 Schedule 1 - Conservation of Places of Cultural Significance

- 6.8.1 The Goods Shed and the Red SHed are identified as heritage listed places on the site. The objectives at Clause 22.2 of Schedule 1 - Conservation of Places of Cultural Significance require use and development:
- *To provide the mechanisms to allow the conservation of heritage values.*
  - *To provide an incentive for 'building or works' to be carried out in a manner which is compatible with conservation of cultural heritage values.*
  - *To ensure that the recognisable historic character of Sullivans Cove is not compromised by new development which overwhelms the places of cultural significance, or, by new development which reduces the apparent authenticity of the historic places by mimicking historic forms.*

- *To encourage new development to be recognisable as new, but not individually prominent. Such development must reflect a “good neighbour” relationship to places of identified cultural value.*

6.8.2 The proposal does not comply with the 'Deemed to Comply' Provision; therefore assessment against the discretionary standards is relied on.

6.8.3 The criteria for assessment of use and development on places of cultural significance at Clause 22.4.5 require:

*‘Building or works’ on places of cultural significance which cannot satisfy the ‘deemed to comply’ provisions of Clause 22.4.4 may be approved at the discretion of the Planning Authority.*

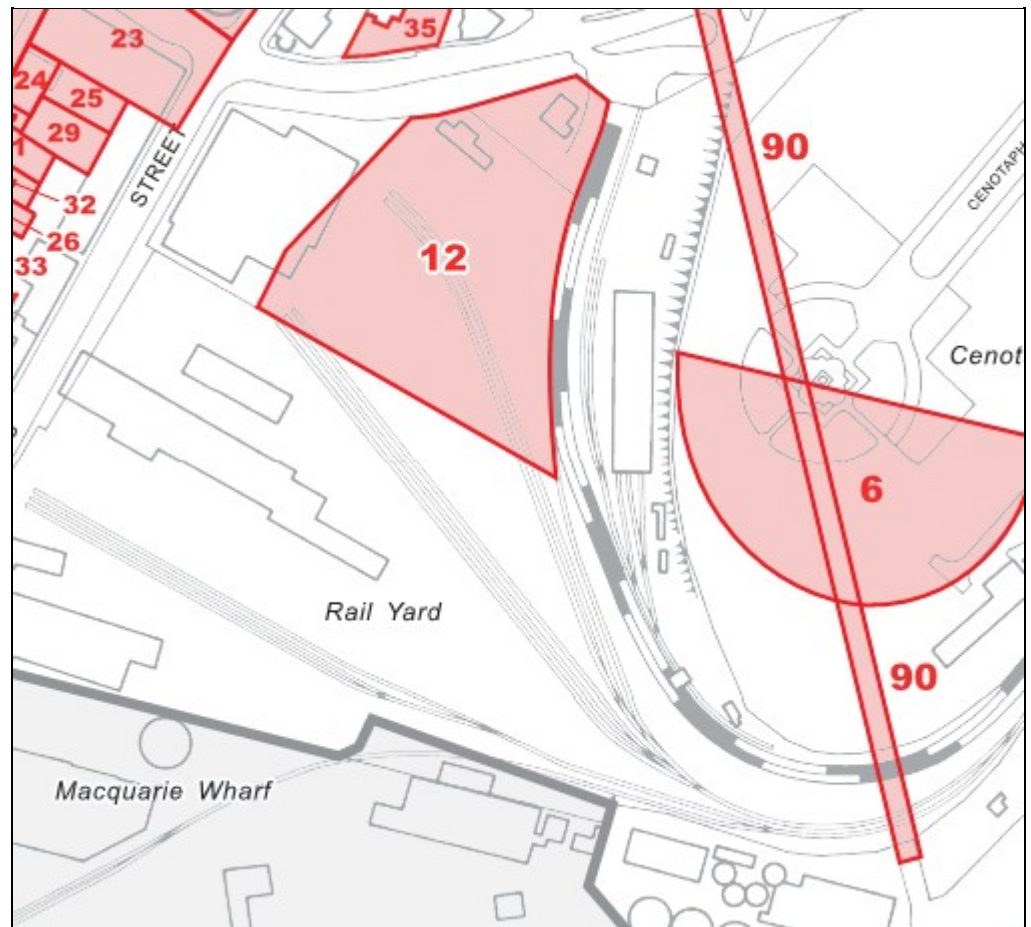
*The following criteria must be taken into consideration in the assessment of all proposals to undertake ‘building or works’ on places of cultural significance:*

- *‘Building or works’ must complement and contribute to the cultural significance, character and appearance of the place and its setting;*
- *‘Building or works’ must be in compliance with the conservation strategy of an approved Conservation Plan, where required and/or provided;*
- *The location, bulk and appearance of ‘building or works’ must not adversely affect the heritage values of any place of cultural significance;*
- *‘Building or works’ must not reduce the apparent authenticity of places of cultural significance by mimicking historic forms;*
- *‘Building or works’ may be recognisable as new but must not be individually prominent; and*
- *The painting of previously unpainted surfaces is discouraged.*

6.8.4 The criteria for assessment of use and development on places of archaeological sensitivity at Clause 22.6.5 require:

*Having regard to the contents and recommendations of an Archaeological Sensitivity Report accepted by the Planning Authority pursuant to Clause 22.6.3 the following criteria must be taken into consideration in the assessment of all proposals to develop places of cultural significance listed in Table 2 or that are considered likely to be of archaeological interest or significance:*

- *The likelihood of the proposed ‘building or works’ resulting in the removal or destruction of items of archaeological significance.*
- *The cultural significance of the site.*
- *Evidence of an adequate archaeological reconnaissance and site sampling prior to the approval or carrying out of works.*
- *The need to reasonably protect potential archaeological significance during the*
- *design, and carrying out of works.*
- *The need to undertake an archaeological ‘watching brief’ to be required during the carrying out of works.*



*Figure 3: The red highlighted areas are of archaeological sensitivity. Number 12 is located within the Macquarie Point site, and the cycleway will encroach into it.*

- 6.8.6 The proposal is for a continuation of the cycleway through the former railyards at Macquarie Point. For much of its length, the proposed cycleway extension follows the route of the original railway - and will act as an interpretive device for the former rail corridor.
- 6.8.7 The proposal has been assessed by Council's Senior Cultural Heritage

Officer, who has provided the following assessment:

***Heritage provisions:***

*The land upon which the proposal is located includes two identified places of cultural significance (Red Shed and Goods Shed). The proposal is therefore subject to the discretionary provisions of clause 22.4 of the Sullivans Cove Planning Scheme 1997.*

***Comment:***

*The proposed cycleway extension is considered to meet all relevant provisions of clause 22.4.5.*

***Archaeology:***

*The proposal is located within an archaeological zone and the application is accompanied by an archaeological report.*

*The conclusion of the report is as follows:*

*It is considered that the risk of impact to significant in situ historical archaeological features and deposits arising from the proposed work is very low to negligible on the following basis:*

*1. Excavations within place No. 12 of the Scheme are unlikely to result in the destruction of items of archaeological significance. No excavations are proposed for the revised area of archaeological sensitivity as defined in the 2015 test excavation report (Figure 2 above). The 2015 report recommended that no further archaeological investigation was required for excavations occurring outside of the revised sensitivity zoning.*

*2. Excavations within place No. 90 of the Scheme are unlikely to result in the destruction of items of archaeological significance related to the Domain Diversion Tunnel. However, care should also be taken during works to avoid inadvertent impacts to the tunnel.*

*Advice*

*1. For precautionary purposes and in the Project Specifications it would be prudent to put in place notification protocols whereby archaeological advice is sought in the unlikely event that features or deposits of an archaeological nature (This may include but not be limited to the exposure of orange hand made clay bricks or sandstone blocks forming walls or surfaces, or artefacts such as fragments of ceramic, bottle glass, bone, shell or other items) are uncovered during excavation or where doubt exists concerning the provenance of any strata revealed during excavations. In such instances, excavation should immediately cease pending attendance on site and receipt of advice from a qualified archaeologist, at which point, depending on the findings, it may also be necessary to involve the Hobart City Council in discussions.*

*2. This statement has been prepared in support of the Development Application under the Sullivans Cove Planning Scheme 1997. Separate requirements under the Aboriginal Heritage Act 1975 should be established prior to carrying out works.*

**Comment:**

*Subject to the imposition of an appropriate condition to reflect the requirements of the archaeological report, the proposal is considered satisfactory.*

6.8.8 The proposal complies with the performance criterion.

6.9 Uses Within Use Area 1 - Part F Clause 32.5.1

6.9.1 The use as Passive Recreation (informal outdoor recreation) is a discretionary use in Use Area 1: Commercial and Institutional Area.

6.9.2 When assessing a discretionary planning application within the Macquarie Point Site Development Plan area, the matters to be considered are as follows:

*In considering applications and any conditions to be imposed on 'use' and development', the Planning Authority must consider:*

- *The Desired Future Character Statements in clause 32.3;*
- *The preferred treatment of robust, self-pigmented external materials and finishes to primary and secondary spaces;*
- *The suitability of proposed development to achieve satisfactory levels of safety and amenity of occupants including the avoidance of vulnerability to noise, air, vibration and lighting impacts from the Port of Hobart;*
- *The impact on the operation of the Port of Hobart;*
- *The height of buildings within Activity Area 3.0, and on adjoining and adjacent lots;*
- *The bulk and form of existing and proposed buildings; The spatial characteristics of the streets and spaces and the quality of the*
- *environment;*
- *Protection of water quality and water sensitive urban design principles;*
- *Protection of public infrastructure and the environment;*
- *Impacts from land decontamination works, and the need for uses not to commence until relevant areas of the site have been appropriately remediated;*
- *The quality of the architectural design;*
- *The adequacy and capacity of existing infrastructure and services including roads, footpaths, water, sewerage and power to cater for the proposed development; and*
- *The key drivers outlined in Section 3 and principles outlined in Section 12: From*
- *Shared Vision to Masterplan in New Territory from Old Ground: Macquarie Point Strategic Framework and Masterplan 2015-2030.*

6.9.3 The desired future character statements for the Macquarie Point Site Development Plan area as follows:

*Development of Activity Area 3.0 will:*

*32.3.1 Re-engage with its history by revealing layers of the changing nature of Macquarie Point over time through expression of the topography, natural shoreline, Round House, Goods Shed, Royal Engineers Building and Red Shed.*

*32.3.2 Ensure that development respects the setting and appreciation of the cultural heritage significance of the Royal Engineers Building.*

*32.3.3 Ensure that development does not adversely impact on the*

*cultural heritage and reverential ambience of the Hobart Cenotaph and its surrounds.*

*32.3.4 Include a new Round House building as shown on Figure 32.3 and the associated Table 32.3 to mark the footprint of the former railway Round House and act as a landmark entry to Macquarie Point, particularly from Davey Street.*

*32.3.5 Protect the operation of the Port of Hobart for the benefit of the local, regional, state and national economy by:*

- Providing a buffer of non-sensitive uses in the buildings along the port interface to avoid constraints on the working port;*
- Ensuring that sensitive uses are separated and treated so as not to be vulnerable to noise, air, vibration and lighting impacts;*
- Incorporating appropriate design responses to avoid conflict between mixed-use, pedestrian and industrial vehicular traffic associated with the Port of Hobart along Evans Street;*
- Ensuring compliance with relevant safety and hazard distances as specified in relevant Australian standards; and*
- Preserving the opportunity for a future connection to the Port of Hobart from the north via the Regatta Grounds.*

*32.3.6 Provide for recreation and associated uses in designated open spaces as shown on Figure 32.3 and the associated Table 32.3.*

*32.3.7 Ensure that the bulk, siting and height of buildings are sympathetic to the natural topography of the headland, amphitheatre and escarpment surrounding the Cenotaph and reinforce the natural shoreline.*

*32.3.8 Not unreasonably impact on important views, including the following shown on Figure 32.2:*

- From the Cenotaph toward the mouth of the Derwent River, including the flat river plane that extends to the horizon;*
- From the Cenotaph to the horizon of the natural amphitheatre, including the Wellington Range descending to the Mount Nelson ridge, then to Porter Hill and down to the water plane at Long Point, Lower Sandy Bay;*
- From the Cenotaph to St George's Church;*
- From the Cenotaph to the Parliament House forecourt along Morrison Street;*
- The views across the Cove toward the Cenotaph, including from Macquarie Street, the forecourt of the Princes Wharf No. 1 Shed; the Paddock between Princes Wharf No. 1 Shed and the Institute for Marine and Antarctic Studies*

- *(IMAS), Runnymede Street and the open space at the eastern end of the IMAS building.*
- *The view of the sunrise from the grounds of the Cenotaph on Anzac Day; and*
- *Along the Water to Water Promenade.*

*32.3.9 Ensure that the design and appearance of roofs provide interest when viewed from the elevated areas of the Cenotaph and Domain through measures that may include incorporation of articulated roof forms that reference the industrial saw tooth or serve a purpose such as daylighting of internal areas.*

*32.3.10 Establish and reinforce a well-defined built edge to Evans Street, set back to highlight the Goods Shed as a public entry point to the site.*

*32.3.11 Include a network of connections through and around the site as shown on Figure 32.3 and the associated Table 2.3, including a series of:*

- *Primary shared street spaces extending north from Evans Street towards the centre of the site; and*
- *Smaller and more intimate secondary spaces that run east-west and provide permeability across the site. Their position can be adjusted to suit the preferred lot size/s.*

6.9.4 The proposed works are essentially paving and landscaping to enable safe use of the site by cyclists. As such it will have no built form, and will not impact on the use of the surrounding area in any way. Cyclists will be directed to safer crossing points for the Evans Street crossing, which will improve safety for all users. One entrance to the site, and the main landscaped corridor are located such that they will reinforce the Goods Shed as the primary entrance to the site.

6.9.5 The proposed use is considered to be appropriate.

## **7. Discussion**

7.1 Planning approval is sought for cycleway extension and associated works.

7.2 The application was advertised and received four (4) representations. The representations raised concerns including the orientation of the cycleway, the location of the planter pots and seating along the pathway, and commended the location, continuation and safety features near the roads.



- 7.3 The proposal has been assessed against the relevant provisions of the planning scheme and is considered to perform well.
- 7.4 The proposal has been assessed by other Council officers, including the Council's Development Engineer, Cultural Heritage Officer, Environmental Health Officer, Parks Planner, Senior Engineer - Roads and Traffic and Road Services Engineer. The officers have raised no objection to the proposal, subject to conditions.
- 7.5 The proposal has been referred to TasWater, who have provided conditions for inclusion should a permit be granted.
- 7.6 The proposal is recommended for approval.

## **8. Conclusion**

- 8.1 The proposed cycleway extension and associated works at 6 and 10 Evans Street, Hobart, and the adjacent road reserve, satisfies the relevant provisions of the *Sullivans Cove Planning Scheme 1997*, and as such is recommended for approval.

## 9. Recommendations

That: Pursuant to the *Sullivans Cove Planning Scheme 1997*, the Council approve the application for cycleway extension and associated works at 6 and 10 Evans Street, Hobart, and the adjacent road reserve, 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-18-505 - 10 EVANS STREET 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 2018/01315-HCC dated 23/08/2018 as attached to the permit.**

Reason for condition

To clarify the scope of the permit.

### **ENG sw1**

**All stormwater from the proposed development (including but not limited to: roofed areas, ag drains, retaining wall ag drains and impervious surfaces such as driveways and paved areas) must be drained to the Council's stormwater infrastructure prior to commencement of use.**

Reason for condition

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

### **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.

**ENG s1**

**Prior to the commencement of works within Evans Street, Davey Street and possible minor works in Tasman Highway provide detail plans.**

**In Davey Street the plans must show:**

- 1. Show plan view of the proposed works including any new signage.**
- 2. Show any existing infrastructure that maybe affected.**
- 3. Show levels to ensure that proposed works will match into the existing shared use path.**

**In Tasman Highway the plans must show:**

- 1. How the proposed works will integrate into the existing shared use path.**
- 2. Detail any changes required with the existing shared use path to facilitate this proposal.**

**In Evans Street the plans must show:**

- 1. Plan view of the proposed works including any new signage.**
- 2. Any existing infrastructure that maybe affected.**
- 3. Detail the levels of the proposed and existing paths, kerbs, ramps and median island.**
- 4. Submit a lighting plan of existing light levels showing if it meets the**

requirements for the proposed median island, to the satisfaction of the Director City Infrastructure by a suitably qualified person.

5. If light levels are required to be increased either by changing the light on the existing light pole to the west of the path or a new light pole required, this shall be undertaken in accordance with TasNetworks requirements to the satisfaction of the Director City infrastructure by a suitable qualified person.

**All works required by this condition must be undertaken at the developers cost in accordance with the approved plans.**

*Advice: once the plans have been approved Council will issue a condition endorsement and a permit from the City must be obtained by the contractor for works within the highway reservation to undertake the works.*

Reason for condition

To ensure the City infrastructure is protected.

## **HER 6**

**All onsite excavation and disturbance must be monitored. Should any features or deposits of an archaeological nature be discovered on the site during excavation or disturbance:**

1. **All excavation and/or disturbance must stop immediately; and**
2. **A qualified archaeologist must be engaged to attend the site and provide advice and assessment of the features and/or deposits discovered and make recommendations on further excavation and/or disturbance; and**
3. **All and any recommendations made by the archaeologist engaged in accordance with (2) above must be complied with in full; and**
4. **All features and/or deposits discovered must be reported to the Council within 24 hours of the discovery; and**
5. **A copy of the archaeologists advice, assessment and recommendations obtained in accordance with paragraph (2) above must be provided to Council within 7 days of receipt of the advice, assessment and recommendations.**

**Excavation and/or disturbance must not recommence unless and until approval is granted from the Council.**

Reason for condition

To ensure that work is planned and implemented in a manner that seeks to understand, retain, protect, preserve and manage significant archaeological evidence.

## **ENVHE 1**

**Recommendations in the report 'Site Environmental Management Plan' by AECOM dated 17 November 2015 must be implemented for the duration of the proposed excavation works.**

Reason for condition

To ensure that the risk to human health and the environment is suitably managed during excavation 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 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.

## **PERMIT TO CONSTRUCT PUBLIC INFRASTRUCTURE**

You may require a permit to construct public infrastructure, with a 12 month maintenance period and bond (please contact the Hobart City Council's City Infrastructure Division to initiate the permit process).

## **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.

## **DIAL BEFORE YOU DIG**

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



(Helen Ayers)

**Acting 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.*



(Ben Ikin)

**Acting Manager Development Appraisal**

*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: 16 October 2018

**Attachment(s):**

Attachment B - CPC Agenda Documents

Attachment C - Planning Referral Officer Cultural Heritage Report

Attachment D - CPC Supporting Documents