



City of **HOBART**

APPLICATION UNDER HOBART INTERIM PLANNING SCHEME 2015

Type of Report:	Committee
Council:	29 October 2018
Expiry Date:	5 November 2018
Application No:	PLN-18-492
Address:	17 BEACH ROAD , SANDY BAY INCLUDES AREA OF FORESHORE OF RIVER DERWENT ADJACENT 17 BEACH ROAD , SANDY BAY
Applicant:	Frazer Read (All Urban Planning Pty Ltd obo Sandy Bay Sailing Club) 19 Mawhera Avenue
Proposal:	Partial Demolition, Alterations, Extensions, Vegetation Removal, New Building for Change Rooms and Associated Works
Representations:	None
Performance criteria:	Recreation Zone Development Standards, Parking and Access Code, Stormwater Management Code, Coastal Erosion Hazard Code

1. Executive Summary

- 1.1 Planning approval is sought for Partial Demolition, Alterations, Extensions, Vegetation Removal, New Building for Change Rooms and Associated Works.
- 1.2 More specifically the proposal includes:
 - Partial demolition and extension to the Sandy Bay Sailing Club to provide additional boat storage and designated patrol boat storage.
 - A 369m² addition to the existing building to be used as a boat storage shed.
 - A 135m² addition to the existing building to be used as a workshop, boat storage and fuel storage.
 - A 12.5m² addition to the existing building to be used for storage.
 - Additional change room facilities.
 - Removal of nine (9) car parking spaces.
 - Removal of a eucalyptus tree to the west of the storage shed.
 - Internal and minor external alterations to the existing building.
 - A stormwater dispersion trench.
- 1.3 The proposal relies on performance criteria to satisfy the following standards and codes:

- 1.3.1 Recreation Zone Development Standards - Passive Surveillance
 - 1.3.2 Parking and Access Code
 - 1.3.3 Stormwater Management Code
 - 1.3.4 Coastal Erosion Hazard Code
- 1.4 No representations were received during the statutory advertising period between 28 September and 12 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 subject site comprises the Sandy Bay Sailing Club facilities and the adjacent public car park at the Long Beach Reserve at 17 Beach Road (this property is owned by the Council with a lease to the sailing club), and the foreshore reserve which is owned by the Crown.
- 2.2 The site is divided into two different zones. The Crown foreshore area is zoned Open Space and the Council land is zoned Recreation.



Fig. 1. Subject property.

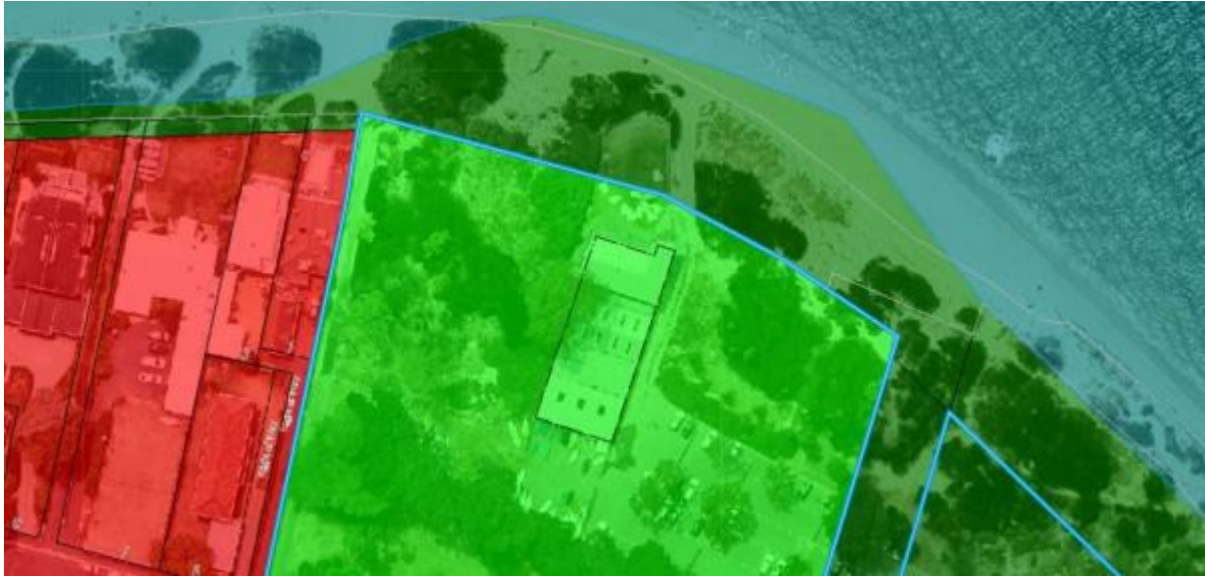


Fig. 2. GIS map showing the two different zonings - the Council land is zoned Recreation, and the foreshore reserve is zoned Open Space.

3. Proposal

3.1 Planning approval is sought for Partial Demolition, Alterations, Extensions, Vegetation Removal, New Building for Change Rooms and Associated Works.

3.2 More specifically the proposal includes:

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- Removal of a eucalyptus tree to the west of the storage shed.
- Internal and minor external alterations to the existing building.
- A stormwater dispersion trench.



Fig. 3. Proposed site/ground floor plan.



Fig. 4. Proposed northern elevation.



Fig. 5. Proposed southern elevation.



Fig. 6. Proposed eastern elevation.

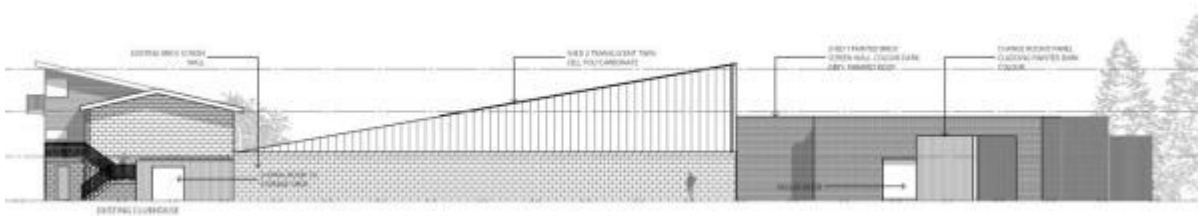


Fig. 7. Proposed western elevation.

4. Background

- 4.1 The Sandy Bay Sailing Club buildings are subject to a lease with Council. There is a Council resolution which grants in principle support to extend the existing lease to accommodate the proposed building extensions, subject to planning approval.
- 4.2 General Manager and Crown landlord consent has been granted to the making of the planning application.

5. Concerns raised by representors

- 5.1 No representations were received during the statutory advertising period between 28 September and 12 October 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 Recreation Zone and the Open Space Zone of the

Hobart Interim Planning Scheme 2015.

- 6.3 The existing and proposed use is Sports and Recreation which is a permitted use in both zones.
- 6.4 The proposal has been assessed against:
- 6.4.1 Part D - 18.0 Recreation Zone Standards
 - 6.4.2 Part D - 19.0 Open Space Zone Standards
 - 6.4.3 Part E - 6.0 Parking and Access Code
 - 6.4.4 Part E - 7.0 Stormwater Management Code
 - 6.4.5 Part E - 16.0 Coastal Erosion Hazard Code
- 6.5 The proposal relies on the following performance criteria to comply with the applicable standards:
- 6.5.1 Passive Surveillance – Part D 18.4.4 P1
 - 6.5.2 Parking and Access - Part E 6.6.1 P1
 - 6.5.3 Stormwater Management Code – Part E 7.7.1 P1
 - 6.5.4 Coastal Erosion Hazard Code – Part E 16.7.2 P1
- 6.6 Each performance criterion is assessed below.
- 6.7 Passive Surveillance - Part D 18.4.4 P1
- 6.7.1 The acceptable solution at clause 18.4.4 A1 requires that buildings are designed to provide for passive surveillance of public spaces, including providing windows at ground floor level which cover at least 40% of the facade.
 - 6.7.2 The proposal includes storage sheds which do not have windows in the ground floor walls.
 - 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 18.4.4 P1 provides as follows:

Buildings design must provide for passive surveillance of public spaces by satisfying all of the following:

- (a) provide the main entrance or entrances to a building so that they are clearly visible from nearby buildings and public spaces;*
- (b) locate windows to adequately overlook the street and adjoining public spaces;*
- (c) incorporate shop front windows and doors for ground floor shops and offices, so that pedestrians can see into the building and vice versa;*
- (d) locate external lighting to illuminate any entrapment spaces around the building site;*
- (e) provide external lighting to illuminate car parking areas and pathways;*
- (f) design and locate public access to provide high visibility for users and provide clear sight lines between the entrance and adjacent properties and public spaces;*
- (g) provide for sight lines to other buildings and public spaces.*

6.7.5 The proposal meets the acceptable solution except in respect of providing 40% glazing at ground floor level. The installation of windows into the storage sheds is impractical, as this would significantly reduce the storage capability of the space. The doors of the sheds would generally be left open when they are in use, allowing clear views from the sheds into the surrounding public land. Given the use of the buildings, this is considered to be "adequate" as required by (b).

6.x.6 The proposal complies with the performance criterion.

6.8 Parking and Access Code - Part E 6.6.1 P1

6.8.1 The acceptable solution at clause E.6.6.1 A1 requires that onsite parking is provided in accordance with Table E.6.1. The table indicates that the parking required for Sports and Recreation (except as otherwise specified in the table) is "subject to traffic and parking impact assessment".

6.8.2 The Sandy Bay Sailing Club does not have its own dedicated parking. Instead, patrons park in the adjacent public car park or elsewhere in the area. The public car park is being reduced by 9 spaces.

6.8.3 Because Table E.6.1 does not specify the number of spaces required, instead saying "subject to traffic and parking assessment", the proposal is considered to not comply with the acceptable solution, and assessment against the performance criterion is relied on.

6.8.4 The performance criterion at clause E.6.6.1 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.*

6.8.5 The applicant has addressed this clause in relation to the operation of the club, stating:

There is no specific requirement for a sports and recreation use under the

Code. The parking requirements are to be assessed on a case by case basis. The objective is to ensure that:

a) there is enough car parking to meet the reasonable needs of all users of a use or development, taking into account the level of parking available on or outside of the land and the access afforded by other modes of transport; and

(b) a use or development does not detract from the amenity of users or the locality by:

(i) preventing regular parking overspill;

(ii) minimising the impact of car parking on heritage and local character.

In this case the existing sailing club is focused on the activity of sailing rather than on social activities. The majority of use occurs during daylight hours. The parking demands of the site are serviced by the existing Council car park adjacent to the site. This adequately caters for demand associated with the club activities.

The peak use period is Saturday mornings between October and early December when the sailing club and little athletics activities at the nearby Sandown oval align.

Although the club sailing activities occur on Friday afternoons during the summer months, the intensity of use is unlikely to conflict with the parking demands of the Friday Night Market.

Even with the loss of 9 public parking spaces to facilitate the proposed extension, it is considered that there will continue to be adequate parking available within the various parking areas of the Long Beach Reserve and nearby Long Point Road and Sandown Avenue.

The Club occasionally hosts special events such as a national championship. These events typically occur once every 3-5 years during late December and early January when other activities such as the market and little athletics are suspended over the summer holiday period.

6.8.6 The Council's Development Engineer has commented as follows:

The applicant proposes alterations and extension to an existing building and changes to the existing adjacent public car park. The existing car park is a public car park at the Long Beach Reserve and the applicant proposes the removal of nine existing parking spaces to accommodate the proposal.

Council's Manager Traffic Engineering has commented that the loss of the nine car parking spaces is acceptable and one parking space for people with disabilities should be provided. Council's Road Service Engineer has commented that pavement arrows should be provided that identifies the direction for circulation of traffic, appropriate method to conceal the existing line marking for the parking spaces to be removed is to be undertaken and the circulation aisle for car park should be clearly defined.

6.8.7 The proposal is considered to meet performance criterion (a), (b) and (c) in that the public car parking in the immediate area is considered to be adequate, and there is also frequent public transport along Sandy Bay Road. The Manager Traffic Engineering has no objection to the proposal.

6.8.8 The proposal complies with the performance criterion.

6.9 Stormwater Management Code - Part E 7.7.1 P1

6.9.1 The acceptable solution at clause E.7.7.1 A1 requires that stormwater is disposed of, via gravity, to public stormwater infrastructure.

6.9.2 The proposal includes stormwater which is disposed of onsite.

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 E.7.7.1 P1 provides as follows:

Stormwater from new impervious surfaces must be managed by any of the following:

(a) disposed of on-site with soakage devices having regard to the suitability of the site, the system design and water sensitive urban design principles

(b) collected for re-use on the site;

(c) disposed of to public stormwater infrastructure via a pump system which is designed, maintained and managed to minimise the risk of failure to the satisfaction of the Council.

6.9.5 The Senior Stormwater Assets Officer has commented as follows:

Council had been concerned the downpipes may discharge to the car park as a point source, with very different characteristics and damage than the existing sheet flow from hardstand. A revised concept servicing

plan showing downpipes directing concentrated runoff away from the lease boundaries has been submitted. A secondary area of onsite disposal is proposed, taking stormwater from the new roofs internally into the lease area. The soil is likely to be pure sand, and the area shown likely to be sufficient, and clause E.7.7.1 P1 (a) is met.

6.9.6 The proposal complies with the performance criterion.

6.10 Coastal Erosion Hazard Code - Part E 16.7.2 P1

6.10.1 The acceptable solution at clause E.16.7.2 A1 requires that an extension to an existing boat ramp, car park, jetty, marina, marine farming shore facility or slipway must be no more than 20% of the size of the facility existing at the effective date.

6.10.2 The proposal does not comply with acceptable solution A1, as it is not an extension of a boat ramp, car park, jetty, marina, marine farming shore facility or slipway.

6.10.3 The proposal does not comply with the acceptable solution; therefore assessment against the performance criterion is relied on.

6.10.4 The performance criterion at clause E.16.7.2 P1 provides as follows:

Buildings and works must satisfy all of the following:

(a) need for a coastal location is demonstrated;

(b) new facilities are grouped with existing facilities, where reasonably practical;

(c) native vegetation is retained, replaced or re-established so that overall impact on erosion potential resulting from removal of native vegetation is negligible;

(d) potential for erosion is minimised generally;

(e) building design responds to the particular size, shape, contours or slope of the land and minimises the extent of cut and fill;

(f) impacts on coastal processes, including sand movement and wave action, are minimised and any potential impacts on erosion potential are mitigated so that there are no unreasonable adverse long-term effects;

(g) not be located on an actively mobile landform.

6.10.5 The Council's Environmental Development Planner has commented as follows:

The code applies because development is proposed within a Coastal Erosion Hazard Area (CEHA). All proposed development within the CEHA would be located within a medium hazard band (refer to Figure 1 below). This is an area modeled to be at risk of coastal recession in 2050.



The relevant standards are under clause E.16.7.2 'Development Dependent on a Coastal Location'. The proposal does not comply with acceptable solution A1 as it is not an extension of a boat ramp, car park, jetty, marina, marine farming shore facility or slipway.

Performance criterion P1 states the following:

Buildings and works must satisfy all of the following:

- (a) need for a coastal location is demonstrated;*
- (b) new facilities are grouped with existing facilities, where reasonably practical;*
- (c) native vegetation is retained, replaced or re-established so that overall impact on erosion potential resulting from removal of native vegetation is negligible;*
- (d) potential for erosion is minimised generally;*
- (e) building design responds to the particular size, shape, contours or slope of the land and minimises the extent of cut and fill;*
- (f) impacts on coastal processes, including sand movement and wave action, are minimised and any potential impacts on erosion potential are mitigated so that there are no unreasonable adverse long-term effects;*

(g) not be located on an actively mobile landform.

All of the proposed new facilities are directly related to the operation of the sailing club and require a location close to the water. The new facilities are being grouped with the existing facilities on the site.

One large white gum tree is proposed to be removed on the western side of the building to allow users to travel down the western side of the building to/from the water as well as the eastern side of the building. The removal of this tree may increase the risk of erosion, and no evidence to the contrary has been submitted with the application; however, the application does state that 'the SBSC would be pleased to replant offset planting of suitable replacement species as advised by Council'.

It is noted that the Council resolution giving in-principal approval for extension of the lease footprint, and giving consent for the planning application to be made, was conditional upon:

- Approvals for removal of any vegetation within the sand dune system only be considered following receipt of a report that is currently being prepared by a qualified coastal engineer.
- Any vegetation or trees lost as a result of the redevelopment are paid for by the Club, and plantings in excess of those removed to the satisfaction of the General Manager be completed.

It is also noted that Council's Open Space Group have recommended a condition giving effect to these requirements. The application is therefore considered compliant with P1(c), subject to the condition recommended by Council's Open Space Group, because removal of the tree will only occur if deemed acceptable by a suitably qualified person with regard to erosion risk, and potentially subject to revegetation requirements.

A condition is recommended however, requiring measures to be implemented during the development to protect the tree if consent for its removal is not granted.

Aside from the proposed tree removal, the proposed development within the CEHA is considered unlikely to have any impact upon erosion potential. The only development proposed outside the existing building footprint within the CEHA is the very small storage room, which is expected to have negligible impact upon erosion potential given its location and scale (12.5m²) relative to the existing building.

The proposed small storage room would be located on an existing level area immediately adjacent the existing building, is small in scale and and is considered appropriate in the context of the landscape. It would require minimal cut or fill.

The proposed small storage room is expected to have minimal impact upon coastal processes including sand movement and wave action. The location of the proposed storage shed is not currently a significant source or receiver of wind blown sand and is unlikely to be affected by wave action in the foreseeable future given the location's height above sea level (approximately 5m AHD). The proposed location is also immediately adjacent the existing large building that is already a major obstacle to sand movement so the small addition is unlikely to present any additional obstruction to sand movement compared with the existing situation.

An analysis of aerial photography from the preceding 10 years shows little change in vegetation and sand cover in the vicinity of the gum tree proposed to be removed or the site of the proposed small storage shed. These areas are therefore not considered to be on an actively mobile landform.

6.10.6 The proposal complies with the performance criterion.

7. Discussion

- 7.1 Planning approval is sought for Partial Demolition, Alterations, Extensions, Vegetation Removal, New Building for Change Rooms and Associated Works.
- 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 perform well.
- 7.4 The proposal has been assessed by other Council officers, including the Council's Development Engineer, Environmental Development Planner, Manager Traffic Engineering, Senior Stormwater Assets Officer and Senior Park Planner. 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 Partial Demolition, Alterations, Extensions, Vegetation Removal, New Building for Change Rooms and Associated Works at 17 Beach Road & Includes Area of Foreshore of River Derwent and Adjacent 17 Beach Road 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 Partial Demolition, Alterations, Extensions, Vegetation Removal, New Building for Change Rooms and Associated Works at 17 Beach Road & Includes Area of Foreshore of River Derwent and Adjacent 17 Beach Road 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-18-492 - 17 BEACH ROAD & INCLUDES AREA OF FORESHORE OF RIVER DERWENT ADJACENT TO 17 BEACH ROAD SANDY BAY TAS 7005 - 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 2018/01406-HCC dated 17 September 2018 as attached to the permit.

Reason for condition

To clarify the scope of the permit.

ENG sw6

Stormwater disposal for stormwater runoff from the site adequate for all 5% AEP events must be installed prior to commencement of use or issue of a Certificate of Completion (whichever occurs first). All costs associated with works required by this condition are to be met by the owner.

A stormwater management report and design drawings must be submitted and approved prior to the issuing of any consent under the Building Act or commencement of works (whichever occurs first).

The stormwater management report and design drawings must:

- 1. Be prepared by a suitably qualified and experienced person;**
- 2. Include a Site and Soil evaluation, including soil permeability, depth to groundwater, minimum setbacks from features such as boundaries, sewer trenching and footings.**
- 3. Include detailed design and supporting calculations of the soakage trenches.**
- 4. Include a Stormwater Management Summary Plan that outlines the obligations for future property owners to stormwater management, including a maintenance plan which outlines the operational and maintenance measures to check and ensure the ongoing effective operation of all systems, such as: inspection frequency; cleanout procedures; descriptions and diagrams of how the installed systems operate; details of the life of assets and replacement requirements.**

All work required by this condition must be undertaken and maintained in accordance with the approved stormwater management report and design.

Advice:

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

Reason for condition

To ensure adequate stormwater storage and soakage capacity.

ENG 12

The alterations to the car parking must be generally designed and constructed in accordance with the Australian Standard Parking facilities, Part 1: Off-Street Carparking, AS 2890.1 – 2004 or a Council approved alternative design, prior to commencement of use.

Design drawings must be submitted and approved by Council's Director City Infrastructure and Council's Director Parks and City Amenity, prior to issue of any building consent under the Building Act 2016 or commencement of work, which ever occurs first. The design drawings must include but limited to:

1. **Show all parking bays to be removed and the method used for concealing the existing line marking.**
2. **Show the provision of pavement arrows for the control and direction of circulating traffic within the car park.**
3. **Show the bollard type and installation details.**
4. **Show one parking space for people with disabilities as close as practicable to the entry point of the building and in accordance to Australian/NZS standard, Parking facilities Part 6: Off-street parking for people with disabilities AS/NZS 2890.6:2009.**

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

Advice:

- *Once the design drawing has been approved 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 contact Council's City Infrastructure Division Manager Traffic Engineering to determine suitable location for the provision of the car parking space for people with disabilities. The car parking space for people with disabilities may replace existing car parking spaces.*
- *Please contact Council's City Infrastructure Division Road Services Engineer with regard to the accepted method for concealing existing linemarking, provision of pavement arrows and the type of bollards to be installed.*

Reason for condition

To ensure that the parking layout for the development is to accepted standards.

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 reported immediately 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.

ENV s1

The white gum on the western side of the existing building must not be removed unless the prior written consent of the Director Parks and City Amenity is obtained.

Unless the prior written consent of the Director Parks and City Amenity is obtained to remove the tree, an approved Tree Protection Plan must be implemented.

Prior to the commencement of works and prior to the granting of consent under the *Building Act 2016*, a Tree Protection Plan must be submitted and approved, unless the prior written consent of the Director Parks and City Amenity is obtained to remove the tree.

The plan (if required) must:

- **Identify potential risks to the health and structural stability of the tree from the proposed development; and**
- **Include tree protection measures to be followed during the development to minimise the risk of significant impacts to the health and structural stability of the tree.**

Advice:

- *Once the Tree Protection Plan has been approved, or evidence that the Director Parks and City Amenity has granted approval to remove the tree has been provided, 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 impact on erosion potential resulting from the removal of native vegetation is negligible

OPS 1

The boundary of the applicant's lease 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 reserve Long Beach Reserve.

OPS s1

The applicant will be responsible for the cost of re-instatement or rehabilitation of any impacts and/or damage caused to Long Beach Reserve and its values and assets by works undertaken by the developer that are outside of those approved in this permit.

Reason for condition

To protect the values of the Councils reserve Long Beach Reserve.

OPS s2

Any vegetation to be removed must be paid for by the developer prior to the commencement of use. To determine the cost of vegetation being removed, a valuation is to be undertaken to the satisfaction of the Director, Parks and City Amenity and at full cost to the developer.

Vegetation removal must be in accordance with the recommendations of a Coastal Hazards Inundation Report by a suitably qualified professional. Plantings in excess of the vegetation removed must be undertaken to the satisfaction of the Director, Parks and City Amenity.

Advice: Council is currently undertaking a Coastal Hazards Inundation Report that will assist in the implementation of this condition.

Reason for condition

To protect the values of the Council's reserve, Long Beach Reserve.

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.

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.

WASTE DISPOSAL

It is recommended that the developer liaise with the Council's Cleansing and Solid Waste Unit regarding reducing, reusing and recycling materials associated with demolition on the site to minimise solid waste being directed to landfill.

Further information regarding waste disposal can also be found on the Council's [website](#).

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.



(Liz Wilson)

Development Appraisal 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)

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: 19 October 2018

Attachment(s):

Attachment B - CPC Agenda Documents