

Type of Report: Committee
Council: 3 December 2018
Expiry Date: 27 December 2018
Application No: PLN-18-261
Address: 18 MCKELLAR STREET , SOUTH HOBART
46 - 48 MOLLE STREET , WEST HOBART
ADJACENT ROAD RESERVE
Applicant: Simon Munn (City of Hobart)
16 Elizabeth Street
Proposal: Path Extension and Associated Works and Landscaping
Representations: Three (3)
Performance criteria: Historic Heritage Code

1. Executive Summary

- 1.1 Planning approval is sought for Path Extension and Associated Works and Landscaping.

1.2 More specifically the proposal involves the following:

- The Hobart Rivulet Path currently extends west from the carpark at 40-44 Molle Street through Council-owned parkland known as 46-48 Molle Street towards the eastern end of McKellar Street. In the vicinity of the eastern end of McKellar Street the path splits - a short, relatively steep section of path rises to meet the end of McKellar Street, providing access through to South Hobart, while a flat, dead-end section of path leads to the Korean Grove Memorial. Currently, people visiting the Korean Grove Memorial but wanting to reach South Hobart need to retrace their steps along the dead-end section of path before rejoining the main Rivulet Path which turns back along McKellar Street. Also, the McKellar Street section of the Hobart Rivulet Path is currently in the form of a narrow, gravel footpath beside the asphalt street.
- The proposal is to extend the Hobart Rivulet Path through 18 McKellar Street to Gore Street, so that a continuous pedestrian and bicycle link is formed. 18 McKellar Street was purchased by the City of Hobart for the purposes of extending the Hobart Rivulet Path.
- As part of the proposal, the Korean Grove Memorial will be relocated slightly further to the west. The existing pressed gravel path within the Council-owned parkland known as 46-48 Molle Street will be relaid in concrete and widened to 3.0m to match the path further to the east. The gravel ramp providing access up to McKellar Street will be removed and landscaped with boulders and plants. There will be planting of ornamental deciduous flowering trees, mass borders and a Dawn Redwood memorial tree within the 18 McKellar Street land.

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

1.3.1 Historic Heritage Code

1.4 Three (3) representations objecting to the proposal were received within the statutory advertising period between 18 October and 2 November 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 includes small sections of the McKellar Street Road reserve, 18 McKellar Street which is highlighted in Fig. 1. below and which is a vacant lot recently purchased by Council, and 46-48 Molle Street which is adjoining land to the northeast of 18 McKellar Street, and which is already developed as the Hobart Rivulet Path. The path currently terminates near the land highlighted in blue (18 McKellar Street).



Fig. 1. Subject property.



Fig. 2. Looking east across the Hobart Rivulet Path's intersection with Gore Street towards 18 McKellar Street. Source: GoogleMaps.



Fig. 3. Looking south-east towards the Gore Street bridge over the rivulet, with 18 McKellar Street in the foreground to the left of the photo, and Vacluse in the background. Source: GoogleMaps.



Fig. 4. Further along McKellar Street to the east, with 18 McKellar Street and 46-48 Molle Street to the left of the photo, down the embankment. Source: GoogleMaps.

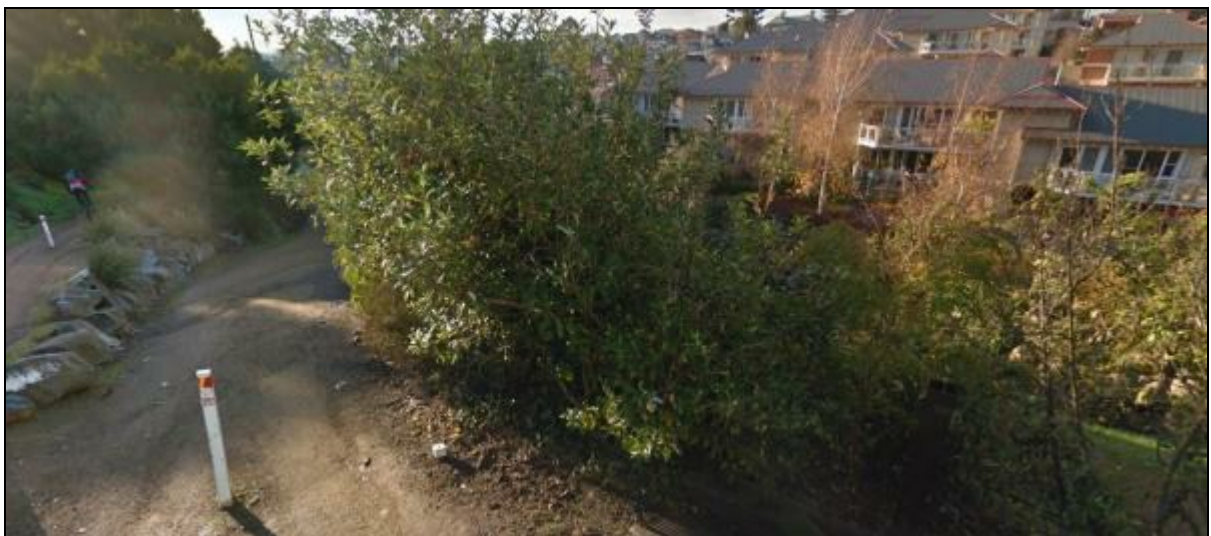


Fig. 5. The eastern end of McKellar Street, where the Hobart Rivulet Path restarts. Source: GoogleMaps.

3. Proposal

3.1 Planning approval is sought for Path Extension and associated Works and Landscaping.

3.2 More specifically the proposal involves the following:

- The Hobart Rivulet Path currently extends west from the carpark at 40-44 Molle Street through Council-owned parkland known as 46-48 Molle Street towards the eastern end of McKellar Street. In the vicinity of the eastern end of McKellar Street the path splits - a short, relatively steep section of path rises to meet the end of McKellar Street, providing access through to South Hobart, while a flat, dead-end section of path leads to the Korean Grove Memorial. Currently, people visiting the Korean Grove Memorial but wanting to reach South Hobart need to retrace their steps along the dead-end section of path before rejoining the main Rivulet Path which turns back along McKellar Street. Also, the McKellar Street section of the Hobart Rivulet Path is currently in the form of a narrow, gravel footpath beside the asphalt street.
- The proposal is to extend the Hobart Rivulet Path through 18 McKellar Street to Gore Street, so that a continuous pedestrian and bicycle link is formed. 18 McKellar Street was purchased by the City of Hobart for the purposes of extending the Hobart Rivulet Path.
- As part of the proposal, the Korean Grove Memorial will be relocated slightly further to the west. The existing pressed gravel path within the Council-owned parkland known as 46-48 Molle Street will be relaid in concrete and widened to 3.0m to match the path further to the east. The gravel ramp providing access up to McKellar Street will be removed and landscaped with boulders and plants. There will be planting of ornamental deciduous flowering trees, mass borders and a Dawn Redwood memorial tree within the 18 McKellar Street land.



Fig. 6. The existing pressed gravel section of the Hobart Rivulet Path at the eastern end of McKellar Street (within 46-48 Molle Street). The Korean Grove Memorial can be seen along the path to the left, with the path terminating shortly after the memorial. Visitors have to walk back towards the photographer, and then up the gravel driveway on the right towards McKellar Street (the red car in the photo is in McKellar Street), and then rejoin the Hobart Rivulet Path at Gore Street.



Fig. 7. An image of the new 3.0m wide aggregate concrete Hobart Rivulet Path at the eastern end of McKellar Street. The access back up to McKellar Street has been removed, and replaced with a mass border and boulders.



Fig. 8. The vacant land at 18 McKellar Street.



Fig. 9. An image showing the vacant land at 18 McKellar Street replaced with a new section of paving and border planting. Just beyond the cyclists will be a 1 in 8 concrete ramp with handrail leading up to the intersection of McKellar and Gore Streets, thus providing easy

access back onto the Hobart Rivulet Path on the western side of Gore Street.

4. Background

- 4.1 Delegation to determine the matter rests with the Council because the applicant is the Council, and the application includes land owned by the Council.

5. Concerns raised by representors

- 5.1 Three (3) representations objecting to the proposal were received within the statutory advertising period between 18 October and 2 November 2018.
- 5.2 The following table outlines the concerns raised in the representations received. Those concerns which relate to a discretion invoked by the proposal are addressed in Section 6 of this report.

<p><i>Cyclists and the Korean War Memorial</i></p> <ul style="list-style-type: none"> • I consider it inappropriate that cyclists could use the extended path through the Korean War Memorial and suggest that a 'Cyclists Prohibited' sign be placed at either end of the path, with perhaps a self closing gate or a mini-maze type fence at each end of the section to limit it to pedestrians only. • Bicycles will destroy the peace of the war memorial. • Bicycles should be banned from the site.
<p><i>Cyclists in McKellar Street</i></p> <ul style="list-style-type: none"> • Many cyclists on the rivulet path show little consideration for walkers and pay little heed to 'Slow' signs. Many walkers are elderly. Maybe compulsory use of a bell as in past years would help. • The existing gravel path along McKellar Street should be upgraded with hotmix to encourage this as the sole cycle route from Gore Street to the existing concrete ramped path. An earlier Council reference in favour of not sealing the path due to their being a concrete path "over the road" is laughable, as it is narrow and not in a direct line from Gore Street to the concrete ramp. I have yet to see the concrete path on McKellar Street used by walkers or cyclists in favour of the often muddy gravel path.
<p><i>Vietnam War Memorial</i></p> <ul style="list-style-type: none"> • Has there been any consideration or contact with the Vietnam Veterans Association to incorporate a memorial (similar to the Korean) into the path extension, as space could be made in the design? It would seem to me to be appropriate as I am not aware of a similar Vietnam War Memorial installation anywhere in Hobart.
<p><i>Toilets</i></p> <ul style="list-style-type: none"> • Please provide public toilets.

5.3 As the planning application was lodged on behalf of Council, and as the representors are asking questions and making suggestions as well as making comment about the proposal, the Capital Works Officer, Parks and City Amenity was asked to provide a response to the representations. The officer's response follows below:

- *Has there been any consideration or contact with the Vietnam Veterans Association to incorporate a memorial (similar to the Korean) into the Park*

extension as space could be made in the design? This would seem to me to be appropriate as I am not aware of a similar Vietnam installation anywhere in Hobart.

No there has not been. The Korean memorial that is on the site was requested and built by the Korean Veterans' community in January 1997. Council received a letter of request from the Korean War Veterans' Association of Tasmania asking Council to give consideration to identifying a suitable building or structure in memory of those who lost their lives in the Korean War and, as a focus for the Korean Veterans' Association of Tasmania at remembrances a grant from the Commonwealth Government's commemorative program "Their Service - Our Heritage on behalf of the Korean War Veterans' Association of Tasmania helped to build the memorial.

I can only find record of two Vietnam memorials in the Hobart Council Area:

1. A small one at Davey Street, Anglesea Barracks Memorial Gardens, Hobart; and
2. At 1 Davies Avenue, Hobart Aquatic Centre, Hobart, 7000. The Vietnam Veterans Memorial Pool dedicated in 1996 and commemorating those who fought in the Vietnam War, was a partnership project of the Hobart City Council, the State Government and the Vietnam Veterans Association of Australia.

And of course there is the Hobart Cenotaph that is for Tasmanians who served in wars and peacekeeping operations since 1914.

- *Many cyclists show little consideration for walkers and pay little heed to 'Slow' signs. The word doesn't appear to be in their vocabulary. Many walkers are elderly and don't appreciate the sudden appearance of a cyclist (often hooning) from behind. Maybe compulsory use of a bell as in past years would help.*

An education program is still underway about shared path usage at the opening of the lower section of path that was completed in recent years. The bicycle network was present to talk with cyclists using the path. The slow signs are part of the education of cyclists using the path with more to be rolled out as part of the Hobart Rivulet shared path etiquette. As part of the information sessions bells have been advised to be used.

- *I consider it inappropriate that cyclists could therefore use the extended path through the Korean memorial and suggest that a 'Cyclists Prohibited' sign be placed at each end of the path as extended with perhaps a self closing gate or*

a “mini maze” type fence at each end of the section to limit it to pedestrians only.

If the development application is approved and once the path extension is complete, signage will be installed at either end of the new path section advising that cyclists are to use the current entry/exit way at the end of McKellar Street and that the new path section is pedestrian use only. The remaining area of the park will continue as a shared use path.

The problem with using gates or “mazes” is that many of the users of the area including the Korean Veterans use mobility scooters and this would also restrict their access.

- *That the existing gravel path along McKellar Street therefore be upgraded with ‘hotmix’ to encourage this to be the sole cycle route from Gore Street to the existing concrete ramped path. An earlier council reference in favour of not sealing the path due to there being a concrete path ‘over the road’ is laughable as it is narrow and not in a direct line from Gore St to the concrete ramp, as is the unsealed path. I have yet to see the concrete path on McKellar St. used by walkers or cyclists in favour of the often muddy gravel path.*

This has been raised with the City Infrastructure, and they are currently looking at the area.

- *Please build some public toilets.*

As per the City of Hobart’s endorsed public document “Public Toilet Strategy 2015 – 2025” an investigation will be undertaken for a new public toilet located in the lower section of Hobart Rivulet Park. Current funding for the build is in the approved CWP in financial year 22/23.

There is a current public facility located further along the rivulet track at Cascade Gardens.

In addition to the three formal representations received during the second round of advertising, a non-statutory representation was also received in the first round of advertising, which may be of interest to Council. The officer’s comment in relation to this non-statutory representation follows:

- *Could there be a memorial to Maurie Noble in the area where his house was located?*

This is already highlighted on the plan and discussions with the late Mr Noble's family are underway.

6. Assessment

- 6.1 The *Hobart Interim Planning Scheme 2015* is a performance based planning scheme. To meet an applicable standard, a proposal must demonstrate compliance with either an acceptable solution or a performance criterion. Where a proposal complies with a standard by relying on one or more performance criteria, the Council may approve or refuse the proposal on that basis. The ability to approve or refuse the proposal relates only to the performance criteria relied on.
- 6.2 The site is located within the Inner Residential Zone and the Recreation Zone of the *Hobart Interim Planning Scheme 2015*. 18 McKellar Street is zoned Inner Residential; the rest of the site is zoned Recreation.
- 6.3 The existing use is vacant land (18 McKellar Street) and passive recreation (the rest of the site apart from the road reserve). The proposed use is passive recreation, which is a no permit required use in both zones.
- 6.4 The proposal has been assessed against:
 - 6.4.1 Part D - 11.0 Inner Residential Zone Standards
 - 6.4.2 Part D - 18.0 Recreation Zone Standards
 - 6.4.3 Part E - 11.0 Waterways and Coastal Protection Code
 - 6.4.4 Part E - 13.0 Historic Heritage Code
 - 6.4.5 Part E - 15.0 Inundation Prone Areas Code
- 6.5 The proposal relies on the following performance criteria to comply with the applicable standards:
 - 6.5.1 Historic Heritage Code - Part E
- 6.6 Each performance criterion is assessed below.
- 6.7 Historic Heritage Code - Part E 13.8.2 P1 and P2
 - 6.7.1 There is no acceptable solution for work within a heritage precinct.

- 6.7.2 The proposal includes work within heritage precinct Hobart Rivulet 1.
- 6.7.3 There is no acceptable solution; therefore assessment against the performance criterion is relied on.

- 6.7.4 The performance criteria at clauses E.13.8.2 P1 and P2 provide as follows:

Clause E.13.8.2 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.

Clause E.13.8.2 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.

- 6.7.5 The Council's Cultural Heritage Officer commented as follows:

The proposal seeks the hard and soft landscaping of an area of open land formerly occupied in part by No.18 McKellar Street (now demolished) and the re-landscaping of an existing area of public open space which currently includes a memorial to the Korean Peninsula Conflict to produce an extension of the formal Hobart Rivulet Track.

The land forms part of the Hobart Rivulet area of open space and thus forms part of the designated Hobart Rivulet Heritage Precinct (HR1) as set out in the Hobart Interim Planning Scheme 2015.

This precinct is significant for reasons including:

1. The numerous remaining buildings, complexes, intact infrastructure and archaeological features which demonstrate the importance of the Rivulet in the development of early Hobart industrial activity and settlement.
2. The significant former Female Factory complex of structures and features which are contained within an important visual and

physical setting.

3. The contribution by the Rivulet to the aesthetic and visual qualities of the Precinct and wider Hobart area through its diverse setting and structures along its length.
4. Its representation of a multitude of integrated historical themes, a complex history and a wide variety of elements and physical features.

The proposed works are considered to be relatively minor, involving only small degrees of removal of natural vegetation and limited degree of re-molding of the immediate topography of the site. No existing trees are proposed for removal and whilst the proposed planting of non-native deciduous ornamental trees could be viewed as varying from the natural flora of the Rivulet, it is acknowledged that the trees themselves would be relatively small and that the planting non-native species throughout the Precinct has been a feature of the Rivulet following European settlement and can be considered part of its identifiable characteristics.

With regard to the existing features, the Korean Grove would be retained as existing save for the upgrade of the pathway leading to and from the seating/memorial space whilst other than the minor re-location of picnic bench, all other monuments and planting would be retained as existing.

The other notable feature is a portion of sandstone walling located close to the former site of No.18 McKellar Street. The origins of the wall or its former use is not specifically known, and whilst its layout with a return section potentially suggests that it was the footings of an earlier building, no record of such a structure can be found. At the same time, it is also noted that the wall appears to follow closely the line of the Mill Run that served the Mill that once stood in the area which now forms the entrance to the Track downstream from the site. Whilst it is not considered that the wall itself actually formed part of the Mill Run, the sandstone blocks may well have been salvaged from earlier structures associated with the early industrial development of the Rivulet within the area. The submitted plans do not provide details as to the intended treatment of the wall, although the nearby driveway embankment is intended to be removed, backfilled and planted.

With regards to the sandstone wall, it is considered that although there would not appear to any clear and direct link with remaining buildings or infrastructure, the sandstone blocks represent at the very least evidence of

Hobart's early development and they should at least be retained in their current form in-situ, or reused within the site in such a way that they add to the understanding of the former industrialised use of the Rivulet.

With regard to the proposed hard landscaping, the proposed pathway would match that of the existing path nearby. The visual impact that would occur would be both relatively small and positive, creating a more coherent section of track, acting as an additional feature and making a positive contribution to the cultural importance of the wider Heritage Precinct.

It is therefore considered that, subject to a suitable worded condition relating to the preservation or suitable re-use of the sandstone wall, the proposal would not result in detriment to the historic cultural heritage significance of the Precinct as stated under Clauses E.13.8.2 P1 and P2, and thus considered acceptable when measured against the performance criteria of the historic heritage code.

6.7.6 The officer's full report is provided at Attachment C to this report.

6.7.7 The proposal complies with the performance criterion, subject to the recommended condition.

7. Discussion

7.1 Planning approval is sought for Path Extension and Associated Works and Landscaping.

7.2 The application was advertised and received three (3) representations. The representations raised concerns including: use of McKellar Street for cyclists instead of cyclists riding through the Korean War Memorial; the inappropriateness of cyclists riding through a memorial; consideration be given for a Vietnam War Memorial; the upgrading of the McKellar Street gravel path by the use of hotmix; and whether public toilets could be installed.

- 7.3 The representations have raised issues unrelated to the planning scheme discretion, which is the siting of the new path within Heritage Precinct Hobart Rivulet 1. The Council's Capital Works Officer, Parks and City Amenity was asked to respond to the issues raised in the representations, as the applicant and proponent (Parks and City Amenity) may decide to amend the design based on the representors' concerns. Two of the representors were principally concerned about cyclists being allowed to travel through the Korean War Memorial, and that they should be directed to McKellar Street instead. The Capital Works Officer advised that the directing of cyclists to McKellar Street and away from the war memorial will be implemented, with signs installed at either end of the new section of path advising that the section is pedestrian only, and directing cyclists to McKellar Street. The officer's full response to the representations is in section 5.3 of this report.
- 7.4 The proposal has been assessed against the relevant provisions of the planning scheme and is considered to perform well.
- 7.5 The proposal has been assessed by other Council officers, including the Council's Development Engineer, Cultural Heritage Officer, Technical Officer Hydraulics and Environmental Development Planner. The officers have raised no objection to the proposal, subject to conditions.
- 7.6 The proposal is recommended for approval.

8. Conclusion

- 8.1 The proposed Path Extension and Associated Works and Landscaping at 18 McKellar Street & 46-48 Molle Street & Adjacent Road Reserve 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 Path Extension and Associated Works and Landscaping at 18 McKellar Street & 46-48 Molle Street & 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-18-261 - 18 MCKELLAR STREET & 46-48 MOLLE STREET & ADJACENT ROAD RESERVE - Final Planning Documents except where modified below.

Reason for condition

To clarify the scope of the permit.

ENG 1

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

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

A photographic record of the Council's infrastructure (e.g. existing property service connection points, roads, buildings, Rivulet banks, 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 s2

Prior to the commencement of works within the McKeller Street Highway Reservation detail plans must be submitted and approved by the Director City infrastructure showing the following:

- 1. Details of the fall and slope on the path and matching into existing, in accordance with the Tasmanian Standard Drawings.**
- 2. Details of the proposed driveway access, in accordance with the Tasmanian Standard Drawings.**
- 3. Location of vegetation and landscaping, including the removal of the obsolete gravel ramp.**
- 4. Details of ownership of the electrical conduit and meter along with how it will be placed Dial Before You Dig.**

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

Advice:

- Once the plans 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.*

Reason for condition

To ensure that works will comply with the Council's standard requirements.

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](#). The SWMP must also demonstrate how the rivulet bank and wall will be protected from inappropriate loading during construction.

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.

HER s1

The sandstone block wall within the former garden of 18 McKellar Street must be retained in its entirety or re-used within the site to make a positive contribution to the heritage values of the site.

Documentation must be submitted and approved, prior to the commencement of work. The documentation must set out the proposed retention of the sandstone block wall within the former garden of 18 McKellar Street in its entirety or provide details of the re-use of the sandstone blocks within the site in such a way that it makes a positive contribution to the ability of the precinct to reflect its built industrial heritage.

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

Advice: Once the documents 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.

Reason for condition

To ensure that works and landscaping within Heritage Precinct Hobart Rivulet 1 do not result in the loss of historic cultural heritage values.

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

As a condition endorsement is required by a planning conditions 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*.

OCCUPATION OF THE PUBLIC HIGHWAY

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

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

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.

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.



(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.

Date of Report: 9 November 2018

Attachment(s):

Attachment B - CPC Agenda Documents

Attachment C - Planning Referral Officer Cultural Heritage Report