



City of **HOBART**

APPLICATION UNDER HOBART INTERIM PLANNING SCHEME 2015

Type of Report: Committee
Committee: 15 March 2023
Expiry Date: 17 March 2023
Application No: PLN-22-853
Address: 60 ALEXANDER STREET , SANDY BAY
58 ALEXANDER STREET , SANDY BAY
12 FRENCH STREET , SANDY BAY
Applicant: Christine Tadros
60 Alexander Street
Proposal: Two Multiple Dwellings (One Existing, One New), and Associated Works
Representations: One
Performance criteria: Landslide Code and Parking and Access Code

1. Executive Summary

- 1.1 Planning approval is sought for Two Multiple Dwellings (One Existing, One New), and Associated Works, at 58 and 60 Alexander Street, and 12 French Street, Sandy Bay.
- 1.2 More specifically the proposal includes:
- Alterations to the eaves of the existing dwelling.
 - New four bedroom (three bedroom plus office) dwelling in the rear yard.
 - New driveway and car parking area for two vehicles associated with the rear dwelling.
 - New Stormwater connection through 12 French Street.
- 1.3 The proposal relies on performance criteria to satisfy the following standards and codes:
- 1.3.1 Landslip Code - Buildings and Works, other than Minor Extensions
- 1.3.2 Parking and Access Code - Number of Parking Spaces and Layout of Parking Areas
- 1.4 One (1) representation objecting to the proposal was received within the statutory advertising period between 31 January and 15 February 2023.

- 1.5 The proposal is recommended for approval subject to conditions.
- 1.6 The final decision is delegated to the Planning Committee as it includes Council owned land.

2. Site Detail

- 2.1 The application site is comprised of three lots. The main lot, 60 Alexander Street, will be the location of the additional dwelling. The second lot, 58 Alexander Street, is to provide a narrow right of way to enable a driveway to be constructed to provide access and parking for the new rear dwelling at 60 Alexander Street. The third lot, 12 French Street, contains the rivulet into which the stormwater from the application site is to be drained.
- 2.2 The main lot is a regularly shaped 644m² lot with an existing single dwelling centrally located toward the front or the road frontage. The site is predominantly surrounded by residential development, and is close to the University of Tasmania and the associated use and development.



Figure 1: The location of the application site is highlighted in yellow

3. Proposal

3.1 Planning approval is sought for Two Multiple Dwellings (One Existing, One New), and Associated Works, at 58 and 60 Alexander Street, and 12 French Street, Sandy Bay.

3.2 More specifically the proposal is for:

- Alterations to the eaves of the existing dwelling.
- New four bedroom (three bedroom plus office) dwelling in the rear yard.
- New driveway and car parking area for two vehicles associated with the rear dwelling.
- New Stormwater connection through 12 French Street.

4. Background

4.1 Application PLN-22-507 was lodged with Council for a rear dwelling at 60 Alexander Street. This application could not achieve sufficient driveway width to access the rear of the property. As such, the application was withdrawn and a new application including access over the adjacent lot at 58 Alexander Street was lodged.

5. Concerns raised by representors

5.1 One (1) representation objecting to the proposal was received within the statutory advertising period between 31 January and 15 February 2023.

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.

Parking and Access:
<p>The representor has suggested that there is insufficient car parking provided on site, and insufficient capacity for cars in the surrounding streets to accommodate the likely increase in vehicles resulting from residents of the site and their guests. The representor has suggested that the proposed development should be redesigned to accommodate the 5 vehicles required to meet the acceptable solution of the parking and access code.</p>
<p>The representor suggests that the driveway design is unsafe due to the combination of the gradient, capacity to turn vehicles, and the power pole in the road reservation adjacent to the proposed driveway. They have suggested that the driveway needs to be redesigned to make it safer.</p>

6. Assessment

- 6.1 The *Hobart Interim Planning Scheme 2015* is a performance based planning scheme. To meet an applicable standard, a proposal must demonstrate compliance with either an acceptable solution or a performance criterion. Where a proposal complies with a standard by relying on one or more performance criteria, the Council may approve or refuse the proposal on that basis. The ability to approve or refuse the proposal relates only to the performance criteria relied on.
- 6.2 The site is located within the Inner Residential Zone of the *Hobart Interim Planning Scheme 2015*.
- 6.3 The existing use is residential (single dwelling). The proposed use is residential (multiple dwellings). The existing use is a permitted use in the zone. The proposed use is a permitted use in the zone.
- 6.4 The proposal has been assessed against:
- 6.4.1 Part D - 11.0 Inner Residential Zone
 - 6.4.2 Part E - E3.0 Landslide Code
 - 6.4.3 Part E - E6.0 Parking and Access Code
 - 6.4.4 Part E - E7.0 Stormwater Management Code
 - 6.4.5 Part E - E11.0 Waterway and Coastal Protection Code

6.5 The proposal relies on the following performance criteria to comply with the applicable standards:

6.5.1 Landslide Code:

Buildings and Works, other than Minor Extensions – Part E E3.7.1 P1

6.5.2 Parking and Access Code:

Number of Parking Spaces - E6.6.1 P1

Layout of Parking Areas - E6.7.5 P1

6.6 Each performance criterion is assessed below.

6.7 Buildings and Works, other than Minor Extensions – Part E E3.7.1 P1

6.7.1 There is no acceptable solution for E3.7.1 A1.

6.7.2 The proposal includes the construction of a new dwelling at the rear of the existing, and associated earthworks and infrastructure installation.

6.7.3 There is no acceptable solution; therefore assessment against the performance criterion is relied on.

6.7.4 The performance criterion at clause E3.7.1 P1 provides as follows:

Buildings and works must satisfy all of the following:

(a) no part of the buildings and works is in a High Landslide Hazard Area;

(b) the landslide risk associated with the buildings and works is either:

(i) acceptable risk; or

(ii) capable of feasible and effective treatment through hazard management measures, so as to be tolerable risk.

6.7.5 The application has been reviewed by Council's Environmental Development Planner, who has provided the following assessment:

The Code applies because development is proposed within a Landslide Hazard Area ('Low' LHA). Development proposed within the LHA includes fencing, part of the new driveway and part of the

new parking area.

While buildings and minor structures are exempt from the Code's standards pursuant to exemption clauses E3.4(c) and (f), associated works are not specifically exempt. Some fill is proposed for the new driveway and some minor cut/fill is proposed for the parking spaces (<0.5m).

The LHA exists due to a modelled susceptibility to deep-seated landsliding (source area).

The relevant standards are under clause E3.7.1. There is no acceptable solution for A1. Performance criterion P1 states the following:

Buildings and works must satisfy all of the following:

(a) no part of the buildings and works is in a High Landslide Hazard Area;

(b) the landslide risk associated with the buildings and works is either:

(i) acceptable risk; or

(ii) capable of feasible and effective treatment through hazard management measures, so as to be tolerable risk.

No works are proposed within a High LHA in conformity with P1(a).

With regard to P1(b), 'acceptable risk' is defined as 'a risk society is prepared to accept as it is. That is; without management or treatment'.

The proposed new driveway would include some fill to achieve acceptable grades, however this will result in a slope no steeper than that existing. The driveway and parking area would include stormwater drainage, reducing the risk of soil saturation that can increase landslide likelihood.

Given the minor nature of the works proposed, in my opinion a reasonable person would accept the landslide risk associated with the proposed works without any specific mitigation measures, and the exercise of discretion is recommended.

6.7.6 The proposal complies with the performance criterion.

6.8 Number of Car Parking Space - Part E E6.6.1 P1

6.8.1 The acceptable solution at clause E6.6.1 A1 requires 5 car parking spaces be provided on site for the use.

6.8.2 The proposal includes 2 car parking spaces on site for the use.

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

6.8.4 The performance criterion at clause E6.6.1 P1 provides as follows:

The number of on-site car parking spaces must be sufficient to meet the reasonable needs of users, having regard to all of the following:

(a) car parking demand;

(b) the availability of on-street and public car parking in the locality;

(c) the availability and frequency of public transport within a 400m walking distance of the site;

(d) the availability and likely use of other modes of transport;

(e) the availability and suitability of alternative arrangements for car parking provision;

(f) any reduction in car parking demand due to the sharing of car parking spaces by multiple uses, either because of variation of car parking demand over time or because of efficiencies gained from the consolidation of shared car parking spaces;

(g) any car parking deficiency or surplus associated with the existing use of the land;

(h) any credit which should be allowed for a car parking demand deemed to have been provided in association with a use which existed before the change of parking requirement, except in the case of substantial redevelopment of a site;

(i) the appropriateness of a financial contribution in lieu of parking towards the cost of parking facilities or other transport facilities, where such facilities exist or are planned in the vicinity;

(j) any verified prior payment of a financial contribution in lieu of parking for the land;

(k) any relevant parking plan for the area adopted by Council;

(l) the impact on the historic cultural heritage significance of the site if subject to the Local Heritage Code;

(m) whether the provision of the parking would result in the loss, directly or indirectly, of one or more significant trees listed in the Significant Trees Code.

6.8.5 The application has been reviewed by Council's Development Engineer, who has provided the following assessment:

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;

- The empirical parking assessment indicates that the provision of 5 on-site car parking spaces will sufficiently meet the likely demands associated with the development, including onsite visitor parking. Currently the site has a deficiency of 2 car parking spaces, with no car parking provided on site. The proposal includes 2 new spaces for the rear dwelling, meaning that the deficiency remains for the existing dwelling. A visitor parking space is required by the scheme meaning the deficiency is increased by 1 space.

The existing dwelling is already functioning with the deficiency and has done for the lifetime of the dwelling (no approved parking spaces). It is highly likely that the visitor parking space can be accommodated within the on-street parking network surrounding the area. Time limited parking surrounds the site on Alexander Street meaning visitor parking will likely to be accommodated by the on-street network.

(b) the availability of on-street and public car parking in the locality;

- There is a demand for on-street and public car parking in the locality due to the university being in close vicinity, however it is likely as stated above that the visitor parking deficiency will be accommodated within the on-street parking network, and the current deficiency is already existing for the dwelling and hence is already accommodated by the on-street network.

(c) the availability and frequency of public transport within a 400m walking distance of the site;

- Metro Tasmania operate regular bus services along Churchill Avenue which is within 400 metres of the subject site.

(d) the availability and likely use of other modes of transport;

- The site is located a convenient walking distance from shops, schools and services.

(e) the availability and suitability of alternative arrangements for car parking provision;

- No alternative parking provision is available or considered necessary.

(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;

- Not applicable.

(g) any car parking deficiency or surplus associated with the existing use of the land;

- Not applicable.

(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;

- Not applicable.

(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;

- Not applicable.

(j) any verified prior payment of a financial contribution in lieu of

parking for the land;
- Not applicable.

(k) any relevant parking plan for the area adopted by Council;
- Not applicable.

(l) the impact on the historic cultural heritage significance of the site if subject to the Local Heritage Code; and
- Not applicable.

(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.
- No impact.

Based on the above assessment and given the submitted documentation, the parking provision may be accepted under Performance Criteria P1:E6.6.1 of the Planning Scheme. This is particularly due to the actual parking demands that will be generated by the development.

6.8.6 The proposal complies with the performance criterion.

6.9 Layout of Parking Areas - Part E E6.7.5 P1

6.9.1 The acceptable solution at clause E6.7.5 A1 requires the design and construction of car parking areas to be laid out in accordance with the relevant Australian Standard.

6.9.2 The proposal includes a proposed car parking area that has not been designed to be laid out in accordance with the relevant Australian Standard because the parking space gradient exceeds 5%.

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

6.9.4 The performance criterion at clause E6.7.5 P1 provides as follows:

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

6.9.5 The application has been reviewed by Council's Development Engineer,

who has provided the following assessment:

The proposal exceeds the acceptable solution gradient due to the site constraints. Given the gradient is exceeded on a straight section, it is deemed acceptable with certification from a suitably qualified engineer. Submitted documentation meets these parameters and is therefore accepted under Performance Criteria P1:E6.7.5 given the driveway configuration.

6.9.6 The proposal complies with the performance criterion.

7. Discussion

- 7.1 Planning approval is sought for Two Multiple Dwellings (One Existing, One New), and Associated Works, at 58 and 60 Alexander Street, and 12 French Street, Sandy Bay.
- 7.2 The application was advertised and received one representation. The representations raised concerns including Parking and Access.
- 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, Stormwater Engineer, and Open Spaced 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 Two Multiple Dwellings (One Existing, One New), and Associated Works, at 58 and 60 Alexander Street, and 12 French Street, Sandy Bay 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 Planning Committee, in accordance with the delegations contained in its terms of reference, approves the application for Two Multiple Dwellings (One Existing, One New), and Associated Works, at 58 and 60 Alexander Street, and 12 French Street, Sandy Bay 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-22-853 - 60 & 58 ALEXANDER STREET AND 12 FRENCH STREET 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 2022/02079-HCC dated 07/02/2023 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, and impervious surfaces such as driveways and paved areas) must be drained to the Council's stormwater infrastructure prior to first occupation or commencement of use (whichever occurs first).

Advice:

Under section 23 of the Urban Drainage Act 2013 it is an offence for a property owner to direct stormwater onto a neighbouring property.

Reason for condition

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

SW 6

The new stormwater infrastructure must be designed and constructed prior to occupancy or the commencement of the approved use (whichever occurs first).

Prior to the issuing of any approval under the *Building Act 2016* or commencement of works (whichever occurs first), detailed engineering drawings must be submitted and approved as a Condition Endorsement. The detailed engineering drawings must be certified by a suitably qualified and experienced civil engineer and must:

- 1. be substantially in accordance with the Local Government Association of Tasmania: Tasmanian Municipal Standard Drawings (May 2020), as varied by the City of Hobart's published departures from those Drawings (available from our website), and the Local Government Association of Tasmania, Tasmanian Subdivision Guidelines (October 2013);**
- 2. clearly distinguish between public and private infrastructure;**
- 3. show in both plan and long-section the proposed stormwater main and connection, including but not limited to, flows, velocities, clearances, cover, gradients, sizing, material, and pipe class;**
- 4. be designed to allow future extension along the rear of the upstream Alexander St properties;**
- 5. The plans and sections must clearly show the far bank, top of bank, 1% flood extent and invert of watercourse. The outfall to the watercourse must demonstrate adequate erosion and scour control. The design must take Council's flood mapping into consideration, including ability to withstand flood events, and create minimal hydraulic intrusion;**
- 6. Include measures to ensure the outfall complements the natural values and use of the rivulet and reserve, including planting and materials. Plans must show any vegetation to be affected or planted.**

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

Advice:

This condition requires further information to be submitted as a Condition

Endorsement. Refer to the Condition Endorsement advice at the end of this permit.

SW 9

A stormwater management report and design must be submitted and approved as a Condition Endorsement, prior to the issue of any approval under the *Building Act 2016* or the commencement of work on the site (whichever occurs first). The stormwater management report and design must be prepared by a suitably qualified engineer and must:

- 1. include detailed design and supporting calculations of the detention tank showing:**
 - 1. detention tank sizing such that there is no increase in flows from the developed site up to 5% AEP event and no worsening of erosion or flooding;**
 - 2. the layout, the inlet and outlet (including long section), outlet size, overflow mechanism and invert level;**
 - 3. the discharge rates and emptying times; and**
 - 4. all assumptions must be clearly stated;**

- 2. include a supporting maintenance plan, which specifies the required 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:

This condition requires further information to be submitted as a Condition Endorsement. Refer to the Condition Endorsement advice at the end of this permit.

ENG 2b

Further detailed designs are required for vehicle barriers to ensure safety of the dwelling below.

This documentation must be submitted and approved as a condition endorsement, prior to the issuing of any approval under the *Building Act 2016*.

The detailed designs must:

1. **be prepared and certified by a suitably qualified engineer;**
2. **be in accordance with the Australian Standard AS/NZS 1170.1:2002, if possible; and**
3. **show dimensions, levels, gradients & transitions, and other details as Council deem necessary to satisfy the above requirement.**

The vehicle barriers must be installed in accordance with the approved detailed designs prior to first occupation.

Advice:

This condition requires further information to be submitted as a Condition Endorsement. Refer to the Condition Endorsement advice at the end of this permit.

Reason for condition

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

ENG 2c

Prior to the first occupation, a suitably qualified engineer must certify that the vehicle barriers have been installed in accordance design drawings approved by Condition ENG 2b.

Advice:

An example certificate is available on our [website](#).

Reason for condition

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

ENG 3a

The access driveway and parking area must be constructed in accordance with the following documentation which forms part of this permit: PLN-22-853 - 60 ALEXANDER STREET SANDY BAY TAS 7005 - Revised Engineering Drawing - additional information AIS-23-59 (received by the Council on 12th of January 2023).

Any departure from that documentation and any works which are not detailed in the documentation must be either:

(a) approved by the Director City Life, via a condition endorsement application; or

(b) designed and constructed in accordance with Australian Standard AS/NZ 2890.1:2004.

The works required by this condition must be completed prior to first occupation.

Reason for condition

To ensure the safety of users of the access and parking module, and compliance with the relevant Australian Standard.

ENG 3c

Prior to the first occupation, a suitably qualified person must certify that the access driveway and parking area has been constructed in accordance with design drawings approved by Condition ENG 3a.

Advice:

We strongly encourage you to speak to your engineer before works begin so that you can discuss the number and nature of the inspections they will need to do during the works in order to provide this certification. It may be necessary for a surveyor to also be engaged to ensure that the driveway will be constructed as approved.

The reason this condition has been imposed as part of your planning permit is that the driveway is outside the Australian Standard gradients or design parameters. If the driveway is not constructed as it has been approved then this may mean that the driveway will either be unsafe or will not function properly.

An example certificate is available on our [website](#).

Reason for condition

To ensure the safety of users of the access and parking module, and compliance with the relevant Australian Standard.

ENG 1

Any damage to council infrastructure resulting from the implementation of this permit, must, at the discretion of the Council:

- 1. Be met by the owner by way of reimbursement (cost of repair and reinstatement to be paid by the owner to the Council); or**
- 2. Be repaired and reinstated by the owner to the satisfaction of the Council.**

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

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

Reason for condition

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

ENV 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 as a Condition Endorsement 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).

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

Advice:

This condition requires further information to be submitted as a Condition Endorsement. Refer to the Condition Endorsement advice at the end of this permit.

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.

OPS 3

The trees within French Street Reserve must not be removed or damaged to the satisfaction of the Director City Life.

Prior to the commencement of work on the site, temporary tree protection fencing must be erected around trees 1-3 as identified in the Arboricultural Report: Preliminary Tree Assessment (Tree Pioneers, 2022).

- **Fencing must define a tree protection zone around tree #1 at a radius of 13.20m from the centre of the tree.**
- **Fencing must define a tree protection zone around tree #2 at a radius of 4.80m from the centre of the tree.**
- **Fencing must define a tree protection zone around tree #3 at a radius of 12.96m from the centre of the tree.**

Where works encroach into the tree protection zone of tree #3, fencing should be erected as close to the edge of the zone as possible.

No vehicular access, excavation, placement of fill, storage of materials or soil disturbance is to occur within the fenced areas. There must be no pruning, lopping or damage to the trees (including trunks and roots). Details of tree protection measures must be clearly notated on any plans submitted to the Council under the Building Act 2016.

Reason for condition:

To maintain the amenity value of reserve trees as per the City of Hobart Street Tree Strategy

ADVICE

The following advice is provided to you to assist in the implementation of the planning

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

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

CONDITION ENDORSEMENT

If any condition requires that further documents are submitted and approved, you will need to submit the relevant documentation to satisfy the condition via the Condition Endorsement Submission on Council's [online services e-planning portal](#). Detailed instructions can be found [here](#).

Once approved, the Council will respond to you via email that the condition has been endorsed (satisfied).

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.

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.

NEW SERVICE CONNECTION

Please contact the Hobart City Council's City Life Division to initiate the application process for your [new stormwater connection](#).

NOISE REGULATIONS

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

FEES AND CHARGES

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

DIAL BEFORE YOU DIG

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



(Helen Ayers)

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: 28 February 2023

Attachment(s):

Attachment B - Planning Committee Agenda Documents