



City of **HOBART**

Memorandum: Lord Mayor
Deputy Lord Mayor
Elected Members

Response to Question Without Notice

PRIVATE INFRASTRUCTURE ON THE BATTERY POINT FORESHORE

Meeting: Parks and Recreation Committee

Meeting date: 15 October 2020

Raised by: Lord Mayor Reynolds

Question:

Could the Director please advise if there is any overarching plan and / or strategic plan in relation to the Battery Point foreshore and if there is a limit on how many pieces of private infrastructure the Council would allow to be built in this vicinity?

Response:

There are some specific strategic documents relating to the City-owned historic slipyards area at 18-44 Napoleon Street, including the *Battery Point Slipyards Master Plan*, which was adopted by Council in August 2019, and *Battery Point Slipyards Conservation Management Plan* (2008). These documents guide the development of the specific area around the slipyards, which is covered by a Particular Purpose Zone. It is noted that the master plan allows for the inclusion of a Battery Point Foreshore Walkway at some point in the future without the Master Plan needing to be reviewed.

In 2004, a study of the entire Battery Point foreshore between Castray Esplanade and Marieville Esplanade (the *Battery Point Foreshore Access Study*) was produced, in response to a Council resolution (inter alia) that:

A study be undertaken of the existing Battery Point foreshore in order to identify, describe and assess the physical, natural, environmental and heritage features of the waterfront to improve existing access.

This report considered environmental conditions, ownership, heritage (including Aboriginal and archaeological) and visual issues, and focussed primarily on considering options to improve access arrangements to the foreshore. The report does not make any recommendations on the future of private infrastructure along the foreshore, although it notes that existing private infrastructure impedes public access along the foreshore. This report is an investigative report, and does not provide a strategic framework for the future of the foreshore generally.

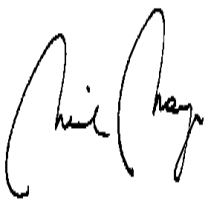
There are no further formal strategic plans relating to the Battery Point foreshore that specifically control the future of private infrastructure, other than the provisions of the planning scheme.

In terms of zoning under the *Hobart Interim Planning Scheme 2015*, the majority of Battery Point is within the Inner Residential Zone, with some land adjoining the foreshore zoned Open Space or Urban Mixed Use. There are some specific provisions under the Historic Heritage Code relating to buildings and works within the Battery Point heritage precinct (BP1), although BP1 does not cover land seaward of the high water mark.

The applicable zone seaward of the high water mark is the Environmental Management Zone. Under the Environmental Management Zone, foreshore structures such as jetties (classed as 'pleasure boat facility') are generally discretionary. Development along the foreshore is likely to be subject to a number of codes such as the Inundation Prone Areas Code, Waterway and Coastal Protection Code, and Coastal Erosion Hazard Code.

It is further noted that structures extending into the water are required to gain Crown consent, as the River Derwent is Crown Land.

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.



Neil Noye
DIRECTOR CITY PLANNING

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