



# GEORGE TOWN COUNCIL

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## Public Copy

Notice is hereby given  
that the next Ordinary meeting of Council  
will be held on

**Tuesday 26<sup>th</sup> October 2021**

in the Council Chambers  
16-18 Anne Street, George Town

commencing at **1.00pm.**

*In accordance with the COVID-19 Disease Emergency (Miscellaneous Provisions) Act 2020, Part 4, Section 18, and as given notice by the Premier of Tasmania, Peter Gutwein, under the same act and published in the Tasmanian Government Gazette No. 21 963, 3 April 2020, this meeting is being held face to face with limitation on public attendance to maintain social distancing.*

*Council will be allowing a maximum of 10 persons into the Ordinary Council meeting. You must pre-register to attend this meeting of Council.*

*All documents presented, and recordings (audio) of this meeting are made available to the public in accordance with the above act and notice, and the standard applicable provisions of the Local Government Act 1993, and Local Government (Meeting Procedures) Regulations 2015.*

Shane Power  
**GENERAL MANAGER**

**George Town Council**  
**COUNCIL MEETING – 26<sup>TH</sup> OCTOBER 2021**  
**AGENDA**

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**Meeting Commencing at 1.00 pm**

**Acknowledgement of Country**

*The George Town Council pays its respect to the traditional and original owners of the land in which we meet, their elders past, present and emerging and we pay respect to those that have passed before us and acknowledge today's Tasmanian Aboriginal people who are the custodians of this land.*

**AUDIO RECORDING OF COUNCIL MEETINGS**

The public is advised that it is **Council Policy** to record the proceedings of meetings of Council on digital media to assist in the preparation of minutes, and to clarify any queries relating to the Minutes that is raised during a subsequent meeting under the section "Confirmation of Minutes".

The recording does not replace the written minutes and a transcript of the recording will not be prepared.

All meetings of the Council shall be digitally recorded as provided for by Regulation 33 of the Local Government (Meeting Procedures) Regulations 2015 except for the proceedings of meetings or parts of meetings closed to the public in accordance with Regulation 15(2).

In accordance with the requirements of Council's Audio Recording of Council Meetings Policy No. 40, members of the public are not permitted to make audio recordings of Council meetings.

*In accordance with the COVID-19 Disease Emergency (Miscellaneous Provisions) Act 2020, Part 4, Section 18, and as given notice by the Premier of Tasmania, Peter Gutwein, under the same act and published in the Tasmanian Government Gazette No. 21 963, 3 April 2020, this meeting is being held face to face with limitation on public attendance to maintain social distancing.*

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**1. PRESENT**

**1.1 APOLOGIES & LEAVE OF ABSENCE**

**1.2 IN ATTENDANCE**

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**2. CONFIRMATION OF MINUTES**

**2.1 ORDINARY COUNCIL MEETING HELD 28<sup>TH</sup> SEPTEMBER 2021**

**RECOMMENDATION**

That the Minutes of Council's Ordinary meeting held on the 28<sup>th</sup> September 2021 numbered 132/21 to 152/21 and 154/21 as provided to Councillors be received and confirmed as a true record of proceedings (attached).

**DECISION**

Moved:  
Seconded:

**VOTING**

For:

Against:

**3. LATE ITEMS**

Nil.

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**4. PUBLIC QUESTION TIME**

**4.1 PUBLIC QUESTION TIME PROCEDURE**

*[Refer to Minute No. 243/16. The period set aside for public question time will be at least 15 minutes. Questions given on notice will be addressed first. Once questions on notice have been addressed, persons who have registered their interest to ask a question will be called to do so in the order in which they have registered. Persons attending Council meetings will have the opportunity to register their interest to ask a question without notice prior to the commencement of the meeting. Council staff will be on hand to assist with this process.*

*Participants cannot ask more than 2 questions in a row with a maximum of 2 minutes per question. If a person has more than (2) questions, they will be placed at the 'end of the queue' and may, if time permits, ask their further questions once all other persons have had an opportunity to ask questions. Persons who have not registered their interest to ask a question will be given an opportunity to do so following all those who have registered. All questions must be directed to the Chairperson.*

*For further information on Council's Public Question Time Rules and Procedure, please refer to George Town Council Public Question Time Policy No. 18.]*

*Questions asked and answers provided may be summarised in the minutes of the meeting.*

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Due to restrictions in place during the COVID-19 pandemic as enabled through the COVID-19 Disease Emergency (Miscellaneous Provisions) Act 2020, public question time will be conducted in the following manner.

*George Town Council will be allowing members of the public that have submitted an objection to a planning matter (priority attendance) and questions from the public to a maximum of 10 persons (to maintain social distancing) into the Ordinary meeting of Council.*

*Council will accept all other written questions which will be asked and responded to at the meeting. These questions will be recorded in Council's minutes and will be available on the audio recording.*

*You must pre-register to attend this meeting of Council.*

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**4.2 PUBLIC QUESTIONS ON NOTICE**

Nil.

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**4.3 PUBLIC QUESTION TIME**

Commenced at:

Concluded at:

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**4.4 RESPONSE TO QUESTIONS FROM PREVIOUS PUBLIC QUESTION TIME**

*(Refer to Minute No. 425/00, which states in part, “that a copy of all written replies to questions from the Public Gallery be included in the following Council Agenda.”)*



4<sup>th</sup> October, 2021

Mr J. Glisson

Dear Mr Glisson

**RE: PUBLIC QUESTION TIME – 28<sup>TH</sup> SEPTEMBER 2021**

Thank you for your attendance at the 28<sup>th</sup> October, 2021 Ordinary meeting of Council where you provided the following preamble and question:

*You quote in the minutes on Page 37, regulations S19.1 Discussion of a Resolved Matter, at (b) and (c).*

*(b) requires that new information has come to hand,  
(c) in the opinion of the Chair some vital information has been overlooked.*

*As Council had closed the meeting to the public before going into Closed Session, and this matter was dealt with straight after the Closed Session, without the public being informed.*

*During the Council meeting I did try to alert Council to the fact that Council had voted to form a committee, but failed to nominate anyone on that Committee, and for this I was awarded with a formal warning by the Chair.*

*Q1. Can you please inform us what new information came to hand, and how it came to hand, and what information was overlooked?*

The General Manager having considered S19 1 (b) and (c) of the Local Government (Meeting Procedures) Regulations 2015, recommended the Chair to consider a motion in relation to Agenda Item 9.1 that prescribed the full membership of the s23 Committee; and to empower the General Manager to develop procedures for the committee for the purpose of a hearing to be presided by the Mayor.

Again, thank you for attending Council's Ordinary meeting.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Shane Power'.

Shane Power  
General Manager

**5. DECLARATIONS OF INTEREST**

**6. GENERAL MANAGER'S DECLARATION**

I certify that with respect to all advice, information or recommendations provided to Council with this Agenda:

- the advice, information or recommendation is given by a person who has the qualifications or experience necessary to give such advice, information or recommendation; and
- where any advice is given directly to Council by a person who does not have the required qualifications of experience, that person has obtained and taken into account in that person's general advice, the advice from an appropriately qualified or experienced person.

  
Shane Power  
**GENERAL MANAGER**

***LOCAL GOVERNMENT ACT 1993 – SECTION 65***

***65. Qualified persons***

- (1) A general manager must ensure that any advice, information or recommendation given to the council or a council committee is given by a person who has the qualifications or experience necessary to give such advice, information or recommendation.
- (2) A council or council committee is not to decide on any matter which requires the advice of a qualified person without considering such advice unless –
  - (a) the general manager certifies, in writing –
    - (i) that such advice was obtained; and
    - (ii) that the general manager took the advice into account in providing general advice to the council or council committee; and
  - (b) a copy of that advice or, if the advice was given orally, a written transcript or summary of that advice is provided to the council or council committee with the general manager's certificate.

**7. PLANNING AUTHORITY**

**7.1 DA 2021/90 – RESIDENTIAL MULTIPLE DWELLINGS (2 UNITS) – 39 SOUTH STREET, GEORGE TOWN**

**REPORT AUTHOR:** Statutory Town Planner – Mr J. Simons  
Manager – Development and Environment – Mr R. Cassidy

**REPORT DATE:** 14<sup>th</sup> October 2021

**FILE NO:** DA 2021/90

**ATTACHMENT:** (A) Title documents  
(B) Site Plan and Elevations  
(C) TasWater SPAN  
(D) Representation (x1)

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**APPLICATION INFORMATION**

**Applicant:** Engineering Plus Pty Ltd

**Site Address:** 39 South Street, George Town

**Titles details:** CT 18937/5

**Property ID:** 6443718

**Zone:** General Residential

**Use:** Residential

**Proposed Development:** Multiple Dwellings (x2 units)

**Application Received:** 20<sup>th</sup> August 2021

**1. SUMMARY**

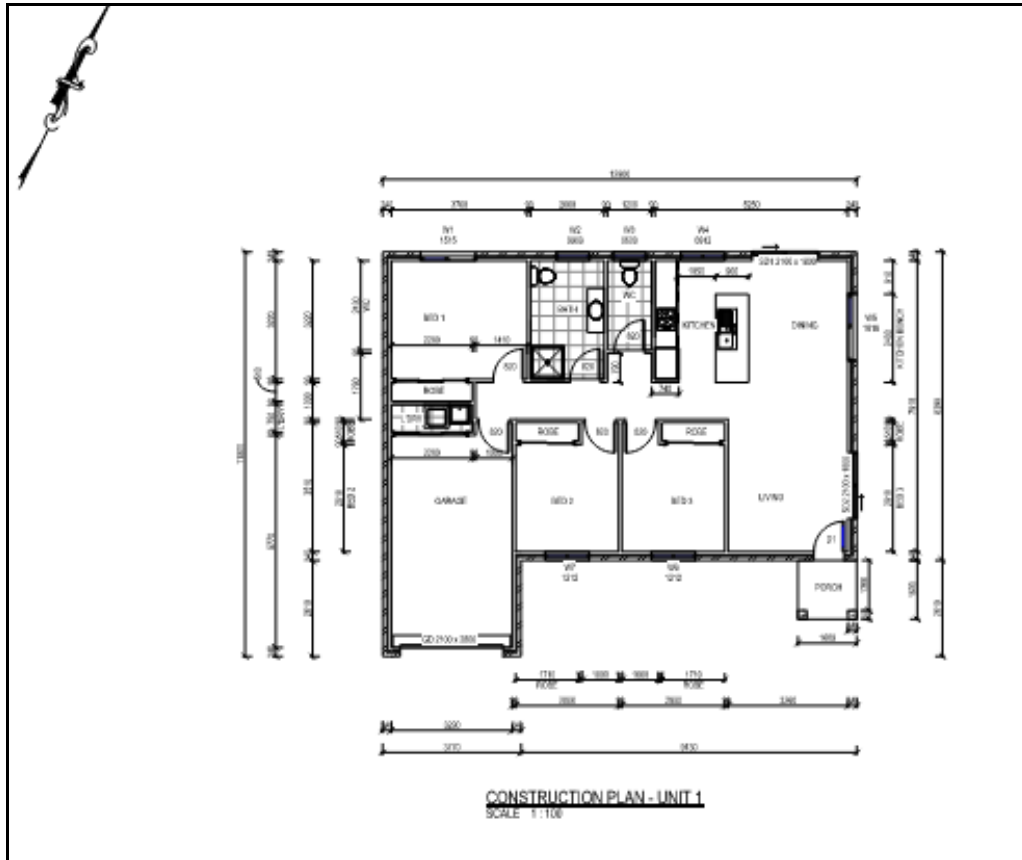
Application is made to construct multiple dwellings (x2 units) at 39 South Street, George Town. The dwellings have similar floor plans, and incorporate 3 bedrooms, a single garage, bathroom, and open plan kitchen/dining/living. The dwellings will be single story and do not have any elevated floor levels.

Full plans of the proposal are included in the attachments. An indicative site plan and elevations are below:

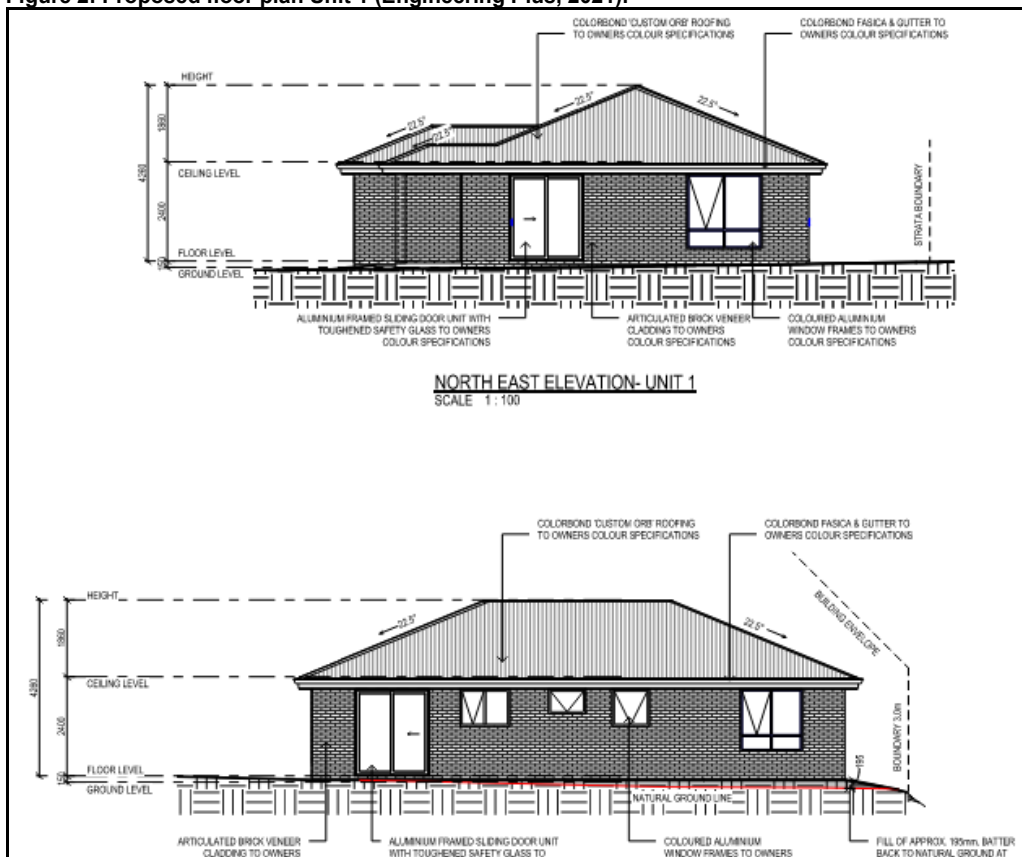


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**7.1 DA 2021/90 – RESIDENTIAL MULTIPLE DWELLINGS (2 UNITS) – 39 SOUTH STREET, GEORGE TOWN (CONT.)**



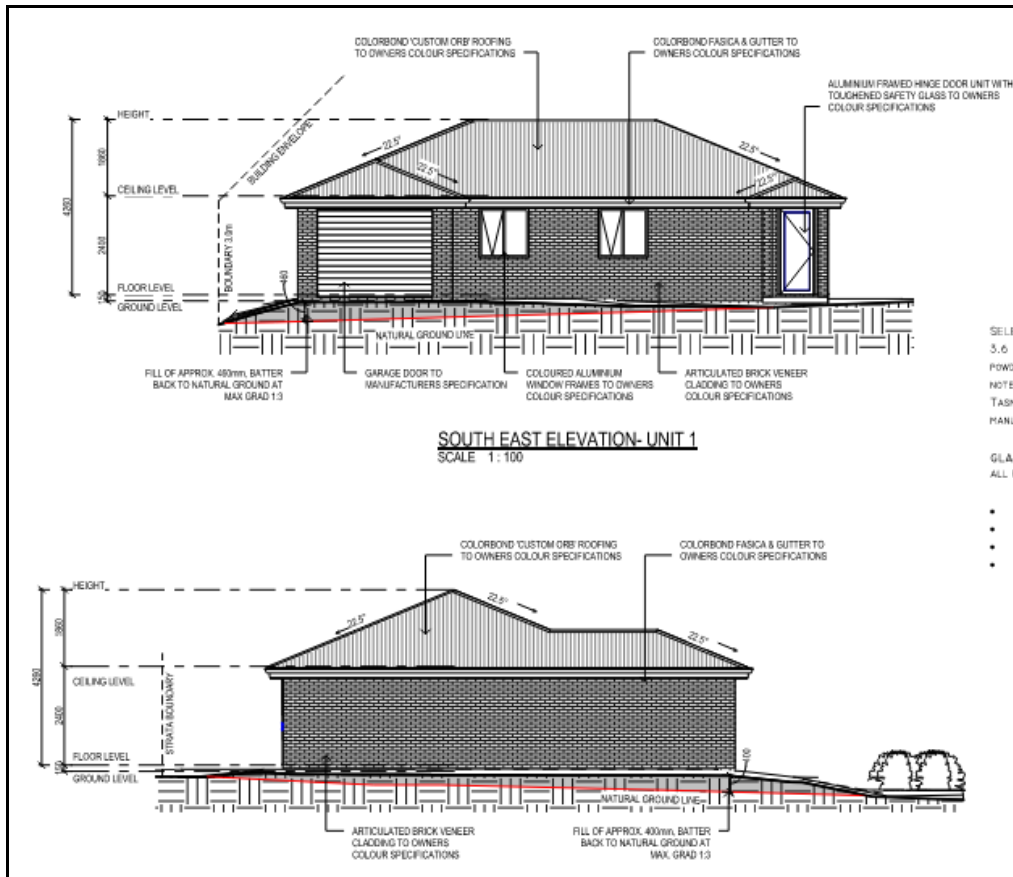
**Figure 2: Proposed floor plan Unit 1 (Engineering Plus, 2021).**



**Figure 3: Proposed elevations (Engineering Plus, 2021).**

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**Figure 4: Proposed elevations (Engineering Plus, 2021).**

The application is consistent with the intent of the General Residential Zone and use for residential purposes. The proposed dwellings are fully contained within the building envelope and are reliant on Performance Criteria relating to private open space, and parking. Through the assessment it has been determined that each dwelling has provided sufficient private open space to provide for the reasonable recreational needs of the occupants, and there is sufficient parking for visitors in the surrounding road network.

Concerns raised in the representations largely relate to sewerage, drainage and appropriate servicing of the land. For individual developments, these matters are largely addressed through the *Building Act 2016* rather than the planning process. It is noted that the development of the land and requirement to manage both stormwater and waste water will generally result in more water being redirected from the site. Property owners are not compelled to manage natural overland flows or the impacts of a naturally high water table.

A request has also been made in relation to access to the rear of the adjoining property at 37 South Street, George Town. This is a private matter between the land owners and cannot be managed through this application.

The development is considered appropriate when assessed against all relevant standards of the *George Town Interim Planning Scheme 2013* and has been recommended for approval.

**7.1 DA 2021/90 – RESIDENTIAL MULTIPLE DWELLINGS (2 UNITS) – 39 SOUTH STREET, GEORGE TOWN (CONT.)**

**2. STRATEGIC PLAN 2020-2030**

This action relates to the following components of the Community Strategic Plan 2020-2030.

**Future Direction (4) Leadership and Accountable Governance**

2. Planning and regulatory responsibilities are undertaken fairly and openly
  - I. Building knowledge and understanding of planning and regulatory responsibilities and processes.

**3. CONSULTATION**

In accordance with section 57(5) of *The Land Use Planning and Approvals Act 1993*, the application was advertised for public comment for the period of 14 days. One (1) representation was received and is further discussed in the assessment below.

**4. RISK IMPLICATIONS**

Risk is managed through the decision and conditioning of any permit issued.

**5. FINANCIAL IMPLICATIONS**

In the case of an appeal there are costs associated with the defence of Council's decision.

**6. SITE AND LOCATION**

The subject land is located on the corner of South Street and Mary Street. The title is 732.96m<sup>2</sup> in area, is relatively flat and cleared of vegetation. The area is serviced with reticulated water, sewerage and stormwater, along with sealed roads.

The site is located within an established residential area. While there are three vacant lots to the east, the land to the north, south and west has been developed with single dwellings and is used for residential purposes.

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**7.1 DA 2021/90 – RESIDENTIAL MULTIPLE DWELLINGS (2 UNITS) – 39 SOUTH STREET, GEORGE TOWN (CONT.)**



Figure 5: Aerial view of subject site, outlined in red, and adjoining lots.

**7.1 DA 2021/90 – RESIDENTIAL MULTIPLE DWELLINGS (2 UNITS) – 39 SOUTH STREET, GEORGE TOWN (CONT.)**

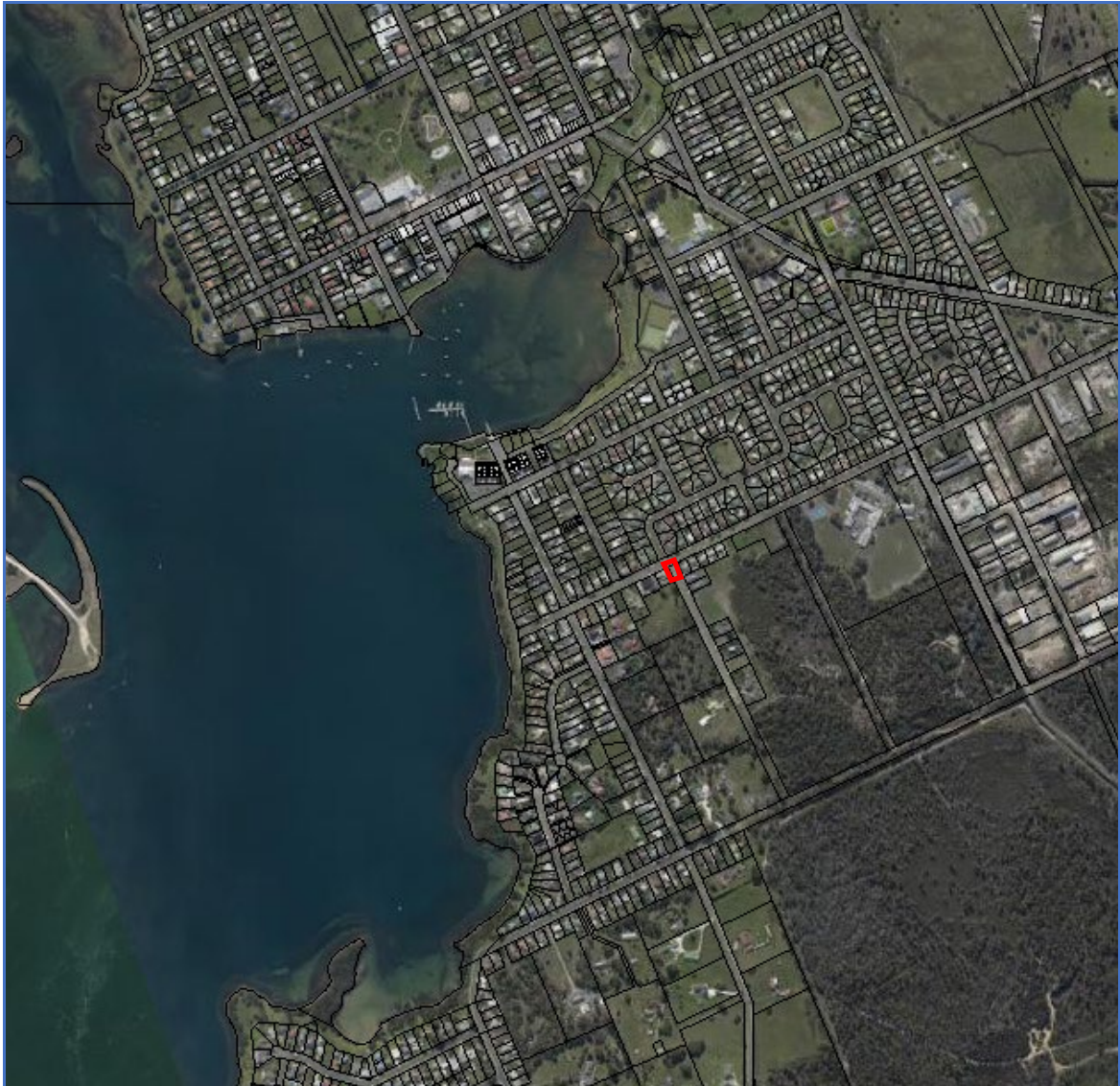


Figure 5: Aerial view of George Town showing the location of subject site outlined in red.

**7.1 DA 2021/90 – RESIDENTIAL MULTIPLE DWELLINGS (2 UNITS) – 39 SOUTH STREET, GEORGE TOWN (CONT.)**



Figure 6: Zoning of subject site (outlined in blue) and surrounds.

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**7.1 DA 2021/90 – RESIDENTIAL MULTIPLE DWELLINGS (2 UNITS) – 39 SOUTH STREET, GEORGE TOWN (CONT.)**



Figure 7: Subject property, looking north from South Street.



Figure 9: Subject property, looking south from Mary Street.

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**7.1 DA 2021/90 – RESIDENTIAL MULTIPLE DWELLINGS (2 UNITS) – 39 SOUTH STREET, GEORGE TOWN (CONT.)**

**7. DEVELOPMENT AND USE DESCRIPTION**

The application seeks approval to construct multiple dwellings (2x units). The dwellings will be used for residential purposes and each contain three bedrooms.

A site plan, floor plan and elevations is included in Figures 1, 2, 3 and 4 above and in the attached documents.

The dwellings will each have a floor area of rea of 118.07m<sup>2</sup>, including an attached garage. It will have a height of 4.26m, and will be constructed at ground level, with some minor cut and fill to level the site. There will be no elevated floor levels.

Unit 1 will front South Street, while Unit 2 will front Mary Street. New driveways will be constructed on each frontage. Each dwelling will provide parking for two vehicles.

The proposed dwelling relies on Performance Criteria due to the location of the private open space areas and the lack of a dedicated visitor parking space.

**8. REPRESENTATION**

The application was advertised for community consultation from the 04/09/2021 – 20/09/2021. One (1) representation was received and is summarised below.

A full copy of the representations has also been included as an attachment to this report.

<b>Issues raised in representations</b>	<b>Council response</b>
<i>Drainage issues relating to runoff and subterranean water and the impact on the adjoining dwelling at 37 South Street. Development should maintain or improve drainage. Existing French drain on property should be protected.</i>	<p>Water and sewerage management for individual dwellings is a matter that is dealt with under the <i>Building Act 2016</i>. It is noted that while natural overland flow and groundwater is not regulated by this Act, any concentrated stormwater resulting from development is not permitted to be directed over a boundary.</p> <p>The proposal will result in a significant volume of water being collected on roof tops and redirected to the reticulated stormwater network, reducing the volume of natural runoff and local water entering the natural water table. As such, water management will be improved by the proposal.</p> <p>It is recommended that a note be included on the planning permit alerting the applicants to the existing cut off drain on the property, which will need to be considered as part of the drainage plan for the property.</p>

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**7.1 DA 2021/90 – RESIDENTIAL MULTIPLE DWELLINGS (2 UNITS) – 39 SOUTH STREET, GEORGE TOWN (CONT.)**

<p><i>Concerns regarding sewer access and potential damage to fencing and landscaping.</i></p>	<p>TasWater mapping on the Land Information System of Tasmania indicates the property is currently serviced by an existing sewer main and individual property connection in the north-west corner of the property. TasWater has also provided a Submission to Planning Authority Notice and has not identified any issues with connecting to the existing services.</p> <p>Should access be required, TasWater will need to manage this in accordance with the <i>Water and Sewerage Industry Act 2008</i>, which requires negotiation with landowners where there is no existing right.</p>
<p><i>Request for maintenance of a gate between the subject property and the rear of 37 South Street and provision for a pathway for access purposes.</i></p>	<p>This is a matter to be negotiated between the developer and the adjoining land owner and is not relevant to an assessment under the planning scheme.</p>

**9. STATUTORY REQUIREMENTS**

The assessment of the development is dealt with under the following sections of the George Town Interim Planning Scheme 2013:

- 10.0 General Residential Zone
- E4.0 Road and Rail Access Code
- E6.0 Car Parking and Sustainable Transport Code

This is an application which is to be determined under section 57 of the *Land Use Planning and Approval Act 1993* (the Act) as discretionary.

**9.1 Use Class**

The application is classified as a Residential use and development. The definition of the Residential use as outlined in the *George Town Interim Planning Scheme 2013* is:

*“use of land for self-contained or shared living accommodation. Examples include an ancillary dwelling, boarding house, communal residence, home-based business, hostel, residential aged care home, residential college, respite centre, retirement village and single or multiple dwellings.”*

The Residential Use Class (Multiple Dwellings) is classified as a **Permitted** use in the General Residential Zone. However, in this instance, the proposal relies on Performance Criteria and is subject to the discretionary application process.

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**7.1 DA 2021/90 – RESIDENTIAL MULTIPLE DWELLINGS (2 UNITS) – 39 SOUTH STREET, GEORGE TOWN (CONT.)**

**9.2 Planning Scheme Assessment**

**10 General Residential Zone**

**10.1 Zone Purpose**

10.1.1	Zone Purpose Statements
10.1.1.1	To provide for residential use or development that accommodates a range of dwelling types at suburban densities, where full infrastructure services are available or can be provided.
10.1.1.2	To provide for compatible non-residential uses that primarily serve the local community.
10.1.1.3	Dwellings are to maintain as the predominant form of development with some higher densities encouraged near services and the business area. Some redevelopment sites may also be appropriate for higher density development.
10.1.1.4	Typical residential and non-residential development is to be detached, rarely exceeding two storeys and be setback from the street and property boundaries.
10.1.1.5	To encourage residential development that respects the neighbourhood character and provides a high standard of residential amenity.
<b>Planners Response:</b>  The proposal provides for residential use and development and contributes to the range of dwelling types available in the area. The land is fully serviced.  The proposal is for multiple dwellings at a density consistent with the Acceptable Solutions of the zone.  The neighbourhood character is defined by a mix of dwelling types and forms. The proposed development is not inconsistent with the mixed character and provides a standard of residential amenity consistent with the intent of the zone.	
10.1.2	Local Area Objectives
George Town will continue as the main centre for residential development and expansion will be based on optimising available and planned infrastructure provision and community services	
<b>Planners Response:</b>  The proposed development is consistent with the intent to maintain George Town as the main residential centre and comprises infill development within the existing developed area.	

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16.1.3	Desired Future Character Statements
Dwellings are to maintain as the predominant form of development with some higher densities encouraged near services and the business area. Some redevelopment sites may also be appropriate for higher density development. Typical residential and non-residential development is to be detached, rarely exceeding two storeys and be setback from the street and property boundaries	
<b>Planners Response:</b>	
The proposal is for multiple dwellings and dwellings will remain the predominant form of development. The proposal is for detached dwellings.	

**10.3 Use Standards**

**10.3.1 Amenity**

Objective	
To ensure that non-residential uses do not cause an unreasonable loss of amenity to adjoining and nearby residential uses.	
<b>Acceptable Solutions</b>	<b>Performance Criteria</b>
A1 If for permitted or no permit required uses.	P1 The use must not cause or be likely to cause an environmental nuisance through emissions including noise and traffic movement, smoke, odour, dust and illumination.
<b>Planners Response:</b>	
Complies with the Acceptable Solutions. Multiple dwellings is a permitted use in the zone.	
A2 Commercial vehicles for discretionary uses must only operate between 7.00am and 7.00pm Monday to Friday and 8.00am to 6.00pm Saturday and Sunday.	P2 Commercial vehicle movements for discretionary uses must not unreasonably impact on the amenity of occupants of adjoining and nearby dwellings.
<b>Planners Response:</b>	
Not applicable. The proposal is not for a discretionary use.	
A3 If for permitted or no permit required uses.	P3 External lighting must demonstrate that: <ul style="list-style-type: none"> <li>a) floodlighting or security lights used on the site will not unreasonably impact on the amenity of adjoining land; and</li> <li>b) all direct light will be contained within the boundaries of the site.</li> </ul>

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**Planners Response:**

Complies with the Acceptable Solutions. Multiple dwellings is a permitted use in the General Residential Zone.

10.3.2 Residential Character – Discretionary Uses

<p>Objective To ensure that discretionary uses support:</p> <p>a) the visual character of the area; and b) the local area objectives, if any.</p>	
<b>Acceptable Solutions</b>	<b>Performance Criteria</b>
A1 Commercial vehicles for discretionary uses must be parked within the boundary of the property.	P1 No performance criteria.
<p><b>Planners Response:</b> Not applicable. The application is not for a discretionary use.</p>	
A2 Goods or material storage for discretionary uses must not be stored outside in locations visible from adjacent properties, the road or public land.	P2 No performance criteria.
<p><b>Planners Response:</b> Not applicable. The application is not for a discretionary use.</p>	
A3 Waste material storage for discretionary uses must: a) not be visible from the road to which the lot has frontage ; and b) use self-contained receptacles designed to ensure waste does not escape to the environment.	P3 No performance criteria.
<p><b>Planners Response:</b> Not applicable. The proposal is not for a discretionary use.</p>	

**10.4 Development Standards for Dwellings**

**10.4.1 Residential density for multiple dwellings**

<p>Objective: That the density of multiple dwellings:</p> <p>(a) makes efficient use of land for housing; and (b) optimises the use of infrastructure and community services.</p>
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Acceptable Solutions	Performance Criteria
<p><b>A1</b></p> <p>Multiple dwellings must have a site area per dwelling of not less than 325m<sup>2</sup>.</p>	<p><b>P1</b></p> <p>Multiple dwellings must only have a site area per dwelling that is less than 325m<sup>2</sup>, if the development will not exceed the capacity of infrastructure services and:</p> <ul style="list-style-type: none"> <li>(a) is compatible with the density of existing development on established properties in the area; or</li> <li>(b) provides for a significant social or community benefit and is: <ul style="list-style-type: none"> <li>(i) wholly or partly within 400m walking distance of a public transport stop; or</li> <li>(ii) wholly or partly within 400m walking distance of an Inner Residential Zone, Village Zone, Urban Mixed Use Zone, Local Business Zone, General Business Zone, Central Business Zone or Commercial Zone.</li> </ul> </li> </ul>

<p><b>Planner's Response:</b></p> <p>Complies with the Acceptable Solution. The proposal has a site area per dwelling greater than 325m<sup>2</sup>.</p> <p>Unit 1- 388.13m<sup>2</sup></p> <p>Unit 2 – 344.83m<sup>2</sup></p>
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**10.4.2 Setbacks and building envelope for all dwellings**

<p>Objective:</p>	<p>The siting and scale of dwellings:</p> <ul style="list-style-type: none"> <li>(a) provides reasonably consistent separation between dwellings and their frontage within a street;</li> <li>(b) provides consistency in the apparent scale, bulk, massing and proportion of dwellings;</li> <li>(c) provides separation between dwellings on adjoining properties to allow reasonable opportunity for daylight and sunlight to enter habitable rooms and private open space; and</li> <li>(d) provides reasonable access to sunlight for existing solar energy installations.</li> </ul>
Acceptable Solutions	Performance Criteria
<p><b>A1</b></p> <p>Unless within a building area on a sealed plan, a dwelling, excluding garages,</p>	<p><b>P1</b></p> <p>A dwelling must:</p>

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<p>carports and protrusions that extend not more than 0.9m into the frontage setback, must have a setback from a frontage that is:</p> <p>(a) if the frontage is a primary frontage, not less than 4.5m, or, if the setback from the primary frontage is less than 4.5m, not less than the setback, from the primary frontage, of any existing dwelling on the site;</p> <p>(b) if the frontage is not a primary frontage, not less than 3m, or, if the setback from the frontage is less than 3m, not less than the setback, from a frontage that is not a primary frontage, of any existing dwelling on the site;</p> <p>(c) if for a vacant site and there are existing dwellings on adjoining properties on the same street, not more than the greater, or less than the lesser, setback for the equivalent frontage of the dwellings on the adjoining sites on the same street;</p> <p>(d) if located above a non-residential use at ground floor level, not less than the setback from the frontage of the ground floor level; or</p> <p>(e) if the development is on land that abuts a road specified in Table 10.4.2, at least that specified for the road.</p>	<p>(a) have a setback from a frontage that is compatible with the streetscape, having regard to any topographical constraints; and</p> <p>(b) if abutting a road identified in Table 10.4.2, include additional design elements that assist in attenuating traffic noise or any other detrimental impacts associated with proximity to the road.</p>
<p><b>Planners Response:</b></p> <p>Complies with the Acceptable Solution. The units are both setback more than 4.5m from the primary frontage and more than 3m from the secondary frontage.</p>	
<p><b>A2</b></p> <p>A garage or carport for a dwelling must have a setback from a primary frontage of not less than:</p> <p>(a) 5.5m, or alternatively 1m behind the building line;</p> <p>(b) the same as the building line, if a portion of the dwelling gross floor area is located above the garage or carport; or</p> <p>(c) 1m, if the existing ground level slopes up or down at a gradient steeper than 1 in 5 for a distance of 10m from the frontage.</p>	<p><b>P2</b></p> <p>A garage or carport for a dwelling must have a setback from a primary frontage that is compatible with the setbacks of existing garages or carports in the street, having regard to any topographical constraints.</p>

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**Planners Response:**  
Complies with the Acceptable Solutions, the proposed garage is 5.5m from the primary frontage on South Street.

<p><b>A3</b> A dwelling, excluding outbuildings with a building height of not more than 2.4m and protrusions that extend not more than 0.9m horizontally beyond the building envelope, must:</p> <p>(a) be contained within a building envelope (refer to Figures 10.1, 10.2 and 10.3) determined by:</p> <p>(i) a distance equal to the frontage setback or, for an internal lot, a distance of 4.5m from the rear boundary of a property with an adjoining frontage; and</p> <p>(ii) projecting a line at an angle of 45 degrees from the horizontal at a height of 3m above existing ground level at the side and rear boundaries to a building height of not more than 8.5m above existing ground level; and</p> <p>(b) only have a setback of less than 1.5m from a side or rear boundary if the dwelling:</p> <p>(i) does not extend beyond an existing building built on or within 0.2m of the boundary of the adjoining property; or</p> <p>(ii) does not exceed a total length of 9m or one third the length of the side boundary (whichever is the lesser).</p>	<p><b>P3</b> The siting and scale of a dwelling must:</p> <p>(a) not cause an unreasonable loss of amenity to adjoining properties, having regard to:</p> <p>(i) reduction in sunlight to a habitable room (other than a bedroom) of a dwelling on an adjoining property;</p> <p>(ii) overshadowing the private open space of a dwelling on an adjoining property;</p> <p>(iii) overshadowing of an adjoining vacant property; or</p> <p>(iv) visual impacts caused by the apparent scale, bulk or proportions of the dwelling when viewed from an adjoining property;</p> <p>(b) provide separation between dwellings on adjoining properties that is consistent with that existing on established properties in the area; and</p> <p>(c) not cause an unreasonable reduction in sunlight to an existing solar energy installation on:</p> <p>(i) an adjoining property; or</p> <p>(ii) another dwelling on the same site.</p>
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**Planners Response:**  
Complies with the Acceptable Solutions. The units comply with the standards for frontage setbacks, are setback more than 1.5m from the closest side boundary, have a wall height less than 3m, a total height of 4.2m, and a roof slope less than 45degrees. As such, the development is fully contained within the building envelope.

**10.4.3 Site coverage and private open space for all dwellings**

Objective:	That dwellings are compatible with the amenity and character of the area and provide:
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	<ul style="list-style-type: none"> <li>(a) for outdoor recreation and the operational needs of the residents;</li> <li>(b) opportunities for the planting of gardens and landscaping; and</li> <li>(c) private open space that is conveniently located and has access to sunlight.</li> </ul>
<b>Acceptable Solutions</b>	<b>Performance Criteria</b>
<p><b>A1</b></p> <p>Dwellings must have:</p> <ul style="list-style-type: none"> <li>(a) a site coverage of not more than 50% (excluding eaves up to 0.6m wide); and</li> <li>(b) for multiple dwellings, a total area of private open space of not less than 60m<sup>2</sup> associated with each dwelling, unless the dwelling has a finished floor level that is entirely more than 1.8m above the finished ground level (excluding a garage, carport or entry foyer).</li> </ul>	<p><b>P1</b></p> <p>Dwellings must have:</p> <ul style="list-style-type: none"> <li>(a) site coverage consistent with that existing on established properties in the area;</li> <li>(b) private open space that is of a size and with dimensions that are appropriate for the size of the dwelling and is able to accommodate: <ul style="list-style-type: none"> <li>(i) outdoor recreational space consistent with the projected requirements of the occupants and, for multiple dwellings, take into account any common open space provided for this purpose within the development; and</li> <li>(ii) operational needs, such as clothes drying and storage; and</li> </ul> </li> <li>(c) reasonable space for the planting of gardens and landscaping.</li> </ul>
<p><b>Planners Response:</b></p> <p>Complies with the Acceptable Solutions. Combined, the units have a floor area of 241.56m<sup>2</sup>, resulting in less than 50% site coverage. Each unit has more than 60m<sup>2</sup> of Private open space.</p>	
<p><b>A2</b></p> <p>A dwelling must have private open space that:</p> <ul style="list-style-type: none"> <li>(a) is in one location and is not less than: <ul style="list-style-type: none"> <li>(i) 24m<sup>2</sup>; or</li> <li>(ii) 12m<sup>2</sup>, if the dwelling is a multiple dwelling with a finished floor level that is entirely more than 1.8m above the finished ground level (excluding a garage, carport or entry foyer);</li> </ul> </li> <li>(b) has a minimum horizontal dimension of not less than:</li> </ul>	<p><b>P2</b></p> <p>A dwelling must have private open space that includes an area capable of serving as an extension of the dwelling for outdoor relaxation, dining, entertaining and children's play and is:</p> <ul style="list-style-type: none"> <li>(a) conveniently located in relation to a living area of the dwelling; and</li> <li>(b) orientated to take advantage of sunlight.</li> </ul>

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<p>(i) 4m; or</p> <p>(ii) 2m, if the dwelling is a multiple dwelling with a finished floor level that is entirely more than 1.8m above the finished ground level (excluding a garage, carport or entry foyer);</p> <p>(c) is located between the dwelling and the frontage only if the frontage is orientated between 30 degrees west of true north and 30 degrees east of true north; and</p> <p>(d) has a gradient not steeper than 1 in 10.</p>	
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<p><b>Planners Response:</b></p> <p>Relies on Performance Criteria. The proposed dwellings include private open space areas that are located between the dwelling and the frontage, however, the lot does not have a frontage orientated within the parameters of the Acceptable Solutions. The private open space areas comply with the other standards of the Acceptable Solutions relating to area, dimension and slope requirements.</p> <p>The proposed private open space areas are consistent with the objectives. Each dwelling has a significant area of private open space with sufficient dimensions to make it a usable area suitable for outdoor dining, relaxation and children’s play. The private open space areas are directly accessible from the habitable rooms of the dwelling and are considered to be conveniently located. The large areas of private open space on the north-east side of the dwelling have a long axis with a northern orientation and are located to generally take advantage of the sun.</p> <p>Due to the orientation of the lots, placement of the public open space behind the dwellings would result in reduced solar access. It is also noted that the dwellings each have a variety of usable private open space areas to the sides and rear of the dwellings, which allows for flexibility in how they are used and a reasonable degree of Privacy.</p> <p>The proposal complies with the Performance Criteria and is consistent with the objective.</p>
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**10.4.4 Sunlight to private open space of multiple dwellings**

Objective:	That the separation between multiple dwellings provides reasonable opportunity for sunlight to private open space for dwellings on the same site.
<b>Acceptable Solutions</b>	<b>Performance Criteria</b>
<b>A1</b> A multiple dwelling, that is to the north of the private open space of another dwelling on the same site, required to satisfy A2 or P2 of clause 10.4.3, must satisfy (a) or (b),	<b>P1</b> A multiple dwelling must be designed and sited to not cause an unreasonable loss of amenity by overshadowing the private open space, of another dwelling on the same site,

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<p>unless excluded by (c):</p> <p>(a) the multiple dwelling is contained within a line projecting (see Figure 10.4):</p> <ul style="list-style-type: none"> <li>(i) at a distance of 3m from the northern edge of the private open space; and</li> <li>(ii) vertically to a height of 3m above existing ground level and then at an angle of 45 degrees from the horizontal;</li> </ul> <p>(b) the multiple dwelling does not cause 50% of the private open space to receive less than 3 hours of sunlight between 9.00am and 3.00pm on 21st June; and</p> <p>(c) this Acceptable Solution excludes that part of a multiple dwelling consisting of:</p> <ul style="list-style-type: none"> <li>(i) an outbuilding with a building height not more than 2.4m; or</li> <li>(ii) protrusions that extend not more than 0.9m horizontally from the multiple dwelling.</li> </ul>	<p>which is required to satisfy A2 or P2 of clause 10.4.3 of this planning scheme.</p>
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**Planners Response:**

Complies with the Acceptable Solutions. No unit is located immediately to the north of the principle private open space of another dwelling on the same site.

**10.4.5 Width of openings for garages and carports for all dwellings**

Objective:	To reduce the potential for garage or carport openings to dominate the primary frontage.
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Acceptable Solutions	Performance Criteria
<p><b>A1</b></p> <p>A garage or carport for a dwelling within 12m of a primary frontage, whether the garage or carport is free-standing or part of the dwelling, must have a total width of openings facing the primary frontage of not more than 6m or half the width of the frontage (whichever is the lesser).</p>	<p><b>P1</b></p> <p>A garage or carport for a dwelling must be designed to minimise the width of its openings that are visible from the street, so as to reduce the potential for the openings of a garage or carport to dominate the primary frontage.</p>

**Planners Response:**

Complies with the Acceptable Solutions. The dwellings include a single garage door, the openings of which have a combined width less than 6m.

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**10.4.6 Privacy for all dwellings**

<b>Objective:</b>	To provide a reasonable opportunity for privacy for dwellings.	
<b>Acceptable Solutions</b>		<b>Performance Criteria</b>
<p><b>A1</b></p> <p>A balcony, deck, roof terrace, parking space, or carport for a dwelling (whether freestanding or part of the dwelling), that has a finished surface or floor level more than 1m above existing ground level must have a permanently fixed screen to a height of not less than 1.7m above the finished surface or floor level, with a uniform transparency of not more than 25%, along the sides facing a:</p> <p>(a) side boundary, unless the balcony, deck, roof terrace, parking space, or carport has a setback of not less than 3m from the side boundary;</p> <p>(b) rear boundary, unless the balcony, deck, roof terrace, parking space, or carport has a setback of not less than 4m from the rear boundary; and</p> <p>(c) dwelling on the same site, unless the balcony, deck, roof terrace, parking space, or carport is not less than 6m:</p> <p>(i) from a window or glazed door, to a habitable room of the other dwelling on the same site; or</p> <p>(ii) from a balcony, deck, roof terrace or the private open space of the other dwelling on the same site.</p>		<p><b>P1</b></p> <p>A balcony, deck, roof terrace, parking space or carport for a dwelling (whether freestanding or part of the dwelling) that has a finished surface or floor level more than 1m above existing ground level, must be screened, or otherwise designed, to minimise overlooking of:</p> <p>(a) a dwelling on an adjoining property or its private open space; or</p> <p>(b) another dwelling on the same site or its private open space.</p>
<p><b>Planners Response:</b></p> <p>Complies with the Acceptable Solution. No finished floor surfaces exceed 1m above natural ground level.</p>		
<p><b>A2</b></p> <p>A window or glazed door to a habitable room of a dwelling, that has a floor level more than 1m above existing ground level, must satisfy (a), unless it satisfies (b):</p> <p>(a) the window or glazed door:</p> <p>(i) is to have a setback of not less than 3m from a side boundary;</p>		<p><b>P2</b></p> <p>A window or glazed door to a habitable room of a dwelling that has a floor level more than 1m above existing ground level, must be screened, or otherwise located or designed, to minimise direct views to:</p> <p>(a) a window or glazed door, to a habitable room of another dwelling; and</p>

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<ul style="list-style-type: none"><li>(ii) is to have a setback of not less than 4m from a rear boundary;</li><li>(iii) if the dwelling is a multiple dwelling, is to be not less than 6m from a window or glazed door, to a habitable room, of another dwelling on the same site; and</li><li>(iv) if the dwelling is a multiple dwelling, is to be not less than 6m from the private open space of another dwelling on the same site.</li></ul> <p>(b) the window or glazed door:</p> <ul style="list-style-type: none"><li>(i) is to be offset, in the horizontal plane, not less than 1.5m from the edge of a window or glazed door, to a habitable room of another dwelling;</li><li>(ii) is to have a sill height of not less than 1.7m above the floor level or have fixed obscure glazing extending to a height of not less than 1.7m above the floor level; or</li><li>(iii) is to have a permanently fixed external screen for the full length of the window or glazed door, to a height of not less than 1.7m above floor level, with a uniform transparency of not more than 25%.</li></ul>	<p>(b) the private open space of another dwelling.</p>
<p><b>Planners Response:</b></p> <p>Complies with the Acceptable Solution. No finished floor surfaces exceed 1m above natural ground level.</p>	

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<p><b>A3</b></p> <p>A shared driveway or parking space (excluding a parking space allocated to that dwelling) must be separated from a window, or glazed door, to a habitable room of a multiple dwelling by a horizontal distance of not less than:</p> <p>(a) 2.5m; or</p> <p>(b) 1m if:</p> <p style="margin-left: 20px;">(i) it is separated by a screen of not less than 1.7m in height; or</p> <p style="margin-left: 20px;">(ii) the window, or glazed door, to a habitable room has a sill height of not less than 1.7m above the shared driveway or parking space, or has fixed obscure glazing extending to a height of not less than 1.7m above the floor level.</p>	<p><b>P3</b></p> <p>A shared driveway or parking space (excluding a parking space allocated to that dwelling), must be screened, or otherwise located or designed, to minimise unreasonable impact of vehicle noise or vehicle light intrusion to a habitable room of a multiple dwelling.</p>
<p><b>Planners Response:</b></p> <p>Complies with the Acceptable Solutions. The proposal does not include a shared access and the accesses are more than 2.5m from the habitable room of any other dwelling.</p>	

**10.4.7 Frontage fences for all dwellings**

Objective:	The height and transparency of frontage fences:
	(a) provides adequate privacy and security for residents;
	(b) allows the potential for mutual passive surveillance between the road and the dwelling; and
	(c) is reasonably consistent with that on adjoining properties.
<b>Acceptable Solutions</b>	<b>Performance Criteria</b>
<p><b>A1</b></p> <p>No Acceptable Solution.</p>	<p><b>P1</b></p> <p>A fence (including a free-standing wall) for a dwelling within 4.5m of a frontage must:</p> <p>(a) provide for security and privacy while allowing for passive surveillance of the road; and</p> <p>(b) be compatible with the height and transparency of fences in the street, having regard to:</p> <p style="margin-left: 20px;">(i) the topography of the site; and</p> <p style="margin-left: 20px;">(ii) traffic volumes on the adjoining road.</p>

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**Planners Response:**

Relies on Performance Criteria. The proposal includes 1.8m solid privacy fences surrounding the principle private open space areas of the dwellings. It is noted that while the fence is less than 4.5m setback from a frontage, it complies with the 3m setback from a secondary frontage required for development generally, as mandated by Clause 10.4.2.

The proposed fence is compatible with the surrounding area, with the setback significantly reducing the visual impact of the fence and largely mitigating the height and lack of transparency. The fences do not extend along the full length of the frontage, further reducing their bulk and visual impact, as well as ensuring that a large part of each allotment maintains direct views to the public street, facilitating passive surveillance.

The proposed development complies with the Performance Criteria and is consistent with the objective.

**10.4.8 Waste storage for multiple dwellings**

<b>Objective:</b>	To provide for the storage of waste and recycling bins for multiple dwellings.
<b>Acceptable Solutions</b>	<b>Performance Criteria</b>
<p><b>A1</b></p> <p>A multiple dwelling must have a storage area, for waste and recycling bins, that is not less than 1.5m<sup>2</sup> per dwelling and is within one of the following locations:</p> <p>(a) an area for the exclusive use of each dwelling, excluding the area in front of the dwelling; or</p> <p>(b) a common storage area with an impervious surface that:</p> <p>(i) has a setback of not less than 4.5m from a frontage;</p> <p>(ii) is not less than 5.5m from any dwelling; and</p> <p>(iii) is screened from the frontage and any dwelling by a wall to a height not less than 1.2m above the finished surface level of the storage area.</p>	<p><b>P1</b></p> <p>A multiple dwelling must have storage for waste and recycling bins that is:</p> <p>(a) capable of storing the number of bins required for the site;</p> <p>(b) screened from the frontage and dwellings; and</p> <p>(c) if the storage area is a common storage area, separated from dwellings on the site to minimise impacts caused by odours and noise.</p>
<b>Planners Response:</b>	
Complies with the Acceptable Solution. The plans show an appropriate bin storage provided in the private open space of each dwelling.	

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**10.4.9 Storage for multiple dwellings**

Objective: To provide adequate storage facilities for each multiple dwelling.	
<b>Acceptable Solutions</b>	<b>Performance Criteria</b>
<b>A1</b> Each multiple dwelling must have access to at least 6 cubic metres of secure storage space.	<b>P1</b> Each multiple dwelling must provide storage suitable to the reasonable needs of residents.
<b>Planners Response:</b> Complies with the Acceptable Solutions. Each dwelling includes a garden shed with 6m <sup>3</sup> of secure storage to the rear of the dwellings.	

**10.4.10 Common Property for multiple dwellings**

Objective: To ensure that communal open space, car parking, access areas and site facilities for multiple dwellings are easily identified.	
<b>Acceptable Solutions</b>	<b>Performance Criteria</b>
<b>A1</b> Development for multiple dwellings must clearly delineate public, communal and private areas such as: a) driveways; and b) site services and any waste collection points.	<b>P1</b> No performance criteria.
<b>Planners Response:</b> Complies with the Acceptable Solutions. The common property is limited to shared infrastructure. Private areas are clearly delineated by fencing.	

**10.4.11 Outbuildings and Ancillary Structures for the Residential Use Class other than a single dwelling**

Objective To ensure: a) that outbuildings do not detract from the amenity or established neighbourhood character; and b) that dwellings remain the dominant built form within an area; and
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c) earthworks and the construction or installation of swimming pools are appropriate to the site and respect the amenity of neighbouring properties.	
Acceptable Solutions	Performance Criteria
A1 Outbuildings for each multiple dwelling must have a combined gross floor area not exceeding 45m <sup>2</sup> .	P1 Outbuildings for each multiple dwelling must be designed and located having regard to:  a) visual impact on the streetscape; and  b) compatibility with the size and location of outbuildings in the neighbourhood.
<p><b>Planners Response:</b></p> <p>Complies with the Acceptable Solutions. Two garden sheds are proposed with a floor area significantly less than 45m<sup>2</sup>.</p>	
A2 A swimming pool for private use must be located:  a) behind the setback from a primary frontage; or  b) in the rear yard.	P2 A swimming pool for private use must be designed and located to:  a) minimise any visual impact on the streetscape; and  b) not unreasonably overlook or overshadow adjoining properties; and  c) be compatible with the size and location of approved outbuildings in the neighbourhood.
<p><b>Planners Response:</b></p> <p>Not applicable. The application does not propose a swimming pool.</p>	

**10.4.12 Site Services for multiple dwellings**

<p>Objective:</p> <p>To ensure that:</p> <p>a) site services for multiple dwellings can be installed and easily maintained; and</p> <p>b) site facilities for multiple dwellings are accessible, adequate and attractive.</p>	
Acceptable Solutions	Performance Criteria
<b>A1</b> Provision for mailboxes must be made at the frontage.	<b>P1</b> Sufficient space (including easements where required) for mail services must be provided for each multiple dwelling.

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**Planners Response:**

Complies with the Acceptable Solutions. Letter boxes are identified at the frontage.

**10.4.13 Clauses 10.4.10.1 – 10.4.10.9 only apply to development within the Residential Use Class which is not a dwelling.**

<b>CODE</b>	<b>APPLICABILITY</b>
<i>E1 BUSHFIRE-PRONE AREAS CODE</i>	<i>NOT APPLICABLE - NO SUBDIVISION, SENSITIVE USE OR HAZARDOUS USE.</i>
<i>E2 POTENTIALLY CONTAMINATED LAND CODE</i>	<i>NOT APPLICABLE – LAND NOT IDENTIFIED AS BEING CONTAMINATED .</i>
<i>E3 LANDSLIP CODE</i>	<i>NOT APPLICABLE – LAND NOT IDENTIFIED AS PRONE TO LANDSLIP.</i>
<i>E4 ROAD AND RAILWAY ASSETS CODE</i>	<i>APPLICABLE – PROPOSAL INCLUDES NEW ACCESSES.</i>
<i>E5 FLOOD PRONE AREAS CODE</i>	<i>NOT APPLICABLE – LAND NOT IDENTIFIED AS BEING PRONE TO FLOOD.</i>
<i>E6 CAR PARKING AND SUSTAINABLE TRANSPORT CODE</i>	<i>CODE IS APPLICABLE.</i>
<i>E7 SCENIC MANAGEMENT CODE</i>	<i>NOT APPLICABLE – NOT IN A SCENIC MANAGEMENT AREA OR WITHIN 100M OF A SCENIC TOURIST CORRIDOR.</i>
<i>E8 BIODIVERSITY CODE</i>	<i>NOT APPLICABLE. NO VEGETATION REMOVAL PROPOSED.</i>
<i>E9 WATER QUALITY CODE</i>	<i>NOT APPLICABLE – DEVELOPMENT IS NOT WITHIN 50M OF A WATERCOURSE.</i>
<i>E10 RECREATION &amp; OPEN SPACE CODE</i>	<i>NOT APPLICABLE – APPLICATION IS NOT FOR SUBDIVISION.</i>
<i>E11 ENVIRONMENTAL IMPACTS AND ATTENUATION CODE</i>	<i>NOT APPLICABLE – THE PROPOSAL DOES NOT INCLUDE A USE IDENTIFIED AS REQUIRING ATTENUATION AND IS NOT WITHIN AN IDENTIFIED ATTENUATION AREA.</i>
<i>E12 AIRPORTS IMPACT MANAGEMENT CODE</i>	<i>NOT APPLICABLE.</i>
<i>E13 COASTAL CODE</i>	<i>NOT APPLICABLE – DEVELOPMENT IS NOT ADJACENT THE DUNE SYSTEM OR ON VULNERABLE LAND.</i>
<i>E14 SIGNS CODE</i>	<i>CODE NOT APPLICABLE. NO SIGNAGE IS PROPOSED.</i>

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**7.1 DA 2021/90 – RESIDENTIAL MULTIPLE DWELLINGS (2 UNITS) – 39 SOUTH STREET, GEORGE TOWN (CONT.)**

**E4.0 Road and Railway Assets Code**

**E4.6 Use Standards**

**E4.6.1 Use and road or rail infrastructure**

<p>Objective</p> <p>To ensure that the safety and efficiency of road and rail infrastructure is not reduced by the creation of new accesses and junctions or increased use of existing accesses and junctions.</p>	
<b>Acceptable Solution</b>	<b>Performance Criteria</b>
<p>A1 Sensitive use on or within 50m of a category 1 or 2 road, in an area subject to a speed limit of more than 60km/h, a railway or future road or railway, must not result in an increase to the annual average daily traffic (AADT) movements to or from the site by more than 10%.</p>	<p>P1 Sensitive use on or within 50m of a category 1 or 2 road, in an area subject to a speed limit of more than 60km/h, a railway or future road or railway must demonstrate that the safe and efficient operation of the infrastructure will not be detrimentally affected.</p>
<p><b>Planners Response:</b></p> <p>Not applicable. The use is not within 50m of a Category 1 or 2 Satet Road, a railway or a future road.</p>	
<p>A2 For roads with a speed limit of 60km/h or less the use must not generate more than a total of 40 vehicle entry and exit movements per day</p>	<p>P2 For roads with a speed limit of 60km/h or less, the level of use, number, location, layout and design of accesses and junctions must maintain an acceptable level of safety for all road users, including pedestrians and cyclists.</p>
<p><b>Planners Response:</b></p> <p>Complies with the Acceptable Solutions. Each dwelling will generate approximately 10 movements in accordance with the <i>NSW RTA Guide to Traffic Generatng Development</i>.</p>	
<p>A3 For roads with a speed limit of more than 60km/h the use must not increase the annual average daily traffic (AADT) movements at the existing access or junction by more than 10%.</p>	<p>P3 For limited access roads and roads with a speed limit of more than 60km/h:</p> <p>a) access to a category 1 road or limited access road must only be via an existing access or junction or the use or development must provide a significant social and economic</p>

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	<p>benefit to the State or region; and</p> <p>b) any increase in use of an existing access or junction or development of a new access or junction to a limited access road or a category 1, 2 or 3 road must be for a use that is dependent on the site for its unique resources, characteristics or locational attributes and an alternate site or access to a category 4 or 5 road is not practicable; and</p> <p>c) an access or junction which is increased in use or is a new access or junction must be designed and located to maintain an adequate level of safety and efficiency for all road users.</p>
<p><b>Planners Response:</b></p> <p>Not applicable. The road has a speed limit less than 60km/h.</p>	

**E4.7 Development Standards**

**E4.7.1 Development on and adjacent to Existing and Future Arterial Roads and Railways**

<p>Objective</p> <p>To ensure that development on or adjacent to class 1 or 2 roads (outside 60km/h), railways and future roads and railways is managed to:</p> <p>a) ensure the safe and efficient operation of roads and railways; and</p> <p>b) allow for future road and rail widening, realignment and upgrading; and</p> <p>c) avoid undesirable interaction between roads and railways and other use or development.</p>	
<b>Acceptable Solution</b>	<b>Performance Criteria</b>
<p>A1 The following must be at least 50m from a railway, a future road or railway, and a category 1 or 2 road in an area subject to a speed limit of more than 60km/h:</p> <p>a) new road works, buildings, additions and extensions, earthworks and landscaping works; and</p> <p>b) building areas on new lots; and</p>	<p>P1 Development including buildings, road works, earthworks, landscaping works and level crossings on or within 50m of a category 1 or 2 road, in an area subject to a speed limit of more than 60km/h, a railway or future road or railway must be sited, designed and landscaped to:</p> <p>a) maintain or improve the safety and efficiency of the road or railway or future road or railway, including line of</p>

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<p>c) outdoor sitting, entertainment and children's play areas</p>	<p>sight from trains; and</p> <p>b) mitigate significant transport-related environmental impacts, including noise, air pollution and vibrations in accordance with a report from a suitably qualified person; and</p> <p>c) ensure that additions or extensions of buildings will not reduce the existing setback to the road, railway or future road or railway; and</p> <p>d) ensure that temporary buildings and works are removed at the applicant's expense within three years or as otherwise agreed by the road or rail authority.</p>
<p><b>Planners Response:</b></p> <p>Not applicable. The proposal is not within 50m of a State Road or railway.</p>	

**E4.7.2 Management of Road Accesses and Junctions**

<p>Objective</p> <p>To ensure that the safety and efficiency of roads is not reduced by the creation of new accesses and junctions or increased use of existing accesses and junctions.</p>	
<b>Acceptable Solution</b>	<b>Performance Criteria</b>
<p>A1 For roads with a speed limit of 60km/h or less the development must include only one access providing both entry and exit, or two accesses providing separate entry and exit.</p>	<p>P1 For roads with a speed limit of 60km/h or less, the number, location, layout and design of accesses and junctions must maintain an acceptable level of safety for all road users, including pedestrians and cyclists.</p>
<p><b>Planners Response:</b></p> <p>Complies with the Acceptable Solution. One access is proposed on each road frontage.</p>	
<p>A2 For roads with a speed limit of more than 60km/h the development must not include a new access or junction.</p>	<p>P2 For limited access roads and roads with a speed limit of more than 60km/h:</p> <p>a) access to a category 1 road or limited access road must only be via an existing access or junction or the development must provide a significant social and economic benefit to the State or region; and</p>

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	<p>b) any increase in use of an existing access or junction or development of a new access or junction to a limited access road or a category 1, 2 or 3 road must be dependent on the site for its unique resources, characteristics or locational attributes and an alternate site or access to a category 4 or 5 road is not practicable; and</p> <p>c) an access or junction which is increased in use or is a new access or junction must be designed and located to maintain an adequate level of safety and efficiency for all road users.</p>
<p><b>Planners Response:</b></p> <p>Not applicable. The road has a speed limit less than 60km/h.</p>	

**E4.7.3 Management of Rail Level Crossings**

<p>Objective</p> <p>To ensure that the safety and the efficiency of a railway is not unreasonably reduced by access across the railway.</p>
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<b>Acceptable Solution</b>	<b>Performance Criteria</b>
<p>A1 Where land has access across a railway:</p> <p>a) development does not include a level crossing; or</p> <p>b) development does not result in a material change onto an existing level crossing.</p>	<p>P1 Where land has access across a railway:</p> <p>a) the number, location, layout and design of level crossings maintain or improve the safety and efficiency of the railway; and</p> <p>b) the proposal is dependent upon the site due to unique resources, characteristics or location attributes and the use or development will have social and economic benefits that are of State or regional significance; or</p> <p>c) it is uneconomic to relocate an existing use to a site that does not require a level crossing; and</p> <p>d) an alternative access or junction is not practicable.</p>
<p><b>Planners Response:</b></p> <p>Not applicable. The proposal does not take access via a level crossing.</p>	

**E4.7.4 Sight Distance at Accesses, Junctions and Level Crossings**

<p>Objective</p> <p>To ensure that use and development involving or adjacent to accesses, junctions and level crossings allows sufficient sight distance between vehicles and between vehicles and trains to enable safe movement of traffic.</p>	
<b>Acceptable Solution</b>	<b>Performance Criteria</b>
<p>A1 Sight distances at</p> <p>a) an access or junction must comply with the Safe Intersection Sight Distance shown in Table E4.7.4; and</p> <p>b) rail level crossings must comply with <i>AS1742.7 Manual of uniform traffic control devices - Railway crossings</i>, Standards Association of Australia; or</p> <p>c) If the access is a temporary access, the written consent of the relevant authority has been obtained.</p>	<p>P1 The design, layout and location of an access, junction or rail level crossing must provide adequate sight distances to ensure the safe movement of vehicles.</p>

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**Planners Response:**

Complies with the Acceptable Solutions. Sight distances at the proposed accesses exceed 130m to the north, south, east and west.

**E6.0 Car Parking and Sustainable Transport Code**

**E6.6 Use Standards**

**E6.6.1 Car Parking Numbers**

Objective	
To ensure that an appropriate level of car parking is provided to service use.	
Acceptable Solution	Performance Criteria
<p>A1 The number of car parking spaces will not:</p> <p>a) If for dwellings in the General Residential Zone, be less than 100% of the requirements of Table E6.1; or</p> <p>b) be less than 90% of the requirements of Table E6.1 and not exceed the requirements of Table E6.1 by more than 2 spaces or 5% whichever is the greater (except for dwellings in the General Residential Zone).</p>	<p>P1 The number of car parking spaces provided must have regard to:</p> <p>a) the provisions of any relevant location specific car parking plan; and</p> <p>b) the availability of public car parking spaces within reasonable walking distance; and</p> <p>c) any reduction in demand due to sharing of spaces by multiple uses either because of variations in peak demand or by efficiencies gained by consolidation; and</p> <p>d) the availability and frequency of public transport within reasonable walking distance of the site; and</p> <p>e) site constraints such as existing buildings, slope, drainage, vegetation and landscaping; and</p> <p>f) the availability, accessibility and safety of on-road parking, having regard to the nature of the roads, traffic management and other uses in the vicinity; and</p> <p>g) an empirical assessment of the car parking demand; and</p> <p>h) the effect on streetscape, amenity and vehicle, pedestrian and cycle safety and convenience; and</p> <p>i) the recommendations of a traffic</p>

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	<p>impact assessment prepared for the proposal; and</p> <p>j) any heritage values of the site; and</p> <p>k) for residential buildings and multiple dwellings, whether parking is adequate to meet the needs of the residents having regard to:</p> <p style="margin-left: 40px;">i) the size of the dwelling and the number of bedrooms; and</p> <p style="margin-left: 40px;">ii) the pattern of parking in the locality; and</p> <p style="margin-left: 40px;">iii) any existing structure on the land.</p>
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**Planners Response:**

Relies on Performance Criteria. The proposal provides 2 parking spaces per dwelling, one in the attached garage and one in tandem, however, it does not provide a visitor parking space.

While there are no relevant parking precinct plans in the area, both Mary Street and South Street provide an abundance of opportunities for street parking and there are no identified shortages of parking in the area. As the development is on a corner lot, it has an extended street frontage and demand for visitor parking would be consistent with that of two single dwellings on any other part of the street.

The proposed development complies with the Performance Criteria and provides sufficient parking to meet the needs of the residents and the use of street parking for visitors is consistent with the pattern of parking in the locality.

No further conditions are considered warranted.

**E6.6.2 Bicycle Parking Numbers**

Objective	
To encourage cycling as a mode of transport within areas subject to urban speed zones by ensuring safe, secure and convenient parking for bicycles.	
Acceptable Solution	Performance Criteria
<p>A1.1 Permanently accessible bicycle parking or storage spaces must be provided either on the site or within 50m of the site in accordance with the requirements of Table E6.1; or</p> <p>A1.2 The number of spaces must be in accordance with a parking precinct plan contained in Table E6.6: Precinct</p>	<p>P1 Permanently accessible bicycle parking or storage spaces must be provided having regard to the:</p> <p style="margin-left: 20px;">a) likely number and type of users of the site and their opportunities and likely preference for bicycle travel; and</p> <p style="margin-left: 20px;">b) location of the site and the distance a cyclist would need to travel to reach</p>

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Parking Plans.	the site; and  c) availability and accessibility of existing and planned parking facilities for bicycles in the vicinity.
<b>Planners Response:</b>  Complies with the Acceptable Solution. There is sufficient space for bicycle parking in each unit allotment, in the private open space, secure storage or attached garage.	

**E6.6.3 Taxi Drop-off and Pickup**

Objective To ensure that taxis can adequately access developments.	
<b>Acceptable Solution</b>	<b>Performance Criteria</b>
A1 One dedicated taxi drop-off and pickup space must be provided for every 50 car spaces required by Table E6.1 or part thereof (except for dwellings in the General Residential Zone).	P1 No performance criteria.
<b>Planners Response:</b>  Not applicable. Application is for dwellings in the Residential Zone.	

**E6.6.4 Motorbike Parking Provisions**

Objective To ensure that motorbikes are adequately provided for in parking considerations.	
<b>Acceptable Solution</b>	<b>Performance Criteria</b>
A1 One motorbike parking space must be provided for each 20 car spaces required by Table E6.1 or part thereof.	P1 No performance criteria.
<b>Planners Response:</b>  Complies with the Acceptable Solutions. The proposal has sufficient space to provide for motorbike parking within each allotment.	

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**E6.7 Development Standards**

**E6.7.1 Construction of Car Parking Spaces and Access Strips**

<p>Objective</p> <p>To ensure that car parking spaces and access strips are constructed to an appropriate standard.</p>	
Acceptable Solution	Performance Criteria
<p>A1 All car parking, access strips manoeuvring and circulation spaces must be:</p> <p>a) formed to an adequate level and drained; and</p> <p>b) except for a single dwelling, provided with an impervious all weather seal; and</p> <p>c) except for a single dwelling, line marked or provided with other clear physical means to delineate car spaces.</p>	<p>P1 All car parking, access strips manoeuvring and circulation spaces must be readily identifiable and constructed to ensure that they are useable in all weather conditions.</p>
<p><b>Planners Response:</b></p> <p>Complies with the Acceptable Solutions. All parking spaces are formed in concrete and will drain to the street. All spaces are clearly delineated by the nature of their position within separate allotments.</p>	

**E6.7.2 Design and Layout of Car Parking**

<p>Objective</p> <p>To ensure that car parking and manoeuvring space are designed and laid out to an appropriate standard.</p>	
Acceptable Solution	Performance Criteria
<p>A1.1 Where providing for 4 or more spaces, parking areas (other than for parking located in garages and carports for dwellings in the General Residential Zone) must be located behind the building line; and</p> <p>A1.2 Within the general residential zone,</p>	<p>P1 The location of car parking and manoeuvring spaces must not be detrimental to the streetscape or the amenity of the surrounding areas, having regard to:</p> <p>a) the layout of the site and the location</p>

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<p>provision for turning must not be located within the front setback for residential buildings or multiple dwellings.</p>	<p>of existing buildings; and</p> <p>b) views into the site from the road and adjoining public spaces; and</p> <p>c) the ability to access the site and the rear of buildings; and</p> <p>d) the layout of car parking in the vicinity; and</p> <p>e) the level of landscaping proposed for the car parking.</p>
<p><b>Planners Response:</b></p> <p>Complies with the Acceptable Solutions. The proposed development provides two parking spaces (excluding those in the garages) between the dwelling and the frontage and does not provide for turning in the frontage.</p>	
<p>A2.1 Car parking and manoeuvring space must:</p> <p>a) have a gradient of 10% or less; and</p> <p>b) where providing for more than 4 cars, provide for vehicles to enter and exit the site in a forward direction; and</p> <p>c) have a width of vehicular access no less than prescribed in Table E6.2, and not more than 10% greater than prescribed in Table E6.2; and</p> <p>d) have a combined width of access and manoeuvring space adjacent to parking spaces not less than as prescribed in Table E6.3 where any of the following apply:</p> <p>i) there are three or more car parking spaces; and</p> <p>ii) where parking is more than 30m driving distance from the road; or</p> <p>iii) where the sole vehicle access is to a category 1, 2, 3 or 4 road; and</p> <p>A2.2 The layout of car spaces and access ways must be designed in accordance with <i>Australian Standards AS 2890.1 - 2004 Parking Facilities, Part 1: Off Road Car Parking.</i></p>	<p>P2 Car parking and manoeuvring space must:</p> <p>a) be convenient, safe and efficient to use having regard to matters such as slope, dimensions, layout and the expected number and type of vehicles; and</p> <p>b) provide adequate space to turn within the site unless reversing from the site would not adversely affect the safety and convenience of users and passing traffic.</p>

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**Planners Response:**

Complies with the Acceptable Solutions. The gradient of parking is less than 10%. A maximum of four cars provided (vehicles will reverse from the site). The access width complies with Table E6.2 with a width of 3m. Access widths adjacent to parking complies with Table E6.3 so far as applicable. The proposal complies with AS2890.1 so far as is applicable to residential use and development.

**E6.7.3 Car Parking Access, Safety and Security**

Objective	
To ensure adequate access, safety and security for car parking and for deliveries.	
Acceptable Solution	Performance Criteria
<p>A1 Car parking areas with greater than 20 parking spaces must be:</p> <p>a) secured and lit so that unauthorised persons cannot enter or;</p> <p>b) visible from buildings on or adjacent to the site during the times when parking occurs.</p>	<p>P1 Car parking areas with greater than 20 parking spaces must provide for adequate security and safety for users of the site, having regard to the:</p> <p>a) levels of activity within the vicinity; and</p> <p>b) opportunities for passive surveillance for users of adjacent building and public spaces adjoining the site.</p>
<p><b>Planners Response:</b></p> <p>Not applicable. The proposal includes less than 20 parking spaces.</p>	

**E6.7.4 Parking for Persons with a Disability**

Objective	
To ensure adequate parking for persons with a disability.	
Acceptable Solution	Performance Criteria
<p>A1 All spaces designated for use by persons with a disability must be located closest to the main entry point to the building.</p>	<p>P1 No performance criteria.</p>
<p><b>Planners Response:</b></p> <p>Not applicable. The proposal does not include accessible parking.</p>	
<p>A2 Accessible car parking spaces for use</p>	<p>P2 No performance criteria.</p>

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<p>by persons with disabilities must be designed and constructed in accordance with AS/NZ2890.6 – 2009 Parking facilities – Off-street parking for people with disabilities.</p>	
<p><b>Planners Response:</b></p> <p>Not applicable. The proposal does not include accessible parking.</p>	

**E6.7.6 Loading and Unloading of Vehicles, Drop-off and Pickup**

<p>Objective</p> <p>To ensure adequate access for people and goods delivery and collection and to prevent loss of amenity and adverse impacts on traffic flows.</p>	
<p><b>Acceptable Solution</b></p>	<p><b>Performance Criteria</b></p>
<p>A1 For retail, commercial, industrial, service industry or warehouse or storage uses:</p> <p>a) at least one loading bay must be provided in accordance with Table E6.4; and</p> <p>b) loading and bus bays and access strips must be designed in accordance with <i>Australian Standard AS/NZS 2890.3 2002</i> for the type of vehicles that will use the site.</p>	<p>P1 For retail, commercial, industrial, service industry or warehouse or storage uses, adequate space must be provided for loading and unloading the type of vehicles associated with delivering and collecting people and goods where these are expected on a regular basis.</p>
<p><b>Planners Response:</b></p> <p>Not applicable. The proposal is for a residential use and development.</p>	

**E6.8 Provisions for Sustainable Transport**

**E6.8.1 Bicycle End of Trip Facilities**

<p>Objective</p> <p>To ensure that cyclists are provided with adequate end of trip facilities.</p>	
<p><b>Acceptable Solution</b></p>	<p><b>Performance Criteria</b></p>
<p>A1 For all development where (in accordance with Table E6.1) over 5 bicycle spaces are required, 1 shower and change room facility must be</p>	<p>P1 For all development where (in accordance with Table E6.1) over 5 bicycle spaces are required, end of trip facilities must be provided at</p>

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<p>provided, plus 1 additional shower for each 10 additional employee bicycles spaces thereafter.</p>	<p>adequate level to cater for the reasonable needs of employees having regard to:</p> <ul style="list-style-type: none"> <li>a) the location of the proposed use and the distance a cyclist would need to travel to reach the site; and</li> <li>b) the users of the site and their likely desire to travel by bicycle; and</li> <li>c) whether there are facilities on the site for other reasons that could be used by cyclists; and</li> <li>d) the opportunity for sharing bicycle facilities by multiple users.</li> </ul>
<p><b>Planners Response:</b></p> <p>Not applicable. Less than 5 spaces required.</p>	

**E6.8.2 Bicycle Parking Access, Safety and Security**

<p>Objective</p> <p>To ensure that parking and storage facilities for bicycles are safe, secure and convenient.</p>	
<b>Acceptable Solution</b>	<b>Performance Criteria</b>
<p>A1.1 Bicycle parking spaces for customers and visitors must:</p> <ul style="list-style-type: none"> <li>a) be accessible from a road, footpath or cycle track; and</li> <li>b) include a rail or hoop to lock a bicycle to that meets <i>Australian Standard AS 2890.3 1993</i>; and</li> <li>c) be located within 50m of and visible or signposted from the entrance to the activity they serve; and</li> <li>d) be available and adequately lit in accordance with <i>Australian Standard AS/NZS 1158 2005 Lighting Category C2</i> during the times they will be used; and</li> </ul> <p>A1.2 Parking space for residents' and employees' bicycles must be under cover and capable of being secured by lock or bicycle lock.</p>	<p>P1 Bicycle parking spaces must be safe, secure, convenient and located where they will encourage use.</p>

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<p><b>Planners Response:</b></p> <p>Not applicable. No customer or visitor bike spaces.</p>	
<p>A2 Bicycle parking spaces must have:</p> <p>a) minimum dimensions of:</p> <p style="margin-left: 20px;">i) 1.7m in length; and</p> <p style="margin-left: 20px;">ii) 1.2m in height; and</p> <p style="margin-left: 20px;">iii) 0.7m in width at the handlebars; and</p> <p>b) unobstructed access with a width of at least 2m and a gradient of no more 5% from a public area where cycling is allowed.</p>	<p>P2 Bicycle parking spaces and access must be of dimensions that provide for their convenient, safe and efficient use.</p>
<p><b>Planners Response:</b></p> <p>Complies with the Acceptable Solution. Sufficient space is provided for bicycle parking within each allotment consistent with the parameters of the Acceptable Solution.</p>	

**E6.8.5 Pedestrian Walkways**

<p>Objective</p> <p>To ensure pedestrian safety is considered in development</p>	
<b>Acceptable Solution</b>	<b>Performance Criteria</b>
<p>A1 Pedestrian access must be provided for in accordance with Table E6.5.</p>	<p>P1 Safe pedestrian access must be provided within car park and between the entrances to buildings and the road.</p>
<p><b>Planners Response:</b></p> <p>Complies with the Acceptable Solutions. No dedicated access required for use and development where less than 10 spaces are proposed.</p>	

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**10. REFERRALS**

**Internal Referrals**

Works and Infrastructure: there are no engineering issues with this proposal.

**External Referrals**

The application was referred to TasWater. A submission to Planning Authority Notice was provided on the 23/08/2021 confirming there are no water or sewer servicing issues associated with the proposal.

**11. SERVICES**

***Road***

Access is available to both South Street and Mary Street. New driveway crossovers will need to be installed to the satisfaction of Council's Manager Works and Infrastructure.

***Sewer***

Records indicate the land is serviced by sewer. TasWater has provided a submission with details for the connection standard and has not identified the requirement for any extension to the network.

***Water***

The land is serviced by reticulated water.

***Storm Water***

Stormwater will be discharged to the street via a kerb connection and directed to the reticulated stormwater network.

**12. STATE POLICIES**

The State Policies are inculcated in the standards of the planning scheme. Compliance with the planning scheme ensures compliance with the State Policies.

**13. CONCLUSION**

The application for multiple dwellings (2x units) at 39 South Street, George Town has been assessed against all relevant zone and code criteria of the *George Town Interim Planning Scheme 2013*. With appropriate conditions, the application complies with the applicable Acceptable Solutions and Performance Criteria and is recommended for approval.

**14. RECOMMENDATION**

That the application for use and development, Residential - Multiple Dwellings (2x units) at 39 South Street, George Town, (CT 18937/5) be **APPROVED** subject to the following conditions:

**1. ENDORSED PLANS**

The use and/or development must be carried out as shown on the endorsed plans and described in the endorsed documents:

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- a) Engineering Plus, Drawing No. 19121, Sheets A01 – A16 (Rev A);

to the satisfaction of the Council. Any other proposed development and/or use will require a separate application to and assessment by the Council.

**2. DRIVEWAY CROSSOVERS**

The driveway crossovers servicing each unit are to be upgraded in accordance with the endorsed plans, Tasmanian Standard Drawing TSD R09-v1 and to the satisfaction of Council's Manager of Infrastructure and Engineering. Prior to undertaking any works within the Council road reserve, separate consent is required from Council's Road Authority. The developer must make application to Council for a Road Opening Permit using Council's designated form and obtain approval prior to the start of works.

**3. NO POLLUTED RUNOFF**

No polluted and/or sediment laden runoff must be discharge directly or indirectly into Council's drains or watercourses during and after development.

**4. DAMAGE TO PUBLIC INFRASTRUCTURE**

Any damage to public infrastructure shall be repaired at the owners cost. If any repairs are necessary, they will be undertaken in accordance with the requirements and to the satisfaction of the Manager of Infrastructure and Works.

**5. TASWATER**

The development must be in accordance with the Submission to Planning Authority Notice issued by TasWater (TWDA 2021/01411 - GTC attached).

**Permit Notes**

1. This permit was issued based on the proposal documents submitted for DA 2021/90. You should contact Council with any other use or development, as it may require the separate approval of Council. Councils planning staff can be contacted on 6382 8800.
2. It is noted that there is potentially existing plumbing infrastructure managing overland flows and ground water on the title. A stormwater plumbing plan should consider existing stormwater management and ensure that the removal or replacement of any existing infrastructure does not result in an increase in runoff onto the adjoining properties.
3. This permit does not imply that any other approval required under any other by-law, covenant or legislation has been granted. The following additional approvals from Council may be required before construction commences:
  - a) Plumbing approval
  - b) Building approval
  - c) Works within the road reserve approval

All enquiries should be directed to Council's Permit Authority, via 3882 8800.

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**7.1 DA 2021/90 – RESIDENTIAL MULTIPLE DWELLINGS (2 UNITS) – 39 SOUTH STREET, GEORGE TOWN (CONT.)**

4. This permit takes effect after:
  - a) The 14 day appeal period expires; or
  - b) Any appeal to the Resource Management and Planning Appeal Tribunal is abandoned or determined; or.
  - c) Any other required approvals under this or any other Act are granted.
5. A planning appeal may be instituted by lodging a notice of appeal with the Registrar of the Resource Management and Planning Appeal Tribunal. A planning appeal may be instituted within 14 days of the date the Corporation serves notice of the decision on the applicant. For more information see the Resource Management and Planning Appeal Tribunal website [www.rmpat.tas.gov.au](http://www.rmpat.tas.gov.au)
6. This permit is valid for two (2) years only from the date of approval and will thereafter lapse if the development is not substantially commenced. An extension may be granted at Council's discretion if a request is received within 6 months of the expiration.
7. In accordance with the legislation, all permits issued by the permit authority are public documents. Members of the public will be able to view this permit (which includes the endorsed documents) on request, at the Council Office.
8. If any Aboriginal relics are uncovered during works:
  - a) All works are to cease within a delineated area sufficient to protect the unearthed and other possible relics from destruction,
  - b) The presence of a relic is to be reported to Aboriginal Heritage Tasmania Phone: (03) 6233 6613 or 1300 135 513 (ask for Aboriginal Heritage Tasmania) Fax: (03) 6233 5555 Email: [aboriginal@heritage.tas.gov.au](mailto:aboriginal@heritage.tas.gov.au); and
  - c) The relevant approval processes will apply with state and federal government agencies.

**DECISION**

**VOTING**

For:

Against:

**8. OFFICE OF GENERAL MANAGER**

**8.1 COUNCIL WORKSHOPS –SEPTEMBER/OCTOBER 2021**

**REPORT AUTHOR:** General Manager – Mr S. Power

**REPORT DATE:** 19<sup>th</sup> October, 2021

**FILE NO:** 14.10

**ATTACHMENT/S:** Nil

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**SUMMARY**

The purpose of this report is to provide a record of workshops held in accordance with the requirements of Section 8(2)(c) of the *Local Government (Meeting Procedures) Regulations 2015*.

**DATE AND PURPOSE OF WORKSHOP HELD**

**TUESDAY 28<sup>TH</sup> SEPTEMBER 2021**

- Update on Planning and Building
- Update on Capital Works
- Anzac Drive Building
- Tasmanian Planning Policies – Scoping Paper for draft TPP's
- Planning Item DA 2021/87 – 11 Ninth Island Crescent, Lulworth
- Community Grant Update
- Governance Issues

**Present:** Mayor Kieser, Deputy Mayor Harris, Cr Barraclough, Cr Barwick, Cr Brooks, Cr Dawson, Cr Mason, Cr Michieletto, Cr Parkes

**Apologies:** Nil.

**In Attendance:** General Manager, Manager Works & Infrastructure, Manager Liveable & Connected Communities, Statutory Town Planner, Executive Support & Governance Officer

**Guests:** Nil.

**TUESDAY 12<sup>TH</sup> OCTOBER 2021**

- Update on the Mountain Bike Trail and Anzac Drive building
- Unconfirmed Minutes of 28<sup>th</sup> September 2021 Ordinary Council Meeting
- RAP Update
- Draft Annual Report
- George Town Airport Master Plan
- Meeting Procedures Online
- Committee Review Framework Section 24
- Governance Issues
- General Manager/Councillors Discussion

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**8.1 COUNCIL WORKSHOPS –SEPTEMBER/OCTOBER 2021 (CONT.)**

**Present:** Mayor Kieser, Deputy Mayor Harris, Cr Barraclough, Cr Barwick, Cr Dawson, Cr Mason, Cr Michieletto, Cr Parkes

**Apologies:** Cr Brooks

**In Attendance:** General Manager, Manager Corporate Services & Finance, Manager Development Services & Environment, Manager Works & Infrastructure, Manager Liveable & Connected Communities, Executive Support and Governance Officer

**Guests:** Project Manager

**OFFICER’S RECOMMENDATION**

That Council receives the report on the Council Workshops 28<sup>th</sup> September and 12<sup>th</sup> October 2021 from the General Manager.

**DECISION**

**VOTING**

For:

Against:

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**8.2 DRAFT GEORGE TOWN AIRPORT MASTER PLAN**

**REPORT AUTHOR:** Shane Power, General Manager

**REPORT DATE:** 13 October 2021

**FILE NO:** 53.1

**ATTACHMENT:** Draft George Town Airport Master Plan

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**SUMMARY**

To present the draft George Town Airport Master Plan to Council for adoption.

**BACKGROUND**

Located three kilometres north east of the George Town township and bounded by Old Aerodrome Road and Soldier Settlement Road, the George Town Airport is a small regional airport owned by George Town Council, operated under lease by the George Town Airport Association. The facility includes an all season 1000 metre sealed runway and grass strip used by recreational and private aviators.

Council has considered various ownership and operation models of the airport over many years. On 21 September 2018, Council declared its intention to sell the airport. At its meeting 24 September 2019, Council established tender conditions and commenced a public tender process to consider the sale of the airport. Having considered tenders received, Council at its meeting 17 December 2019 resolved:

*That Council:*

- 1. Do not accept any tender received as part of tender process RFT-06/19 Sale of George Town Airport;*
- 2. Retains the public land known as George Town Airstrip at 119 Soldier Settlement Road (PID1890690);*
- 3. Considers an appropriate allocation as part of the 2020/2021 budget process, for the purposes of engaging the services of an appropriately qualified aviation expert/s to prepare a report to Council that:*
  - a) demonstrates how the site can accommodate through Council or third-party airport management arrangements:*
    - I. aviation related recreational pursuits*
    - II. aviation and tourism related commercial development*
    - III. light industry development including aviation related mechanical services*

As part of various COVID austerity measures, Council did not allocate funds for the development of the master plan within its 2020/2021 budget. However, in response to an unexpected dividend from TasWater, Council at its meeting 23 February 2021, approved the allocation of \$20,000 to commission an Economic Opportunities Analysis and Master Plan for the George Town Airport. World renowned aviation consultancy experts, to70 were appointed to undertake the master plan process.

## **8.2 DRAFT GEORGE TOWN AIRPORT MASTER PLAN (CONT.)**

### **STRATEGIC PLAN**

This action relates to the following components of the Community Strategic Plan 2020-2030.

#### **Future Direction (2) Prosperity for all in all aspects of life**

##### **4. Supported entrepreneurial endeavours and start-ups**

- I. Establishing and strengthening a start-up eco-system
- II. Attracting start-ups and entrepreneurial endeavours to the area

##### **9. Tourism growth in yield**

- I. Diversifying our economy through tourism activities, increasing overnight stays and promoting existing and new experiences

#### **Future direction (3) Progressive well-resourced communities**

##### **1. Recreational opportunities for all**

- I. Developing well-designed and maintained recreational facilities – shared pathways, tracks, trails, exercise stations – all ages, all abilities

##### **8. Public infrastructure relevant to needs**

- I. Making sure the place works well through good design, safety standards asset management and ongoing maintenance

#### **Future direction (4) Leadership and accountable governance**

##### **4. Positive and productive working relationship with all levels of government and their agencies**

- I. Ensuring the area's needs and priorities are understood
- II. Understanding the outcomes and directions sought by all levels of government
- III. Building skills in attracting funding and investment

Council's Annual Plan 2020/2021 sought to source funding for the development of a George Town Airport Master Plan and Economic Opportunities Analysis.

### **STATUTORY REQUIREMENTS & RELATED COUNCIL DOCUMENTS**

The operation of the airport is currently by lease arrangement with the George Town Airport Association and George Town Council.

Civil Aviation Safety Regulations apply to all pilots and almost all operators in Australia.

Adopting the George Town Airport master Plan may result in future procurement or development exercises that could be subject to the following sections of the Local Government Act 1993:

## **8.2 DRAFT GEORGE TOWN AIRPORT MASTER PLAN (CONT.)**

- S175 Purchase or lease of land
- S176 Acquisition of land
- S333A Tenders
- S333B Code for tenders and contracts

Any future developments may be subject to provisions under the Planning Scheme and the National Building Code.

### **RISK CONSIDERATIONS**

The master plan contains a number of recommendations that look to improve the facility and safety measures including taxi areas and pilot activated lights.

Assets including the sealed runway have been included in Council's Asset Register and will be renewed in accordance with Asset Management practices and engineering standards.

### **FINANCIAL IMPLICATIONS**

Recommendations for development of the airport may be subject to future budget processes, grant applications and advocacy efforts.

Any investment from Council in new developments and assets will require adequate revenue to accommodate maintenance, renewal, and depreciation costs.

The cost of the development of the master plan was \$20,000 funded through revenue from TasWater dividend as approved by Council.

### **DIVERSITY, EQUITABLE ACCESS AND INCLUSION CONSIDERATIONS**

Any infrastructure developments at the airport will need adequately provide for equitable access in accordance with the Disability Discrimination Act and relevant standards.

### **CONSULTATION**

The George Town Airport Master Plan has been developed using internal Council resources, external expertise, and broad stakeholder consultation. Stakeholders consulted include:

- Elected members and officers of George Town Council
- George Town Airport Association
- Northern Tasmania Development Corporation
- State Growth Tasmania
- Flight School operator
- Hangar owners
- Regional Development Australia (Tasmania)
- Emergency Services
- Bell Bay Advanced Manufacturing Zone
- Local historians
- Developers and interested parties

## **8.2 DRAFT GEORGE TOWN AIRPORT MASTER PLAN (CONT.)**

Consultation considered the following:

- Background
- Governance
- Economic Impact/Regional Development
- Airport Operations
- Infrastructure
- Maintenance
- Safeguarding

Council was briefed by the consultants on the draft master plan at its workshop 10 August 2021 and were presented the draft master plan at its workshop 12 October 2021.

Should Council obtain funding to pursue recommendations for the master plan, community and stakeholder consultation will be undertaken in accord with Councils Community Consultation Framework.

The master plan also recommends the establishment of an Airport Steering Committee with a view to have relevant stakeholders informing decision making for the airport.

### **OPTIONS**

Council may choose to:

1. Adopt the master plan as presented; or
2. Adopt the master plan with amendment; or
3. Not support the master plan at this point in time.

### **OFFICER'S COMMENTS**

The George Town Airport has been subject to much debate over many years with regard to its ownership and preferred operational model. Having considered private ownership and resolving to keep the ownership in Council's tenure and further to maintain the site as an airport in perpetuity, the master plan provides a strategic roadmap for optimising the facility for users both private and recreational through future development opportunities and management considerations.

The master plan recommends improving stakeholder relations that will guide future development and also improve management relationships and communication. The master plan recognises the important role the airport plays for emergency services and recommends investment in hydrant access and fuel dispensers. As a community asset enjoyed by recreational aviators, the plan also recommends expansion of hangars and also recognises economic opportunities available to commercial ventures such as aviation mechanical services and other aviation related industry.

It is the view of the General Manager that the master plan presents a considered approach to future improvements to the airport facility.

**8.2 DRAFT GEORGE TOWN AIRPORT MASTER PLAN (CONT.)**

**OFFICER'S RECOMMENDATION**

That Council:

1. Adopt the George Town Airport Master Plan.

**DECISION**

**VOTING**

For:

Against:

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**8.3 S24 SPECIAL COMMITTEES OF COUNCIL ANNUAL REVIEW PROCEDURE**

**REPORT AUTHOR:** General Manager - Mr S. Power

**REPORT DATE:** 15 October 2021

**FILE NO:** 14.7

**ATTACHMENT:** (A) Revised s24 Special Committees Annual Review Procedure  
(B) Terms of Reference – Placemaking Advisory Committee  
(C) Terms of Reference – Community Safety Committee  
(D) GTC-16 Special Committees

---

**SUMMARY**

This report presents Elected Members with a draft procedure for the undertaking of annual reviews of s24 Special Committees of Council.

**BACKGROUND**

Section 24 of the Local Government Act 1993 provides:

(1) A council may establish, on such terms and for such purposes as it thinks fit, special committees.

(2) A special committee consists of such persons appointed by the council as the council thinks appropriate.

At present, there are two special committees of Council; the Community Safety Committee and the Placemaking Advisory Committee.

The George Town Community Safety Committee evolved over time and officially became a s24 sub-committee of Council by way of resolution 364/14 at the ordinary meeting of Council 12 November 2004. The committee is chaired by Cr Barwick and comprises the following membership;

- George Town Council
- Tasmania Police
- Department of State Growth
- Department of Health
- Department of Human Services
- Department of Education
- Department of Justice
- State Emergency Service
- Service Provider Networks
- Community Liaison Groups
- Tasmanian Fire Service

The aim of the Community Safety Committee is to enhance the safety of the George Town municipal area by providing a forum for:

- Information sharing and data collection
  - Discussion of safety issues within the municipal area to formulate the provision of advice to the Council
  - Foster collaboration between community stakeholders to improve community safety
  - Foster a culture of safe and responsible community behaviour.
-

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**8.3 S24 SPECIAL COMMITTEES OF COUNCIL ANNUAL REVIEW PROCEDURE  
(CONT.)**

The objective of the Community Safety Committee is to:

- Develop long and short term strategies to address local safety issues, focusing on prevention, education, and early intervention
- Actively engage the community and other key stakeholders on local community safety issues of concern
- Improve dialogue and partnerships with non-government organisations, community organisations, and other key stakeholders
- Identify new initiatives and capacity to source grant money to fund community safety initiatives
- Develop and disseminate community safety material among the local and business community as approved by Council
- Work collaboratively as a group and be actively involved in projects/activities identified by the committee

The impetus for the establishment of the Placemaking Advisory Committee was by way of motion 028/19 moved by Cr Brooks at the ordinary meeting of Council 19 February 2019:

*That Council:*

- 1. Establish a Special Committee under Section 24 of the Local Government Act 1993 to be named the George Town Placemaking Advisory Committee for the purposes of enhancing public spaces within the George Town Municipal area, to be achieved through increased stakeholder engagement and collaboration;*
- 2. Invite through a public expression of interest process, submissions from interested members from across the municipality, with an aim to establish a membership for the George Town Placemaking Advisory Committee comprising passionate individuals with a diverse range of skills, experience and backgrounds who are willing to give of their time and talent for the enhancement of their respective communities but also willing to work collaboratively for the greater good of the whole region; and*
- 3. Receive a draft Terms of Reference and selection criteria for the George Town Placemaking Advisory Committee to consider for adoption at its meeting 19 March 2019*

Subsequently, Council endorsed the establishment of the committee and at its ordinary meeting 19 March 2019 endorsed the inaugural membership.

Cr Brooks is Chair of the committee which comprises the following membership:

- Six (6) community members consisting of individuals with a diverse range of skills, experience and backgrounds who are willing to give of their time and talent for the enhancement of their respective communities but also willing to work collaboratively for the greater good of the whole region
- One staff member as appointed by the General Manager as an ex-officio member without voting rights

The aim of the Placemaking Advisory Committee is to enhance public spaces and strengthen the connection between people and places within the George Town municipal area through advice and recommendations to the George Town Council, coordination and synergizing with other placemakers, and consultation with key stakeholders, in order to grow the sense of community pride, ownership, and spirit.

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**8.3 S24 SPECIAL COMMITTEES OF COUNCIL ANNUAL REVIEW PROCEDURE (CONT.)**

The objectives of the Placemaking Advisory Committee are to:

- Work collaboratively as a group to provide advice and recommendations to the George Town Council on placemaking projects and activities within the George Town Municipal Area, as well as the development of strategies and plans as requested by Council
- Engage placemakers within the community to the discussions and deliberations of the Committee in order to synergise placemaking efforts across the municipality
- Provide for the co-ordination and information sharing of placemaking efforts with the operational taskings of the General Manager and their staff
- Promote projects to Council to be made 'shovel ready' in order to seek funding opportunities through eligible grants
- Engage in consultation with the community to inform the recommendations and advice it gives to Council

In accordance with Council policy GTC-16 each special committee of Council is to be reviewed annually, with a procedure that includes the following;

- A review of the continuing need of the committee
- A review of the Terms of Reference
- A review of governance compliance of the Committee; and
- A review of budgetary considerations

Recommendations are to be considered by Council pertaining to any of the above review requirements.

In accordance with policy requirements, the then Manager People, Performance and Governance commenced a review process of the special committees.

Council at its Workshop 14 September 2021 received a draft report on the annual review of the s24 George Town Council Community Safety Committee. Concerns were voiced over the process undertaken for the annual review, resulting in a request to the General Manager to prepare a revised review process for Council consideration.

Presented in attachment one is a revised procedure for Council consideration. Attachments two and three provide copies of each of the committee terms of reference, attachment five provides a copy the policy relevant to the committees for Council's information in considering the revised procedure. Also attached for Council's consideration are draft surveys intended for use as part of the committee review process.

**STRATEGIC PLAN**

This action relates to the following components of the Community Strategic Plan 2020-2030.

**Future direction (4) Leadership and accountable governance**

- 1/ A culture of engagement and participation
- I. Trusted, transparent and inclusive community engagement processes
  - II. Engaging over things that matter to the community.
  - IV. Understanding processes and participating in decision making

**8.3 S24 SPECIAL COMMITTEES OF COUNCIL ANNUAL REVIEW PROCEDURE (CONT.)**

**STATUTORY REQUIREMENTS & RELATED COUNCIL DOCUMENTS**

Local Government Act 1993, s24. Special committees provides:

- (1) A council may establish, on such terms and for such purposes as it thinks fit, special committees.
- (2) A special committee consists of such persons appointed by the council as the council thinks appropriate.

Council policy, GTC-16 Special Committees, requires the annual review of special committees of Council and establishes the minimum requirements to be reviewed and presented to Council as listed in the body of this report (refer to attachment two for full policy).

Each special committee of Council is governed in accordance with their respective terms of reference (see attachments two and three).

**RISK CONSIDERATIONS**

Risks associated with the proposed review procedure are deemed to be low in accordance with Councils Risk Management Framework.

The review process is not meant to be a critical assessment of individual member performance or contribution, but rather the performance and relevance of the committee/s with regard to strategic alignment, relevance with regard to contemporary council business and/or community concerns, use of council resources and compliance with terms of reference.

**FINANCIAL IMPLICATIONS**

Costs associated with the review process are limited to officer time and will be accommodated for within Council's approved 2021/2022 budget.

**DIVERSITY, EQUITABLE ACCESS AND INCLUSION CONSIDERATIONS**

Diversity, Equitable Access & Inclusion considerations are limited at this stage. Various media options can be provided to individual review participants should Council endorse the draft procedures and alternate means be required by individuals.

**CONSULTATION**

The revised review process has been limited to elected members as presented at the workshop 12 October 2021.

**OPTIONS**

Council may choose to:

1. Endorse the review procedure as presented
2. Endorse the review procedure with amendment or following further process
3. Not endorse the review procedure.

**8.3 S24 SPECIAL COMMITTEES OF COUNCIL ANNUAL REVIEW PROCEDURE  
(CONT.)**

**OFFICER'S COMMENTS**

The revised procedure aims to provide a fair and transparent review process that meets the requirements of Council policy GTC-16, and ensure that council resources and community member participation is valuable, effective and in alignment with Council's Community Strategic Plan 2002-2030.

**OFFICER'S RECOMMENDATION**

That Council:

1. Endorse the Special Committee Annual Review Procedure

**DECISION**

**VOTING**

For:

Against:

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**8.4 ANNUAL REPORT 2020/2021**

**REPORT AUTHOR:** General Manager – Mr S. Power

**REPORT DATE:** 21<sup>st</sup> October, 2021

**FILE NO.:** 17.1

**ATTACHMENT:** 2020/2021 Annual Report

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**SUMMARY**

To recommend to Council that the 2020/2021 Annual Report be adopted.

**BACKGROUND**

The Annual Report is a strategy document required under Section 36A of the Local Government Act 1993.

At the Audit Panel meeting held on the 5<sup>th</sup> October 2021 it was resolved that the Annual Financial Report, Audit Completion Report and the Memorandum of Audit Findings were received and noted.

The 2021 Annual General Meeting (AGM) will be held on Thursday 11<sup>th</sup> November 2021 commencing at 6.00 pm, where the community will be invited to comment on 2020/2021 Annual Report.

**STRATEGIC PLAN**

This action relates to the following components of the Community Strategic Plan 2020-2030.

**Future Direction 4 – Leadership and accountable governance**

Culture of engagement and participation; planning and regulatory responsibilities; working relationships and collaborations; change management and accountability.

**STATUTORY REQUIREMENTS & RELATED COUNCIL DOCUMENTS**

Section 36A of the *Local Government Act 1993* requires:

- (a) a statement of its activities during the preceding financial year; and
- (b) a statement of its performance in relation to the goals and objectives set for the preceding financial year; and
- (c) The financial statements for the preceding financial year; and
- (d) A copy of the audit opinion for the preceding financial year; and
- (e) Any other information it considers appropriate or necessary to inform the single authority council or participating councils of its performance and progress during the financial year.

#### **8.4 ANNUAL REPORT 2020/2021 (CONT.)**

##### **RISK CONSIDERATIONS**

In accordance with Council's adopted Risk Management Framework and Risk Matrix, a moderate risk of reputational damage has been identified. The content and publication of the 2020/2021 Annual Report mitigates such risks by providing transparency in Council's operations and performance.

##### **FINANCIAL IMPLICATIONS**

No financial implications have been identified should Council support the 2020/2021 Annual Report.

##### **DIVERSITY, EQUITABLE ACCESS AND INCLUSION CONSIDERATIONS**

George Town Council is committed to maximising access and inclusion to services, facilities, features and activities for all within the community, regardless of ability, literacy, numeracy and language limitations, age, race, religion or other, within all aspects of Council. The final report will be available in printed and electronic and the public are invited to George Town Council's AGM to discuss the Annual Report.

##### **CONSULTATION**

The community implications of the recommendation action/s have been assessed against Council's Community Consultation Framework as having a low to medium impact requiring category one consultation.

Pending Council endorsement, it is proposed that the community is invited to make comment on the 2020/2021 Annual Report through Council's website, Facebook page, and direct email through Council's community database.

The Annual report has been discussed at a Council Workshop held on 12<sup>th</sup> October 2021.

##### **OPTIONS**

Council may choose to:

1. Adopt the 2020/2021 Annual Report as presented; or
2. Adopt the 2020/2021 Annual Report with amendment; or
3. Not adopt the 2020/2021 Annual Report.

##### **OFFICER'S COMMENTS**

There is no formal requirement in the Local Government Act, the Local Government (General) Regulations 2015 or the Local Government (Meeting Procedures) Regulations 2015 for a council to present its previous AGM's minutes or the Annual Report for adoption at an AGM.

The Local Government Division's checklist does however provide the following comments on good practice in relation to the preparation of an annual report:

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**8.4 ANNUAL REPORT 2020/2021 (CONT.)**

Prepare and adopt an annual report as soon as possible after the end of the financial year, as recent information is of most relevance to readers. Copies of the report should be available to provide the community sufficient time to read the report before the Council's Annual General Meeting.

Based on the preceding comments it is recommended that Council adopts the 2020/2021 Annual Report.

The first of two notices of the 2021 Annual General Meeting will be placed in the Examiner newspaper on Wednesday 27<sup>th</sup> October 2021 with the second notice on Saturday 30<sup>th</sup> October 2021. [The Local Government Act requires that an AGM is not held before 14 days after the date of the first publication of a notice.]

The Annual Report will be made publicly available after the 26<sup>th</sup> October 2021 Ordinary Council meeting with submissions to the Annual Report closing at 2.00 pm 11<sup>th</sup> November 2021.

**OFFICER'S RECOMMENDATION**

That Council adopts the 2019/2020 Annual Report.

**DECISION**

**VOTING**

For:

Against:

**9. DEVELOPMENT AND ENVIRONMENT**

Nil.

**10. WORKS AND INFRASTRUCTURE**

Nil.

**11. CORPORATE SERVICES AND FINANCE**

Nil.

**12. LIVEABLE & CONNECTED COMMUNITIES**

Nil.

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**13. MAYOR**

**13.1 MATTERS OF INVOLVEMENT – MAYOR**

**FILE NO.:** 14.11

**REPORT DATE:** 20<sup>th</sup> October 2021

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<b>Mayor Cr Greg Kieser</b>		
<b>September</b>	27	Tasmania Talks interview
	27	Met with Rapid Relief Team Australia with the General Manager
	28	Chaired Council Workshop
	28	Chaired Ordinary Council Meeting
	29	Tamar FM interview
	29	Met with resident
<b>October</b>	2	Attended the Sneak Peek Event – Mount George Trail Network
	6	Met with Federal Member for Bass Bridget Archer and the General Manager
	8	Attended NTDC Special Meeting
	11	Attended NTDC Digital Workgroup
	12	Chaired Council Workshop
	12	Attended Local Government support for Covid-19 vaccination effort meeting
	13	Attended and interview with ABC outside broadcast at Bass and Flinders Maritime Museum
	14	Tasmania Talks interview
	14	Attended and assisted at the Seniors Variety Concert
	15	Attended the Nitty Gritty at the Memorial Hall
	16	Attended and MC at Hillwood Progress Association's Trivia Night
	18	Attended the Reconciliation Action Group Meeting
	19	Met with the Hon. Guy Barnett MP, Minister for Primary Industries and Water; Minister for Energy and Emissions Reduction; Minister for Resources; Minister for Trade; Minister for Veterans' Affairs

*Note: the Mayor has maintained regular contact with the General Manager and key staff to keep abreast of and respond to the COVID-19 crisis.*

**OFFICER'S RECOMMENDATION**

That the information report from the Mayor on Matters of Involvement be received and the information noted.

**DECISION**

**VOTING**

For:

Against:

**14. PETITIONS**

Nil.

**15. NOTICES OF MOTIONS**

**15.1 NOTICE OF MOTION – HILLWOOD MEMORIAL HALL ACOUSTICS – CR  
BARWICK**

Moved: Cr Barwick

Council agrees to write off any outstanding debt owed by the Hillwood Progress Association in relation to the acoustic installation at Hillwood Memorial Hall.

**DECISION**

Moved:

Seconded:

**VOTING**

For:

Against:

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**16. COUNCILLORS' QUESTIONS WITH OR WITHOUT NOTICE**

*[Refer to Minute No. 362/15 which states "At any Ordinary Meeting of Council when a 'without notice' question from a councillor is accepted, and when this question is taken on notice',*

- a) *The General Manager is to record in the minutes of that meeting the 'question', and that the question was 'taken on notice'.*
- b) *Provide the answer to the question 'taken on notice', at the next Ordinary Meeting of Council, in writing."]*

Nil.

## **17. COUNCIL COMMITTEE REPORTS**

### **17.1 GEORGE TOWN COMMUNITY SAFETY GROUP COMMITTEE MEETING MINUTES – 6<sup>TH</sup> JULY AND 7<sup>TH</sup> SEPTEMBER 2021**

**REPORT AUTHOR:** Executive Support & Governance Officer – Ms L. Dickenson

**REPORT DATE:** 20<sup>th</sup> September, 2021

**FILE NO:** 14.7

**ATTACHMENT/S:** (A) George Town Community Safety Group Committee Confirmed Minutes 6<sup>th</sup> July 2021  
(B) George Town Community Safety Group Committee Confirmed Minutes 7<sup>th</sup> September 2021

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#### **SUMMARY**

The purpose of this report is to provide information and for noting to Council on the confirmed minutes and any recommendations from the George Town Community Safety Group Committee for consideration.

#### **BACKGROUND**

The George Town Community Safety Group Committee met on the 5<sup>th</sup> October 2021 and accepted the minutes as true and accurate record of the meeting held on the 7<sup>th</sup> September, 2021.

The George Town Community Safety Group Committee minutes for the 6<sup>th</sup> July, 2021 were submitted to Council and subsequently deferred to a Council Workshop on the 10<sup>th</sup> August 2021.

#### **STRATEGIC PLAN**

This action related to the following components of the Community Strategic Plan 2020-2030.

##### **Future Direction 1. Community Pride:**

- i. Safe and secure communities
  - a. Focusing on prevention

#### **RISK IMPLICATIONS**

The following risks have been identified in accordance with Council's adopted risk Management Framework and Risk Matrix.

The scope of the George Town Community Safety Group Committee is governed by Council Policy GTC-16 Special Committees and the Community Safety Group Committee Terms of Reference. Risk implications are therefore considered to be low.

#### **STATUTORY REQUIREMENTS & RELATED COUNCIL DOCUMENTS**

Local Government Act 1993 and Council Policy GTC-16 Special Committees.

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**17.1 GEORGE TOWN COMMUNITY SAFETY GROUP COMMITTEE MEETING**  
**MINUTES – 6<sup>TH</sup> JULY AND 7<sup>TH</sup> SEPTEMBER 2021 (CONT.)**

**FINANCIAL IMPLICATIONS**

There are no identified financial implications.

**CONSULTATION**

The 7<sup>th</sup> September 2021 minutes of the meeting were discussed at the 5<sup>TH</sup> October, 2021 George Town Community Safety Group Committee meeting and were accepted as an accurate record of that meeting.

The 6<sup>th</sup> July 2021 minutes were presented to the Council Workshop on the 10<sup>th</sup> August, 2021.

**OPTIONS**

That Council:

1. Notes the minutes of the 6<sup>th</sup> July and 7<sup>th</sup> September 2021 of the George Town Community Safety Group Committee; or
2. Does not receive the minutes of the 6<sup>th</sup> July and 7<sup>th</sup> September 2021 of the George Town Community Safety Group Committee.

**OFFICER'S COMMENTS**

The George Town Community Safety Committee is established as a Special Committee of Council in accordance with Section 24 of the Local Government Act 1993.

**OFFICER'S RECOMMENDATION**

That Council notes the

1. minutes of the George Town Safety Group Committee meeting minutes of the 6<sup>th</sup> July and 7<sup>th</sup> September 2021 as an accurate record of that meeting.

**DECISION**

**VOTING**

For:

Against:

**George Town Council**  
**COUNCIL MEETING – 26<sup>TH</sup> OCTOBER 2021**  
**AGENDA**

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**17.2 GEORGE TOWN PLACEMAKING COMMITTEE MEETING – 6<sup>TH</sup> SEPTEMBER 2021**

**REPORT AUTHOR:** Executive Support & Governance Officer – Ms L. Dickenson

**REPORT DATE:** 20<sup>th</sup> October, 2021

**FILE NO:** 14.7

**ATTACHMENT/S:** George Town Placemaking Committee Confirmed Minutes 6<sup>th</sup> September 2021

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**SUMMARY**

The purpose of this report is to provide information to Council on the confirmed minutes and any recommendations from the George Town Placemaking Committee for consideration.

**BACKGROUND**

The George Town Placemaking Committee met on the 4<sup>th</sup> October 2021 and accepted the minutes as true and accurate record of the meeting held on the 6<sup>th</sup> September 2021.

**STRATEGIC PLAN**

This action related to the following components of the Community Strategic Plan 2020-2030.

**Future Direction 1. Community Pride:**

- i. All are valued and included
  - a. Taking a ‘whole of community’ approach to everything
- ii. All communities take pride in their place
  - a. Maintaining public spaces so they are clean, tidy and appealing
  - b. Developing well-designed public spaces which are attractive, safe and support the area’s identity and reputation
- iii. A strong, recognisable, positive reputation
  - a. Promoting the area as the place to live, work, play and invest.

**RISK IMPLICATIONS**

The following risks have been identified in accordance with Council’s adopted risk Management Framework and Risk Matrix.

The scope of the Placemaking Committee is governed by Council Policy GTC-16 Special Committees and the Placemaking Committee Terms of Reference. Risk implications are therefore considered to be low.

**George Town Council  
COUNCIL MEETING – 26<sup>TH</sup> OCTOBER 2021  
AGENDA**

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**17.2 GEORGE TOWN PLACEMAKING COMMITTEE MEETING – 6<sup>TH</sup> SEPTEMBER 2021 (CONT.)**

**STATUTORY REQUIREMENTS & RELATED COUNCIL DOCUMENTS**

*Local Government Act 1993 and Council Policy GTC-16 Special Committees.*

George Town Council Placemaking Committee Terms of Reference.

**FINANCIAL IMPLICATIONS**

There were no identified financial implications.

**CONSULTATION**

The minutes were discussed at the 4<sup>th</sup> October 2021 Placemaking Committee meeting.

**OPTIONS**

That Council:

1. Notes the minutes of the 6<sup>th</sup> September 2021 of the Placemaking Committee; or
2. Does not accept the minutes of the 6<sup>th</sup> September 2021 of the Placemaking Committee.

**OFFICER'S COMMENTS**

Nil.

**OFFICER'S RECOMMENDATION**

That Council notes the:

1. confirmed minutes of the 6<sup>th</sup> September 2021 George Town Placemaking Committee as an accurate record of that meeting.

**DECISION**

**VOTING**

For:

Against:

**George Town Council  
COUNCIL MEETING – 26<sup>TH</sup> OCTOBER 2021  
AGENDA**

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**18. CLOSED MEETING**

**18.1 INTO CLOSED MEETING**

**DECISION**

Moved: Cr  
Seconded: Cr

That Council move into closed meeting at ..... to discuss the following items:

<b>Agenda Item 18.2 Minutes of the closed ordinary Council meeting held on the 24<sup>th</sup> August 2021</b>
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As per the provisions of regulation 34(6) of the Local Government (Meeting Procedures) Regulations 2015.

**REQUIRES ABSOLUTE MAJORITY OF COUNCIL**

<b>Agenda Item 18.3 RFT 05/21 – Design and Construct - Structures</b>
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As per the provisions of regulation 15(2)(d) of the Local Government (Meeting Procedures) Regulations 2015.

**VOTING**

For:

Against:

**18.4 OUT OF CLOSED MEETING**

*In accordance with the requirements of the Local Government (Meeting Procedures) Regulations 2015 regulation 15(8) while in a closed meeting the Council is to consider whether any discussions, decisions, reports or documents relating to that closed meeting are to be kept confidential or released to the public, taking into account privacy and confidentiality issues.*

**DECISION**

Moved:

Seconded:

That Council moves out of Closed Meeting at ..... and endorse those decisions taken while in Closed Meeting and the information remains Confidential.

**VOTING**

For:

Against:

There being no further business, the meeting closed at .....

**Cr Greg Kieser  
MAYOR**