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

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**7.2 DA 2021/103 – STORAGE AND SITEWORKS – NORFOLK STREET, BELL BAY**

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

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

**FILE NO:** DA 2021/103

**ATTACHMENT:** (A) Title documents  
(B) Site Plan and Elevations  
(D) Representation (x2)  
(E) Additional Information Submitted by Applicant

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**APPLICATION INFORMATION**

**Applicant:** Tasmanian Ports Corporation Pty Ltd

**Site Address:** Norfolk Street, Bell Bay (a.k.a. 15 Mobil Road)

**Titles details:** CT 177662/1

**Property ID:** 9316159

**Zone:** General Industrial

**Use:** Storage (unprocessed timber)

**Proposed Development:** Site works

**Application Received:** 23<sup>rd</sup> September 2021

**1. SUMMARY**

Application is made to undertake filling and drainage works on land located at Norfolk Street, Bell Bay, to create a level, trafficable surface across the site. The site will be used for the storage of unprocessed logs associated with the various timber industries in the area.

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

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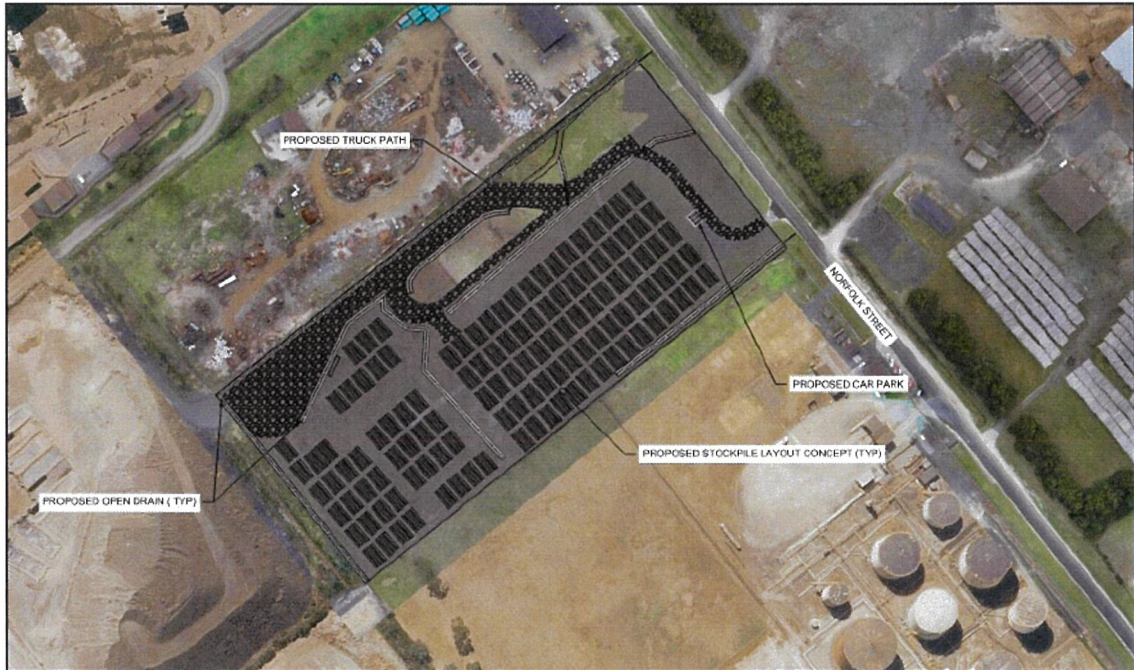


Figure 1: Proposed site plan (TasPorts, 2021).

The application is consistent with the intent of the General Industrial Zone where storage is a permitted use and supports a number of existing timber industries in the immediate area. The proposal does not include any new buildings, but includes significant filling and site levelling, along with drainage improvements. While earth works will extend to the boundary, the impact on adjoining properties is minimal. It is recommended that further work be undertaken to upgrade downstream drainage to manage stormwater from the site. The proposal is reliant on Performance Criteria, due to the amount of parking proposed. While the number of parking spaces is less than the Acceptable Solutions, it is appropriate for the proposed use of the site.

Two representations were received. One representation received from Liberty Bell Bay, raises concerns about drainage. It is agreed that further design work and upgrades are warranted in this respect and it is recommended that the permit be conditioned to require design plans to be submitted to the satisfaction of Council's Manager Infrastructure and Works.

One representation received from a resident on the west side of Kanamaluka / Tamar River raises concerns regarding dust and noise impacts, along with a range of general concerns about the planning system, land use conflicts and sustainability. The proposed development is not considered to pose a significant risk to residential amenity and can be managed by conditions. The issues raised are further discussed in the assessment below.

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The proposed use and development is considered appropriate within the context of the Bell Bay Industrial Zone. An assessment indicates that it is compliant with all of the applicable standards of the *George Town Interim Planning Scheme 2013* and has been recommended for approval.

**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
  - II. 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. Two (2) representations were received and are 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 off Norfolk Street, Bell Bay. The title is approximately 5.4ha in area and has an existing access off Norfolk Street. The land has formerly been used for storage of petrochemicals and has undergone extensive rehabilitation works. The site is largely cleared of vegetation.

The land is located within the Bell Bay Industrial Precinct and is largely surrounded by industrial uses. The Temco manganese smelter and Sims Metal are located to the north-west of the site. A coke stockpile and woodchip mill are located to the south-west. A United Petroleum bulk fuel storage facility is to the south-east, while an existing log storage facility is located to the north-east.

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Figure 2: Aerial view of subject site, outlined in red, and adjoining lots.

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Figure 3: Aerial view of Bell Bay, showing Beauty Point, George Town and the subject site outlined in red.



Figure 4: Zoning of subject site (outlined in red) and surrounds.

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Figure 5: Subject property, looking south-west from Norfolk Street.

## **7. DEVELOPMENT AND USE DESCRIPTION**

While the subject site has undergone extensive rehabilitation to remove contaminated soils, the work has left the site uneven, poorly drained, and generally unsuitable and unattractive for future use and development. The proposed development is to undertake significant cut and fill across the site to improve site drainage, level the site, and generally make the site development ready and more attractive for future use and development. In the interim, the site is intended to be used for unprocessed timber storage associated with other businesses already operating in the area. Due to increased demand for industrial land it is possible that the existing bulk log storage yard to the north-east may become unavailable in the future.

The proposal does not include the development of any buildings. However, it proposes the deposition of up to 27,000m<sup>3</sup> of shot-rock (large grade stones) of varying depth (up to 750mm in places) across the site. 40mm Crushed rock will be rolled and compacted across the site to create the finished, all weather, trafficable surface.

The proposed log storage will operate between 7:00am and 4:30pm, Monday to Friday, with deliveries controlled via a locked gate.

The site will be serviced by a 30 tonne excavator or wheeled loader, which will unload and stack logs in rows to a height of 3-4m.

A speed limit of 20km/h will be imposed within the site to minimise dust generation. Approximately 30 truck movements will occur on a daily basis during operation of the log storage.

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**8. REPRESENTATION**

The application was advertised for community consultation from the 02/10/2021 – 19/10/2021. Two (2) representations were received and are 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>
<p><i>Drainage in Norfolk Street inadequate to accommodate increased flow from improved drainage.</i></p>	<p>The applicant has acknowledged that upgrades are warranted to the Norfolk Street drainage system. These concerns are shared by Council's Manager Infrastructure and Works. It is recommended that prior to the commencement of works, a stormwater management plan and engineering design drawings be submitted showing upgrades to the Norfolk Street drainage system to the satisfaction of Council's Manager Infrastructure and Works.</p> <p>It is noted that further design work has been undertaken by the applicant. The representor, Liberty Bell Bay, has indicated they are satisfied that their concerns have been addressed. However, Council's Manager Infrastructure and Works is continuing to work with the proponent to ensure that the works are to an acceptable standard for a public road.</p>
<p><i>Noise Impacts; Request for limits to hours of operation. Request for noise limits to be imposed.</i></p>	<p>The application proposes to limit the hours of operation to 7:00am - 4:30pm, Monday to Friday. These hours are considered to be acceptable and are more constrained than those suggested by the representor.</p> <p>The nature of the proposed use, the intermittent unloading of logs with a single excavator, is unlikely to cause a noise nuisance within the proposed hours of operation. The industrial precinct already has a high background noise generated by the existing industries in the area and the proposed noise will not exceed existing noise levels or be discernible from outside the Industrial Precinct.</p>

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	<p>The standard attenuation distance for General Industrial Zone is 100m from residential properties. The proposed use is setback more than 2km from residences in George Town and more than 3km from residences in Beauty Point.</p> <p>It is also noted that the proposed use is currently already occurring on a neighbouring site and it is not anticipated that there will be a noticeable change in noise impacts.</p> <p>No further conditions are considered warranted in relation to noise.</p>
<p><i>Dust Impacts</i>  <i>Request for dust to be limited to the site.</i>  <i>Request for independent monitoring.</i></p>	<p>The subject site will be finished with a 40mm crushed and compacted gravel and the site will be subject to a 20km/h speed limit. The course material and reduced speed are unlikely to give rise to a significant dust issue and are insignificant within the context of the Industrial Precinct. The impacts will be similar to that of the existing log storage facility on the adjoining land to the north.</p> <p>The standard attenuation distance for General Industrial Zone is 100m from residential properties. The proposed use is setback more than 2km from residences in George Town and more than 3km from residences in Beauty Point.</p> <p>No further planning conditions are considered warranted.</p>
<p><i>General dissatisfaction with the planning system and decision making, including:</i>  <i>Exclusion of landowners in the adjoining council area;</i>  <i>Impacts of industrial development on the natural values of the area;</i>  <i>Apparent priority of job provision over amenity;</i>  <i>Impact of Industrial development on residential amenity, tourism and specialist agriculture.</i></p>	<p>The assessment of planning applications is undertaken in accordance with the requirements of the <i>Land Use Planning and Approvals Act 1993</i>. There are no limitations which prevent landowners in adjoining areas from contributing to the planning process at either a strategic or statutory level.</p> <p>Strategic planning work undertaken by both Council and the State Government has identified the Bell Bay Industrial Precinct, the largest industrial precinct in Tasmania, as a significant site for major industry, advanced manufacturing and shipping. The economic values of the site and</p>

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	convergence of shipping, road, rail, power, water and telecommunications infrastructure has resulted in this area being a preferred area for these types of developments to occur.
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**9. STATUTORY REQUIREMENTS**

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

- 25.0 General Industrial 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 Storage use development. The definition of the Storage use as outlined in the *George Town Interim Planning Scheme 2013* is:

*“use of land for storage or wholesale of goods, and may incorporate distribution. Examples include boat and caravan storage, contractors yard, freezing and cool storage, liquid fuel depot, solid fuel depot, vehicle storage, warehouse and wood yard.”*

The Storage use class is classified as a **Permitted** use in the General Industrial Zone. However, in this instance, the proposal relies on Performance Criteria and is subject to the discretionary application process.

**9.2 Planning Scheme Assessment**

**25 General Industrial Zone**

**25.1 Zone Purpose**

25.1.1	Zone Purpose Statements
35.1.1.1	To provide for manufacturing, processing, repair, storage and distribution of goods and materials where there may be impacts on neighbouring uses.
35.1.1.2	To focus industrial use and development into appropriate areas suitable for its needs.
35.1.1.3	To provide for ‘non-industrial’ uses that either support, supply or facilitate industrial development.
<b>Planners Response:</b>	
The proposal is for the storage of unprocessed timber, which includes the use of heavy machinery and vehicles. This is consistent with the purpose of the zone to provide for and focus uses of an industrial nature into areas designated as suitable for that purpose.	

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The proposed storage is for bulk materials at an industrial scale, which directly support processing industries in the surrounding area.

**25.1.2 Local Area Objectives**

To promote the Bell Bay industrial area as a strategic location of State importance, for the establishment of major industries requiring the locational advantages of a deep port, existing transport infrastructure and services and separation from incompatible uses

**Planners Response:**

The proposed use and development is compatible with Bell Bay's status as a strategic location of State importance for major industries, and directly supports existing industries in the area.

**25.1.3 Desired Future Character Statements**

To encourage major industrial use and development to locate and consolidate in the Bell Bay industrial area.  
 Small scale industrial activities are discouraged except where such uses service or support major industrial use and development.  
 High volumes of freight and heavy vehicles will be a feature of the zone. Some industries may use dangerous chemicals and processes and cause nuisances such as smoke, dust and noise.  
 To ensure land abutting the Tamar River Crown Reserve is reserved for industries which specifically require access to the water for wharf and associated installations.  
 To ensure maximum utilisation of existing service infrastructure and ensure expansion of infrastructure services are co-ordinated.  
 Ensure the protection and efficiency of transport infrastructure including road, rail and water when new development is approved.

**Planners Response:**

As indicated in the Desired Future Character Statement, the Bell Bay industrial area is specifically intended for use and development such as that proposed. The site will support the storage of a high volume of bulky raw materials directly related to existing large scale industries in the area. The works are required to make the site more attractive and suitable for development, while the use is proposed as a result of the existing log storage site being made available for development.

The proposal will not compromise the safety or efficiency of existing infrastructure in the region. While potential impacts on the stormwater network have been identified, these can be managed by conditions and localised upgrades.

**25.3 Use Standards**

**25.3.1 Emissions**

**Objective**

To ensure that non-residential uses do not cause an unreasonable loss of amenity to

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adjoining and nearby residential uses.	
Acceptable Solutions	Performance Criteria
A1 Use not listed in Table E11.1 Attenuation Distances or E11.2 Attenuation Distances for Sewerage Treatment Plants must be set back from sensitive uses a minimum distance of 100 metres.	P1 The use must not cause or be likely to cause an adverse impact to the amenity of sensitive uses through emissions including noise, smoke, odour, dust and illumination.
<p><b>Planners Response:</b></p> <p>Complies with the Acceptable Solutions. The use is not listed in Table E11.1 or E11.2 as an attenuated use, and is setback significantly more than 100m from the nearest dwelling.</p>	
A2 All solid waste produced through processing or manufacturing operations on the site must be removed and disposed of:  (a) by a licensed waste removal operator; or  (b) in accordance with a management plan approved by the Environment Protection Authority.	P2 No performance criteria.
<p><b>Planners Response:</b></p> <p>Not applicable. The proposal is not for a processing or manufacturing operation, but for storage only. The nature of the proposal suggests it is unlikely to give rise to significant volumes of waste.</p>	

**25.2 Development Standards**

**25.2.1 Building Design and Siting**

Objective	
To ensure that the site and layout, building design and form is visually compatible with surrounding development.	
Acceptable Solutions	Performance Criteria
A1 Building height must not exceed:  a) 10.0m; or  b) the average of the heights of buildings on immediately adjoining lots.	P1 Building height must:  a) be complementary to the streetscape immediately surrounding the site; and  b) avoid unreasonable levels of shading to the road, public places or adjoining properties.

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<p><b>Planners Response:</b></p> <p>Not applicable. The proposal does not include any buildings. It is noted that the proposed fill has a maximum height of 750mm above the existing ground level.</p>	
<p>A2 Buildings must be set back a minimum distance 10m from a frontage.</p>	<p>P2 The proposal must be:</p> <ul style="list-style-type: none"> <li>a) in keeping with or enhances the streetscape character; and</li> <li>b) consistent with the local area objectives, if any.</li> </ul>
<p><b>Planners Response:</b></p> <p>Not applicable. No buildings are proposed.</p>	
<p>A3 Buildings must be set back from side and rear boundaries a minimum distance 5m.</p>	<p>P3 The setback to the side and rear boundary must:</p> <ul style="list-style-type: none"> <li>a) provide adequate access to the site; and</li> <li>b) not result in unreasonable loss of amenity to the occupiers of adjoining uses having regard to the bulk and form of the building; and</li> <li>c) impact on the solar access of habitable room windows and private open space; and</li> <li>d) size and proportions of the lot; and</li> <li>e) extent to which the slope, retaining walls, fences or existing vegetation screening reduce or increase the impact of the proposed variation.</li> </ul>
<p><b>Planners Response:</b></p> <p>Not applicable. No buildings are proposed. However, it is noted the proposed fill will have minimal impact on the visual character of the property and the streetscape. The access and appearance of the site will remain similar to existing.</p>	

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

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

**E4.6 Use Standards**

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

Objective	
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.	
Acceptable Solution	Performance Criteria
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	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

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<p>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>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 State 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. The site will generate approximately 30 vehicle movements per day.</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> <ul style="list-style-type: none"> <li>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 benefit to the State or region; and</li> <li>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</li> <li>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.</li> </ul>

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**Planners Response:**  
Not applicable. The road has a speed limit less than 60km/h.

**E4.7 Development Standards**

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

<p><b>Objective</b></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> <ul style="list-style-type: none"> <li>a) ensure the safe and efficient operation of roads and railways; and</li> <li>b) allow for future road and rail widening, realignment and upgrading; and</li> <li>c) avoid undesirable interaction between roads and railways and other use or development.</li> </ul>	
<b>Acceptable Solution</b>	<b>Performance Criteria</b>
<p><b>A1</b> 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> <ul style="list-style-type: none"> <li>a) new road works, buildings, additions and extensions, earthworks and landscaping works; and</li> <li>b) building areas on new lots; and</li> <li>c) outdoor sitting, entertainment and children's play areas</li> </ul>	<p><b>P1</b> 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> <ul style="list-style-type: none"> <li>a) maintain or improve the safety and efficiency of the road or railway or future road or railway, including line of sight from trains; and</li> <li>b) mitigate significant transport-related environmental impacts, including noise, air pollution and vibrations in accordance with a report from a suitably qualified person; and</li> <li>c) ensure that additions or extensions of buildings will not reduce the existing setback to the road, railway or future road or railway; and</li> <li>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</li> </ul>

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	authority.
<b>Planners Response:</b>	
Not applicable. The proposal is not within 50m of a State Road or railway.	

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

<b>Objective</b>	
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.	
<b>Acceptable Solution</b>	<b>Performance Criteria</b>
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.	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.
<b>Planners Response:</b>	
Complies with the Acceptable Solution. The site will use the existing access and no additional access is proposed.	
A2 For roads with a speed limit of more than 60km/h the development must not include a new access or junction.	<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> <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</p>

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	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.
<b>Planners Response:</b> Not applicable. The road has a speed limit less than 60km/h.	

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

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

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

<b>Objective</b> To ensure that use and development involving or adjacent to accesses, junctions and
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level crossings allows sufficient sight distance between vehicles and between vehicles and trains to enable safe movement of traffic.	
Acceptable Solution	Performance Criteria
<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>
<p><b>Planners Response:</b></p> <p>Complies with the Acceptable Solutions. Sight distances at the access exceeds 200m to the north-west and south-east.</p>	

**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</p>

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	<p>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 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="padding-left: 20px;">i) the size of the dwelling and the number of bedrooms; and</p> <p style="padding-left: 20px;">ii) the pattern of parking in the locality; and</p> <p style="padding-left: 20px;">iii) any existing structure on the land.</p>
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**Planners Response:**

Relies on Performance Criteria. Storage use requires 1 space per 200m of the site. With an area of 5.4ha largely available for log storage, the acceptable solution requires 270 parking spaces. The parking demand for the proposed use is significantly less than 270 spaces, which is considered to be grossly excessive for the nature of the proposed use. The site will utilise up to two staff for loading and unloading of trucks. Three parking spaces are provided near the access to accommodate these staff and the occasional visitor to the site. The site will not be visited by the general public. The site layout includes an extensive internal looped driveway, which provides adequate opportunity for log trucks to park in tandem while waiting to be unloaded. Log trucks will generally not park at the site for long periods of time.

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The site will have a trafficable compacted gravel surface and there is significant opportunity for informal parking within the site should it be required.

There are no relevant parking precinct plans in the area.

The proposed use and development complies with the Performance Criteria and provides sufficient parking to meet the needs of the proposed use. It is unlikely that the proposal will impact the availability of street parking in the vicinity.

No further conditions are considered warranted.

**E6.6.2 Bicycle Parking Numbers**

<p><b>Objective</b></p> <p>To encourage cycling as a mode of transport within areas subject to urban speed zones by ensuring safe, secure and convenient parking for bicycles.</p>	
<b>Acceptable Solution</b>	<b>Performance Criteria</b>
<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 Parking Plans.</p>	<p>P1 Permanently accessible bicycle parking or storage spaces must be provided having regard to the:</p> <p>a) likely number and type of users of the site and their opportunities and likely preference for bicycle travel; and</p> <p>b) location of the site and the distance a cyclist would need to travel to reach the site; and</p> <p>c) availability and accessibility of existing and planned parking facilities for bicycles in the vicinity.</p>
<p><b>Planners Response:</b></p> <p>Complies with the Acceptable Solution. There are no requirements for bicycle parking for storage uses.</p>	

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

<p><b>Objective</b></p> <p>To ensure that taxis can adequately access developments.</p>	
<b>Acceptable Solution</b>	<b>Performance Criteria</b>
<p>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</p>	<p>P1 No performance criteria.</p>

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for dwellings in the General Residential Zone).	
<p><b>Planners Response:</b></p> <p>Complies with the Acceptable Solution. There is adequate space within the site and internal driveways for the parking of taxis.</p>	

**E6.6.4 Motorbike Parking Provisions**

<p>Objective</p> <p>To ensure that motorbikes are adequately provided for in parking considerations.</p>	
<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.
<p><b>Planners Response:</b></p> <p>Complies with the Acceptable Solutions. There is adequate space within the site for the parking of motorbikes.</p>	

**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>	
<b>Acceptable Solution</b>	<b>Performance Criteria</b>
<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</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>

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<p>marked or provided with other clear physical means to delineate car spaces.</p>	
<p><b>Planners Response:</b></p> <p>Relies on Performance Criteria. The intent of the proposal is to level the site and to bring the finished surface up to a standard that will be suitable for use by heavy loading machinery and log trucks. Works will include subterranean drainage, including the use of geofabric and a base of heavy shot rock. The surface will be finished with a 40mm crushed rock. This is considered to be appropriately formed and will create a suitable surface for vehicle movements. The site will be drained to the open stormwater drains on Norfolk Street.</p> <p>The applicant and Council's Manager Infrastructure and Works have identified that further works will be required to upgrade the stormwater system on Norfolk Street to accommodate any increased flows and resolve existing bottlenecks. It is recommended that a condition be included on the planning permit which requires detailed engineering design drawings to be submitted prior to the commencement of works on the drainage system which include flow calculations and show the upgrades to Norfolk Street.</p> <p>It is also recommended that prior to the commencement of use the vehicle parking area and internal circulation is to be clearly delineated by linemarking or some other physical means.</p> <p>No further works are considered necessary.</p>	

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

<p><b>Objective</b></p> <p>To ensure that car parking and manoeuvring space are designed and laid out to an appropriate standard.</p>	
<p><b>Acceptable Solution</b></p>	<p><b>Performance Criteria</b></p>
<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, provision for turning must not be located within the front setback for residential buildings or multiple dwellings.</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> <ul style="list-style-type: none"> <li>a) the layout of the site and the location of existing buildings; and</li> <li>b) views into the site from the road and adjoining public spaces; and</li> <li>c) the ability to access the site and the</li> </ul>

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	<p>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>Not applicable. There are no buildings on the site. The proposed development is not considered to be detrimental to the streetscape. The site is an industrial site within a significant industrial precinct. The visual appearance of the site will be in keeping with existing use and development in the area.</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 style="margin-left: 40px;">i) there are three or more car parking spaces; and</p> <p style="margin-left: 40px;">ii) where parking is more than 30m driving distance from the road; or</p> <p style="margin-left: 40px;">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>
<p><b>Planners Response:</b></p> <p>Complies with the Acceptable Solutions. The gradient of parking will be less than 10%. All</p>	

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vehicles will exit the site in a forward direction. The access is an existing setback truck access and complies with the minimum width of Table E6.2. 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 industrial use and development.

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

<b>Objective</b>	
To ensure adequate access, safety and security for car parking and for deliveries.	
<b>Acceptable Solution</b>	<b>Performance Criteria</b>
<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>
<b>Planners Response:</b>	
Not applicable. The proposal includes less than 20 parking spaces.	

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

<b>Objective</b>	
To ensure adequate parking for persons with a disability.	
<b>Acceptable Solution</b>	<b>Performance Criteria</b>
<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>
<b>Planners Response:</b>	
Not applicable. The proposal does not include accessible parking.	
<p>A2 Accessible car parking spaces for use by persons with disabilities must be</p>	<p>P2 No performance criteria.</p>

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<p>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> Not applicable. The proposal does not include accessible parking.</p>	

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

<p><b>Objective</b> 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> Complies with the Acceptable Solution. The facilities provided for unloading of deliveries are suitable for the proposed use.</p>	

**E6.8 Provisions for Sustainable Transport**

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

<p><b>Objective</b> 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</p>	<p>P1 For all development where (in accordance with Table E6.1) over 5</p>

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<p>bicycle spaces are required, 1 shower and change room facility must be provided, plus 1 additional shower for each 10 additional employee bicycles spaces thereafter.</p>	<p>bicycle spaces are required, end of trip facilities must be provided at 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><b>Objective</b></p> <p>To ensure that parking and storage facilities for bicycles are safe, secure and convenient.</p>	
<p><b>Acceptable Solution</b></p>	<p><b>Performance Criteria</b></p>
<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>P1 Bicycle parking spaces must be safe, secure, convenient and located where they will encourage use.</p>

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<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><b>Planners Response:</b> Not applicable. No customer or visitor bicycle 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> Not applicable. No bicycle parking is proposed or required.</p>	

**E6.8.5 Pedestrian Walkways**

<p><b>Objective</b> 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> Complies with the Acceptable Solutions. No dedicated access required for use and development where less than 10 spaces are proposed. It is unlikely that the combination of staff vehicles and log trucks will exceed 10 vehicles at any time and there are no buildings which pedestrians would require access to.</p>	

**7.2 DA 2021/103 – STORAGE AND SITEWORKS – NORFOLK STREET, BELL BAY (CONT.)**

**10. REFFERALS**

**Internal Referrals**

Works and Infrastructure:

In principle there are no issues with the proposed use and development, however, works will need to be undertaken to the Norfolk Street open drainage system and these works will need to be undertaken to Council's standards to ensure they are suitable for a public road.

**External Referrals**

No external referrals were required.

**11. SERVICES**

***Road***

The site is accessed from Norfolk Street via an existing wide crossover.

***Sewer***

Council records do not indicate a connection to the sewerage system.

***Water***

Council records do not indicate a connection to reticulated water.

***Storm Water***

Stormwater will be discharged to Norfolk Street, some upgrades to the drainage system are required.

**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 use and development of a log storage yard at Norfolk Street, Bell Bay 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.

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**7.2 DA 2021/103 – STORAGE AND SITEWORKS – NORFOLK STREET, BELL BAY (CONT.)**

**14. RECOMMENDATION**

That the application for use and development, Storage (site works and unprocessed log storage) at Norfolk Street, Bell Bay (CT 177662/1) 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:

- a) TasPorts, Development Application, dated August 2021;
- b) TasPorts, Drawing No: BBYRRR00062, Sheets D004 – D008

to the satisfaction of the Council, except where provided otherwise by Condition 2. Any other proposed development and/or use will require a separate application to and assessment by the Council.

**2. STORMWATER NETWORK**

The existing stormwater drainage system on Norfolk Street is to be upgraded to satisfaction of Council's Manager Infrastructure and Works to accommodate any increased flows from the site. Prior to the commencement of works stormwater calculations and engineering design drawings are to be submitted to the satisfaction of the Manager Infrastructure and Works for endorsement. All work must be undertaken to the satisfaction of the Manager Infrastructure and Works.

**3. SOIL AND WATER MANAGEMENT PLAN**

Prior to the commencement of the works, a site management plan must be submitted detailing how soil and water is to be managed on the site during the construction process to prevent the escape of soil and sediments beyond site boundaries. The management plan is to include erosion and sediment control practices to be used on the site such as cut off drains, sediment traps, fenced areas, revegetation, silt fencing, soil stockpile controls and sediment traps etc, as required. Works must not commence prior to the approval of the Soil and Water Management Plan by Council's Manager, Works & Infrastructure. The Plan must be implemented and maintained during construction to ensure that soil erosion and water quality is appropriately managed.

**4. NO POLLUTED RUNOFF**

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

**5. 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.

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**7.2 DA 2021/103 – STORAGE AND SITEWORKS – NORFOLK STREET, BELL BAY  
(CONT.)**

**Permit Notes**

1. This permit was issued based on the proposal documents submitted for DA 2021/103. You should contact Council with any other use or development, as it may require the separate approval of Council. Council's planning staff can be contacted on 6382 8800.
2. 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 6382 8800.
3. 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.
4. 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)
5. 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 six (6) months of the expiration.
6. 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.
7. 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.

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**7.2 DA 2021/103 – STORAGE AND SITEWORKS – NORFOLK STREET, BELL BAY  
(CONT.)**

**DECISION**

**VOTING**

For:

Against: