



GEORGE TOWN COUNCIL AGENDA

Notice is hereby given
that the next Ordinary Council Meeting
will be held on
Tuesday 26 July 2022

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

commencing at **1:00 pm.**

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 limitations 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

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Meeting Commencing at 1:00 pm

Acknowledgement of Country

The George Town Council pays its respects 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 AND LEAVE OF ABSENCE

1.2 IN ATTENDANCE

2 CONFIRMATION OF MINUTES

2.1 ORDINARY COUNCIL MEETING HELD 28TH JUNE 2022

RECOMMENDATION

That the Minutes of Council's Ordinary Meeting held on 28th June 2022 numbered 078/22 to 091/22 and 093/22 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.

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.

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.")

Nil.

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 or 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 2021/109 - RESIDENTIAL SUBDIVISION (29 LOT SUBDIVISION AND ROADS) - 90 GERZALIA DRIVE, GEORGE TOWN

REPORT AUTHOR:	Statutory Town Planner - Mr J Simons Acting Director Infrastructure and Development – Mr D. Thornton
REPORT DATE:	15 July 2022
FILE NO:	DA 2021/109
ATTACHMENTS:	<ol style="list-style-type: none">1. Titles [7.1.1 - 4 pages]2. Plan of subdivision [7.1.2 - 3 pages]3. Supporting Documents [7.1.3 - 118 pages]4. TWDA 2021-01758- GTC [7.1.4 - 4 pages]5. Representations Compiled [7.1.5 - 22 pages]6. Response to Reps [7.1.6 - 45 pages]

APPLICATION INFORMATION

Applicant:	The Harper Superannuation Fund
Site Address:	90 Gerzalia Drive, GEORGE TOWN
Titles Details:	CT 135076/101
Property ID:	2048331
Zone:	General Residential
Use:	Residential
Proposed Development:	Subdivision (29 Lots and Road)
Application Received:	11 th October 2021

1. SUMMARY

Application is made to subdivide the property at 90 Gerzalia Drive, George Town, resulting in 29 new lots, located on vacant land between Gerzalia Drive, and White Street. The lots are intended to be used for residential purposes and range from 630m² to 1115m² in area. The application proposes the connection of White Street to Gerzalia Drive and lots are intended to be fully serviced.

The land surrounding the property is used for residential purposes, with a mix of suburban density and low density housing.

The application also demonstrates that the land can be fully serviced and proposes the connection of White Street with Gerzalia Drive.

Full plans of the proposal are included in the attachments. An indicative plan of subdivision is below:

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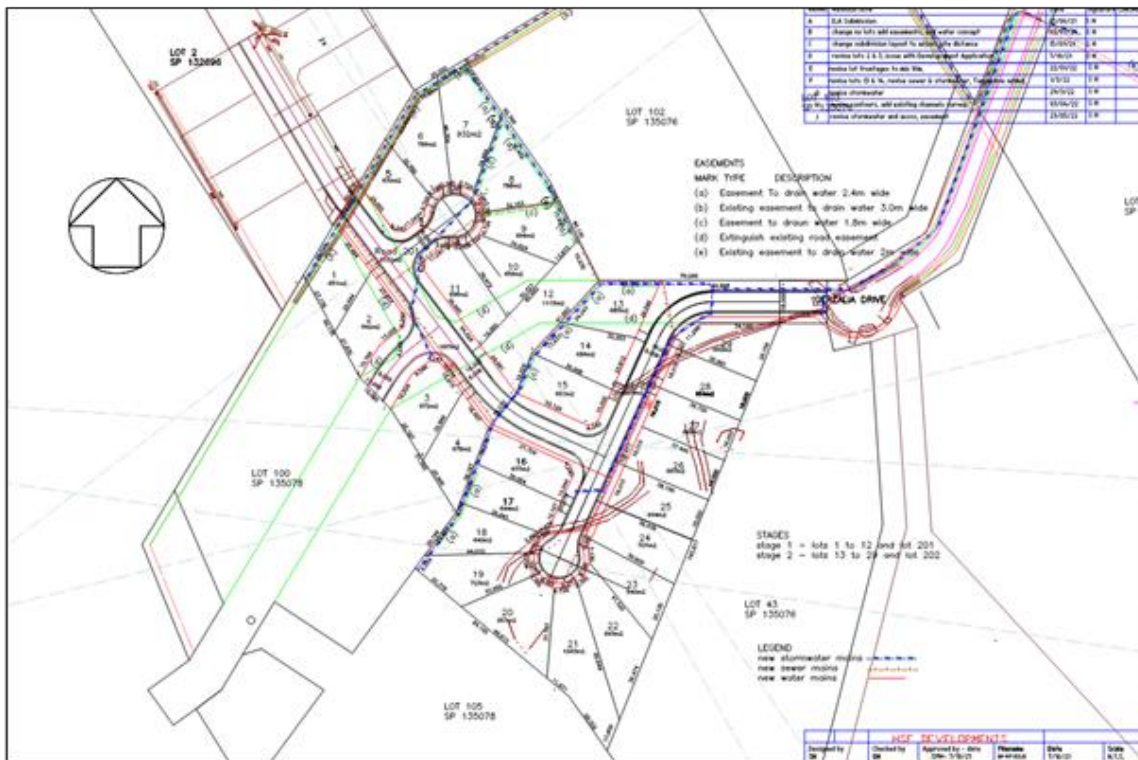


Figure 1: Proposed site plan (HFS Developments, 2021)

Ten (10) representations were received during the advertising period. Concerns raised in the representations largely relate to density, stormwater management, and road and traffic concerns. The representations are more fully addressed in the assessment below.

The application is consistent with the intent of the General Residential Zone and use for residential purposes. The proposed lots are all of a size and dimensions suitable for residential use and development of a dwelling and will be fully serviced.

The proposed road network is considered to be appropriate for the proposed development. The connection of Gerzalia Drive is consistent with the intent of the original subdivision of Gerzalia Drive and the easements placed on the title at that time. The road is of a sufficient design standard to accommodate the increased traffic. The lack of footpath and street lighting on Gerzalia is as a result of the service levels set by Council when the subdivision was undertaken and is consistent with the service levels of Low Density Residential areas in George Town and other settlements in the Local Government Area.

The subdivision will connect to the existing stormwater system via existing infrastructure and easements specifically for this purpose. Some reshaping of the drains will be required to integrate the piped system within the subdivision to the existing open drain. Cleaning of existing open drains, including those on Gerzalia Drive will also be required. The application has demonstrated the system has adequate capacity to accommodate stormwater from the development.

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 with conditions.

2. STRATEGIC PLAN

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

Future Direction Four - 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. Ten (10) 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 comprises a 2.828 ha property on the southern edge of George Town. The property has direct frontage to White Street and Gerzalia Drive.

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Figure 2: Aerial photo of the subject title (outlined in red) and surrounding land.

The site is surrounded by residential use and development. Land to the north-west of the site has been developed to suburban densities and largely built out with single dwellings. The land to the east, south-east and south-west has been developed with single dwellings on lower density lifestyle lots.

The land is relatively flat and has been largely cleared of vegetation. The property has access to reticulated services and to the open drainage network.

The land is located within the General Residential Zone and is subject to the Bushfire Prone Areas Overlay.

The title documents for the property include road easements required by Council to facilitate the connection of White Street and Gerzalia Drive and Tamar Avenue.

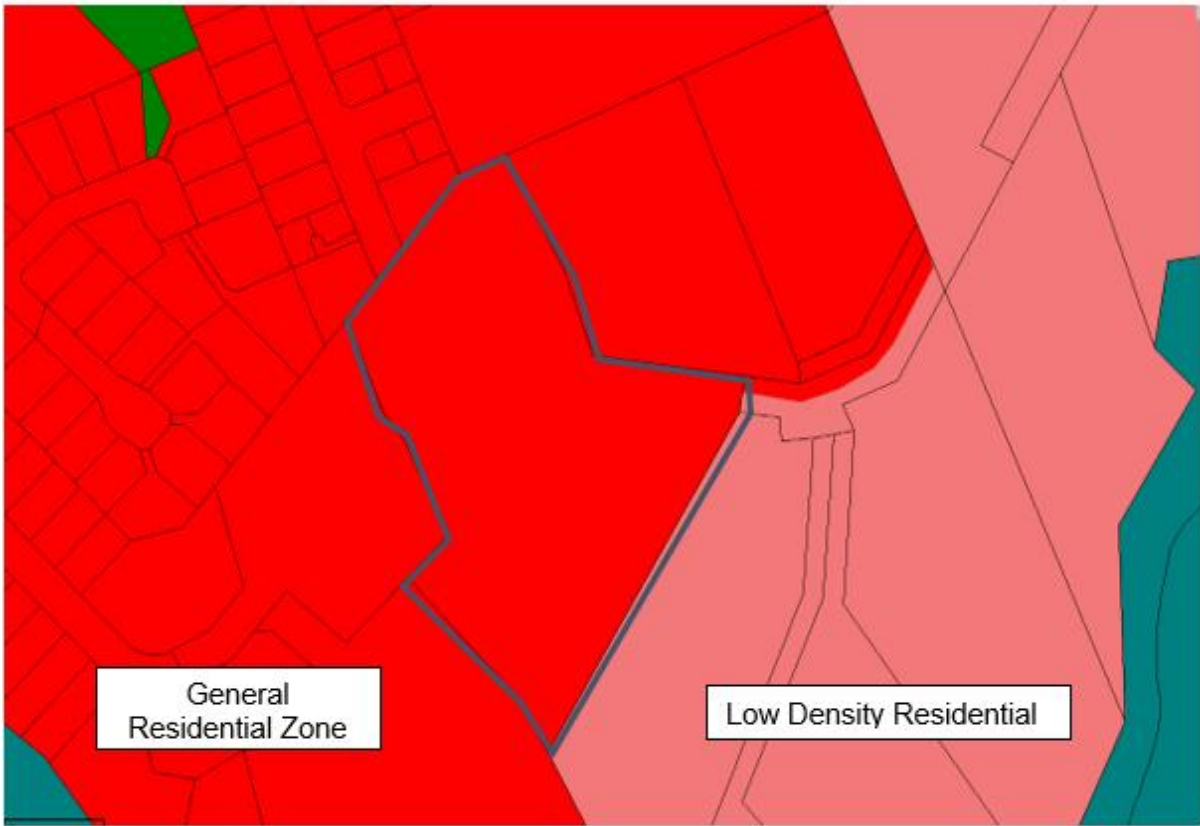


Figure 3: Zoning of subject site (outlined in blue) and surrounds.



Figure 4: Subject property, looking north from the current frontage on Gerzalia Drive.



Figure 5: Subject property, looking south from White Street.



Figure 6: Gerzalia Drive, looking south from the current terminus.

7. DEVELOPMENT AND USE DESCRIPTION

The application seeks approval to subdivide the subject lot. The subdivision will result in 29 new residential lots, suitable for the development of a dwelling, along with an access road, connecting White Street and Gerzalia Drive, a road stub to facilitate future connection to Tamar Avenue and two short cul-de-sac stubs.

The proposed road network will be to a suburban standard, including reticulated infrastructure within the subdivision, sealed roads, curb and channel, and footpaths.

The features of the proposed lots are as follows:

Lot No.	Area m ²	Features
1	651	Vacant
2	642	Vacant
3	672	Vacant
4	678	Vacant
5	630	Vacant
6	786	Vacant
7	932	Vacant
8	788	Vacant
9	694	Vacant
10	659	Vacant

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11	696	Vacant
12	1115	Vacant
13	685	Vacant
14	686	Vacant
15	653	Vacant
16	637	Vacant
17	644	Vacant
18	640	Vacant
19	723	Vacant
20	857	Vacant
21	1093	Vacant
22	893	Vacant
23	640	Vacant
24	707	Vacant
25	694	Vacant
26	681	Vacant
27	668	Vacant
28	654	Vacant
29	660	Vacant
201	2631	Road
202	1001	Road

Table 1: Proposed lot size and features.

8. REPRESENTATIONS

The application was advertised for community consultation from the 18/06/2022 – 04/07/2022. Ten (10) representations were received and are summarised below.

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

Issues raised in representations	Council response
<p><i>Stormwater management:</i></p> <p><i>Use of existing swales crossing 86 and 88 Gerzalia Drive.</i></p>	<p>The existing swale at the rear of 86 and 88 Gerzalia Drive will be cleared and reprofiled for an extent to integrate the piped stormwater network with the existing open drains. This drain is contained within an existing 3m wide drainage easement, which is explicitly for this purpose.</p> <p>Once this work is undertaken, stormwater modelling provided with the application and prepared by a suitably qualified consultant, based on 67% impervious surfaces within the built out subdivision, demonstrates the proposed works will result in a marginal increase in stormwater flow rates. During a 20% AEP event there will be a marginal increase in lows, while a 1% AEP will result in a marginal decrease in flow rates. The clearing of the existing swales will improve their</p>

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<p><i>77 Gerzalia Drive not included in the application.</i></p> <p><i>Existing swales have never been maintained.</i></p> <p><i>Use of swales inappropriate – 3rd world. Pipes should be used</i></p> <p><i>Clarification of drains adjoining 47 White Street.</i></p> <p><i>Insufficient capacity within existing drains on Gerzalia Drive.</i></p>	<p>performance, contain any increased flows and will largely improve existing drainage of 86 and 88 Gerzalia Drive.</p> <p>77 Gerzalia Drive has not been included in the application. Stormwater will drain through the property via an existing watercourse, which already forms part of the local stormwater drainage network. However, the natural topography provides the watercourse with sufficient capacity to accommodate increased stormwater flows without any additional works.</p> <p>Additional discharge into the watercourse will be less than 10% in a 1 in 5 year event. This is consistent with the Acceptable Solutions of the planning scheme.</p> <p>While it is acknowledged that little maintenance has been done on the swales in the past, this is generally because maintenance has been undertaken on an as needs basis. Increased utility of the drain will generate a greater need to maintain the system such that it performs efficiently. It is the responsibility of Council to maintain the stormwater network.</p> <p>Open drainage networks are a common feature of Low Density Residential environments and are consistent with the Tasmanian Standard Drawings. Piped systems are generally only warranted where the density of development increases the need to maximise space and where the per capita costs of investing and maintaining such systems is lower.</p> <p>A piped system has less capacity to manage overland flows, particularly without roads to provide alternative flowpaths. The open portion of the drainage network also provides an opportunity for natural biological processes to improve the quality of the stormwater.</p> <p>The drainage adjacent to 47 white Street, which will cross proposed lot 5,6 and 7 within the subdivision will be underground pipe. All stormwater services within 90 Gerzalia Drive will be piped.</p> <p>Modelling included in the application adequately demonstrates there is sufficient existing capacity within the drains on Gerzalia Drive to accommodate the proposal. While some sediment</p>
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<p><i>Insufficient treatment for water quality: nitrogen levels do not meet reduction targets.</i></p>	<p>removal will occur, the existing table drains will not be altered.</p> <p>The planning scheme generally assumes that existing stormwater networks managed by Council are appropriately treated prior to discharge. This is the responsibility of Council as the Stormwater Authority. The proposed development will connect to an existing stormwater network, and results in less than 10% increase in the volumes of stormwater at the discharge point.</p> <p>The stormwater quality assessment included in the application is intended to demonstrate that the open network results in a general reduction in nutrients compared to a closed system. However, the responsibility to address water quality and treat the existing outfall rests with Council.</p> <p>In this case, the stormwater quality treatment is consistent and generally better than the majority of other stormwater outfalls in the George Town area. While Council is aware of its responsibilities as the Stormwater Authority, further improvements to water quality at outfalls will be subject to budget availability and prioritised according to risk.</p> <p>It is noted that the Water Quality code is not applicable to this proposal as the development is more than 50m from a watercourse and will connect to the existing public stormwater network.</p>
<p><i>Infrastructure associated with past developments never constructed.</i></p>	<p>There is some confusion regarding infrastructure that was intended to be built compared to infrastructure that has been built.</p> <p>While there is additional capacity in White Street, records indicate that this capacity was intended to service a different lot to the east of White Street and not the subject land. The Infrastructure was largely put in place, however, as it was not intended to service this lot, it does not extend all the way to the boundary with 90 Gerzalia.</p>
<p><i>What will limit the discharge of stormwater into the river.</i></p>	<p>All stormwater in George Town is directed to the Tamar/Kanamaluka.</p>
<p><i>Erosion at outlet on Deceitful Cove.</i></p>	<p>The outlet into Deceitful Cove is part of the existing stormwater network. The stormwater assessment submitted with the application demonstrates the existing network has capacity to accommodate the flows.</p>

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<p><i>Risk of flooding 89 Gerzalia Drive as a result of Civil Works. Drainage easement and drain required.</i></p>	<p>The proposed road and drainage system are downslope of 89 Gerzalia Drive, as indicated in the hydrolic assessment submitted with the application and contour mapping. It is unlikely that these works will result in any increased flooding at 89 Gerzalia Drive. A Construction Environmental Management Plan will be submitted prior to the commencement of works. All lots will command a gravity connection to the proposed system and storm water generated by development will be directed to this system, away from 89 Gerzalia Drive. The drainage associated with individual dwellings on the lots will be considered if/when an application is received. Additional public drainage is not warranted.</p>
<p><i>Traffic Impact: Gerzalia Drive Standard not suitable for increased traffic – narrow, open drains, no footpath, no streetlights.</i></p> <p><i>Vehicle movement higher than predicted in the TIA.</i></p> <p><i>Increased traffic and construction vehicles will increase the danger.</i></p> <p><i>No foot path on Gerzalia Drive. Pedestrians forced to walk on the road. Popular walking area.</i></p>	<p>The Tasmanian Standard Drawings, adopted by Council, indicate a sealed rural road with a pavement width of 6m is suitable for up to 2000 vehicles per day. The volumes of traffic generated by the proposed development, combined with the existing movements in the street remain significantly less than this. The existing road is of a suitable design standard to accommodate the increased traffic.</p> <p>The estimated traffic volumes in the Traffic Impact Assessment have been calculated using the same methods used to predict traffic volumes for any new road or subdivision. Generally the number is conservative. However, even if the volume is an underestimate, the road design has capacity to absorb a significantly greater volume.</p> <p>It is acknowledged that there will likely be an increase in construction vehicles, both during the construction of the subdivision and as it develops. The road can accommodate the additional traffic.</p> <p>A pedestrian footpath is not provided on Gerzalia Drive. This is the service level set by Council for Low Density Residential areas. Council does not encourage walking on the road and streetlights have not been installed, largely as a deterrent.</p> <p>This service level is consistent with the service levels provided for properties in Low Density Residential areas across the George Town Local Government Area.</p> <p>The service level is directly attributed to the per capita costs of providing and maintaining services. While Council could consider the provision of a footpath as part of a future Capital Works Program,</p>

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<p><i>Open drains on Gerzalia Drive are dangerous.</i></p> <p><i>Road widths wider within subdivision than Gerzalia Drive.</i></p> <p><i>It was never intended to connect White Street and Gerzalia Drive.</i></p>	<p>the decision will be based on availability of budget and prioritisation.</p> <p>Open drains are a common roadside feature throughout the Local Government Area. While maintenance to remove sediment will be undertaken, the application does not propose to alter or increase the dimensions of the drains on Gerzalia Drive.</p> <p>The widths of roads in areas with General Residential densities are wider as there is an increased need to provide for street parking associated with the densities proposed.</p> <p>The sealed plan which created 90 Gerzalia Drive, along with 87, 85, 83, 88 and 86 Gerzalia Drive as part of the original subdivision includes a road easement for the connection of White Street, Tamar Avenue and Gerzalia Drive, along with the drainage easements running along the northern side of the titles and connecting to Gerzalia Dive.</p> <p>Similarly, the easements provide the means and capacity for drainage of the land, far in excess of what is required by the current levels of development.</p> <p>These easements have existed for the entire existence of these properties demonstrating the intention to connect Gerzalia Drive by both road and drainage since its first development.</p> <p>The George Town Structure Plan also acknowledges the need for cross connections in this area linking Tamar Avenue to Gerzalia Dive.</p>
<p><i>Density: No demonstrated need. George Town Does not need high density small lots. Development out of place – Gerzalia drive is characterised by large dwellings on acreage.</i></p>	<p>The subject property is located within the General Residential Zone. The intent of this zone is to provide for fully serviced residential lots at suburban densities. While it does contrast to the large lots to the south, it is consistent with the existing suburban developments to the north and east of the site and is consistent with the intent of the current zoning.</p> <p>Supply and demand for residential land is considered as part of any application to rezone land. As the land is already in the General Residential Zone and does not require rezoning, there is no requirement to demonstrate need for further subdivision of land. The proposed densities</p>

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<p><i>Sets a precedence for other large lot owners to be able to subdivide. Why can this lot subdivide when others cannot?</i></p> <p><i>Transition from general res to low density res is brutal, with multiple dwellings sharing a boundary with a single acreage.</i></p> <p><i>Impact on privacy and noise of having so many dwellings nearby.</i></p> <p><i>Concerns regarding the height and setback requirements for adjacent lots – Two story dwellings will remove privacy.</i></p>	<p>are General Residential Densities and are similar to those across George Town.</p> <p>The ability to subdivide is inherent in the zoning of the land and the planning standards applicable in the zone. The different Zones applicable in this area can be viewed in Figure 3 above. The proposed development is consistent with the intent of the General Residential Zone and what the provisions of that zone provide for.</p> <p>Other properties in the area, including 57 and 84 Tamar Avenue, and 86 and 88 Gerzalia Drive are currently in the General Residential Zone and have capacity and potential for subdivision at urban densities.</p> <p>The remaining properties fronting Gerzalia Drive are in the Low Density Residential Zone and the capacity to further subdivide is limited by the provisions of that zone.</p> <p>This is not an unusual situation. Transition must occur at some point.</p> <p>A standard 1.8m privacy fence is sufficient to provide a reasonable degree of privacy for the residents of existing dwellings in the area. Beyond this, the privacy impacts of individual dwellings is considered as part of the development approval process.</p> <p>Increased noise may be experienced by neighbouring properties. With the exclusion of the initial construction period, this noise will be of a domestic nature. While residents may experience a change, the impacts are not unreasonable.</p> <p>The zoning of the land at 90 Gerzalia Drive will not change as a result of this proposal. The height and setback requirements of the General Residential Zone will remain applicable. This does allow 2 story development up to 4m from the rear boundary. This can already occur now.</p>
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<p><i>Other matters: Devaluation of property.</i></p> <p><i>Narrow frontages will prevent multicar garages resulting in increased street parking.</i></p> <p><i>Noise/dust during construction of the subdivision and development of lots over a long period.</i></p> <p><i>Requirement to negotiate with multiple owners to fence. Applicant has agreed to install fence at Stage 2, but it should be at stage 1</i></p>	<p>Property values are highly subjective and are not a matter that can be considered through the planning approval process.</p> <p>The provision of adequate car parking within individual lots is considered as part of any application to develop those lots. There is no requirement in the planning scheme to provide a garage.</p> <p>Increased instances of street parking associated with General Residential developments are recognised in the construction standards for residential streets such as those proposed, which include sufficient width to accommodate street parking. It is also noted that street parking generally acts as a natural traffic calming device.</p> <p>It is inevitable that there will be some construction noise for a significant period while development of the subdivision occurs. The developer has committed to the preparation of a Construction Environmental Management Plan to minimise impacts during construction. It is recommended that a condition be placed on any permit issued for the plan to be submitted to Council prior to the commencement of works.</p> <p>Some noise is inevitable during development of individual lots. Noise impacts are regulated by the Environmental Management and Pollution Control Act 1994, which sets hours during which the use of certain tools and activities is permissible and establishes processes for dealing with noise nuisance.</p> <p>Shared boundary fencing is governed by the Boundary Fences Act 1908. As the planning scheme and the planning permit is a subordinate piece of legislation, it does not override the provisions of the Boundary Fences Act 1908, or the requirements of this act for owners to contribute to the cost of fencing.</p> <p>The Boundary Fences Act 1908 includes a dispute resolution process to determine the type of fencing and the distribution of costs.</p> <p>A condition on the planning permit is not necessary. However, it is recommended that the landowners consider commencing proceedings</p>
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<p><i>Current fence does not meet Work Safe Standards for a construction site.</i></p> <p><i>Duration of works. No time limit in place.</i></p> <p><i>Impact on wildlife – road kill</i></p> <p><i>Past stormwater and water upgrades required as part of past subdivisions were never undertaken.</i></p> <p><i>Gerzalia Drive poorly constructed.</i></p>	<p>under this Act to negotiate new fencing while the land remains in single ownership.</p> <p>Council is not the responsible authority for determining or enforcing compliance with the Work Health Safety Regulations 2012. It is the responsibility of the developer to meet these requirements and the responsibility of Work Safe to police.</p> <p>Council generally does not establish time limits on the progress of a subdivision. Unless an extension is approved by Council, works must be substantially commenced within 2 years of the permit being issued.</p> <p>While it is noted that infill development on the urban fringe often results in increased interactions with wildlife, infill and densification of existing settlements, in areas where habitat is already fundamentally degraded, is preferred over establishment of new residential areas where habitat remains largely intact.</p> <p>There is some confusion surrounding the past requirement to upgrade stormwater and water infrastructure in the White Street area. Council records indicate most, if not all of the upgrades identified were undertaken as planned (including a water loop connecting Warburton to Pipeclay). Discrepancies between recollection and what work was actually undertaken are not relevant to this proposal. The application must be considered in light of the current infrastructure that is in place. Works to upgrade the White Street stormwater system were required as part of a previous subdivision development and these works were undertaken as proposed. However, the intent of the works was to provide capacity for the subdivision of land to the east of White Street and do not extend all the way to 90 Gerzalia. This is likely as 90 Gerzalia Drive already had/has an alternative drainage route in place via the easements over 86 and 88 Gerzalia Drive.</p> <p>Gerzalia Drive is constructed to an appropriate design standard for the proposed subdivision. As with all Council roads, maintenance and repair is undertaken on an as needs basis.</p>
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<p><i>Positives – Development of the lot will reduce the fire hazard. Vacant land has been used illegally for cars and motorbikes. Historically the land has been a breeding ground for snakes and rats.</i></p>	<p>Development is likely to address some of the issues identified.</p>
<p><i>Sewerage and water services: Potential increase in sewerage overflow into the Tamar has not been addressed.</i></p> <p><i>Potential for reduced water pressure.</i></p>	<p>The application was referred to TasWater. A Submission to Planning Authority Notice has been provided by TasWater indicating the site can be properly serviced with sewerage and water.</p> <p>The site is connected to the existing sewerage system. It is the responsibility of TasWater to ensure that the existing system is functioning correctly and to maintain the system.</p> <p>All water pipes are tested by TasWater to ensure they meet minimum pressure and flow standards prior to being accepted by TasWater.</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
- E1.0 Bushfire Prone Areas Code
- E4.0 Road and Rail Access Code
- E6.0 Car Parking and Sustainable Transport Code
- E10.0 Recreation & Open Space 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.”

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The Residential Use Class is classified as a **No Permit Required** use in the General Residential Zone. However, in this instance, the proposal relies on Performance Criteria and is subject to the discretionary application process.

9.2 Planning Scheme Assessment

10 General Residential Zone

10.1 Zone Purpose

10.1.1 Zone Purpose Statements	
1	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.
2	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.
3	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.
Planners Response: The proposal provides for residential subdivision in a serviced area. A range of lot sizes is proposed, which will support a range of dwelling types. The application does not propose any non-residential uses and will not undermine dwellings as the dominant form of development in the area.	
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	
Planners Response: The proposed development does not undermine George Town as the main centre for residential development and optimises the use of existing infrastructure in the area.	
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	

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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.

Planners Response:

The proposed development provides for residential allotments of suitable size, dimension and amenity to accommodate residential development consistent with the intent of the General Residential Zone.

10.2 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.

Acceptable Solutions

A1 If for permitted or no permit required uses.

Performance Criteria

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.

Planners Response:

Complies with the Acceptable Solutions. A Residential use 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.

Planners Response:

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:
a) floodlighting or security lights used on the site will not unreasonably impact on the amenity of adjoining land; and
b) all direct light will be contained within the boundaries of the site.

Planners Response:

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

10.3.2 Residential Character – Discretionary Uses

Objective

To ensure that discretionary uses support:

- a) the visual character of the area; and
- b) the local area objectives, if any.

Acceptable Solutions

Performance Criteria

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A1 Commercial vehicles for discretionary uses must be parked within the boundary of the property.	P1 No performance criteria.
Planners Response: Not applicable. The application is not for a discretionary use.	
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.
Planners Response: Not applicable. The application is not for a discretionary use.	
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.
Planners Response: Not applicable. The proposal is not for a discretionary use.	

10.4.15 Subdivision

10.4.15.1 Lot Area, Building Envelopes and Frontage

Objective	
To provide lots with areas and dimensions that enable the appropriate siting and construction of a dwelling, private open space, vehicle access and parking, easements and site features.	
Acceptable Solutions	Performance Criteria
A1 Lots must: a) have a minimum area of 720m ² which: i) is capable of containing a rectangle measuring 10m by 15m; and ii) has new boundaries aligned from buildings that satisfy the setback standards.; or b) be required for public use by the Crown, an agency, or a corporation all the shares of which are held by Councils or a municipality; or c) be for the provision of utilities; or d) be for the consolidation of a lot with another lot with no additional titles created; or e) be to align existing titles with zone boundaries and no additional lots are created.	P1 Each lot for residential use must provide sufficient useable area and dimensions to allow for: a) a dwelling to be erected in a convenient and hazard-free location; and b) on-site parking and manoeuvrability; and c) adequate private open space.
Planners Response:	

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Relies on Performance Criteria. 15 of the proposed lots are smaller than the Acceptable Solution, with the smallest having an area of 630m².

Despite the lots being smaller than the Acceptable Solution, the proposed lots are all of sufficient size and dimensions to accommodate the erection of a typical dwelling in a convenient and hazard free location, with adequate space for parking and private open space. All of the proposed lots are capable of containing a rectangle measuring 10m by 15m. While some of the lots are encumbered by easements, all lots retain sufficient unencumbered land to accommodate a dwelling.

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

It is noted that the subdivision includes a mix of lot sizes ranging from 1115m² down to 630m². The average density across the site, excluding the roads, is 729.6m². As such, the average density of lots and dwellings across the 2.828ha site is consistent with that achievable under the Acceptable Solutions.

It is also noted that the General Residential Zone in the future will allow lots down to 450m² under the Acceptable Solutions, with this area being considered sufficient to accommodate a modern dwelling and residential use.

A2 Each lot must have a frontage of at least 10m.	P2 No performance criteria.
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Planners Response:
Complies with the Acceptable Solutions. All lots have frontage of 10m.

10.4.15.2 Provision of Services

Objective

To provide lots with appropriate levels of utility services.

Acceptable Solutions	Performance Criteria
A1 Each lot must be connected to a reticulated: a) water supply; and b) sewerage system.	P1 Each lot created must be: a) in a locality for which reticulated services are not available or capable of being connected; and b) capable of accommodating an on-site wastewater management system.

Planners Response:
Complies with the Acceptable Solutions. All lots will be connected to reticulated water and sewer and TasWater has provided a Submission to Planning Authority Notice confirming the proposal is capable of being serviced.

A2 Each lot must be connected to a reticulated stormwater system.	P2 Stormwater must be discharged from the site in a manner that will not cause an environmental nuisance, and that prevents erosion, siltation or pollution of any watercourses, coastal lagoons, coastal estuaries, wetlands or inshore marine areas, having regard to:
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	<ul style="list-style-type: none"> a) the intensity of runoff that already occurs on the site before any development has occurred for a storm event of 1% Annual Exceedance Probability (pre-development levels); and b) how the additional runoff and intensity of runoff that will be created by the subdivision for a storm event of 1% Annual Exceedance Probability, will be released at levels that are the same as those identified at the pre-development levels of the subdivision; and c) whether any on-site storage devices, retention basins or other Water Sensitive Urban Design (WSUD) techniques are required within the subdivision and the appropriateness of their location; and d) overland flow paths for overflows during extreme events both internally and externally for the subdivision, so as to not cause a nuisance.
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Planners Response:
Complies with the Acceptable Solution. The proposal connects to the existing reticulated drainage network, via the existing open drains at the rear of 86 and 88 Gerzalia Drive.

10.4.15.3 Solar Orientation of Lots

<p>Objective To provide for solar orientation of lots and solar access for future dwellings.</p>	
Acceptable Solutions	Performance Criteria
<p>A1 At least 50% of lots must have a long axis within the range of:</p> <ul style="list-style-type: none"> a) north 20 degrees west to north 30 degrees east; or b) east 20 degrees north to east 30 degrees south. 	<p>P1 Dimensions of lots must provide adequate solar access, having regard to the likely dwelling size and the relationship of each lot to the road.</p>
<p>Planners Response: Complies with the Acceptable Solutions. Only two (2) of the lots do not have a long axis orientated within the parameters of the Acceptable Solutions.</p>	
<p>A2 The long axis of residential lots less than 500m², must be within 30 degrees east and 20 degrees west of north.</p>	<p>P2 Lots less than 500 m² must provide adequate solar access to future dwellings, having regard to the:</p> <ul style="list-style-type: none"> a) size and shape of the development of the subject site; and b) topography; and

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	c) location of access way(s) and roads.
Planners Response: Not applicable. There are no lots with an area less than 500m ² .	

10.4.15.4 Interaction, Safety and Security

Objective To provide a lot layout that contributes to community social interaction, personal safety and property security.	
Acceptable Solutions	Performance Criteria
A1 Subdivisions must not create any internal lots.	P1 Subdivisions that create internal lots must provide for adequate levels of visibility and surveillance.
Planners Response: Relies on Performance Criteria. The proposed Lot 8 and Lot 20 are predominately behind other lots and may arguably be described as internal lots. In this instance both lots have in excess of 10m of direct frontage to a road, providing greater opportunity for passive surveillance than traditional internal lots. This is considered to be sufficient to provide adequate levels of visibility and surveillance from publicly accessible land. The proposal complies with the Performance Criteria and is consistent with the objective.	
A2 Internal lots must be: a) for subdivisions of 10 lots or more; and b) less than 10% of the total lots created by the whole subdivision.	P2 No performance criteria.
Planners Response: Complies with the Acceptable Solution. The proposal includes two (2) internal lot; less than 10% of the 29 lots proposed.	

10.4.15.5 Integrated Urban Landscape

Objective To provide attractive and continuous landscaping in roads and public open spaces that contribute to the: a) character and identity of new neighbourhoods and urban places; or b) to existing or preferred neighbourhood character, if any.	
Acceptable Solutions	Performance Criteria
A1 The subdivision must not create any new road, public open space or other reserves.	P1 For subdivision that creates roads, public open space or other reserves, the design must demonstrate that: a) it has regard to existing, significant features; and b) accessibility and mobility through public spaces and roads are protected or enhanced; and c) connectivity through the urban environment is protected or enhanced; and

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	<p>d) the visual amenity and attractiveness of the urban environment is enhanced; and</p> <p>e) it furthers the local area objectives, if any.</p>
<p>Planners Response: Relies on Performance Criteria. The proposal includes a new road, cul-de-sacs and pedestrian footpath.</p> <p>The proposed layout is considered to be acceptable. The layout has regard to existing site features, and provides connective links from White Street to Gerzalia Drive, with provisions for future connectivity to Tamar Avenue. These linkages are supported by the existing easements which were placed on the title by Council in the past. While there are currently no footpaths to the south on Gerzalia Drive, the proposal facilitates future walkable links.</p> <p>The proposed road network within the subdivision will be fully sealed with kerb and channel guttering, along with a pedestrian footpath on one side, consistent with Council standards for serviced land at the proposed densities.</p> <p>The proposal does not include any public open space.</p> <p>The visual amenity and attractiveness of the proposed development is consistent with other residential areas within the General Residential Zone.</p> <p>With appropriate conditions, the proposal will comply with the Performance Criteria and is consistent with the Objective.</p>	

10.4.15.6 Walking and Cycling Network

Objective	
<p>a) To provide safe, convenient and efficient movement through and between neighbourhoods by pedestrians and cyclists; and</p> <p>b) To design footpaths, shared path and cycle path networks that are safe, comfortable, well constructed and accessible.</p> <p>c) To provide adequate provision to accommodate wheelchairs, prams, scooters and other footpath bound vehicles.</p>	
Acceptable Solutions	Performance Criteria
A1 The subdivision must not create any new road, footpath or public open space.	<p>P1 Subdivision that creates new roads, footpaths, or public open spaces must demonstrate that the walking and cycling network is designed to:</p> <p>a) link to any existing pedestrian and cycling networks; and</p> <p>b) provide the most practicable direct access for cycling and walking to activity centres, community facilities, public transport stops and public open spaces; and</p> <p>c) provide an interconnected and continuous network of safe, efficient and convenient footpaths, shared paths, cycle paths and</p>

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	<p>cycle lanes based primarily on the network of arterial roads, neighbourhood roads and regional public open spaces; and</p> <p>d) promote surveillance along roads and from abutting dwellings.</p>
<p>Planners Response: Relies on Performance Criteria. The proposal includes a new road and footpath.</p> <p>The proposal complies with the Performance Criteria. The subdivision is located on the peripheries of the existing serviced urban area of George Town and the proposed road and footpath comprises a natural progression of the existing network. It provides appropriate connectivity for vehicles and pedestrians to the existing road network to the north and south, along with connections to the existing footpath network. There is currently no dedicated bicycle network in George Town, however, the proposal does not prohibit such a network being put in place in the future. Appropriate linkages are put in place to facilitate the further expansion of the network in the future to Gerzalia Drive and Tamar Avenue.</p> <p>The proposed road network does not prohibit passive surveillance of the street from future dwellings.</p> <p>The proposal complies with the Performance Criteria and is consistent with the Objective.</p>	

10.4.15.7 Neighbourhood Road Network

<p>Objective</p> <p>a) To provide for convenient, safe and efficient movement through and between neighbourhoods for pedestrians, cyclists, public transport and other motor vehicles using the neighbourhood road network; and</p> <p>b) To design and construct road carriageways and verges so that the road geometry and traffic speeds provide an accessible and safe neighbourhood road system for all users.</p>	
Acceptable Solutions	Performance Criteria
<p>A1 The subdivision must not create any new road.</p>	<p>P1 The neighbourhood road network must:</p> <p>a) take account of the existing mobility network of arterial roads, neighbourhood roads, cycle paths, shared paths, footpaths and public transport routes; and</p> <p>b) provide clear hierarchy of roads and physical distinctions between arterial roads and neighbourhood road types; and</p> <p>c) provide an appropriate speed environment and movement priority for the safe and easy movement of pedestrians and cyclists and for accessing public transport; and</p> <p>d) provide safe and efficient access to activity centres for commercial and freight vehicles; and</p>

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	<ul style="list-style-type: none">e) ensure connector roads align between neighbourhoods for safe, direct and efficient movement of pedestrians, cyclists, public transport and other motor vehicles; andf) provide an interconnected and continuous network of roads within and between neighbourhoods for use by pedestrians, cyclists, public transport and other vehicles and minimise the provision of cul-de-sacs; andg) provide for service and emergency vehicles to safely turn at the end of a dead-end road; andh) take into account of any identified significant features.
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Planners Response:

Relies on Performance Criteria. The proposal includes a new road.

The proposed road network is considered suitable in the context of the subject land and surrounding environment. The internal network provides direct connectivity to White Street in the north and Gerzalia Drive in the south, enhancing the mobility through the urban landscape, increasing rout options and future opportunities for circular walking loops.

The proposed road fits within the established road hierarchy and is suitable for a local neighbourhood road.

The proposed network does not encourage a high speed environment, but is typical of local neighbourhood roads. The proposed intersection between White Street and Gerzalia Drive provides a stopping point, which will assist to slow traffic within the subdivision.

The connectivity of the road network also offers greater opportunity for looped transport options in the future along with alternative routes in the event of an emergency.

The proposal provides safe and efficient access for domestic vehicles to the activity centre surrounding Macquarie Street, however minimal use by freight or commercial vehicles is anticipated.

The proposal is for a local neighbourhood road. A connector road is not warranted or proposed in this area.

The proposed development does make use of cul-de-sacs, due to the irregular shape of the lot and the current constraints on internal lots in the General Residential Zone. However, these are relatively short, with high visibility, and are unlikely to confuse or detract from the interconnected roads. The proposed connection of White Street to Gerzalia Drive ensures sufficient connectivity through the urban environment and ensures the proposal does not result in long cul-de-sacs and dead end streets.

The application includes a Bushfire Hazard Management Plan prepared by an accredited bushfire practitioner, which dictates the minimum requirements for the turning of emergency vehicles within the proposed cul-de-sacs.

The proposal complies with the Performance Criteria and is consistent with the Objective.

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CODE	APPLICABILITY
E1 BUSHFIRE-PRONE AREAS CODE	CODE APPLICABLE – THE TITLE IS MAPPED AS BEING PRONE TO BUSHFIRE.
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 INTERSECTIONS AND INTENSIFICATION OF USE.
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 TO ALL USE AND DEVELOPMENT.
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 - THE SITE IS LARGELY CLEARED.
E9 WATER QUALITY CODE	NOT APPLICABLE – THE DEVELOPMENT IS NOT WITHIN 50M OF A WATERCOURSE.
E10 RECREATION & OPEN SPACE CODE	APPLICABLE – APPLICATION IS 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.

E1.0 Bushfire-Prone Areas Code

E1.5 Use Standards

E1.5.1 Vulnerable uses

Not applicable. The proposal is not a vulnerable use.

E1.5.2 Hazardous uses

Not applicable. The proposal is not a hazardous use.

E1.6 Development Standards

E1.6.1 Subdivision: Provision of hazard management areas

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Objective: Subdivision provides for hazard management areas that:

- (a) facilitate an integrated approach between subdivision and subsequent building on a lot;
- (b) provide for sufficient separation of building areas from bushfire-prone vegetation to reduce the radiant heat levels, direct flame attack and ember attack at the building area; and
- (c) provide protection for lots at any stage of a staged subdivision.

Acceptable solutions	Performance criteria
<p>A1</p> <p>(a) TFS or an accredited person certifies that there is an insufficient increase in risk from bushfire to warrant the provision of hazard management areas as part of a subdivision; or</p> <p>(b) The proposed plan of subdivision:</p> <ul style="list-style-type: none"> (i) shows all lots that are within or partly within a bushfire-prone area, including those developed at each stage of a staged subdivision; (ii) shows the building area for each lot; (iii) shows hazard management areas between bushfire-prone vegetation and each building area that have dimensions equal to, or greater than, the separation distances required for BAL 19 in Table 2.4.4 of <i>Australian Standard AS 3959 – 2009 Construction of buildings in bushfire-prone areas</i>; and (iv) is accompanied by a bushfire hazard management plan that addresses all the individual lots and that is certified by the TFS or accredited person, showing hazard management areas equal to, or greater than, the separation distances required for BAL 19 in Table 2.4.4 of <i>Australian Standard AS 3959 – 2009 Construction of buildings in bushfire-prone areas</i>; and <p>(c) If hazard management areas are to be located on land external to the proposed subdivision the application is accompanied by the written consent of the owner of that land to enter into an agreement under section 71 of the Act that will be registered on the title of the neighbouring property providing for the</p>	<p>P1</p> <p>A proposed plan of subdivision shows adequate hazard management areas in relation to the building areas shown on lots within a bushfire-prone area, having regard to:</p> <ul style="list-style-type: none"> (a) the dimensions of hazard management areas; (b) a bushfire risk assessment of each lot at any stage of staged subdivision; (c) the nature of the bushfire-prone vegetation including the type, fuel load, structure and flammability; (d) the topography, including site slope; (e) any other potential forms of fuel and ignition sources; (f) separation distances from the bushfire-prone vegetation not unreasonably restricting subsequent development; (g) an instrument that will facilitate management of fuels located on land external to the subdivision; and (h) any advice from the TFS.

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<p>affected land to be managed in accordance with the bushfire hazard management plan.</p>	
<p>Planners Response: Complies with the Acceptable Solution. The application includes a bushfire hazard management plan prepared by a suitably qualified person which includes bushfire hazard management areas achieving Bal 19 for all lots. All bushfire hazard management areas are contained within the subject land.</p>	

E1.6.2 Subdivision: Public and firefighting access

<p>Objective: Access roads to, and the layout of roads, tracks and trails, in a subdivision:</p> <ul style="list-style-type: none"> (a) allow safe access and egress for residents, fire fighters and emergency service personnel; (b) provide access to the bushfire-prone vegetation that enables both property to be defended when under bushfire attack and for hazard management works to be undertaken; (c) are designed and constructed to allow for fire appliances to be manoeuvred; (d) provide access to water supplies for fire appliances; and (e) are designed to allow connectivity, and where needed, offering multiple evacuation points. 	
<p>Acceptable solutions</p>	<p>Performance criteria</p>
<p>A1</p> <ul style="list-style-type: none"> (a) TFS or an accredited person certifies that there is an insufficient increase in risk from bushfire to warrant specific measures for public access in the subdivision for the purposes of firefighting; or (b) A proposed plan of subdivision showing the layout of roads, fire trails and the location of property access to building areas is included in a bushfire hazard management plan that: <ul style="list-style-type: none"> (i) demonstrates proposed roads will comply with Table E1, proposed private accesses will comply with Table E2 and proposed fire trails will comply with Table E3; and (ii) is certified by the TFS or accredited person. 	<p>P1</p> <p>A proposed plan of subdivision shows access and egress for residents, fire-fighting vehicles and emergency service personnel to enable protection from bushfires, having regard to:</p> <ul style="list-style-type: none"> (a) appropriate design measures, including: <ul style="list-style-type: none"> (i) two way traffic; (ii) all weather surfaces; (iii) height and width of any vegetation clearances; (iv) load capacity; (v) provision of passing bays; (vi) traffic control devices; (vii) geometry, alignment and slope of roads, tracks and trails; (viii) use of through roads to provide for connectivity; (ix) limits on the length of cul-de-sacs and dead-end roads; (x) provision of turning areas;

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	<ul style="list-style-type: none"> (xi) provision for parking areas; (xii) perimeter access; and (xiii) fire trails; <p>(b) the provision of access to:</p> <ul style="list-style-type: none"> (i) bushfire-prone vegetation to permit the undertaking of hazard management works; and (ii) firefighting water supplies; and <p>(c) any advice from the TFS.</p>
<p>Planners Response: Complies with the Acceptable Solution. All lots are provided with road access consistent with Table E1 and is certified by an accredited practitioner.</p>	

E1.6.3 Subdivision: Provision of water supply for firefighting purposes

<p>Objective: Adequate, accessible and reliable water supply for the purposes of firefighting can be demonstrated at the subdivision stage and allow for the protection of life and property associated with the subsequent use and development of bushfire-prone areas.</p>	
Acceptable solutions	Performance criteria
<p>A1 In areas serviced with reticulated water by the water corporation:</p> <ul style="list-style-type: none"> (a) TFS or an accredited person certifies that there is an insufficient increase in risk from bushfire to warrant the provision of a water supply for firefighting purposes; (b) A proposed plan of subdivision showing the layout of fire hydrants, and building areas, is included in a bushfire hazard management plan approved by the TFS or accredited person as being compliant with Table E4; or (c) A bushfire hazard management plan certified by the TFS or an accredited person demonstrates that the provision of water supply for firefighting purposes is sufficient to manage the risks to property and lives in the event of a bushfire. 	<p>P1 No Performance Criterion.</p>
<p>Planners Response: Complies with the Acceptable Solution. The proposal includes a bushfire hazard management plan certified by an accredited practitioner. The assessment certifies that all</p>	

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lots are provided with a connection to the reticulated water supply and hydrants laid out in accordance with Table E4.

<p>A2 In areas that are not serviced by reticulated water by the water corporation:</p> <p>(a) The TFS or an accredited person certifies that there is an insufficient increase in risk from bushfire to warrant provision of a water supply for firefighting purposes;</p> <p>(b) The TFS or an accredited person certifies that a proposed plan of subdivision demonstrates that a static water supply, dedicated to firefighting, will be provided and located compliant with Table E5; or</p> <p>(c) A bushfire hazard management plan certified by the TFS or an accredited person demonstrates that the provision of water supply for firefighting purposes is sufficient to manage the risks to property and lives in the event of a bushfire.</p>	<p>P2 No Performance Criterion.</p>
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Planners Response:
Not applicable. The proposal is in a serviced area.

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
<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>

Planners Response:
Not applicable. The use is not within 50m of a Category 1 or 2 Satet Road, a railway or a future road.

<p>A2 For roads with a speed limit of 60km/h or less the use must not generate more than a total of 40</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</p>
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<p>vehicle entry and exit movements per day</p>	<p>acceptable level of safety for all road users, including pedestrians and cyclists.</p>
<p>Planners Response:</p> <p>Relies on Performance Criteria. While individual lots are likely to generate less than 10 vehicle movements each on a daily basis, collectively the subdivision will result in approximately 252 vehicle movements per day across the two proposed stages. Movements will be split between White Street and Gerzalia Drive.</p> <p>The application includes a Traffic Impact Assessment prepared by a suitably qualified traffic consultant. The Traffic Impact Assessment demonstrates that the increased traffic will be readily absorbed by the existing road network. In accordance with the Tasmanian Standard Drawings a sealed road with pavement width of 6m is sufficient to provide for the movement of up to 2000 vehicle movements per day. The proposed development and existing use of the road will result in significantly less traffic than this.</p> <p>Given the low speed residential environment, the proposed intersection does not require any specialist treatments and provide adequate safe sight distances as well as providing natural traffic calming within the development.</p> <p>Gerzalia Drive is constructed to a rural road standard and does not contain any pedestrian infrastructure. Pedestrians are not encouraged to use the street as a footpath and no street lighting has been provided in order to discourage pedestrians using the road at night. The lack of a footpath is not an unusual feature of rural or low density residential roads, where the general assumption is that lots are of sufficient size to provide for the reasonable recreational requirements of the occupiers. Footpaths are not a feature of the other low density areas of George Town, including in George Street and Arnold Street. Nor do they feature in the other Low Density Residential areas throughout the Local Government Area, including Lefroy, Pipers River and Hillwood. This is the road standard and service level accepted by Council in this area and in place when the lots were purchased by the current owners. While Council may wish to consider footpaths in this area as a future capital works project, it is not the responsibility of the applicant to provide as part of the proposed development and the road is at an acceptable standard to accommodate the increased traffic.</p> <p>The proposed development is considered to comply with the Performance Criteria and will not impact the safety or efficiency of the road network in the context of the existing network design, capacity and service level.</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 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</p>

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	<p>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>
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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>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 b) allow for future road and rail widening, realignment and upgrading; and c) avoid undesirable interaction between roads and railways and other use or development.</p>	
Acceptable Solution	Performance Criteria
<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 b) building areas on new lots; and c) outdoor sitting, entertainment and children’s play areas</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 sight from trains; and b) mitigate significant transport-related environmental impacts, including noise, air pollution and vibrations in accordance with a report from a suitably qualified person; and c) ensure that additions or extensions of buildings will not reduce the existing setback to the road, railway or future road or railway; and d) ensure that temporary buildings and works are removed at the applicant’s expense within three</p>

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	years or as otherwise agreed by the road or rail authority.
Planners Response: Not applicable. The proposal is not within 50m of a State Road or railway.	

E4.7.2 Management of Road Accesses and Junctions

Objective 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.	
Acceptable Solution	Performance Criteria
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.
Planners Response: Complies with the Acceptable Solution. One access is proposed on each lot frontage.	
A2 For roads with a speed limit of more than 60km/h the development must not include a new access or junction.	P2 For limited access roads and roads with a speed limit of more than 60km/h: 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 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 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.
Planners Response: Not applicable. The road has a speed limit less than 60km/h.	

E4.7.3 Management of Rail Level Crossings

Objective

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To ensure that the safety and the efficiency of a railway is not unreasonably reduced by access across the railway.

Acceptable Solution	Performance Criteria
<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>

Planners Response:
Not applicable. The proposal does not take access via a level crossing.

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

Objective
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.

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>

Planners Response:
Complies with the Acceptable Solutions. All of the proposed intersections have direct visibility in accordance with Table E4.7.4, with the exception of the intersection of White Street and Gerzalia Drive, where direct sight distances are available for the full length of the cul-de-sac.

The sight distances available at individual accesses are consistent with the surrounding urban residential environment and provide a reasonable degree of safe vehicle movement given the low speed environment and relatively low volumes of usage.

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The proposal complies with the Performance Criteria and is consistent with the Objective.

E6.0 Car Parking and Sustainable Transport Code

The car parking code applies to all use and development. The proposed lots all have ample room to accommodate the car, motorbike and bicycle parking requirements which would normally be associated with the average size dwellings provide for in the General Residential Zone. The requirements of the code are deemed to be met as far as they are applicable to a subdivision, and will be further assessed for each individual development proposal as they are submitted to Council.

E10.0 Recreation and Open Space Code

E10.6.1 Provision of Public Open Space

<p>Objective</p> <ul style="list-style-type: none"> a. To provide public open space which meets user requirements, including those with disabilities, for outdoor recreational and social activities and for landscaping which contributes to the identity, visual amenity and health of the community; and b. To ensure that the design of public open space delivers environments of a high quality and safety for a range of users, together with appropriate maintenance obligations for the short, medium and long term. 	
Acceptable Solution	Performance Criteria
<p>A1 The application must:</p> <ul style="list-style-type: none"> a) include consent in writing from the General Manager that no land is required for public open space but instead there is to be a cash payment in lieu; 	<p>P1 Provision of public open space, unless in accordance with Table E10.1, must:</p> <ul style="list-style-type: none"> a) not pose a risk to health due to contamination; and b) not unreasonably restrict public use of the land as a result of: <ul style="list-style-type: none"> i) services, easements or utilities; and ii) stormwater detention basins; and iii) drainage or wetland areas; and iv) vehicular access; and c) be designed to: <ul style="list-style-type: none"> i) provide a range of recreational settings and accommodate adequate facilities to meet the needs of the community, including car parking; and

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	<ul style="list-style-type: none"> ii) reasonably contribute to the pedestrian connectivity of the broader area; and iii) be cost effective to maintain; and iv) respond to the opportunities and constraints presented by the physical characteristics of the land to provide practically useable open space; and v) provide for public safety through <i>Crime Prevention Through Environmental Design</i> principles; and vi) provide for the reasonable amenity of adjoining land users in the design of facilities and associated works; and vii) have a clear relationship with adjoining land uses through treatment such as alignment, fencing and landscaping; and ix) create attractive environments and focal points that contribute to the existing or desired future character statements, if any; and <p>d) have a minimum area of 5000m².</p>
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Planners Response:

Complies with the Acceptable Solution. The application includes consent from the General Manager for a cash payment in lieu of public open space. The subject land is within walking distance (200m) of an existing Council park accessed off White Street and Council has additional land on Gerzalia Drive, which may be developed in the future if additional public open space in the area is considered warranted. As such there is ample public open space in the vicinity and additional land is not required.

By taking a cash in lieu contribution, Council can improve existing parks or reserve the money to purchase public open space in other locations if/when it is considered strategically important to do so.

10. REFERRALS

Internal Referrals

Works and Infrastructure:

Engineering has viewed layout plan and read through reports and is satisfied with information provide for this development at this stage.

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Refer subdivision DA conditions when appropriate.

External Referrals

The application was referred to TasWater. A submission to Planning Authority Notice was provided confirming the proposed development can be serviced and incorporating the conditions necessary to ensure this can occur.

11. SERVICES

Road

Access is available via the extension of White Street and Gerzalia Drive. The new road network and driveway crossovers servicing individual lots will need to be installed to the satisfaction of Council's Director Infrastructure and Development. The proposal will connect Gerzalia Drive consistent with the easements on the title and the George Town Structure Plan.

Sewer

The land is serviced by reticulated sewer. TasWater has provided a submission with details for the connection standard and has not identified any concerns with servicing the proposal.

Water

The land is serviced by reticulated water. TasWater has provided a submission with details for the connection standard and has not identified any concerns with servicing the proposal.

Stormwater

The proposal includes a reticulated stormwater network within the subdivision, which will connect to the existing Council drain to the east of the site. Maintenance and some upgrades will be required to bring the drain up to a reasonable standard and to ensure it has capacity to accommodate stormwater from future urban development. However, the application has demonstrated a workable solution for stormwater management.

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 Subdivision (29 Lots and Roads) at 90 Gerzalia Drive 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.

14. RECOMMENDATION

That the application for use and development, Residential-Subdivision (29 Lots and Roads) at 90 Gerzalia Drive, George Town (CT 135076/101) with drainage via 86 and 88 Gerzalia Drive,

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George Town (CT 135076/103 and 135076/102) be APPROVED subject to the following conditions:

1. ENDORSED PLANS

Except where otherwise stated below, the use and/or development must be carried out as shown on the endorsed plans and described in the endorsed documents:

- a) HSF Developments, Subdivision Design and Layout, Project No. GT-03-DC, Sheets 001, 002 & 003 (revision J), dated 7/10/2021;
- b) Traffic and Civil Services, Traffic Impact Assessment, dated April 2022;
- c) Hydrodynamica, Stormwater Assessment, dated 24 May 2022 (incorporating Hay Consulting and Engineering, Stormwater Quality Management Assessment)
- d) RMCG, Bushfire Hazard Management Report, dated 23 May 2022

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. ENGINEERING DESIGN DRAWINGS

Prior to the commencement of works detailed engineering design drawings are to be submitted for an 'Assessment of Public Works' to the satisfaction of the Director Infrastructure and Development. The drawings are to include:

- a) All roads, footpath and infrastructure designed in accordance with the LGAT Tasmanian Standard Drawings (Urban Roads), including sealed roads (35mm Min. Asphalt (AC10), with kerb and channel, concrete footpath and concrete vehicle crossings.
- b) All infrastructure must be constructed in accordance with the endorsed Bushfire Hazard Management Plan, with particular attention paid to the cul-de-sac dimensions.
- c) Full engineering detail for the extension of the stormwater network is to be provided, including:
 - i. Stormwater within the subdivision is to be conveyed by underground pipes.
 - ii. All lots must be provided with a gravity connection to the piped network.
 - iii. Integration with and reshaping of the existing open drain at the rear of 88 and 86 Gerzalia Drive is to ensure a maximum grade of 1:2
- d) The means of connection to power reticulation services to each lot and streetlighting in accordance with a design approved by Aurora Energy. Services must be underground where possible. A copy of the approved design must be submitted to Council upon approval by TasNetworks.
- e) The means of connection for all lots to telecommunications. Where physical infrastructure is provided, services are to be underground. Written advice regarding the preferred means of connection and/or a plan approved by Telstra or other approved supplier must be submitted to Council upon approval by the supplier.
- f) A landscape plan showing a minimum of one street tree (advanced) per lot, and a minimum spacing between tree centres not exceeding 20m. Species to the satisfaction of the Director Infrastructure and Development.

3. EXISTING OPEN DRAIN NETWORK

Prior to the commencement of works a detailed plan of cleaning and reshaping works relating to the existing open drains on Gerzalia Drive and to the rear of 86 and 88 Gerzalia

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Drive to provide sufficient stormwater capacity is to be provided to the satisfaction of the Director Infrastructure and Development.

All cleaning and reshaping works are to be undertaken prior to the connection of the newly constructed piped network.

4. CONSTRUCTION ENVIRONMENTAL MANAGEMENT PLAN

Prior to the commencement of works a construction environmental management plan is to be submitted to the satisfaction of the Director Infrastructure and Development. The plan is to include plans and procedures for the management of:

- Dust;
- Erosion, including stabilisation of exposed soils within reshaped drains;
- Soil and water management to minimise discharge of polluted or sediment laden runoff directly or indirectly into Council's drains and watercourses; and
- Noise;

during construction. The plan is also to include a plan and procedure for receiving and addressing complaints from surrounding land owners. All works are to be undertaken in accordance with the approved soil and water management plan.

5. CONSTRUCTION OF WORKS

Prior to the sealing of the Final Plan, all private and public infrastructure works must be constructed in accordance with the engineering design drawings approved by the Director Infrastructure and Development in accordance with Condition 2.

All works, including infrastructure and landscaping, must be commenced under the direct supervision of a civil engineer and completed to the satisfaction of the Director Infrastructure and Development. Certification that all works have been carried out in accordance with the approved engineering design plans and to Council standards will be required prior to issue of the Certificate of Practical Completion.

6. STAGING

The proposal may be staged with the approval of Council's Town Planner and Director Infrastructure and Development. All works, landscaping and servicing relative to each stage must be complete prior to sealing. Staging must be orderly and common works, must be completed in Stage 1.

7. DRIVEWAY CROSSOVERS

Prior to the sealing of the final plan, the driveway crossovers servicing each lot are to be constructed in accordance with the endorsed plans, LGAT Tasmanian Standard Drawing TSD R09-v1 and to the satisfaction of Council's Director Infrastructure and Development.

8. LANDSCAPING

Prior to the sealing of the final plan (relative to any staging):

- a) all landscaping (street plantings) as identified on the approved engineering drawings are to be selected, located, installed and managed in accordance with George Town Council's document "Street Trees Policy and Procedure", and to the satisfaction of the Director Infrastructure and Development.
- b) all roadside verges and any other land impacted by infrastructure installation are to be filled/graded to all hard surfaces and finished to a mowable condition and reseeded with appropriate grass.

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At the discretion of Council's Director Infrastructure and Development, and in accordance with the 'policy' Council may accept a bond to allow planting to occur at the most opportune time of the year to ensure survival of the vegetation.

9. PAYMENT IN LIEU OF PUBLIC OPEN SPACE

Prior to the sealing of the Final Plan, (or sealing of any individual stage), the developer must pay to the Council a sum equivalent to 5% of the unimproved value of the approved lots as determined by a registered land valuer procured at the subdivider's expense.

10. COVENANTS ON SUBDIVISIONS

Covenants or similar restrictive controls must not be included on or otherwise imposed on the titles to the lots created by the subdivision permitted by this permit unless:

- a) Such covenants or controls are expressly authorised by the terms of this permit; or
- b) Such covenants or similar controls are expressly authorised by the consent in writing of the Council.

11. EASEMENTS

Easements are required over all Council and third party services located in private property. The minimum width of any easement must be 3 metres for Council (public) mains. A greater or lesser width may be approved/required in appropriate circumstances.

12. AMENDMENT TO SEALED PLAN

Prior to the sealing of the final plan of survey an application to amend the Sealed Plan 135076 is to be submitted in accordance with Section 103 of the Local Government (Building and Miscellaneous Provisions) Act 1993 to Council in order to remove the redundant road easements from the title.

13. DAMAGE TO PUBLIC INFRASTRUCTURE

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

14. DEFECT LIABILITY PERIOD

Prior to the sealing of the Plan of Survey, the person responsible must lodge with Council a bond and bank guarantee/cash deposit for the duration of the Defect Liability Period for the amount of 5% of the construction value of the public works.

15. TASWATER

The development must be in accordance with the Submission to Planning Authority Notice issued by TasWater (TWDA 2021/01758-GTC attached).

16. TRANSFER OF ROAD LOTS

All ROAD Lots, including Lots 201 and 202, are to be transferred to Council on sealing (the lot is to be directly issued in the name of George Town Council). All costs incurred in the surveying and transfer of the ROAD Lots are to be bourn by the developer.

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17. TIME FOR STARTING AND COMPLETING

This permit will expire if one of the following circumstances applies:

- a) The development is not substantially commenced within 2 years of the date of this permit.
- b) The development is not completed within 5 years of the date of the permit.

An extension may be granted at the discretion of Council if a request is received prior to the expiration of the permit. Prior to approving an extension, Council may require the re-submission and review of all plans, calculations and other relevant information to ensure compliance with current standards, Acts and Regulations.

Permit Notes

- A. This permit was issued based on the proposal documents submitted for DA 2021/109. You should contact Council with any other use or developments, as they may require the separate approval of Council. Council's planning staff can be contacted on 6382 8800.
- B. This permit does not restrict the proposed development to any particular order or staging (except in accordance with Condition 3). Should the development be staged, staging is to be discussed directly with Council's Town Planner and Director Infrastructure and Development. All works required for the servicing of any individual stage are to be agreed upon and fully constructed prior to Sealing.
- C. This permit does not imply that any other approval required under any other by-law or legislation has been granted.
- D. This permit takes effect after:
 - i. the 14 day appeal period expires; or
 - ii. any appeal to the Tasmanian Civil and Administrative Tribunal is abandoned or determined; or
 - iii. any agreement that is required by this permit pursuant to Part V of the *Land Use Planning and Approvals Act 1993* is executed; or
 - iv. any other required approvals under this or any other Act are granted.
- E. 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 for up to two years, provided a request is received within 6 months of the expiration of the permit.
- F. A planning appeal may be instituted by lodging a notice of appeal with the Tasmanian Civil & Administrative 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 Tasmanian Civil & Administrative Tribunal website www.tascat.tas.gov.au

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- G. If any Aboriginal relics are uncovered during works;
- i. All works are to cease within a delineated area sufficient to protect the unearthed and other possible relics from destruction,
 - ii. The presence of a relic is to be reported to Aboriginal Heritage Tasmania Phone: **(03) 6165 3152** or **1300 135 513** (ask for Aboriginal Heritage Tasmania). Aboriginal Heritage Tasmania can be emailed at: aboriginal@heritage.tas.gov.au
 - iii. If required, the relevant approval processes will apply with state and federal government agencies.

DECISION

Moved:

Seconded:

VOTING

For:

Against:

8 OFFICE OF GENERAL MANAGER

8.1 COUNCIL WORKSHOPS - JUNE AND JULY 2022

REPORT AUTHOR:	General Manager – Mr S. Power
REPORT DATE:	18th July 2022
FILE NO:	14.10
ATTACHMENTS:	Nil

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*.

STRATEGIC PLAN

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

Future Direction Four - 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.

DATE AND PURPOSE OF WORKSHOP HELD

TUESDAY 28 JUNE 2022

- Planning and Building Update
- Capital Works Update
- End of Public Health Emergency and Covid Notices
- Update on Proposed Operation Budget 2022/2023
- Update on Mountain Bike Trail and Regent Square
- Governance Issues
- Councillors/General Manager Discussions

Present: Acting Mayor Harris, Cr Barraclough, Cr Gibbons, Cr Mason, Cr Michieletto, Cr Parkes

Apologies: Mayor Cr Kieser, Cr Barwick, Cr Dawson

In Attendance: General Manager

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Director Corporate and Community
Director Organisational Performance, Strategy & Engagement
Acting Director Infrastructure & Development
Statutory Planner
Executive Support & Governance Officer

Guests: Nil.

TUESDAY 12 JULY 2022

- Unconfirmed minutes 28 June 2022
- Public Question Time Policy
- Caretaker Period for Election
- Sponsorship Grant
- Hardship Policy
- Conservation Rebate
- Lagoon Beach Carpark
- Quarterly Report
- Towards Future Collaboration in Northern Tasmania
- Senior's Exercise Equipment
- Regent Square Update
- Anzac Drive Building Update
- Mt George Semaphore and Mast Update
- Wild Tamar
- Mountain Bike Trail Update
- Visit Northern Tasmania Agreement
- Governance Issues
 - ALGA Conference
 - LGAT AGM Meeting
 - Local Government Learning & Development Framework
- Councillors/General Manager Discussions

Present: Acting Mayor Harris, Cr Barraclough, Cr Barwick, Cr Dawson,
Cr Gibbons, Cr Michieletto, Cr Parkes

Apologies: Mayor Cr Kieser, Cr Mason

In Attendance: General Manager
Director Corporate and Community
Director Organisational Performance, Strategy & Engagement
Executive Support & Governance Officer

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Guests: Nil.

STATUTORY REQUIREMENTS & RELATED COUNCIL DOCUMENTS

Local Government (Meeting Procedures) Regulations 2015.

RISK CONSIDERATIONS

This report is provided in accordance with Local Government (Meeting Procedures) Regulations 2015, Section 8(2)(c). Risk implications are there considered to be low.

FINANCIAL IMPLICATIONS

Nil.

DIVERSITY, EQUITABLE ACCESS AND INCLUSION CONSIDERATIONS

The Diversity, Equitable Access and Inclusion Policy aligns with the following goals and objects of the Community Strategic Plan 2020-2030.

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.

CONSULTATION

Nil.

OPTIONS

Council may choose to:

1. Support the motion as presented; or
2. Support the motion with amendment; or
3. Not support the motion.

OFFICER'S RECOMMENDATION

That Council receives the report on the Council Workshops held on:

1. 28th June 2022; and
2. 12th July 2022.

DECISION

Moved:

Seconded:

VOTING

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For:

Against:

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8.2 QUARTERLY REPORT - 30TH JUNE 2022

REPORT AUTHOR:	General Manager – Mr S. Power
REPORT DATE:	17th July 2022
FILE NO:	14.12
ATTACHMENTS:	1. 2022 06 30 Quarterly Performance Report [8.2.1 - 68 pages] 2. GTC Annual Plan 2021 2022 - Progress Document [8.2.2 - 11 pages]

SUMMARY

The purpose of this report is to present the George Town Council 4th Quarter Performance Report 1st April – 30th June 2022 to Council for endorsement and public release.

Financial reports will not be included as they form part of the 30th of June 2022 Audited Statements for the Annual Report 2021/2022.

BACKGROUND

Council adopted a motion requiring the production of a quarterly report on the operations of the Council organisation.

STRATEGIC PLAN

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

Future Direction One - Community Pride

1. All are valued and included
 - i. Taking a ‘whole of community’ approach to everything.

Future Direction Four - 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.

Future Direction Four - Leadership and Accountable Governance

2. Planning and regulatory responsibilities are undertaken fairly and openly

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- i. Building knowledge and understanding of planning and regulatory responsibilities and processes.

STATUTORY REQUIREMENTS & RELATED COUNCIL DOCUMENTS

The following legislation is relevant to this report:

The Local Government Act 1993, Section .27 (c), the Mayor is to promote good governance by, and within, the Council,

RISK CONSIDERATIONS

The implementation of a quarterly report is designed to minimise risk to the organisation and increased transparency through providing an ongoing performance report on the Council's financial, strategic and customer service objectives, to the elected members and the community.

FINANCIAL IMPLICATIONS

Nil.

DIVERSITY, EQUITABLE ACCESS AND INCLUSION CONSIDERATIONS

The Diversity, Equitable Access and Inclusion Policy aligns with the following goals and objects of the Community Strategic Plan 2020-2030.

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.

CONSULTATION

The draft 4th Quarter Performance Report was presented on the 12th of July 2022 Council Workshop.

OPTIONS

Council may choose to:

1. Support the motion as presented; or
2. Support the motion with amendment; or
3. Not support the motion.

OFFICER'S COMMENTS

The 4th quarter performance report is submitted for consideration by Council.

OFFICER'S RECOMMENDATION

That Council:

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1. Receives the George Town Council 4th Quarter Performance Report 1st April – 30th June 2022; and
2. Provides public access to the report as part of Council’s commitment to ongoing good governance.

DECISION

Moved:

Seconded:

VOTING

For:

Against:

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8.3 NATIONAL GENERAL ASSEMBLY 2022

REPORT AUTHOR:	General Manager – Mr S. Power
REPORT DATE:	7 July 2022
FILE NO:	14.101
ATTACHMENTS:	Nil

SUMMARY

The 28th Australian Local Government Association National General Assembly was held in Canberra 20-23 June 2021. Representing Council at the assembly was Mayor Cr Greg Kieser and the General Manager. This report provides Council with an overview of the event.

BACKGROUND

The Australian Local Government Association (ALGA) National General Assembly is held in Canberra annually and is the largest gathering of Australian Councils attracting over 800 delegates each year. The 2022 assembly attracted over 1,000 attendees.

The theme for the 2022 assembly was *Partners In Progress* and included a full and diverse program that covered topics such as Closing the Gap for improved living standards for Aboriginals and Torres Strait Islanders and a motion was successfully passed supporting the Uluru Statement from the Heart. Motions calling for reform in the areas of housing affordability, increased social housing, appropriate road safety reforms, restoring integrity of federal funding to local government (return of 1% of tax revenue), improved local delivery of community services, national productivity and climate change transition. Councils also welcomed the commitment from the Government to have local government represented on the National Cabinet, however voting rights were not forthcoming.

The congress welcomed the incoming government including the newly appointed Minister for Infrastructure, Transport, Regional Development and Local Government, Catherine King MP. Minister King's portfolio sees the return of local government to the cabinet in which she spoke passionately about. Councillors may recall Minister King, joined by Senator Helen Polley and Ross Hart, commitment to funding \$15M towards an Aquatic Health and Wellbeing Centre in George Town in March this year. Subsequently the General Manager has written to Minister King congratulating her on her appointment and of course thanking the government for their \$15M commitment.

The Mayor and General Manager usually take advantage of meeting with as many ministers both incumbent and in opposition, to advance the strategic objectives of council and community while in Canberra. With the newly elected government, sitting dates for parliament were moved, which meant no ministerial appointments possible on this occasion.

The Mayor and General Manager did however take the opportunity to meet with various proponents (known and potential), to advance investment in Bell Bay and explore energy pilot programs. Such proponents include Hydrostar, Elvin Group, Hyundai and APA Energy. Discussions were also had with representatives of Gippsland council on centralised corporate services models and Wimmera councils on shared IT platforms.

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The 2022 Australian Local Government Association National General presented a number of contemporary issues relating to local government across Australia, and afforded George Town Council the opportunity to weigh in on such issues and also delivered a number of networking opportunities that will be used for the betterment of council and community into the future.

STRATEGIC PLAN

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

Future Direction Two - Prosperity for All in All Aspects of Life

3. World renowned Advanced Manufacturing Zone including hydrogen energy plant
 - i. Taking pride in, advocating for and promoting the Bell Bay Advanced Manufacturing Zone.
 - ii. Securing the Hydrogen production facility.
 - iii. Moving to a circular economy.
 - iv. Becoming a Centre of Excellence for green technology.

Future Direction Two - 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.

Future Direction Four - 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.

STATUTORY REQUIREMENTS & RELATED COUNCIL DOCUMENTS

Annual National General Assembly provides the opportunity to advance council's Community Strategic Plan 2020-2030, the priority projects contained within Advocacy Plan and the Regional Collaboration Framework.

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RISK CONSIDERATIONS

This report has been reviewed in accordance with GTC-15 Risk Management Framework. There is a risk that the community may not value Council representation at the Australian Local Government Association National General Assembly.

FINANCIAL IMPLICATIONS

Costs associated with the attendance at the National General Assembly have been accommodated for within the approved 2021-2022 budget.

DIVERSITY, EQUITABLE ACCESS AND INCLUSION CONSIDERATIONS

The Diversity, Equitable Access and Inclusion Policy aligns with the following goals and objects of the Community Strategic Plan 2020-2030.

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.

CONSULTATION

Success of any funding resulting from advocacy efforts may require community consultation being required for specific projects prior to commencement.

OPTIONS

1. This paper only seeks Council acknowledgement.

OFFICER'S COMMENTS

With over 1,000 delegates from across the country extending from areas as remote as Arnhem Land, Mt Isa and Port Hedland, capital and metropolitan cities and everywhere in between, it demonstrates to national leaders that George Town Council holds great value in taking opportunities to advocate for its local community on a national stage. Further, such opportunities not only communicate the needs and opportunities of our local community to national decision makers and influencers, but it also establishes relationships that may prove beneficial particularly during election periods.

OFFICER'S RECOMMENDATION

That Council:

1. Note the report; and
2. Support the attendance of the Mayor and General Manager at future Australian Local Government Association National General Assemblies.

DECISION

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Moved:

Seconded:

VOTING

For:

Against:

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8.4 VISIT NORTHERN TASMANIA FUNDING AGREEMENT

REPORT AUTHOR:	General Manager – Mr S. Power
REPORT DATE:	15 July 2022
FILE NO:	13.2
ATTACHMENTS:	Nil

SUMMARY

This report seeks Council's endorsement to enter into a Funding Agreement with Visit Northern Tasmania Inc for a period of three years.

BACKGROUND

Visit Northern Tasmania (VNT) is one of four regional tourism bodies supported by the State's leading agency, Tourism Tasmania. Representing the municipal areas of George Town, Dorset, Launceston, West Tamar, Northern Midlands, Meander Valley and Flinders Island, VNT is part funded by the State (52%) and partner councils (48%).

In addition to councils, VNT partners with industry and local tourism associations including the Tamar Valley Wine Route, the George Town Destination Action Plan group (DAP) and the newly established East Tamar Tourism Network. As an organisation VNT consists of a team of 4.7 FTE's led by a CEO who reports to a board of Directors.

Council was invited to enter into a new three year with VNT with the CEO and Chair presenting to Council at its workshop 14 June 2022. The General Manager subsequently negotiated a number of inclusions into the draft agreement in favour of Council including support from VNT on a number of initiatives exclusive to the George Town municipal area. The amended draft agreement was discussed at Council Workshop 12 July 2022.

Outcomes specific to the George Town municipality during the 2022/23 financial period include:

- Promotion of heritage sites and experiences in regional marketing and through State-level partnerships
- Support and advocacy for funding a First Nations Cultural Experience and Education Trail
- Support for the Wild Tamar Initiative, and the promotion of new soft adventure experiences through VNT partnerships
- Support for local producers and farm gate experiences to capitalise on UNESCO City of Gastronomy brand
- Continued support for the promotion of George Town MTB Trails

In addition to the George Town specific projects, the draft agreement sets out VNT's commitment to deliver the following across the municipality and wider region:

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1. Operate a viable and sustainable regional tourism organisation to undertake the holistic development of tourism in the Northern Tasmania region.
2. Deliver stakeholder benefits to the tourism industry of George Town municipality:
 - Organisation Effectiveness.
 - Tourism 21 Strategy
 - Destination Management & Local Planning
 - Regional Stakeholder Advocacy & Support
 - Visitor Experience Development
 - Industry Development & Capacity Building
 - Partnership Marketing
 - Cool Season Events Strategy
3. Facilitate communication with GTC, State Government and wider industry on tourism issues and initiatives.
4. Provide advice to GTC and other key stakeholders on the further coordination of industry structures to remove duplication of staffing, funding and effort.
5. Cool Season Event Acquisition.

STRATEGIC PLAN

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

Future Direction Two - Prosperity for All in All Aspects of Life

9. Tourism growth in yield
 - i. Diversifying our economy through tourism activities, increasing overnight stays and promoting existing and new experiences.
 - ii. Incorporating the mountain bike trail into the area's experiences and working with other trails in the region to provide a more diverse and multi-levelled experiences.
 - iii. Developing new coastal eco-experiences and building on the area's reputation as caring for our precious penguin colony.
 - iv. Focusing on cultural and historic interpretation and associated experiences and the area's produce.

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- v. Developing a diverse range of tourism products that complement the Tasmanian brand.
- vi. Implementing the Destination Action Plan.

STATUTORY REQUIREMENTS & RELATED COUNCIL DOCUMENTS

Section 62 of the *Local Government Act 1993*:

62. Functions and powers of general manager

(1) The general manager has the following functions:

- (a) to implement the policies, plans and programs of the council;
 - (b) to implement the decisions of the council;
 - (c) to be responsible for the day-to-day operations and affairs of the council;
 - (d) to provide advice and reports to the council on the exercise and performance of its powers and functions and any other matter requested by the council;
 - (e) to assist the council in the preparation of the strategic plan, annual plan, annual report and assessment of the council's performance against the plans;
 - (f) to coordinate proposals for the development of objectives, policies and programs for the consideration of the council;
 - (g) to liaise with the mayor on the affairs of the council and the performance of its functions;
 - (h) to manage the resources and assets of the council;
 - (i) to perform any other function the council decides.
- (2) The general manager may do anything necessary or convenient to perform his or her functions under this or any other Act.

- (1) A council is to prepare an annual plan for the municipal area for each financial year.
- (2) An annual plan is to –
 - (a) be consistent with the strategic plan; and
 - (b) include a statement of the manner in which the council is to meet the goals and objectives of the strategic plan; and
 - (c) include a summary of the estimates adopted under section 82; and
 - (d) include a summary of the major strategies to be used in relation to the council's public health goals and objectives.
- (3) As soon as practicable after a council adopts an annual plan, the general manager is to –
 - (a) make a copy of the annual plan available for public inspection at the public office during ordinary business hours; and
 - (b) provide the Director and the Director of Public Health with a copy of the annual plan.

Delegation from Council to the General Manager 15 (6):

To sign all contracts, lease and agreements on behalf of Council in accordance with Council policies.

RISK CONSIDERATIONS

Council's Strategic Plan, subsequent actions, advocacy and funding efforts are designed to create a 'second economy' through enhanced tourism offerings and business. It is crucial to

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maintain membership with VNT to increase likelihood of success for new tourism endeavours and increase brand awareness and market reach.

FINANCIAL IMPLICATIONS

The agreement for a three-year period commencing from date of execution to 30 June 2025 at an annual cost to Council of \$16,100 (ex GST). Council has allocated sufficient funds for year one of the agreement in its 2022/2023 budget.

DIVERSITY, EQUITABLE ACCESS, AND INCLUSION CONSIDERATIONS

Consideration for Diversity, Equitable Access and Inclusion will be embedded in decision making as part of all tourism related endeavours that Council has control over.

CONSULTATION

Consultation has been limited to Council workshops. The Chair and CEO of VNT presented to Council at its workshop 14 June 2022. The draft agreement was discussed with Council at its workshop 12 July 2022.

OPTIONS

Council may choose to:

1. Support the motion as presented; or
2. Support the motion with amendment; or
3. Not support the motion.

OFFICER'S COMMENTS

It is the view of the author that support from VNT is crucial to ensuring Council's success in the tourism space. With the inclusions in the agreement of initiatives specific to the George Town municipality the agreement presents a valuable partnership for the next three years.

OFFICER'S RECOMMENDATION

That Council:

1. Authorise the General Manager to execute the three-year agreement with Visit Northern Tasmania as presented in Attachment 1.

DECISION

Moved:

Seconded:

VOTING

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For:

Against:

9 INFRASTRUCTURE AND DEVELOPMENT

Nil.

10 CORPORATE AND COMMUNITY

10.1 EVENT SPONSORSHIP

REPORT AUTHOR:	Director Corporate and Community – Cheryl Hyde
REPORT DATE:	13th July 2022
FILE NO:	23.9
ATTACHMENTS:	<ol style="list-style-type: none">1. Application-Sponsor 00013 - Cycling [10.1.1 - 12 pages]2. TO T 2019 Post Event Report George Town [10.1.2 - 47 pages]3. ToT email [10.1.3 - 2 pages]4. The Spirit Of Tasmania Cycling Tour - George Town - Grindewald [10.1.4 - 2 pages]

SUMMARY

The purpose of this report is to provide Council with the opportunity to review and consider GTR Events sponsorship application received by Council on 18th May 2022 in line with Council's 2022/23 Sponsorship Program.

BACKGROUND

At the Council meeting held on the 28 January 2020, endorsed the newly created Sponsorship Policy. The development of the policy was in response to a request from Councillors to separate Sponsorship Policy (events) from the Community Assistance Policy (infrastructure and projects). The Sponsorship Policy provides for applications to be submitted to Council by organisations to seek sponsorship funding that will assist in the hosting of events in the George Town municipality.

One application has been received seeking sponsorship from the GTR Events for the Tour of Tasmania Cycling Event and is being presented to Council for consideration.

GTR Events Sponsorship Application Request \$5,000

Council has received a sponsorship application from GTR Events for a Tour of Tasmania proposal to the value of \$5,000.

GTR Events is one of Australia's leading event management companies, with a track record of delivering a diverse portfolio of events across a variety of industry sectors, including sport, mass participation, exhibition, conference, lifestyle and government ceremonial events.

With flagship events that include EQUITANA, Crankworx Cairns, Aus Cycling Road National Championships, GoFish Nagambie and the delivery of the Gallipoli ANZAC Day Services on behalf of the Australian Government, GTR Events is a fast moving and exciting events company where no two days are the same. Our team of like-minded individuals live and breathe events and love nothing more than delivering world class experiences for our communities around the country.

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'With an action packed 2022/23 season, GTR Events will plan and execute 18 of Australia's largest outdoor and lifestyle events.'

Event Description (extract from application):

The Tour of Tasmania (ToT) is a staged cycling event that commenced in 1930. The ToT is widely regarded as the pinnacle race in the AusCycling National Road Series (NRS) calendar, which is the premier national league for road cycling in Australia and New Zealand for both male and female riders.

The NRS is a cornerstone to ensuring a national developmental pathway and the commercial progression of the sport of cycling.

Held over five days (23/11/2022 to 27/11/2022) and attracting cyclists from all over Australia and NZ, the ToT travels through picturesque Tasmanian towns and the stunning but often-gruelling terrain between them.

The Tour of Tasmania will run through various regions of Northern Tasmania showcasing the varied terrain and natural beauty of the state. Currently, the Tour of Tasmania will have the following schedule - however this is subject to change: 23rd November - Launceston, 24th November - George Town to Grindelwald, 25th November - Longford to Poatina, 26th November - Spreyton to Riana & 27th November – Devonport.

Objectives & Outcomes

The Tour of Tasmania has a number of project objectives for 2022 which we hope to achieve with the assistance of host Councils.

1. Promote Northern Tasmanian regions as a desirable cycling destination for interstate and NZ cycling fans
2. Work with George Town Council to activate the local community to engage with the Tour of Tasmania and build a multifaceted program outside of racing
3. Provide a high-class, elite race for both Men and Women to showcase and foster local Australian cycling talent

STRATEGIC PLAN

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

Future Direction One - Community Pride

1. All are valued and included
 - i. Taking a 'whole of community' approach to everything.

Future Direction One - Community Pride

3. A strong, recognisable, positive reputation
 - iii. Promoting the area as the place to live, work, play and invest.

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Future Direction One - Community Pride

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

Future Direction One - Community Pride

5. Community groups work together on common goals
 - i. Working together on common goals.

Future Direction Two - Prosperity for All in All Aspects of Life

11. Healthy, active communities
 - i. Knowing how to stay healthy and active and valuing good health outcomes. Eating well, active living, preventative health approaches.

Future Direction Three - Progressive Well-Resourced Communities

4. Persons with special needs have local access to needed services
 - i. Understanding local needs and service gaps.

STATUTORY REQUIREMENTS & RELATED COUNCIL DOCUMENTS

Council's Policy GTC 22 Sponsorship Policy sets out the criteria in which applications are to be considered as follows.

Economic 25%

Ability of the proposed project/event to contribute to a measurable economic benefit in the George Town municipal area. The capacity to provide opportunities for local businesses to leverage the event.

Tourism 25%

Ability of the project/event to increase visitation within the municipal area, or if the activity/event is held outside the municipality, it will provide direct tourism/economic benefits to the municipal area.

Marketing 20%

The degree to which the project/event proposes to increase the profile of the George Town municipality in a positive way.

Cultural 10%

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Degree to which the project/event assists in the development of an inclusive and strong community and increases participation in municipal life for all.

Inspired 10%

The degree to which the project/event has a point of difference from existing project/events. The degree to which the project activates spaces in the city, particularly during quiet periods/seasonal and unused spaces.

Competency 10%

Demonstrated experience; compliance with and capacity to; manage the project/event and sponsorship requirements. The project must demonstrate financial viability.

RISK CONSIDERATIONS

Risks to Council when sponsoring events can be many and varied. Brand association is one such risk that can showcase or damage Council's reputation. Council's reputation can also be jeopardised through sponsorship of inappropriate activities. Council's Sponsorship Policy addresses these risks by defining and making it clear that only 'Appropriate Associations' and 'Appropriate Activities' are to be considered for sponsorship.

Officers have assessed the sponsorship application from GTR Events and have determined that the event entity and event activity are an 'Appropriate Association' and hosting 'Appropriate Activities', that pose little risk to Council's reputation.

Risks also exist around legislative requirements, public health and safety and the environment. The applicant has a good history regarding the delivery of the Tour of Tasmania Event. They have provided their Public Liability Insurance Certificate of Currency and understand there are approvals required to complete with Council. The Event Application has not been submitted yet and they have provided evidence of how they will comply with any COVID-19 legislation if required.

The author of the report is of the view that there exists a low risk of the event not proceeding in Goerge Town should the funding request not be met in full by Council.

FINANCIAL IMPLICATIONS

Councils adopted 2022/2023 sponsorship budget of **\$40,000**. The approval of each of these applications is accommodated within the budget.

Standing items for 2022/2023:

Folk Festival	\$8,750 \$2,000 Fee Remissions
Anzac Day	\$1,500
Tas Fire Service – Christmas Lolly Run	\$400
RSL GT Sub Branch	\$3,420
TOTAL	\$16,070

Other

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Subject to funding approval (or non approval), GTR Events will need to get event approvals from Council to run this event. GTR Events has been in contact with Council's Community Officer for Sport, Recreation, Events, Health and Wellbeing. Also, to note GTR Events applied for sponsorship in July 2020 for Tour of Tasmania but unfortunately due to COVID the event was unable to happen in 2020 and 2021.

DIVERSITY, EQUITABLE ACCESS AND INCLUSION CONSIDERATIONS

The Diversity, Equitable Access and Inclusion Policy aligns with the following goals and objects of the Community Strategic Plan 2020-2030.

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.

CONSULTATION

Elected members reviewed the Sponsorship Application on the 12th July 2022 Council Workshop, following which further information regarding the benefits to the Municipality were requested from the organisers. Copies of their responses and 2019 post event publication are attached.

OPTIONS

Council may choose to:

1. Approve the sponsorship application by GTR Events to host Stage 1 of the 2022 Tour of Tasmania in George Town, providing sponsorship of \$5,000;
2. Approve the sponsorship application by GTR Events to host Stage 1 of the 2022 Tour of Tasmania in George Town, with amendment to provide sponsorship of a lesser amount; or
3. Not to sponsor GTR Events to host Stage 1 of the 2022 Tour of Tasmania in George Town.

OFFICER'S COMMENTS

It is the view of the author that a \$2,000 funding contribution represents return on investment relative to the local benefits gained by supporting the event.

Assessment Table 1

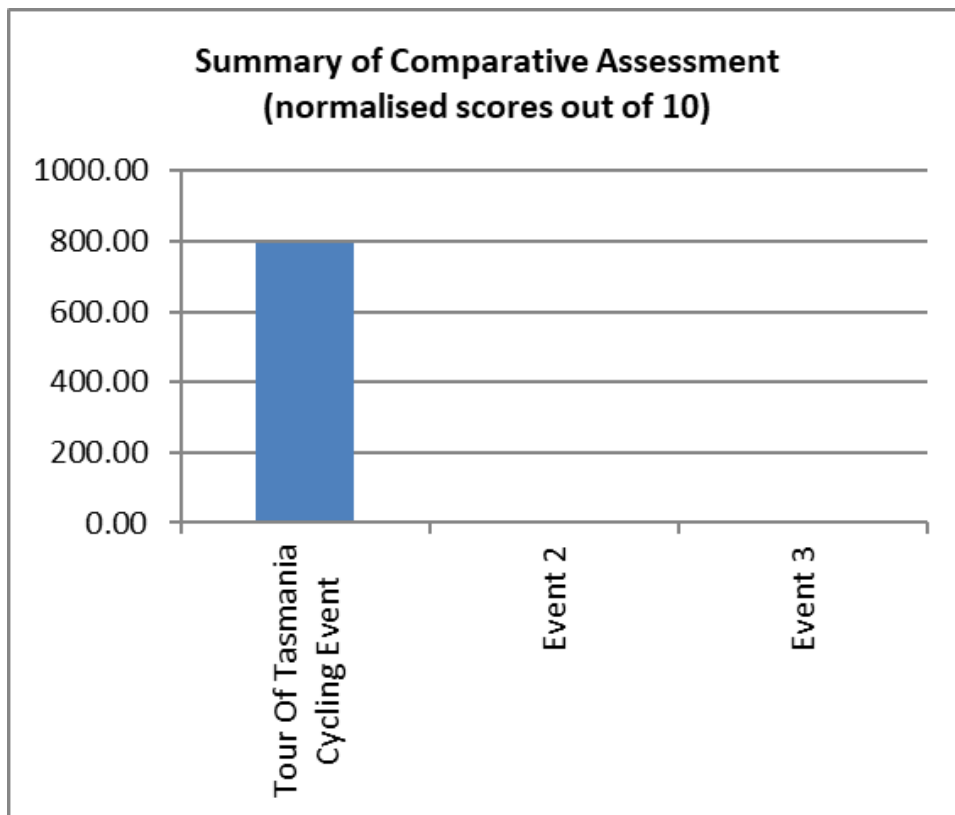
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Sponsorship Evaluation

Comparative Evaluation

Tour Of Tasmania Cycling Event	
Total Cost ->	\$5,000.00

Selected evaluation criteria	Weight (%)	Score/10	weighted score	Notes	
1 Economic Benefit	25.0	9.0	225.0	They are planning to involve cycling clubs, local sporting groups, school, local business (hospitality and accomodation)	
2 Tourism	25.0	8.0	200.0	Increase visitation, event involves the North of the Tasmania. Involves riders from across Australia and New Zealand.	
3 Marketing	20.0	8.0	160.0	Signage, promotional material, website, social media, TV/radio, presentation. Lead up to event and during.	
4 Cultural	10.0	6.0	60.0	The Tour of Tasmania is a historical stage cycling event that commenced in 1930's. It is one of Australia's oldest races still in existence.	
5 Inspired	10.0	5.0	50.0	Although been running for a long but may inspire new riders to enjoy road racing as well as Mountain biking.	
6 Competency	10.0	10.0	100.0	Proven track record of delivering a diverse portfolio of events across Australlia not just this event.	
7					
8					
Total weighting		100.0	total (norm)	795.0	6 criteria scored



OFFICER'S RECOMMENDATION

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That Council:

1. Approve the sponsorship application by GTR Events to host Stage 1 of the 2022 Tour of Tasmania in George Town, with amendment to provide sponsorship of \$2,000.

DECISION

Moved:

Seconded:

VOTING

For:

Against:

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10.2 CONSERVATION REBATE

REPORT AUTHOR:	Director Corporate and Community – Cheryl Hyde
REPORT DATE:	26 July 2022
FILE NO:	32.19
ATTACHMENTS:	Nil

SUMMARY

This report provides an update and recommendations for the continuation of the rate rebate scheme for conservation covenants, including private forest reserves, established under the Nature Conservation Act 2002.

BACKGROUND

The Private Land Conservation Program (PLCP) run by the Department of Primary Industries, Parks, Water and Environment (DPIPWE) has requested that Tasmanian Councils (since 2002) support an initiative to recognise and encourage land management for conservation purposes - by a rate rebate scheme.

In addition to the rate rebate, DPIPWE provide management advice and other services to assist landowners with the management of the natural values for properties which have a conservation covenant in terms of the Nature Conservation Act 2002.

Council resolved on 27 August 2019 (Minute No. 140/19):

That the report on Conservation Covenants – Rates Rebate from the Team Leader – Corporate & Finance be received; and that Council:

- a. Continue the rate rebate scheme for conservation covenants, including private forest reserves, established under the Nature Conservation Act 2002 for a further three years, and*
- b. Sets the rate rebate at \$5 per hectare per annum for covenanted land with a minimum of \$50 and a maximum of \$500 per property, and*
- c. Caps the total annual rebate at \$4,000 per annum for the duration of this three year period.*

STRATEGIC PLAN

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

Future Direction Two - Prosperity for All in All Aspects of Life

12. Protected local natural landscapes and values
 - i. Caring for our environment.

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STATUTORY REQUIREMENTS & RELATED COUNCIL DOCUMENTS

The Nature Conservation Act 2002 is the enabling legislation for the establishment of conservation covenants on land.

RISK CONSIDERATIONS

NIL

FINANCIAL IMPLICATIONS

At 30th June 2022 there are nine properties with conservation covenants in the George Town municipal area with a potential annual cost of \$3,200, if all affected properties apply for the rebate. Council has a budget allocation for this rebate.

CONSULTATION

The Conservation covenants in the George Town Municipality and rebate were workshopped with Council on 12 July 2022.

OPTIONS

Council may choose to:

1. Support the motion as presented; or
2. Support the motion with amendment; or
3. Not support the motion.

OFFICER'S COMMENTS

George Town Council has approved a rate rebate scheme for land with conservation covenants since 2002. In the 2020 to 2022 period there was a total cost to Council of \$5,500.00. The scheme has operated on a rebate of \$5 per hectare, with a minimum of \$50, and a maximum of \$500 per property.

Council already shows its commitment to natural resource management and bio-diversity through its participation in the Tamar Region NRM strategy. Council's involvement in the rate rebate scheme is consistent with this commitment.

The Private Land Conservation Program run by DPIPWE recognises that the rebate acknowledges not only those land owners who currently undertake land management for conservation but also provides an incentive to landowners who are considering a covenant to protect the natural values on their land.

OFFICER'S RECOMMENDATION

That the report on Conservation Covenants – Rates Rebate from the Director – Corporate & Community be received; and that Council:

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- a. Continue the rate rebate scheme for conservation covenants, including private forest reserves, established under the Nature Conservation Act 2002 for a further three years, and
- b. Sets the rate rebate at \$5 per hectare per annum for covenanted land with a minimum of \$50 and a maximum of \$500 per property, and
- c. Caps the total annual rebate at \$4,000 per annum for the duration of this three year period.

DECISION

Moved:

Seconded:

VOTING

For:

Against:

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10.3 REVISED HARDSHIP POLICY

REPORT AUTHOR:	Director Corporate and Community – Cheryl Hyde
REPORT DATE:	15/7/22
FILE NO:	14.18
ATTACHMENTS:	1. Draft Hardship Policy (1) [10.3.1 - 7 pages]

SUMMARY

This report is to present Council with the revised GTC-P8 - COVID-19 Hardship Policy (to be renamed GTC-P8 - Hardship Policy) to enable Council Officers to assess and apply rate relief to ratepayers who experience Financial Hardship for all financial hardship not exclusively COVID-19 related.

BACKGROUND

Council's current Rates and Charges Policy No. 3 Version: 1A\B, prescribes the methodology for the raising, changing and collection of Council's rates and charges. The Local Government Act 1933 (TAS) Sections 125,126 and 127 prescribes the process of postponing rates. George Town Council delegations to the General Manager, lists Section 125 as a delegated responsibility to the General Manager.

In the current policy was developed in response to the COVID-19 crisis specifically. Council officers recognise the ongoing impact of the crisis on some ratepayers and that other influences can and do impact on financial hardship within the community.

STRATEGIC PLAN

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

Future Direction Four - Leadership and Accountable Governance

1. A culture of engagement and participation
 - ii. Engaging over things that matter to the community.

Future Direction Four - Leadership and Accountable Governance

6. Difficult issues are managed in an open manner without conflict
 - ii. Fostering courage, kindness, and determination in working through challenge and opportunities.

STATUTORY REQUIREMENTS & RELATED COUNCIL DOCUMENTS

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Local Government Act 1993 (TAS)

George Town Council - Rates and Charges Policy No. 3 Version: 1A\B

RISK CONSIDERATIONS

The absence of a policy for rates relief for those experiencing financial hardship results in the risk of Council Officers not having the ability to assist genuine cases. The presence of a policy with clear guidelines for assessment ensures all that cases are treated consistently within the framework of the policy and Council has the ability to assist ratepayers in an uncertain time and time of great need.

FINANCIAL IMPLICATIONS

The deferring of rates for payment for up to 12 months will have an impact on the cash flow of Council, however this is considered to be minor.

Removal or reversal of interest and penalties to those ratepayers who demonstrate financial hardship will result in a minor loss of income.

DIVERSITY, EQUITABLE ACCESS AND INCLUSION CONSIDERATIONS

The Diversity, Equitable Access and Inclusion Policy aligns with the following goals and objects of the Community Strategic Plan 2020-2030.

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 aims are as follows:

- Provide support to those who are experiencing hardship.

CONSULTATION

The revision of the GTC-P8 - COVID-19 Hardship Policy was discussed with Councillors at the Workshop on 12 July 2022.

OPTIONS

Council may choose to:

1. Adopt the revised GTC-P8 -Hardship Policy as presented; or
2. Adopt the revised GTC-P8 - Hardship Policy with amendment; or
3. Not adopt the revised GTC-P8 Hardship Policy

OFFICER'S COMMENTS

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The attached revised Hardship Policy provides a framework which will guide Council Officers in assessing case by case the impact and financial hardship that ratepayers may present when requesting rates relief.

The policy will provide ratepayers who experience financial hardship due to not only COVID-19, but also other financial hardships, an avenue to request rate relief and will ensure consistent and timely assessment of each case.

OFFICER'S RECOMMENDATION

That Council:

1. Adopts the revised GTC-P8 - Hardship Policy.

DECISION

Moved:

Seconded:

VOTING

For:

Against:

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10.4 PLACEMAKING COMMITTEE METAL SCULPTURES PROJECT

REPORT AUTHOR:	Director Corporate and Community – Cheryl Hyde
REPORT DATE:	13 July 2022
FILE NO:	14.7
ATTACHMENTS:	1. Placemaking Committee - Metal Sculptures Submissions [10.4.1 - 76 pages]

SUMMARY

This report seeks Council endorsement of the *Metal Sculptures'* project following consideration of the outcomes of community consultation.

BACKGROUND

The Placemaking Committee (PMC) is a Special Committee of Council for the purposes of Section 24 of the Local Government Act 1993. Established in May 2019 by way of formal appointment of committee members by Council, the PMC comprises six community members, Cr Dawson and an officer of Council.

The aim of the PMC 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, co-ordination and synergizing with other placemakers, and consultation with key stakeholders, in order to grow the sense of community pride, ownership, and spirit.

Council at its meeting 26 April 2022 approved the reallocation of \$46,035.67 remaining funds from the *Artistic Timber Bollard Trail* and \$8,274.18 from the *Selfies Frame* project to the *Metal Sculptures* project, with the final designs and costs being presented to Council with the outcomes of community consultation for approval.

The Metal sculptures project involves the installation of metal sculptures of varying sizes of a seal, penguins and a pelican which depict the nature fauna and bird life of the Kanamaluka.

Council officers have received quotations from one local engineering firm and a professional sculptor from outside the municipality. Suitable locations are determined in consultation with Councils' Planning Unit and Infrastructure & Works department, together with approvals to be sought from any relevant authorities.

In accordance with Councils, Community Consultation Framework, the community were invited to provide comment on the project via community consultation which concluded on 22nd June 2022.

STRATEGIC PLAN

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

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Future Direction One - Community Pride

2. All communities take pride in their place
 - iii. Developing well-designed public spaces which are attractive, safe and support the area's identity and reputation.

Future Direction One - Community Pride

3. A strong, recognisable, positive reputation
 - i. Developing and promoting a new 'capital' brand and associated program for George Town, focusing on strengths and aspirations and leveraging the stories of the area's people.

Future Direction One - Community Pride

5. Community groups work together on common goals
 - ii. Communicating proposed projects and programs to leverage opportunities, avoid duplication and keep up with what is going on.

STATUTORY REQUIREMENTS & RELATED COUNCIL DOCUMENTS

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.*
- (3) *The council is to determine the procedures relating to meetings of a special committee*

The Placemaking Committee Terms of Reference states:

'The Committee is a Special Committee that will make recommendations to Council on matters relating to the enhancement of public spaces throughout the municipality.'

RISK CONSIDERATIONS

Implications relating to public safety and appropriate placement of sculptures will be managed through consultation with Council's Planning and Infrastructure and Works departments.

FINANCIAL IMPLICATIONS

Council at its meeting 26 April 2022 approved the reallocation of \$46,035.67 remaining funds from the *Artistic Timber Bollard Trail* and \$8,274.18 from the *Selfies Frame* project to the *Metal Sculptures* project.

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DIVERSITY, EQUITABLE ACCESS AND INCLUSION CONSIDERATIONS

The Diversity, Equitable Access and Inclusion Policy aligns with the following goals and objects of the Community Strategic Plan 2020-2030.

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 aims are as follows:

- <insert text>

CONSULTATION

The Metal Sculptures project was workshopped with Council in April 2022. In accordance with the George Town Council Community Consultation Framework, the project was displayed for public consultation and engagement for 28 days which concluded on 22nd June 2022.

During the public consultation phase, Council received 56 responses. Copies of those responses are attached for Council's information.

The responses reflected the passion that the community has for the area. While the interests and opinions were varied, the feedback provided does not only inform public opinion on this project but may also assist to inform projects of the Placemaking Committee going forward.

Summary of responses	Number of responses
Fully support the project	29
Not supported due to subject matter – prefer natural beauty, maritime or historical themes.	9
Not supported due to use of rate payer funding or not supporting local business	4
Not supported combination of subject matter, funding, and safety	7
Concerns – location, safety, or vandalism	7

OPTIONS

Council can choose to:

1. Endorse the Metal Sculptures project; or
2. Endorse the Metal Sculptures project with amendments
3. Not endorse the Metal Sculptures project.

OFFICER'S COMMENTS

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Council officers support the proposed designs with a view that they will add to the appeal of the area and taking into consideration the community feedback which overall supported the project.

Should the project be endorsed by Council, the Placemaking Committee and Council officers will assess the quotations received against price, experience, concept, and design.

OFFICER'S RECOMMENDATION

That Council

1. Acknowledge the feedback from the community, and
2. Approve the metal sculptures project.

DECISION

Moved:

Seconded:

VOTING

For:

Against:

11 ORGANISATIONAL PERFORMANCE, STRATEGY & ENGAGEMENT

11.1 PUBLIC QUESTION TIME POLICY

REPORT AUTHOR:	Director Organisational Performance, Strategy & Engagement – Ms K. Desmond
REPORT DATE:	13th July 2022
FILE NO:	14.18
ATTACHMENTS:	1. GT C-13 Public Question Time Policy V 1 Update Draft February 2022 [11.1.1 - 8 pages] 2. Public Question Time Policy Submission [11.1.2 - 1 page]

SUMMARY

To discuss and consider the review of the Public Question Time policy.

BACKGROUND

The GTC-13 Public Question Time Policy was adopted Minute No. - 243/16 on 21 September 2016. The Policy was due for review in August 2020.

STRATEGIC PLAN

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

Future Direction One - Community Pride

1. All are valued and included
 - i. Taking a 'whole of community' approach to everything.
 - v. Working towards removing all barriers to participation in community life.

Future Direction Four - 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.

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STATUTORY REQUIREMENTS & RELATED COUNCIL DOCUMENTS

- Local Government (Meeting Procedures) Regulations 2015
- Local Government Act 1993
- Work Health and Safety Act 2012
- Work Health and Safety Regulations 2012

RISK CONSIDERATIONS

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

There is a moderate risk, given the potential for poor management of Public Question Time to result in reputational damage to Council and the Council officials involved. It is necessary for Council officials to conduct themselves in accordance with a recognised and appropriate set of procedures.

FINANCIAL IMPLICATIONS

Nil.

DIVERSITY, EQUITABLE ACCESS, AND INCLUSION CONSIDERATIONS

George Town Council is committed to maximising access and inclusion to its services, facilities, features and activities for all within the community regardless of ability, literacy, numeracy and language limitations, age, race religion, with all aspects of Council.

The GTC-13 Public Question Time Policy ensures equitable access to all community members in Public Question Time and the Policy will be made available to the public on Council's website and available in hard copy on request.

CONSULTATION

Elected members considered the Public Question Time Policy on the 22nd of February 2022 Council Workshop where no alterations were received.

Council presented the Policy to the community for consultation for a period of 28 days, where one submission was received.

The Policy has been presented to elected members for consideration on the 12th of July 2022 Council workshop with no further alterations.

OPTIONS

Council may choose to:

1. Support the motion to accept minor alterations to the Draft Public Question Time Policy GTC-13; or
2. Not support the motion to accept minor alterations to Draft Public Question Time Policy GTC-13.

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OFFICER’S COMMENTS

The function of the Policy is to guide the Council meeting Chairman and the George Town municipality community members in the proper management and operation of public question time and to promote both effective and efficient use of public question time.

Council received one (1) submission within the required timeframe. The submission provides details on the previous use of Public Question Time and recommends that “people need to respect each other, and all would work sweetly.” The Public Question Time Policy includes the following in relation to the points raised in the submission:

1. that at least 15 minutes and a maximum of 30 minutes is allocated for public question time; and
2. Council has a duty to provide a workplace that protects the health and safety of Council’s employees or other persons at the workplace (see 9.10); and
3. Community members who attend Council meetings have a duty to take reasonable care for their own health and safety, and to ensure their conduct does not affect the health and safety of others (see 9.11).

The Public Question Time Policy has been updated to reflect:

1. Council’s 2020-2030 Strategic Plan; and
2. Council’s Governance Framework and Policy numbering; and
3. Minor alterations.

The Policy has tracked changes to easily identify alterations.

OFFICER’S RECOMMENDATION

That Council:

1. Adopts the Public Question Policy effective 26th July 2022.

DECISION

Moved:

Seconded:

VOTING

For:

Against:

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12 MAYOR

12.1 MATTERS OF INVOLVEMENT - MAYOR

REPORT DATE: 18 July 2022

FILE NO: 14.11

Mayor Cr Greg Kieser		
June	24	Tasmania Talks Interview
	28 June – 7 July	Leave
July	8-12	Sick Leave
	13	NTDC Strategic Planning Workshop
	14	RAP Update meeting
	14	Met with Nick Duigan MLC and General Manager
	14	Met with Representative of Roadkill Committee
	15	Met with local businesses – Macquarie Street
	15	Met with local business owner
	15	Attended RSL meeting

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.

Acting Mayor Cr Tim Harris		
June	28	Chaired Council Workshop
	28	Chaired Ordinary Council meeting
July	1	Met with prospective developer – Bell Bay with the General Manager
	1	Met with RecFit representatives with the General Manager

OFFICER'S RECOMMENDATION

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

DECISION

Moved:

Seconded:

VOTING

For:

Against:

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13 PETITIONS

Nil.

14 NOTICES OF MOTIONS

Nil.

15 COUNCILLORS' QUESTIONS WITH OR WITHOUT NOTICE

Cr Barwick

Ordinary Council Meeting 24 May 2022

1. *In February and March, I asked for a copy of the report pertaining to the safety audit and removal of the Senior's exercise equipment from Regent Square and that this report be tabled at the next Ordinary Council meeting.*
2. *Has Council ordered a replacement of exercise equipment for Regent Square?*

Response

1. *Officers have commissioned a condition assessment of the Senior's exercise equipment. The report was not available for inclusion in the agenda at the time of publication. A report will be tabled at the next Ordinary Council meeting once completed.*
2. *Council has not ordered a replacement of exercise equipment for Regent Square at this stage.*

The report on the Senior's exercise equipment from Regent Square is attached for information purposes.

**15.2 TOURISM TAS., RAP, RELATIONSHIPS AUST., EMAIL, WPA GRANT,
DOMESTIC, FAMILY AND SEXUAL VIOLENCE STRATEGY, ANZAC DRIVE
BUILDING, STAFFING, BASS & FLINDERS - CR BARWICK**

Cr Barwick

Q1. Reference Report Funding

According to Item 22 of the Third Quarter Report, (to be tabled at the July meeting) I note that Tourism Tasmania has declined a further extension to the grant for the development of a series of stories to be celebrated on Digi Glass panels in Regent Square.

My questions are:

1. What was the amount of money that was to be returned to Tourism Tasmania?

Response: \$9,000.

2. Who are the alternate partners Council is pursuing to progress the project?

Response: A further grant application was made under the Experience Initiative TAS program which was unsuccessful.

3. What new grant applications are being considered?

Response: Council officers continue to investigate suitable funding opportunities for the project.

Q2. Reconciliation Action Plan – REFLECT

I request a copy of the following Reconciliation Action Plan REFLECT documentation:

1. The original George Town Council RAP Draft that was submitted by Council to Reconciliation Australia for review and/or approval.
2. The response from Reconciliation Australia with amendments and recommendations.
3. The revised and amended GTC RAP Draft 2 that was submitted by Council to Reconciliation Australia for review and approval.
4. The response from Reconciliations Australia on review of the revised and amended GTC RAP Draft 2.

Response: Hardcopies provided.

Q3. Relationships Australia Funding Agreement

The George Town Safety Group Committee were working with Meagan Bennett who was finalising a Funding Agreement with Melanie from Relationships Australia for \$5,000 for a Suicide Prevention training and support program to be undertaken in the community. On the 4th April 2022 the funding application was forwarded to Director Cheryl Hyde for completion and action with Relationships Australia. The funding is to

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provided Suicide Prevention Training with CORE and monthly community BBQs to provide support throughout the municipality.

1. Can you advise that the application has been completed and sent to Relationships Australia?

Response: The Application is in progress, Director – Corporate and Community is working with Relationships Australia.

2. Have the funds been received?

Response: No

3. Provide a timetable when and where the training and BBQs will to occur.

Response: Not yet finalised

Q4. Motion 085/22

I request a copy of ALL correspondence written to the State Government, Deputy Premier, Ministers, and Parks and Wildlife from General Manager Shane Power, or any staff member, including any returned correspondence received by Council on this matter.

The request for this correspondence is because the General Manager, Shane Power has refused to send emails to my personal email address which prevents me receiving important Council documentation and from doing my job effectively as an elected member.

Response:

1. *Hardcopies of correspondence provided. The General Manager cannot provide information of a sensitive nature to private email addresses.*
2. *Hardcopy of GTC19 Councillor Allowances Policy (as endorsed by Council) provided with the following clauses being of relevance:*

That all Councillors shall be paid an allowance for telephone rental, telephone calls and internet usage. The telephone and internet access allowance was set at \$121 per month in November 2021. The CPI adjustment noted below has been applied since that time. Telephone rental, telephone calls and internet access allowance is to be adjusted annually by the Hobart CPI factor, with the increment to be calculated as applicable from the 1 November each year at the same time as the statutory Councillor allowance is adjusted; and

A councillor may opt to bring their own electronic device for use in carrying out their official duties. A reimbursement of \$50 per month will be provided to Councillors who bring their own device. Councillors providing their own device are required to ensure the security of Council information, to the satisfaction of the General Manager and in accordance with Council's Information Technology Framework.

3. *Hardcopy of risk register (as presented to Audit Panel 9 December 2021 and 7 April 2022) provided, with the following risk/s being of relevance:*

Risk #5 – Risk Rating Extreme

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IT disruption and Cyber security attacks including data breach, fraud or theft, data loss and data privacy

Q5. Weymouth Progress Association Community Grant

On the 26th April 2022 Council approved the Weymouth Progress Associations (WPA) Community Grant Round 2 application for the Nolan Bay Project administering \$2,000 with a further \$3,000 pending subject to the delivery of a scoping report that meets with Council's approval.

1. Can you please advise if the pending \$3,000 for the WPA Community Grant has been allocated as a separated item in the 2022/23 budget and not part of the Community Grants funding for 2022/23?

Response:

The minute is as follows:

Minute No. 049/22

DECISION

Moved: Cr Dawson Seconded: Cr Parkes

That Council:

1. *Awards financial assistance to I. II. III. St Vincent de Paul Society (TAS) inc to the amount of \$2,000.00 for the Dining with Friends Program;*
2. *Weymouth Progress Association to the amount of \$2,000.00 for the Noland Bay Energy Co-operative, subject to provision of project and reporting scope to the satisfaction of Council;*
3. *Friends of Low Head Penguin Colony to the amount of \$800.00 for the Mapping and Reporting on Penguins nesting on private property.*

VOTING

For: Cr Kieser, Cr Barraclough, Cr Barwick, Cr Dawson, Cr Michieletto and Cr Parkes

Against: Nil

No allocation of a further \$3,000 was committed at this meeting.

Q6. Motion 100/20 – Domestic, Family and Sexual Violence Strategy

In June 2020 motion 100/20 Domestic, Family and Sexual Violence Strategy was successfully moved by then Cr. Justine Brooks-Bedelph "that Council develops the strategy in order to demonstrate our commitment to making our community safer for everyone impacted by the trauma of violence and that Council formally commit to working with Police, Community Service Organisations and Housing providers, on not only addressing, but stamping out this insidious society problem."

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1. Can you please advise Councillors what has been actioned to date regarding this motion?

Response:

Council staff have been involved in the Respect at Work Initiative facilitated by Our Watch. This has included training of an implementation team, and a number of Council staff completing disclosure training.

The next piece of work in relation to this initiative includes the implementation team facilitating a staff survey and self-assessment workshop.

George Town Council has successfully lobbied and supported the Northern Midlands Council's LGAT motion passed in March:

"That LGAT Members support the development of a family and sexual violence framework for local governments across the state."

2. Has a Domestic, Family and Sexual Violence Strategy been compiled? If not, why not?

The strategy is not yet complete as it is being informed by the work currently being undertaken as per the answer provided above.

3. Has an internal working group been established and has training been undertaken?

Yes

4. Who is represented on the working group?

Members from all directorates of Council are represented on the working group.

Updates on the progress of this motion are reported to Council on a quarterly basis as part of the Quarterly Performance Report.

Q7. RSL Anzac Drive Building

As per council workshop discussions held on the 12th July 2022 regarding renovations and maintenance of the RSL Anzac Drive building.

1. I request a fully costed building renovations budget for this project.

Response:

a revised Bill of Quantities has been commissioned and has not yet been received. This will be provided to all Councillors as communicated at by the General Manager at the Council Workshop 5 July 2022.

2. Can you please confirm that the funds for the renovations will be obtained from the Future Impact Leadership Table's State Government funding for the

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Launch Pad Project and the balance will funded externally in the form of an interest free loan to Council?

Response:

A total of \$250,000 from the Tasmanian Government's Strategic Initiative Fund for the purposes of the Launchpad is for the refurbishment of the Anzac Drive Building.

Funding sources for the balance of works required will be subject to a decision of Council.

Q8. GTC Staffing Restructure

It has been noted by ratepayers that Council has been rigorously advertising for multiple positions at the George Town Council. My understanding is this has been brought about by the recommendations made by the River Road Consultants engaged by the General Manager in February 2022. As a Councillor, I have requested on numerous occasions a copy of River Road Consulting's Final Report with its recommendations regarding the staffing restructure. As a Councillor there is an expectation that we know the organisational structure.

1. I formally request a copy of the final report submitted by River Road Consulting regarding the recommendations for the staffing restructure at George Town Council.

Response:

This request is denied in accordance with the Local Government Act 1993 S28A (3) for the following reasons:

(c) the councillor has failed or refused to make a declaration under [subsection \(2\)\(b\)](#) ; and

(d) the general manager considers that the information or document requested is not required for the purpose of performing any of the councillor's functions

A hardcopy of the organisational structure has been provided.

The revised structure and recruitment plan was presented to Council at workshop prior to budget adoption. rpio

2. Can you please advise Councillors the cost to engage the River Road Consultants?

Response:

\$21,040.65

Q9. Bass and Flinders Maritime Museum

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1. I request a business plan for the next 12 months operations of the Bass & Flinders Maritime Museum.

Response:

Recruitment is commencing to fill a recent resignation, for the Tourism and Heritage Operation Officer. Once recruited, an operational plan for the Bass and Flinders will be developed.

2. I request a detailed maintenance plan for the building, this is to include:
 - a. The removal of black mould in the building
 - b. Temperature control throughout the building
 - c. Repairs to the leaking roof

Response:

Council officers include this facility along with all buildings in its annual operational maintenance budget, including any ongoing maintenance of items which were existing when Council was gifted the facility in 2021.

3. I would also like to receive a staffing and volunteer model on how Council intends to facilitate and pay for the ongoing operations of this facility.

Response:

Resourcing model will form part of the operational plan and will be presented to Council at a future workshop.

16 COUNCIL COMMITTEE REPORTS

16.1 GEORGE TOWN PLACEMAKING COMMITTEE

REPORT AUTHOR:	Arts and Culture Officer – Ms Demesa-Meraz
REPORT DATE:	18 July 2022
FILE NO:	14.7
ATTACHMENTS:	1. Placemaking Minutes 6-6-22 - Confirmed [16.1.1 - 3 pages]

SUMMARY

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

BACKGROUND

The George Town Placemaking Committee met on the 4th July 2022 and accepted the minutes as a true and accurate record of the meeting held on the 6th June 2022.

STRATEGIC PLAN

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

Future Direction One - Community Pride

1. All are valued and included
 - i. Taking a ‘whole of community’ approach to everything.

Future Direction One - Community Pride

2. All communities take pride in their place
 - ii. Maintaining public spaces so they are clean, tidy and appealing.
 - iii. Developing well-designed public spaces which are attractive, safe and support the area’s identity and reputation.

Future Direction One - Community Pride

3. A strong, recognisable, positive reputation
 - iii. Promoting the area as the place to live, work, play and invest.

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STATUTORY REQUIREMENTS & RELATED COUNCIL DOCUMENTS

Local Government Act 1993 and Council Policy GTC-16 Special Committees.
George Town Placemaking Committee Terms of Reference.

RISK CONSIDERATIONS

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

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

FINANCIAL IMPLICATIONS

There are no identified financial implications.

CONSULTATION

The Minutes were discussed at the George Town Placemaking Committee meeting held on 4th July 2022.

OPTIONS

That Council:

1. Accepts the Minutes of the George Town Placemaking Committee held on 6th June 2022; or
2. Does not accept the Minutes of the George Town Placemaking Committee held on 6th June 2022.

OFFICER'S COMMENTS

Nil.

OFFICER'S RECOMMENDATION

That Council:

1. Receives and notes the Minutes of the George Town Placemaking Committee meeting held on 6th June 2022.

DECISION

Moved:

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Seconded:

VOTING

For:

Against:

17 CLOSED MEETING

17.1 INTO CLOSED MEETING

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

Agenda Item 18.2 Minutes of the Closed Ordinary Council Meeting held on 28th June 2022

As per the provisions of Regulation 34(6) of the Local Government (Meeting Procedures) Regulations 2015.

Agenda Item 18.3 Proposed Regional Collaboration Model

As per the provisions of Regulation 15(2)(g) of the Local Government (Meeting Procedures) Regulations 2015.

DECISION

Moved:

Seconded:

VOTING

For:

Against:

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17.2 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:

1. Council moves out of Closed Meeting atpm and endorses those decisions taken while in Closed Meeting and the information remains Confidential.

VOTING

For:

Against:

18 CLOSURE

There being no further business, the meeting closed atpm.

**Cr Greg Kieser
MAYOR**