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GEORGE TOWN COUNCIL UNCONFIRMED MINUTES

Minutes of the Ordinary Council Meeting
held on **Tuesday 28 May 2024**

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

commencing at **1:00 pm.**

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

The public are requested to pre-register if attending this meeting of Council.

Shane Power
GENERAL MANAGER

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Meeting Commencing at 1:00 pm

Acknowledgement of Country

George Town Council acknowledges the palawa people from the litarimirina tribe from Port Dalrymple as the traditional custodians of the land.

We honour and give thanks for the caring of country, seas and skies of kinimathatakinta and surrounds.

We pay respect to the elders past, present and future for they hold the memories, traditions, culture and hope of pakana people in lutruwita.

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 GTC 1, members of the public are not permitted to make audio recordings of Council meetings.

The community are requested to 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.

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1 PRESENT

Mayor Cr Greg Kieser, Chairperson
Deputy Mayor Cr Greg Dawson
Cr Winston Archer
Cr Heather Ashley
Cr Heather Barwick
Cr Tim Harris
Cr Simone Lowe
Cr Winston Mason
Cr Jason Orr

1.1 APOLOGIES AND LEAVE OF ABSENCE

Nil.

1.2 IN ATTENDANCE

General Manager - Mr S Power
Director Corporate & Community - Mrs C Hyde
Director Operational Performance, Strategy & Engagement - Mr R Dunn
Director Infrastructure & Development - Mr A McCarthy
Senior Executive Support and Governance Officer - Ms L Dickenson

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2 CONFIRMATION OF MINUTES

2.1 ORDINARY COUNCIL MEETING HELD 23 APRIL 2024

Minute No. 67/24

DECISION

Moved: Cr Harris
Seconded: Cr Dawson

That the Minutes of Council's Ordinary Meeting held on 23 April 2024 numbered 42/24 to 59/24 as provided to Councillors be received and confirmed as a true record of proceedings.

VOTING

For: Cr Kieser, Cr Dawson, Cr Archer, Cr Ashley, Cr Barwick, Cr Harris, Cr Lowe,
Cr Mason and Cr Orr
Against: Nil
Abstained: Nil

CARRIED UNANIMOUSLY 9 / 0

Cr Barwick requested to speak. The Chair granted Cr Barwick the opportunity to speak.

Cr Barwick apologised to Cr Lowe on the comments she made which may have offended Cr Lowe regarding Cracker Night at the last Ordinary Council meeting.

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3 LATE ITEMS

3.1 AGENDA REPORT - CONSIDERATION OF LATE ITEM

REPORT AUTHOR:	General Manager - Mr S. Power
REPORT DATE:	28 May 2024
FILE NO:	66.106
ATTACHMENTS:	Nil

Minute No. 68/24

DECISION

Moved: Cr Dawson
Seconded: Cr Mason

That Council:

1. Resolves to receive the late item Agenda Report (Closed Agenda Item 3.2) from the General Manager to consider a 13% additional contingency for Dalrymple and The Glen Road Junction Upgrade Project (RFT 08/2023) to cover potential latent conditions during remaining construction work.

VOTING

For: Cr Kieser, Cr Dawson, Cr Archer, Cr Ashley, Cr Harris, Cr Lowe, Cr Mason
and Cr Orr
Against: Cr Barwick
Abstained: Nil

CARRIED 8 / 1

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4 PUBLIC QUESTION TIME

4.1 PUBLIC QUESTION TIME PROCEDURE

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

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

For further information on Council's Public Question Time Rules and Procedure, please refer to George Town Council Public Question Time Policy GTC13.

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

Council requests that members of the public pre-register to attend meetings of Council.

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4.2 PUBLIC QUESTIONS ON NOTICE

George Hack

I request that the following questions be included in the Agenda for this month's Council meeting:

1. In relation to the Manganese (slag) pile in the Bell Bay Advanced Manufacturing Zone currently growing at 150,000 tonnes per annum, what are the next steps and timing in place to address the underlying issue of there is no current method to remove the waste from the site, nor any plan for the reuse of the waste product?
2. Is there a Decommissioning and Rehabilitation Plan in place for the cleanup of the Manganese (slag) pile on conclusion of operations at the Bell Bay Advanced Manufacturing Zone and has any financial bond been paid by the company to secure the funds for such an event?
3. In relation to the change in zoning from Rural Resource to Open Zone and Light Industrial in the Bell Bay Advanced Manufacturing Zone, what engagement has taken place with neighbouring councils and timing did it occur?

Response

1. The Liberty Bell Bay Manganese Smelter is an active Level 2 Activity and the site is regulated by the Environment Protection Authority (EPA). Questions regarding environmental impacts, the generation, storage and disposal of waste are better directed to the EPA or Liberty Bell Bay.
2. It is Council's understanding that a rehabilitation plan is in place and certainly there is an obligation for the site to be rehabilitated. For detailed information, this question would be better directed to the EPA or to Liberty Bell Bay.
3. Council was directed by the Tasmanian Planning Commission to prepare a draft amendment to the George Town Local Provision Schedule. Advertising was undertaken from the 04/12/2023 – 11/01/2024. This was undertaken in accordance with the legislation and included two appearances in the Examiner, advertising on Council's and the Tasmanian Planning Commission's websites and statutory notification letters to particular State authorities. Following advertising, the mechanism for further engagement was/is the hearing process undertaken by the Tasmanian Planning Commission.

Gail Hack

I request that the following questions be included in the Agenda for this month's Council meeting:

1. On the Local Government Association Tasmania (LGAT) website, it states under the topic of Planning, that "Councils work closely with their local areas and manage development to deliver liveable communities now and into the future", and that "These

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objectives include sustainable development of our natural and physical resources, public involvement in resource management and planning, facilitating economic development following these objectives, and importantly, the sharing of responsibility for resource management and planning between the different spheres of government, the community and industry.” Based on this, how has the George Town Council worked with both West Tamar and Launceston Councils’ to create a wholistic approach to managing both residents and business concerns in relation to impacts on health and wellbeing, businesses and environments as a result of any current and future developments, specifically the SunCable proposal in the Bell Bay Advanced Manufacturing Zone?

2. How can George Town Council improve engagement of neighbouring councils’ residents and businesses (large and small) to ensure that the opportunity to respond to applications can occur in a timely manner without the expectation of residents and businesses constantly looking for advertising in newspapers or checking government websites for new applications?
3. A community consultation session held in Trevallyn – 50kms away from proposed development was attended by 4 residents of Clarence Point plus SunCable representatives compared to a public information meeting held by residents themselves with attendance of 40 plus. Is George Town Council satisfied that the community consultation conducted by SunCable is enough to establish “Social Licence” based on the above?

Response

1. It is important to understand that Council has not received a planning application for the SunCable development. As such, Council at this time does not know the specific details of the proposal, its environmental impacts, any proposed mitigation or management of environmental impacts. While there is potential for impacts, it is the responsibility of the developer to address these impacts, and Council does not have sufficient information on the proposal to consider how well this has or has not been done, nor to undertake any further meaningful consultation. Without confirmed details of the proposal and rigours investigation of the potential impacts, such consultation is premature. Until an application is submitted containing all the necessary information Council cannot commence any assessment or decision making process.
2. Planning is a statutory process and the mechanisms for consultation are stipulated in State legislation. Council’s engagement processes include website, newspapers and social media. In this instance, the SunCable proposal has also made national newspapers and television news. If West Tamar Council would like to explore additional opportunities for engagement, Council would be happy to discuss this further.
3. While a “Social Licence” is a desirable thing to have, it is not a legislative requirement with respect to land use planning. Any consultation currently being undertaken by SunCable is being undertaken entirely voluntarily. George Town Council does not discourage voluntary consultation being undertaken by developers. The effectiveness of their consultation and “social licence” will likely become apparent if/when an application is lodged and the formal assessment and consultation processes commence.

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Colette Barnes

I would like to submit a Question on Notice for the next George Town Council meeting.

My question is: Did the George Town Council notify the West Tamar Council of the rezoning application from Rio Tinto regarding the land at 135 Bell Bay Rd, George Town and if so, when and how was the West Tamar Council notified?

Response

All Tasmanian Councils, including West Tamar Council, were notified of the Draft Amendments on the 1st December 2023 via letter addressed to the General Manager.

For the sake of clarity, the Amendments to the zoning at the land identified, do not result from an application made by Rio Tinto. Council was directed to prepare Draft Amendments by the Tasmanian Planning Commission following the advertising of the Draft LPS and conducting a hearing with a number of stakeholders who raised an interest in the first consultation period. The consultation process was repeated for the Draft Amendments.

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4.3 PUBLIC QUESTION TIME

Commenced at: 1.12 pm

Concluded at: 1.28 pm

Cr Dawson left the meeting at 1:27 pm.

Cr Dawson returned to the meeting at 1:29 pm.

Tracey Sherlock, Clarence Point

Q1. I am aware that Council is required to advertise new developments and have been advised that Council has fulfilled its legal obligations in this regard. Could Council please provide me with physical evidence of the newspaper article and the dates of the advertisement of 135 Bell Bay Road rezoning. Also how many residents, the name and number of the streets which were sent notification?

The Chair, invited the Senior Planner to enter the meeting at 1.13 pm.

The Senior Planner requested point of clarity that the development has not been advertised.

Ms Sherlock advised that she was speaking about the rezoning.

The Senior Planner advised that the rezoning was advertised from the 4th.

Ms Sherlock requested that she would like the physical notice and notification to the surrounding residents.

The Chair took the question on notice.

Charlie Sherlock, Clarence Point

Mr Sherlock stated that he has been asking the West Tamar Councillors if they could advocate on behalf of residents with regards to the slag pile - "the Blue Mountain" that they can see opposite Bell Bay. He believes that there has been some correspondence in that regard. We understand that Council has made some inquiries about what might be happening. We are in contact with the EPA. Mr Sherlock would like to know what avenues might be available to Council to advocate on behalf of residents close by, but also across the river, with regards to the slag heap and the accumulation at a rather alarming rate of that slag heap over the last couple of years?

The Chair advised that it would be regulated by the EPA and Council's involvement would be limited but Council could furnish some advice on how we could advocate.

Through the Chair, the General Manager thanked Mr Sherlock for the question. The General Manager advised outside of the regulatory processes, which the question in the agenda has been answered, is through the EPA as a regulator for environmental control, Council has been working in the past with Liberty Bell Bay and its previous owners Temco South32, around what the potential uses of that material might be and then trying to connect them to other businesses that may be able to take some of that stock. The General Manager advised he does not know of the exact level of clearance but that the EPA has cleared use of the material in certain circumstances. The question might be best put to Liberty Bell Bay on whether they are seeking

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a market for the material. It is the General Manager's understanding that the material does not have any environmental concerns.

Mr Sherlock advised that for Council's information that he is aware that they are looking for alternative uses for the slag. It is just that there is a bit of a growing concern amongst the community and will be making other enquiries and we thank you for your response.

- Q2. West Tamar Council has been advocating for residents in relation to the Suncable development. They've been advocating for local residents as George Town Council has, to attend Suncable briefing sessions, which is much appreciated. Our concern is that, being as they haven't submitted a formal DA yet and they don't own the land or have a formal agreement that we're aware of, what accountability do they have? Or does Council have in advocating for them, for the accuracy of that information?

Specifically in regards to the fact that they're seeking social licence for the project and that may be partially obtained from information that the community gets now and makes a judgement on, but in the future that may change and so is there some mechanism of accountability for information that's given out now that might significantly change?

The Chair advised that before this formally undergoes planning, it is almost impossible for any proponent to guarantee what the outcome will be, and so there may well be a shift in the substantial information based on the planning outcome.

Council does not have a formal position because Council has not received a DA and there is nothing to decide. From a planning point of view, Council also does not know the path that the project will go, whether it will be considered under the local planning scheme or as a project of state significance. Until this is resolved, Council's position is Council does not have a position.

But my overall observation is that Suncable is going well beyond the statutory requirements in providing information to the community and consulting on the project before there's even a DA submitted. So from that point of view, the Chair commend Suncable that they can do the best that they can with a project that will probably be contentious with some members of the public.

Until Council have a formalised DA, there's not a lot to assess except the expectation that things may change and it may change for things that are beyond Suncable's control.

Gail Hack

- Q1. Ms Hack advised that her question is a follow-up question from the question provided on notice and Council's response around the engagement with both the West Tamar and Launceston Councils. Will the Council commit to ensuring that engagement with neighbouring councils for future developments in the Bell Bay Advanced Manufacturing Zone take a more holistic approach in identifying and managing residential and business concerns raised?

The Chair advised that it is Council's intent, but until Council has received a DA to comment on and what the planning pathway for any project is going to be, it is difficult to provide commentary because having a position may well jeopardise the planning process.

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Once Council has received a DA, Council intends to engage wholeheartedly and transparently as possibly can. Council intends to engage in consultation.

Q2. The second question is another follow on question. It was in relation to the General Manager of the West Tamar Council has advised that contact was made with George Town Council in an attempt to foster a meeting between Council and residents. Residents have been since notified in writing that this attempt has been declined by George Town Council. This seems to contradict the response that is provided to a question on notice in today's agenda. The question is why was the request declined?

The Chair advised that he indicated early on that until Council receives a DA to Consider Council does not have a position. Council have in good faith, engaged with every proponent who comes to Bell Bay but until a DA is received it is difficult to formally respond. And secondly, if it is assessed under the local planning scheme, Council is the local planning authority and would have to consider the DA. By having a position, it would contradict the whole planning pathway. So Council will be neutral.

Through the Chair, the General Manager advised that his response to the CEO of West Tamar Council was along those lines that the Mayor has just outlined it, it is premature to be coming across and having consultation sessions (on behalf of Council).

The Chair stated that once Council has received clarity consultation will occur and Council will provide the information so that residents can be informed with the facts.

Craig Mitchell, Clarence Point

Mr Mitchell advised that he has a follow up question that was partially answered. The question is did the George Town Council notify the West Tamar Council of the rezoning application regarding the land at 135 Bell Bay Road, and if so, when and how was the West Tamar Council notified?

As a follow-up question, we have been advised in person as well as in writing that the West Tamar Council has not received notification from the George Town Council about any rezoning application. So can you please provide evidence and communication of the notification sent to all Tasmanian councils?

The Chair took the question on notice.

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Mrs L. Wootton, Low Head

A post on the Council's Facebook page on 5 April last year announced the Future Impact Group's Parklet Pilot Project to activate the space along Macquarie St and increase dining opportunities in George Town.

It called for Expressions of Interest from businesses interested in having [quote]: *a parklet to complement and provide additional dining and seating space to their premises.*

The parklets will be situated in parking spaces outside local businesses to act as an additional outdoor dining area and can be configured to take up the space of one or two street-side parking spaces and may be modified with different components.

I must admit I had concerns about these taking up valuable parking spaces in the main street. We were later advised they would be installed prior to Christmas.

Q1. Could you explain why these parklets, that were obviously made to fit against an elevated pavement, were not installed as they were promoted, next to businesses that requested them?

Through the Chair, the General Manager advised that Council has three parklets in our possession. Two have been installed in the streetscape, but as you have rightly pointed out, not on the street or the road carriageway, where parking is. There is a third that is intended to be installed at the western end of Macquarie Street, which would be in the parking lane at the front of Don Marios. The reason Council have not put all the parklets on the roadside to date as intended is Council had some concerns around safety. Patrons sitting in there are in a traffic environment. Council received advice on how it might be able to make the roadway safer to protect patrons when they're in the parklet environment. That is the reason why they haven't been installed kerbside.

As it is a pilot program, Council is looking at what utilisation those parklets will get and what sort of future they may have whether in it is in the current construction form of a little bit more robust.

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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.

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5 DECLARATIONS OF INTEREST

Mayor Greg Kieser declared an interest in Agenda Items 8.4 and 8.5.

Greg Dawson wished to disclose that he is an employee of Liberty Bell Bay

6 GENERAL MANAGER'S DECLARATION

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

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



Shane Power

GENERAL MANAGER

LOCAL GOVERNMENT ACT 1993 – SECTION 65

65. Qualified persons

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

The General Manager advised that there are errors in the Agenda, being:

- Pages 45 and 64 do not include the wording "Officer's Recommendation"; and
- Table of Contents does not include the Cat Management Policy.

These errors will be corrected.

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7 PLANNING AUTHORITY

7.1 DA 2024/04 - 77B ARNOLD STREET, GEORGE TOWN - SUBDIVISION (1 LOT TO 5 LOTS)

REPORT AUTHOR: Senior Town Planner - Mr J. Simons
REPORT DATE: 15/05/2024
FILE NO: DA 2024/04

Minute No. 69/24

DECISION

Moved: Cr Archer
Seconded: Cr Lowe

That the application for development, Subdivision (1 lot to 5 lots and road) at 77B Arnold Street, George Town (CT 181938/2) and the adjoining road reserve be **APPROVED** subject to the following conditions:

1. ENDORSED PLANS

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

- a) MDC Design and Drafting, Project No. 2400, Sheet A01, Issue B, dated 16/01/2023;
- b) Hydrodynamica, Memo Re: Onsite Stormwater Disposal Requirements, dated 7/4/2024;
- c) Geoton Pty Ltd, Preliminary Onsite Wastewater Disposal Evaluation, dated 4/12/2023;
- d) Rebecca Green and Associates, Bushfire Hazard Assessment Report & Bushfire Hazard Management Plan, dated 10/01/2024;

to the satisfaction of the Council, unless provided for otherwise by the conditions below or as directed By Council's Director Infrastructure and Development, following detailed assessment of the engineering design drawings. Any other proposed development and/or use will require a separate application to and assessment by the Council.

2. SUBMISSION AND APPROVAL OF ENGINEERING PLANS

Prior to the commencement of works, detailed engineering drawings and specifications must be submitted for an 'Assessment of Public Works' to the satisfaction of Council's Director Infrastructure and Development. Such drawings and specifications must include the following:

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- a) Include all infrastructure works shown on the endorsed plans and specifications or otherwise specified by the conditions below, including:
- I. Roads, crossovers and drainage infrastructure;
 - II. All necessary line marking and traffic signage;
 - III. Electricity infrastructure including street lighting where required;
 - IV. Communications infrastructure.
- b) All roads are to be designed in accordance with the Austroads Guide to Road Design, LGAT Standard Drawings and where applicable the Tasmanian Subdivision Guidelines, except where deviations are strictly necessary and approved or directed by Council's Director Infrastructure and Development. The Guidelines are available at www.lgat.tas.gov.au
- c) The newly proposed roads are to be a sealed rural road with a seal width of 6m comprising 35mm asphalt as wearing surface. The seal at the intersection with Davis Street shall be sawcut and joined with the new road with a neat finish.
- d) The cul-de-sac is to have sufficient dimensions to meet the requirements of the endorsed bushfire hazard management plan and is to be sealed.
- g) The internal road reserves are to be graded to ensure a walkable and mowable verge with minimum width of 1.5m.
- h) All road designs are to include a planting corridor with a minimum width of 3m, free of infrastructure and not encroaching on the 1.5m walkable verge, suitable for the future installation of street trees.
- i) Separation of 1.5m is to be maintained between driveway crossovers and any pole mounted electricity infrastructure or stormwater side entry pit.
- j) The means of connection to power reticulation services to each lot and street lighting in accordance with a design approved by TasNetworks. A copy of the approved design must be submitted to Council upon approval by TasNetworks.
- k) 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.
- m) All drawings are to be prepared by a suitably qualified and experienced engineer or Engineering Consultancy.

In all instances where the detailed design requires deviation from the standards identified above, approval must be sought from Council's Director Infrastructure and Development. Any such request for approval must be accompanied by supporting evidence prepared by a suitably qualified engineer.

Once approved by Council's Director Infrastructure and Development, engineering design drawings are valid for a period of five (5) years from the date of such approval, following which they will automatically lapse if they have not been carried into effect via works. Where any engineering design drawings have lapsed, Council may require the re-submission and review of the relevant engineering design drawings, any associated calculations and any other

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relevant information to ensure compliance with current infrastructure standards and applicable legislation.

4. 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 Council's Director Infrastructure and Development in accordance with Condition 3.

All works, including infrastructure and landscaping, must be commenced under the direct supervision of a civil engineer and completed to the satisfaction of the Council's Director Infrastructure and Development. Certification from the supervising engineer 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.

5. 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 Standard Drawings TSD R03 and TSD R04 and to the satisfaction of Council's Director Infrastructure and Development.

6. CONSTRUCTION DOCUMENTATION

At the time of practical completion of the infrastructure, Council must be provided with construction documentation sufficient to show that the works are completed in accordance with Council standards and are locatable for maintenance or connection purposes. The construction documentation is to consist of:

- a) An "As Constructed" plan in AutoCAD compatible format (.dwg) and Adobe (.pdf), including the following essential information:
 - I. All dimensions, levels and connection details of the Works.
 - II. All equipment dimensions, connections, etc.
 - III. Dimensions relative to boundaries for all pipes, pits, manholes, junctions and service connection points, fire plugs, stop valves, etc.
 - IV. Diameter, material, joint type and flow direction.
 - V. Depth of cover for pipes.
 - VI. Surface RLs and invert RLs of all inlet and outlet pipes at all stormwater nodes.
- b) Compaction and soil test results for all earthworks or pavement works.
- c) An engineer's certificate that each component of the works comply with the approved engineering plans and Council standards.

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7. 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:

- a) dust;
- b) erosion, including stabilisation of exposed soils within reshaped drains;
- c) soil and water management to minimise discharge of polluted or sediment laden runoff
- d) directly or indirectly into Council's drains and watercourses; and
- e) 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.

8. 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.

9. CONTRIBUTION IN LIEU OF PUBLIC OPEN SPACE

Pursuant to section 117 of the Local Government (Building and Miscellaneous Provisions) Act 1993, Council has determined that the subdivision will, or is likely to, increase the demand for public open space and, as no or no sufficient or acceptable provision has been made in the plan of subdivision for public open space, Council has determined that payment of a cash contribution (the Contribution) in lieu of public open space is appropriate.

The Contribution must be in an amount equal to five percent (5%) of the value of the area of land in the approved plan of subdivision (excluding Lot 1).

The amount of the Contribution is to be determined by a valuation (the Valuation) of the specified lots prepared by a registered land valuer. The Valuation must be procured at the subdivider's expense. Unless otherwise specified in this condition, the Valuation is to determine the value of the relevant land as at the date of lodgment with Council of the Final Plan of subdivision for sealing (the Final Plan), following the completion of all works required by this permit, including but not limited to all private and public infrastructure and landscaping works.

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The subdivider must pay the Contribution to Council before the Final Plan will be sealed by Council.

References in this permit condition to payment of a Contribution includes the provision of security for the same in the form of a bond by the landowner to pay the Contribution which is supported by a bank guarantee, in accordance with the requirements of sub-section 117(4) of the Local Government (Building and Miscellaneous Provisions) Act 1993. Each of the bond and the guarantee must be in a form acceptable to Council.

10. EASEMENTS AND NOTATIONS

All lots which cannot be serviced by a gravity connection servicing the majority of the lots surface area are to include notation on the title, as per Section 83 (5) of the *Local Government Building and Miscellaneous Provisions) Act 1993*, that Council will not provide a gravity connection and an alternative onsite stormwater management system is required for all buildings and hardstand areas.

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) stormwater mains. A greater or lesser width may be approved/required in appropriate circumstances.

11. 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.

12. BUSHFIRE HAZARD MANAGEMENT

The land is to be maintained at all times in accordance with the endorsed Bushfire Hazard Management Plan.

13. NO POLLUTED RUNOFF

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

14. DAMAGE TO PUBLIC INFRASTRUCTURE

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

15. TASWATER

All works are to be completed in accordance with TasWater's Submission to Planning Authority Notice.

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Permit Notes

1. This permit was issued based on the proposal documents submitted for DA 2024/04. You should contact Council with any other use or development, as it may require the separate approval of Council. Council's planning staff can be contacted on 6382 8800.
 2. This permit does not imply that any other approval required under any other by-law, covenant or legislation has been granted. The following additional approvals from Council may be required before construction commences:
 - a. Infrastructure Design Approval.
- All enquiries should be directed to Council's Infrastructure Department, via 6382 8800.
3. Prior to undertaking any work within the Crown Road Reserve, further application must be made to Property Services for approval to undertake works as per the requirements of the *Crown Lands Act 1976*. This is separate from the consent obtained to lodge the Development Application. Contact may be made via ph: 6169 9015 or email: propertyservices@parks.tas.gov.au
 4. Prior to undertaking any work within the Tasmanian Gas Pipeline Easement, contact must be made via Before You Dig Australia at www.byda.com.au
 5. 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 any other required approvals under this or any other Act are granted.
 6. 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.
 7. This permit is valid for two (2) years only from the date of approval and will thereafter lapse if the development is not substantially commenced. An extension may be granted at Council's discretion if a request is received within 6 months of the expiration.
 8. In accordance with the legislation, all permits issued by the permit authority are public documents. Members of the public will be able to view this permit (which includes the endorsed documents) on request, at the Council Office.

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9. It is the responsibility of the applicant to ensure that they are acting in accordance with any Section 71 (Part 5) Agreement or Covenant registered to the title. These matters are not taken into account as part of an assessment against the planning scheme. A permit issued under the *Land Use Planning and Approvals Act 1993* does not undermine or absolve any individual from any obligation imposed by such agreements. The obligations and risks associated with Section 71 (Part 5) Agreements and Covenants should be discussed with a solicitor.
10. If any Aboriginal relics are uncovered during works:
- a. All works are to cease within a delineated area sufficient to protect the unearthed and other possible relics from destruction,
 - b. The presence of a relic is to be reported to Aboriginal Heritage Tasmania Phone: (03) 6233 6613 or 1300 135 513 (ask for Aboriginal Heritage Tasmania) Fax: (03) 6233 5555 Email: aboriginal@heritage.tas.gov.au; and
 - c. The relevant approval processes will apply with state and federal government agencies.

The applicant is requested to remove any planning advertising signs from the property boundary, and to dispose of it in a thoughtful and sustainable manner.

VOTING

For: Cr Kieser, Cr Dawson, Cr Archer, Cr Ashley, Cr Barwick, Cr Harris, Cr Lowe,
Cr Mason and Cr Orr
Against: Nil
Abstained: Nil

CARRIED UNANIMOUSLY 9 / 0

The Senior Planner left the meeting at 1.37 pm.

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8 OFFICE OF GENERAL MANAGER

8.1 COUNCIL WORKSHOPS APRIL AND MAY 2024

REPORT AUTHOR: General Manager - Mr S. Power
REPORT DATE: 15 May 2024
FILE NO: 14.10

Minute No. 70/24

DECISION

Moved: Cr Dawson
Seconded: Cr Orr

That Council:

1. Receives the report on the Council Workshops held on the 23 April 2024 and 14 May 2024.

VOTING

For: Cr Kieser, Cr Dawson, Cr Archer, Cr Ashley, Cr Barwick, Cr Harris, Cr Lowe,
Cr Mason and Cr Orr
Against: Nil
Abstained: Nil

CARRIED UNANIMOUSLY 9 / 0

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8.2 QUARTERLY REPORT - QUARTER 3 - 1 JANUARY - 31 MARCH 2024

REPORT AUTHOR:	General Manager – Mr S. Power
REPORT DATE:	7 February 2024
FILE NO:	14.21

Cr Barwick asked the status of the gravel resheeting program.

The General Manager took the question on notice.

Minute No. 71/24

DECISION

Moved: Cr Mason
Seconded: Cr Ashley

That Council:

1. Receives the George Town Council 3rd Quarterly Performance Report 1 January 2024 – 31 March 2024; and
2. Provide public access to the report as part of Council's commitment to ongoing good governance.

VOTING

For: Cr Kieser, Cr Dawson, Cr Archer, Cr Ashley, Cr Harris, Cr Lowe, Cr Mason and Cr Orr
Against: Cr Barwick
Abstained: Nil

CARRIED 8 / 1

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8.3 REVIEW OF GEORGE TOWN COUNCIL'S COMMUNITY STRATEGIC PLAN 2024-2030

REPORT AUTHOR:	General Manager - Mr S. Power
REPORT DATE:	8 April 2024
FILE NO:	17.6

Minute No. 72/24

DECISION

Moved: Cr Mason
Seconded: Cr Lowe

That Council:

1. Adopts the George Town Community Strategic Plan 2024 – 2030; and
2. Provide public access to the report as part of Council's commitment to ongoing good governance.

VOTING

For: Cr Kieser, Cr Dawson, Cr Archer, Cr Ashley, Cr Barwick, Cr Harris, Cr Lowe, Cr Mason and Cr Orr
Against: Nil
Abstained: Nil

CARRIED UNANIMOUSLY 9 / 0

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8.4 LOCAL GOVERNMENT CODE OF CONDUCT - DETERMINATION REPORT NEILSEN V KIESER

REPORT AUTHOR: General Manager - Mr S. Power
REPORT DATE: 2 May 2024
FILE NO: 14.25

The Chair invited the Deputy Mayor to take the Chair at 2:02 pm.

The Deputy Mayor assumed the role of Chair at 2:02 pm.

Cr Kieser left the meeting at 2:02 pm.

Minute No. 73/24

DECISION

Moved: Cr Mason
Seconded: Cr Orr

That Council:

- a) Receives and notes the Local Government Code of Conduct Panel's Determination Report attached to this report and relating to the Code of Conduct complaint from Mr Graeme Neilsen against Councillor Greg Kieser; and
- b) Notes the tabling of the Determination Report in accordance with s.28ZK(4) of the Local Government Act 1993

VOTING

For: Cr Dawson, Cr Archer, Cr Ashley, Cr Barwick, Cr Harris, Cr Lowe, Cr Mason and Cr Orr
Against: Nil
Abstained: Nil

CARRIED UNANIMOUSLY 8 / 0

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**8.5 LOCAL GOVERNMENT CODE OF CONDUCT - DETERMINATION REPORT ARCHER
V KIESER**

REPORT AUTHOR: General Manager - Mr S. Power
REPORT DATE: 2 May 2024
FILE NO: 14.25

Minute No. 74/24

DECISION

Moved: Cr Mason
Seconded: Cr Lowe

That Council:

- a) Receives and notes the Local Government Code of Conduct Panel's Determination Report attached to this report and relating to the Code of Conduct complaint from Cr Winston Archer against Councillor Greg Kieser; and
- b) Notes the tabling of the Determination Report in accordance with s.28ZK(4) of the Local Government Act 1993.

VOTING

For: Cr Dawson, Cr Archer, Cr Ashley, Cr Barwick, Cr Harris, Cr Lowe, Cr Mason
and Cr Orr
Against: Nil
Abstained: Nil

CARRIED UNANIMOUSLY 8 / 0

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8.6 TAMAR ESTUARY AND ESK RIVERS (TEER) PROGRAM AGREEMENTS 2024 - 2028

REPORT AUTHOR: General Manager - Mr S. Power
REPORT DATE: 20 May 2024
FILE NO: 32.4

Mayor Kieser returned to the meeting at 2:07 pm.

The Deputy Mayor vacated the Chair at 2:07 pm.

The Mayor resumed the Chair at 2:07 pm.

Minute No. 75/24

DECISION

Moved: Cr Orr
Seconded: Cr Dawson

That Council:

1. Authorise the General Manager to execute the Tamar Estuary and Esk Rivers (TEER) Program Collaboration Agreement 1 July 2024 – 30 June 2028; and
2. Authorise the General Manager to execute the Tamar Estuary and Esk Rivers (TEER) Program Collaboration and Data Sharing Agreement 1 July 2024 – 30 June 2028.

VOTING

For: Cr Kieser, Cr Dawson, Cr Archer, Cr Ashley, Cr Barwick, Cr Harris, Cr Lowe,
Cr Mason and Cr Orr
Against: Nil
Abstained: Nil

CARRIED UNANIMOUSLY 9 / 0

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9 INFRASTRUCTURE AND DEVELOPMENT

9.1 TRANSFER OF ASSETS AND MEMORANDUM OF UNDERSTANDING - STATE EMERGENCY SERVICE (SES)

REPORT AUTHOR:	Director Infrastructure & Development – Mr A. McCarthy
REPORT DATE:	20 May 2024
FILE NO:	45.6

The Director Infrastructure & Development entered the meeting at 2:16 pm.

Minute No. 76/24

DECISION

Moved: Cr Mason
Seconded: Cr Harris

That Council:

1. Authorises the General Manager to execute a Memorandum of Understanding with the Tasmania State Emergency Service for three years, starting 1 July 2024 in accordance with the terms and conditions of the attached MoU.
2. Writes down the assets identified in Appendix A of the Memorandum of Understanding as at 1 July 2024 and recognise a "loss on disposal" of \$5,000.

VOTING

For: Cr Kieser, Cr Dawson, Cr Ashley, Cr Harris, Cr Lowe, Cr Mason and Cr Orr
Against: Cr Archer and Cr Barwick
Abstained: Nil

CARRIED 7 / 2

The Director Infrastructure & Development left the meeting at 2.23 pm

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10 CORPORATE AND COMMUNITY

10.1 HEALTH AND WELLBEING STRATEGY

REPORT AUTHOR: Director Corporate & Community - Ms C. Hyde
REPORT DATE: 6 May 2024
FILE NO: 21.25

The Director Corporate and Community entered the meeting at 2.23 pm.

Minute No. 77/24

DECISION

Moved: Cr Harris
Seconded: Cr Ashley

That Council:

1. Endorses the George Town Health and Wellbeing Strategy 2024-2030.

VOTING

For: Cr Kieser, Cr Dawson, Cr Archer, Cr Ashley, Cr Harris, Cr Lowe, Cr Mason
and Cr Orr
Against: Cr Barwick
Abstained: Nil

CARRIED 8 / 1

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10.2 POTENTIAL SALE OF COUNCIL PUBLIC OPEN SPACE

REPORT AUTHOR: Director Corporate & Community - Ms C. Hyde
REPORT DATE: 28 May 2024
FILE NO: 32.36

Minute No. 78/24

DECISION

Moved: Cr Archer
Seconded: Cr Dawson

That Council:

1. Rescinds motions -

041/18 POTENTIAL COUNCIL LAND SALES

That Council resolve to sell Gerzalia Drive (PID 1737346) with proceeds from the sale to be invested into public open space within the community with the proposed sale to be held in abeyance until public access to the water has been confirmed. And,

045/18 POTENTIAL COUNCIL LAND SALES

That the Council investigates an amalgamation of the titles of Gerzalia Drive (PID 2048374) to the adjoining land under private ownership.

2. Instructs the General Manager to continue to include PID 1737346 and PID 2048374 on the register of public land owned by Council.

VOTING

For: Cr Kieser, Cr Dawson, Cr Archer, Cr Ashley, Cr Barwick, Cr Harris, Cr Lowe,
Cr Mason and Cr Orr

Against: Nil

Abstained: Nil

CARRIED UNANIMOUSLY 9 / 0

The Director Corporate and Community left the meeting at 2.28 pm.

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11 ORGANISATIONAL PERFORMANCE, STRATEGY & ENGAGEMENT

11.1 CAT MANAGEMENT POLICY

REPORT AUTHOR: Director Organisational Performance, Strategy & Engagement
- Mr R. Dunn

REPORT DATE: 6 May 2024

FILE NO: 43.7

The Director Organisational Performance, Strategy & Engagement entered the meeting at 2.28 pm.

Minute No. 79/24

DECISION

Moved: Cr Barwick
Seconded: Cr Dawson

That Council:

1. Adopts the Cat Management Policy; and
2. that the policy lay on the table for one month for public consultation.

VOTING

For: Cr Dawson, Cr Archer, Cr Barwick, Cr Harris and Cr Lowe
Against: Cr Kieser, Cr Ashley, Cr Mason and Cr Orr
Abstained: Nil

CARRIED 5 / 4

FORESHADOWED MOTION

Moved: Cr Orr
Seconded: Cr Lowe

That Council:

1. Adopts the Cat Management Policy.

The Director Organisational Performance, Strategy & Engagement left the meeting at 2.44 pm.

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12 MAYOR

12.1 MATTERS OF INVOLVEMENT - MAYOR, DEPUTY MAYOR AND COUNCILLORS

REPORT DATE: 20 May 2024

FILE NO: 14.11, 14.15

Mayor Cr Greg Kieser		
April	22	Met with Labor Party members
	23	Chaired Council workshop
	23	Chaired Ordinary Council meeting
	24	Interview Tamar FM
	25	Attended George Town ANZAC Service
	29	Attended Bell Bay Impact Brief Workshops
	30	Attended NTDC Board meeting
May	1	Attended NTDC Strategy Workshop
	1	Attended Youth Impact Council
	7	ABC Radio Interview
	14	Part Chaired Council Workshop
	15	Met with SunCable representatives and General Manager
	15	Presented at GTC Roadshow – Hillwood
	16	Attended Reconciliation Action Plan meeting
	18	Presented at GTC Roadshow - Weymouth
	18	Presented at GTC Roadshow – Pipers River
	20	Presented at GTC Roadshow – George Town
Deputy Mayor Cr Greg Dawson		
April	25	Attended George Town ANZAC Service
May	14	Part Chaired Council Workshop
	15	Attended GTC Roadshow – Hillwood
	20	Attended GTC Roadshow – George Town
Cr Orr		
April	25	Weymouth Anzac Day Service
May	4	Weymouth Progress Association Committee Meeting
	7	Destination Action Group Meeting
	15	GTC Roadshow - Hillwood
	18	GTC Roadshow - Weymouth
	18	GTC Roadshow – Pipers River
	20	GTC Roadshow – George Town
	20	George Town & District Historical Society Inc.
Cr Ashley		
May	1	Attended Youth Impact Council
	15	GTC Roadshow - Hillwood

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	17	Attended Raising of the IDAHOBIT Flag
	18	GTC Roadshow - Weymouth
	18	GTC Roadshow – Pipers River
	20	GTC Roadshow – George Town
Cr Mason		
May	1	Attended Youth Impact Council
	15	GTC Roadshow - Hillwood
	17	Attended Raising of the IDAHOBIT Flag
	18	GTC Roadshow - Weymouth
	18	GTC Roadshow – Pipers River
	20	GTC Roadshow – George Town

Minute No. 80/24

DECISION

Moved: Cr Mason
Seconded: Cr Ashley

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

VOTING

For: Cr Kieser, Cr Dawson, Cr Archer, Cr Ashley, Cr Barwick, Cr Harris, Cr Lowe, Cr Mason and Cr Orr
Against: Nil
Abstained: Nil

CARRIED UNANIMOUSLY 9 / 0

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13 PETITIONS

Nil.

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14 NOTICES OF MOTIONS

14.1 GENERAL MANAGER'S ANNUAL PERFORMANCE REVIEW - CR ARCHER

Moved: Cr Archer

That the General Manager's annual performance review be conducted in either a closed Ordinary Council Meeting; or closed Special Council Meeting.

Reason:

No reason provided.

MOTION

Moved: Cr Archer

Seconded: Cr Barwick

That the General Manager's annual performance review be conducted in either a closed Ordinary Council Meeting; or closed Special Council Meeting.

Cr Barwick called a point of order at 3.01 pm and stated that the review of the General Manager is conducted by an outside adjudicator with an agenda, not run by meeting regulations.

The Chair advised that this is not correct and the meeting is governed by the meeting procedures and continued with the previous question asked by Cr Dawson.

Cr Dawson called a Point of Order at 3.16 pm against Cr Archer 23 (1)(e) references to Councillors wrongdoing.

The Chair agreed with Cr Dawson.

VOTING

For: Cr Archer and Cr Barwick

Against: Cr Kieser, Cr Dawson, Cr Ashley, Cr Harris, Cr Lowe, Cr Mason and Cr Orr

Abstained: Cr Lowe and Cr Orr

LOST 2 / 7

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14.2 WEYMOUTH COMMUNITY HALL DISHWASHER - CR ORR

Moved: Cr Orr

The George Town Council to install a SW5000 Eswood Smartwash Dishwasher and associated costs plus \$875 towards the price of the dishwasher for the Weymouth Community Hall 18-20 Major Street Tasmania.

The dishwasher valued at \$3650 will be from the \$2000 from Commonwealth Volunteers Grant , \$875 from the Weymouth Progress Association and \$875 plus installation from the George Town Council Community Grants.

Quote attached.

Reason:

The Hall is situated in the beautiful coastal town of Weymouth. Once a quiet little village has now been discovered by many "Sea-Changers" The kitchen has recently been upgraded to meet current health standards thanks to a large grant obtained by the Weymouth Progress Association and a small shortfall by the Council. The welcome upgrade has resulted in more events being booked and more usage of the kitchen. The WPA uses the kitchen for their larger events such as the Weymouth Sandcastle Competition Day, Christmas in July, Winter Solstice walk, annual Birthday Celebration, Xmas – New Year get togethers, trivia nights, Anzac Day Service, and the Weymouth Easter Market. Smaller gatherings include Book Club, monthly committee meetings, four association and annual general meetings. Other groups regular book the hall via the WPA like Tamar NRM and a dance club that hire the hall for a four-day event plus members regular hire the hall for gatherings like kid's parties.

The WPA are happy to assist with the installation of the dishwasher, contribute \$875 of their members funds and have obtained a grant of \$2000 with the assistance of Bridget Archer. Total of \$2875 plus in-kind support. This is a great opportunity for further investment in a Council owned building, at a very small cost to the Council.

The Director Corporate & Community entered the meeting at 3.31 pm.

Minute No. 81/24

DECISION

Moved: Cr Orr
Seconded: Cr Dawson

The George Town Council to install a SW5000 Eswood Smartwash Dishwasher and associated costs plus \$875 towards the price of the dishwasher for the Weymouth Community Hall 18-20 Major Street Tasmania.

The dishwasher valued at \$3650 will be from the \$2000 from Commonwealth Volunteers Grant , \$875 from the Weymouth Progress Association and \$875 plus installation from the George Town Council Community Grants.

Quote attached.

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VOTING

For: Cr Kieser, Cr Dawson, Cr Archer, Cr Ashley, Cr Barwick, Cr Harris, Cr Lowe,
Cr Mason and Cr Orr
Against: Nil
Abstained: Nil

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The Director Corporate & Community left the meeting at 3.34 pm.

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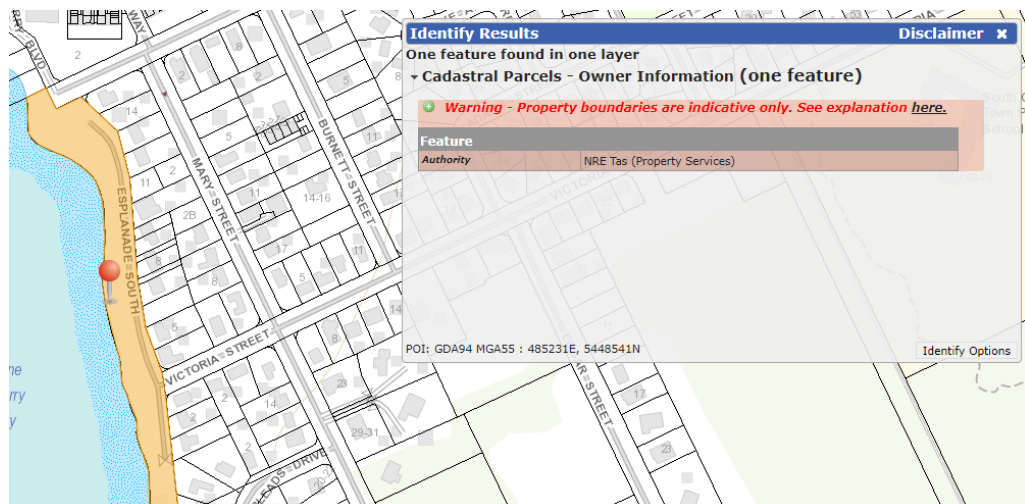
15 COUNCILLORS' QUESTIONS WITH OR WITHOUT NOTICE

15.1 CROWN LAND, AUDIO RECORDING GUIDELINES POLICY, QUARTERLY REPORT - CR ORR

- Q1. Is the roadway and land (CID 1141431) adjacent to the property boundary of No.1 and No.15 Esplanade South, Crown Land?

Response

The subject land in the image below is Crown Land.



- Q2. Does the George Town Council have a licence or Lease on this section of land or is NRE Tas – Property Services the authority Land Manager?

Response

George Town Council does not have a Crown lease or license over the subject area. NRE are the land owner, however as the Local Government (Highways) Act 1982 designate Council as the road authority, which in turn enables us to undertake maintenance and construction works in relation to the road infrastructure, which includes drains, bridges, and pathways.

Division 1 - General powers and duties of corporations

21. General responsibility of corporations

(1) Subject to this Act, the corporation of a municipality is charged with the duty of maintaining the local highways in the municipality that are maintainable by the corporation as shown on its municipal map, and, in any particular case,

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it shall discharge that duty in such manner as, having regard to all the circumstances of the case, it considers practicable and appropriate.

- Q3. At the April Council Meeting, Councillors were presented with a working document of the Council Meetings Audio Recording Guidelines Policy. This working document was adopted as per Minute No. 50/24 with a major amendment. Will the final draft of the Council Meetings Audio Recording Guidelines Policy be presented to Councillors for final adoption?

Response

As stated in your question, Council adopted the Council Meetings Audio Recording Guidelines Policy excluding audio recording of workshops (Minute No. 50/24). This motion has been enacted by Council officers with the policy being in force and publicly available.

“Once a decision has been made by a current council, the outcome of that decision can only be changed firstly by way of a rescission motion and if passed the subsequent determination of an alternative course of action. The General Manager must provide specific advice to a council prior to determination of a revocation matter. A rescission motion must be given either “on notice” by a councillor at least 7 days before the meeting at which it is to be considered.” LGAT Best Practice Minute Taking for Local Government.

If the intent is not to alter the motion but rather to view the final draft policy, this can be provided to Councillors at a Council workshop in hardcopy or accessed via Councils website.

- Q4. Re Quarterly Report.

Under Infrastructure and development, Minute No. 22/23 was noted as completed in the report received at the February meeting. It is still listed in the Jan – March report where it should now be off the list.

Response

Minute No. 22/23 has been completed and has been removed from the 1 January – 31 March 2024 Quarterly Performance report.

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16 CLOSED MEETING

16.1 INTO CLOSED MEETING

Minute No. 82/24

DECISION

Moved: Cr Lowe
Seconded: Cr Mason

That Council move into closed meeting at 3.35 pm to discuss the following items:

Agenda Item 16.2 Minutes of the Closed Ordinary Council Meeting held on 23 April 2024

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

Agenda Item 16.3 Local Government Code of Conduct – Determination Report Archer V Kieser

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

Agenda Item 16.4 Leave of Absence – Mayor Cr Greg Kieser

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

Agenda Item 16.5 Purchase of New Loader

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

Agenda Item 16.6 Rates Recovery for Rate Debts More than Three Years in Arrears

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

Agenda Item 16.7 Legal Expenditure

As per the provisions of Regulation 15(2)(a) (b) (d) (e) (f) (g) (i) (j) of the Local Government (Meeting Procedures) Regulations 2015.

Agenda Item 16.8 Confidential Councillors' Questions With or Without Notice – Dalrymple and Old Bangor Tram Road Junction Upgrade – Cr Orr

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

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VOTING

For: Cr Kieser, Cr Dawson, Cr Archer, Cr Ashley, Cr Barwick, Cr Harris, Cr Lowe,
Cr Mason and Cr Orr
Against: Nil
Abstained: Nil

CARRIED UNANIMOUSLY 9 / 0

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17 CLOSURE

There being no further business, the meeting closed at 4:18 pm.

**Cr Greg Kieser
MAYOR**

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Attachment 1: Assessment of Compliance with Acceptable Solutions

DA no.	DA 2023/125		
Address	253 Leam Road, Hillwood TAS 7252		
Description Of Proposal	Residential - Single Dwelling & Outbuilding		
Applicable Zone	Rural Living Zone		
Applicable Overlay(s)	-		
Valid Date	12 December 2023	Application Category	Discretionary
<p>The following tables include an assessment of compliance against all of the applicable Acceptable Solutions of the Planning Scheme. Where a use or development is compliant with the Acceptable Solutions, Council does not have the power to exercise discretion, and these matters cannot be used as a basis for refusal of the application.</p> <p>Council can consider if conditions are warranted to better meet the Objective of any applicable standard.</p>			

11.0 Rural Living Zone

11.2 Use Table

Use Class	Qualification
No Permit Required	
Natural and Cultural Values Management	
Passive Recreation	
Residential	If for a single dwelling.
Resource Development	If for grazing.

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Utilities	If for minor utilities.
Permitted	
Residential	If for a home-based business.
Visitor Accommodation	
Discretionary	
Business and Professional Services	If for a veterinary centre.
Community Meeting and Entertainment	If for a place of worship, art and craft centre or public hall.
Domestic Animal Breeding, Boarding or Training	
Education and Occasional Care	If for: (a) a childcare centre or primary school; or (b) an existing respite centre.
Emergency Services	
Food Services	If for a gross floor area of not more than 200m ² .
General Retail and Hire	If for: (a) primary produce sales; (b) sales related to Resource Development; or (c) a local shop.
Manufacturing and Processing	If for alterations or extensions to existing Manufacturing and Processing.
Resource Development	If: (a) not for intensive animal husbandry or plantation forestry; or (b) not listed as No Permit Required.
Resource Processing	If not for an abattoir, animal saleyards or sawmilling.
Sports and Recreation	If for an outdoor recreation facility.
Utilities	If not listed as No Permit Required.
Vehicle Fuel Sales and Service	
Prohibited	
All other uses	

11.3 Use Standards

11.3.1 Discretionary uses

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Objective:	That Discretionary uses do not cause an unreasonable loss of amenity to adjacent sensitive uses.	
Acceptable Solutions		Performance Criteria
<p>A1</p> <p>Hours of operation for a use listed as Discretionary, excluding Emergency Services or Resource Development, must be within the hours of:</p> <p>(a) 8.00am to 6.00pm Monday to Friday;</p> <p>(b) 9.00am to 12.00 noon Saturday; and</p> <p>(c) nil on Sunday and public holidays.</p>	<p>P1</p> <p>Hours of operation for a use listed as Discretionary, excluding Emergency Services or Resource Development, must not cause an unreasonable loss of amenity to adjacent sensitive uses, having regard to:</p> <p>(a) the timing, duration or extent of vehicle movements; and</p> <p>(b) noise, lighting or other emissions.</p>	
<p>Planners Response: Not applicable to application. Not a discretionary use.</p>		
<p>A2</p> <p>External lighting for a use listed as Discretionary:</p> <p>(a) must be within the hours of 7.00pm to 7.00am, excluding any security lighting; and</p> <p>(b) security lighting must be baffled so that direct light does not extend into the adjoining property.</p>	<p>P2</p> <p>External lighting for a use listed as Discretionary, must not cause an unreasonable loss of amenity to adjacent sensitive uses, having regard to:</p> <p>(a) the number of proposed light sources and their intensity;</p> <p>(b) the location of the proposed light sources;</p> <p>(c) the topography of the site; and</p> <p>(d) any existing light sources.</p>	
<p>Planners Response: Not applicable to application. Not a discretionary use.</p>		
<p>A3</p> <p>Commercial vehicle movements and the unloading and loading of commercial vehicles for a use listed as Discretionary, excluding Emergency Services, must be within the hours of:</p> <p>(a) 7.00am to 5.00pm Monday to Friday;</p> <p>(b) 9.00am to 12 noon Saturday; and</p> <p>(c) nil on Sunday and public holidays.</p>	<p>P3</p> <p>Commercial vehicle movements and the unloading and loading of commercial vehicles for a use listed as Discretionary, excluding Emergency Services, must not cause an unreasonable loss of amenity to adjacent sensitive uses, having regard to:</p> <p>(a) the extent and timing of traffic generation;</p> <p>(b) the dispatch of goods and materials; and</p> <p>(c) the existing levels of amenity.</p>	

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Planners Response: Not applicable to application.
 Not a discretionary use.

11.3.2 Visitor Accommodation

Objective:	That Visitor Accommodation: (a) is compatible with the character and use of the area; (b) does not cause an unreasonable loss of residential amenity; and (c) does not impact the safety and efficiency of local roads or rights of way.
Acceptable Solutions	Performance Criteria
A1 Visitor Accommodation must: (a) accommodate guests in existing habitable buildings; and (b) have a gross floor area of not more than 200m ² per lot.	P1 Visitor Accommodation must be compatible with the character and use of the area and not cause an unreasonable loss of residential amenity, having regard to: (a) the privacy of adjoining properties; (b) any likely increase in noise to adjoining properties; (c) the scale of the use and its compatibility with the surrounding character and uses within the area; (d) retaining the primary residential function of an area; (e) the impact on the safety and efficiency of the local road network; and (f) any impact on the owners and users rights of way.
Planners Response: Not applicable to application. Not for visitor accommodation use.	

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<p>A1</p> <p>Visitor Accommodation is not for a strata lot that is part of a strata scheme where another strata lot within that strata scheme is used for a residential use.</p>	<p>P2</p> <p>Visitor Accommodation within a strata scheme must not cause an unreasonable loss of residential amenity to long term residents occupying other strata lots within the strata scheme, having regard to:</p> <ul style="list-style-type: none"> (a) the privacy of residents; (b) any likely increase in noise; (c) the residential function of the strata scheme; (d) the location and layout of the strata lots; (e) the extent and nature of any other non-residential uses; and (f) any impact on shared access and common property.
<p>Planners Response: Not applicable to application. Not for visitor accommodation use.</p>	

11.4 Development Standards for Buildings and Works

11.4.1 Site coverage

Objective:	That the site coverage: <ul style="list-style-type: none"> (a) is compatible with the character of existing development in the area; and (b) assists with the management of stormwater runoff.
Acceptable Solutions	Performance Criteria
<p>A1</p> <p>The site coverage must be not more than 400m².</p>	<p>P1</p> <p>The site coverage must be consistent with that existing on established properties in the area, having regard to:</p> <ul style="list-style-type: none"> (a) the topography of the site; (b) the capacity of the site to absorb runoff; (c) the size and shape of the site; (d) the existing buildings and any constraints imposed by existing development; (e) the need to remove vegetation; and (f) the character of development existing on established properties in the area.
<p>Planners Response: Relies on performance criteria. See section 9.2 for the planner assessment against the Performance Criteria. Site Coverage is 430m².</p>	

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11.4.2 Building height, setback and siting

Objective:	That height, setback and siting of buildings: (a) is compatible with the character of the area; (b) does not cause an unreasonable loss of amenity; (c) minimises the impact on the natural values of the area; and (d) minimises the impact on adjacent uses.
Acceptable Solutions	Performance Criteria
A1 Building height must be not more than 8.5m.	P1 Building height must be compatible with the character of the area and not cause an unreasonable loss of amenity to adjoining properties having regard to: (a) the topography of the site; (b) the height, bulk and form of existing buildings on the site and adjoining properties; (c) the bulk and form of proposed buildings; (d) sunlight to habitable rooms and private open space in adjoining properties; and (e) any overshadowing of adjoining properties or public places.
Planners Response: Complies with acceptable solution. Max building height is 5.096m.	
A2 Buildings must have a setback from a frontage of not less than 20m.	P2 Buildings must be sited to be compatible with the character of the area, having regard to: (a) the topography of the site; (b) the setbacks of adjacent buildings; (c) the height, bulk and form of existing and proposed buildings; (d) the appearance when viewed from roads and public places; and (e) the retention of vegetation.
Planners Response: Relies on performance criteria. See section 9.2 for the planner assessment against the Performance Criteria. Retaining wall is not setback 20m. Dwelling setback approximately 11m.	
A3 Buildings must have a setback from side and rear boundaries of not less than 10m.	P3 Buildings must be sited to not cause an unreasonable loss of amenity to adjoining properties, having regard to: (a) the topography of the site;

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	<ul style="list-style-type: none"> (b) the size, shape and orientation of the site; (c) the setbacks of surrounding buildings; (d) the height bulk and form of existing and proposed buildings; (e) the character of the development existing on established properties in the area; and (f) any overshadowing of adjoining properties or public places.
<p>Planners Response: Relies on performance criteria. See section 9.2 for the planner assessment against the Performance Criteria. Closest structure to side boundary is 3m.</p>	
<p>A4</p> <p>Buildings for a sensitive use must be separated from an Agriculture Zone or Rural Zone a distance of:</p> <ul style="list-style-type: none"> (a) not less than 200m; or (b) if the setback of an existing building is within 200m, not less than the existing building. 	<p>P4</p> <p>Buildings for a sensitive use must be sited so as to not conflict or interfere with uses in the Agriculture Zone or Rural Zone, having regard to:</p> <ul style="list-style-type: none"> (a) the size, shape and topography of the site; (b) the separation of any existing buildings for sensitive uses on adjoining properties; (c) the existing and potential use of adjoining properties; (d) any proposed attenuation measures; and (e) any buffers created by natural or other features.
<p>Planners Response: Relies on performance criteria. See section 9.2 for the planner assessment against the Performance Criteria. Dwelling is located within 200m of the Rural Zone.</p>	

11.5 Development Standards for Subdivision

<p>Planners Response: Not applicable to application. Standards not applicable to the application</p>
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Tasmanian Planning Scheme - George Town LPS

CODE	APPLICABILITY
C1.0 SIGNS CODE	CODE DOES NOT APPLY
C2.0 PARKING AND SUSTAINABLE TRANSPORT CODE	CODE APPLIES
C3.0 ROAD AND RAIL ASSETS CODE	CODE APPLIES
C4.0 ELECTRICITY INFRASTRUCTURE PROTECTION CODE	CODE DOES NOT APPLY
C5.0 TELECOMMUNICATIONS CODE	CODE DOES NOT APPLY
C6.0 LOCAL HISTORIC HERITAGE CODE	CODE DOES NOT APPLY
C7.0 NATURAL ASSETS CODE	CODE DOES NOT APPLY
C8.0 SCENIC PROTECTION CODE	CODE DOES NOT APPLY
C9.0 ATTENUATION CODE	CODE DOES NOT APPLY
C10.0 COASTAL EROSION HAZARD CODE	CODE DOES NOT APPLY
C11.0 COASTAL INUNDATION HAZARD CODE	CODE DOES NOT APPLY
C12.0 FLOOD PRONE AREAS CODE	CODE DOES NOT APPLY
C13.0 BUSHFIRE PRONE AREAS CODE	CODE DOES NOT APPLY
C14.0 POTENTIALLY CONTAMINATED LAND CODE	CODE DOES NOT APPLY
C15.0 LANDSLIP HAZARD CODE	CODE DOES NOT APPLY
C16.0 SAFEGUARDING OF AIRPORTS CODE	CODE DOES NOT APPLY
GEO – LOCAL PROVISIONS SCHEDULE	LOCAL PROVISION SCHEDULE DOES NOT APPLY

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C2.0 Parking and Sustainable Transport Code

C2.1 Code Purpose

The purpose of the Parking and Sustainable Transport Code is:

- C2.1.1 To ensure that an appropriate level of parking facilities is provided to service use and development.
- C2.1.2 To ensure that cycling, walking and public transport are encouraged as a means of transport in urban areas.
- C2.1.3 To ensure that access for pedestrians, vehicles and cyclists is safe and adequate.
- C2.1.4 To ensure that parking does not cause an unreasonable loss of amenity to the surrounding area.
- C2.1.5 To ensure that parking spaces and accesses meet appropriate standards.
- C2.1.6 To provide for parking precincts and pedestrian priority streets.

C2.2 Application of this Code

- C2.2.1 Unless stated otherwise in a particular purpose zone, or sub-clause C2.2.2, C2.2.3 or C2.2.4, this code applies to all use and development.
- C2.2.2 Clause C2.5.3 only applies to use and development in the following Use Classes:
 - (a) Business and Professional Services;
 - (b) Community Meeting and Entertainment;
 - (c) Custodial Facility;
 - (d) Crematoria and Cemeteries;
 - (e) Educational and Occasional Care;
 - (f) Food Services;
 - (g) General Retail and Hire;
 - (h) Hospital Services;
 - (i) Hotel Industry;
 - (j) Pleasure Boat Facility;
 - (k) Residential if for a communal residence, multiple dwellings or hostel use;
 - (l) Sports and Recreation; and
 - (m) Tourist Operation.
- C2.2.3 Clause C2.5.4 only applies to use and development in the following Use Classes:
 - (a) Bulky Goods Sales;
 - (b) General Retail and Hire;
 - (c) Manufacturing and Processing; and
 - (d) Storage.
- C2.2.4 Clause C2.5.5 only applies to use and development in the following Use Classes:
 - (a) Business and Professional Services;

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- (b) Community Meeting and Entertainment;
- (c) Educational and Occasional Care;
- (d) Emergency Services;
- (e) Food Services;
- (f) General Retail and Hire;
- (g) Sports and Recreation; and
- (h) Utilities, if not for minor utilities.

C2.3 Definition of Terms

C2.3.1 In this code, unless the contrary intention appears:

Term	Definition
container refund scheme space	means the area of land required to house a container refund machine or a bag drop refund point on a site plus space for pedestrians to queue at the container refund machine or bag drop refund point.
floor area	means the gross floor area, excluding the area of stairs, loading bays, access ways, or parking areas, of any area occupied by machinery required for air conditioning, heating, power supply, or lifts.
no requirement	means the use or development is not required to provide any on-site parking.
parking precinct plan	means a plan relating to on-site parking of cars within a defined area of land, shown on an overlay map in the relevant Local Provisions Schedule.
pedestrian priority street	means a road shown on an overlay map in the relevant Local Provisions Schedule, as having active street frontages where pedestrian movement and activity take priority over siting of vehicle parking and access.

C2.4 Use or Development Exempt from this Code

C2.4.1 There are no exemptions to this code.

C2.5 Use Standards

C2.5.1 Car parking numbers

Objective:	That an appropriate level of car parking spaces are provided to meet the needs of the use.	
Acceptable Solutions	Performance Criteria	
<p>A1</p> <p>The number of on-site car parking spaces must be no less than the number specified in Table 2.1, less the number of car parking spaces that cannot be provided due to the site including container refund scheme space, excluding if:</p> <p>(a) the site is subject to a parking plan for the area adopted by council, in which case parking provision (spaces or cash-in-lieu) must be in</p>	<p>P1.1</p> <p>The number of on-site car parking spaces for uses, excluding dwellings, must meet the reasonable needs of the use, having regard to:</p> <p>(a) the availability of off-street public car parking spaces within reasonable walking distance of the site;</p> <p>(b) the ability of multiple users to share spaces</p>	

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<p>accordance with that plan;</p> <p>(b) the site is contained within a parking precinct plan and subject to Clause C2.7;</p> <p>(c) the site is subject to Clause C2.5.5; or</p> <p>(d) it relates to an intensification of an existing use or development or a change of use where:</p> <p style="padding-left: 20px;">(i) the number of on-site car parking spaces for the existing use or development specified in Table C2.1 is greater than the number of car parking spaces specified in Table C2.1 for the proposed use or development, in which case no additional on-site car parking is required; or</p> <p style="padding-left: 20px;">(ii) the number of on-site car parking spaces for the existing use or development specified in Table C2.1 is less than the number of car parking spaces specified in Table C2.1 for the proposed use or development, in which case on-site car parking must be calculated as follows:</p> <p style="padding-left: 40px;">$N = A + (C - B)$</p> <p style="padding-left: 40px;">N = Number of on-site car parking spaces required</p> <p style="padding-left: 40px;">A = Number of existing on site car parking spaces</p> <p style="padding-left: 40px;">B = Number of on-site car parking spaces required for the existing use or development specified in Table C2.1</p> <p style="padding-left: 40px;">C = Number of on-site car parking spaces required for the proposed use or development specified in Table C2.1.</p>	<p>because of:</p> <p style="padding-left: 20px;">(i) variations in car parking demand over time; or</p> <p style="padding-left: 20px;">(ii) efficiencies gained by consolidation of car parking spaces;</p> <p>(c) the availability and frequency of public transport within reasonable walking distance of the site;</p> <p>(d) the availability and frequency of other transport alternatives;</p> <p>(e) any site constraints such as existing buildings, slope, drainage, vegetation and landscaping;</p> <p>(f) the availability, accessibility and safety of on-street parking, having regard to the nature of the roads, traffic management and other uses in the vicinity;</p> <p>(g) the effect on streetscape; and</p> <p>(h) any assessment by a suitably qualified person of the actual car parking demand determined having regard to the scale and nature of the use and development.</p> <p>P1.2</p> <p>The number of car parking spaces for dwellings must meet the reasonable needs of the use, having regard to:</p> <p style="padding-left: 20px;">(a) the nature and intensity of the use and car parking required;</p> <p style="padding-left: 20px;">(b) the size of the dwelling and the number of bedrooms; and</p> <p style="padding-left: 20px;">(c) the pattern of parking in the surrounding area.</p>
<p>Planners Response: Complies with acceptable solution.</p> <p>Site carparking is sufficient for a new dwelling in accordance with table C2.1.</p>	

C2.5.2 Bicycle parking numbers

Objective:	That an appropriate level of bicycle parking spaces are provided to meet the needs of the use.
Acceptable Solutions	Performance Criteria

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<p>A1</p> <p>Bicycle parking spaces must:</p> <ul style="list-style-type: none"> (a) be provided on the site or within 50m of the site; and (b) be no less than the number specified in Table C2.1. 	<p>P1</p> <p>Bicycle parking spaces must be provided to meet the reasonable needs of the use, having regard to:</p> <ul style="list-style-type: none"> (a) the likely number of users of the site and their opportunities and likely need to travel by bicycle; and (b) the availability and accessibility of existing and any planned parking facilities for bicycles in the surrounding area.
<p>Planners Response: Not applicable to application.</p> <p>No bicycle parking required for site as per C2.1.</p> <p>It is noted that should bicycle parking be required, there is sufficient space onsite to facilitate this</p>	

C2.5.3 Motorcycle parking numbers

Objective:	That the appropriate level of motorcycle parking is provided to meet the needs of the use.
Acceptable Solutions	Performance Criteria
<p>A1</p> <p>The number of on-site motorcycle parking spaces for all uses must:</p> <ul style="list-style-type: none"> (a) be no less than the number specified in Table C2.4; and (b) if an existing use or development is extended or intensified, the number of on-site motorcycle parking spaces must be based on the proposed extension or intensification, provided the existing number of motorcycle parking spaces is maintained. 	<p>P1</p> <p>Motorcycle parking spaces for all uses must be provided to meet the reasonable needs of the use, having regard to:</p> <ul style="list-style-type: none"> (a) the nature of the proposed use and development; (b) the topography of the site; (c) the location of existing buildings on the site; (d) any constraints imposed by existing development; and (e) the availability and accessibility of motorcycle parking spaces on the street or in the surrounding area.
<p>Planners Response: Not applicable to application.</p> <p>In accordance with 2.2.2, standard not applicable to application.</p>	

C2.5.4 Loading Bays

Objective:	That adequate access for goods delivery and collection is provided, and to avoid unreasonable loss of amenity and adverse impacts on traffic flows.
Acceptable Solutions	Performance Criteria

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<p>A1</p> <p>A loading bay must be provided for uses with a floor area of more than 1000m² in a single occupancy.</p>	<p>P1</p> <p>Adequate space for loading and unloading of vehicles must be provided, having regard to:</p> <ul style="list-style-type: none"> (a) the type of vehicles associated with the use; (b) the nature of the use; (c) the frequency of loading and unloading; (d) the location of the site; (e) the nature of traffic in the surrounding area; (f) the area and dimensions of the site; and (g) the topography of the site; (h) the location of existing buildings on the site; and (i) any constraints imposed by existing development.
<p>Planners Response: Not applicable to application.</p> <p>In accordance with 2.2.3, standard not applicable to application.</p>	

C2.5.5 Number of car parking spaces within the General Residential Zone and Inner Residential Zone

<p>Objective:</p>	<p>To:</p> <ul style="list-style-type: none"> (a) facilitate the reuse of existing non-residential buildings within the General Residential Zone and Inner Residential Zone; and (b) to not cause an unreasonable impact on residential amenity by the car parking generated by that reuse.
Acceptable Solutions	Performance Criteria
<p>A1</p> <p>Within existing non-residential buildings in the General Residential Zone and Inner Residential Zone, on-site car parking is not required for:</p> <ul style="list-style-type: none"> (a) Food Services uses up to 100m² floor area or 30 seats, whichever is the greater; and (b) General Retail and Hire uses up to 100m² floor area, <p>provided the use complies with the hours of operation specified in the relevant Acceptable Solution for the relevant zone.</p>	<p>P1</p> <p>Within existing non-residential buildings in the General Residential Zone and Inner Residential Zone, the number of on-site car parking spaces must be sufficient to meet the reasonable needs of users and must not cause an unreasonable impact on residential amenity, having regard to:</p> <ul style="list-style-type: none"> (a) car parking demand generated by the proposed use during its proposed hours of operation; (b) the availability of on-street and public car parking in the surrounding area; (c) the availability and frequency of public transport within a 400m walking distance of the site; (d) the availability and likely use of other modes of transport; (e) the availability and suitability of alternative arrangements for car parking provision;

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	<ul style="list-style-type: none"> (f) any reduction in car parking demand due to the sharing of car parking spaces by multiple uses, either because of variation of car parking demand over time or because of efficiencies gained from the consolidation of shared car parking spaces; (g) any car parking deficiency or surplus associated with the existing use of the land; (h) any relevant parking plan for the area adopted by council; (i) any existing on-street car parking restrictions; and (j) the proportion of residential properties without off-street parking within a 100m radius of the subject site.
<p>Planners Response: Not applicable to application.</p> <p>In accordance with 2.2.4, standard not applicable to application.</p>	

C2.6 Development Standards for Buildings and Works

C2.6.1 Construction of parking areas

Objective:	That parking areas are constructed to an appropriate standard.	
	Acceptable Solutions	Performance Criteria
	<p>A1</p> <p>All parking, access ways, manoeuvring and circulation spaces must:</p> <ul style="list-style-type: none"> (a) be constructed with a durable all weather pavement; (b) be drained to the public stormwater system, or contain stormwater on the site; and (c) excluding all uses in the Rural Zone, Agriculture Zone, Landscape Conservation Zone, Environmental Management Zone, Recreation Zone and Open Space Zone, be surfaced by a spray seal, asphalt, concrete, pavers or equivalent material to restrict abrasion from traffic and minimise entry of water to the pavement. 	<p>P1</p> <p>All parking, access ways, manoeuvring and circulation spaces must be readily identifiable and constructed so that they are useable in all weather conditions, having regard to:</p> <ul style="list-style-type: none"> (a) the nature of the use; (b) the topography of the land; (c) the drainage system available; (d) the likelihood of transporting sediment or debris from the site onto a road or public place; (e) the likelihood of generating dust; and (f) the nature of the proposed surfacing.
	<p>Planners Response: Relies on performance criteria. See section 9.2 for the planner assessment against the Performance Criteria.</p> <p>Driveway is proposed to be white gravel.</p>	

C2.6.2 Design and layout of parking areas

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Objective:	That parking areas are designed and laid out to provide convenient, safe and efficient parking.
Acceptable Solutions	Performance Criteria
<p>A1.1</p> <p>Parking, access ways, manoeuvring and circulation spaces must either:</p> <p>(a) comply with the following:</p> <ul style="list-style-type: none"> (i) have a gradient in accordance with <i>Australian Standard AS 2890 - Parking facilities, Parts 1-6</i>; (ii) provide for vehicles to enter and exit the site in a forward direction where providing for more than 4 parking spaces; (iii) have an access width not less than the requirements in Table C2.2; (iv) have car parking space dimensions which satisfy the requirements in Table C2.3; (v) have a combined access and manoeuvring width adjacent to parking spaces not less than the requirements in Table C2.3 where there are 3 or more car parking spaces; (vi) have a vertical clearance of not less than 2.1m above the parking surface level; and (vii) excluding a single dwelling, be delineated by line marking or other clear physical means; or <p>(b) comply with <i>Australian Standard AS 2890- Parking facilities, Parts 1-6</i>.</p> <p>A1.2</p> <p>Parking spaces provided for use by persons with a disability must satisfy the following:</p> <ul style="list-style-type: none"> (a) be located as close as practicable to the main entry point to the building; (b) be incorporated into the overall car park design; and (c) be designed and constructed in accordance with <i>Australian/New Zealand Standard AS/NZS 2890.6:2009 Parking facilities, Off-street parking for people with disabilities</i>.¹ 	<p>P1</p> <p>All parking, access ways, manoeuvring and circulation spaces must be designed and readily identifiable to provide convenient, safe and efficient parking, having regard to:</p> <ul style="list-style-type: none"> (a) the characteristics of the site; (b) the proposed slope, dimensions and layout; (c) useability in all weather conditions; (d) vehicle and pedestrian traffic safety; (e) the nature and use of the development; (f) the expected number and type of vehicles; (g) the likely use of the parking areas by persons with a disability; (h) the nature of traffic in the surrounding area; (i) the proposed means of parking delineation; and (j) the provisions of <i>Australian Standard AS 2890.1:2004 - Parking facilities, Part 1: Off-street car parking</i> and <i>AS 2890.2 -2002 Parking facilities, Part 2: Off-street commercial vehicle facilities</i>.
<p>Planners Response: Complies with acceptable solution.</p> <p>Where applicable driveway, parking, manoeuvring and circulation spaces all comply with the acceptable</p>	

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solution. No dedicated accessible parking is required in accordance with the National Construction Code.

¹ Requirements for the number of accessible car parking spaces are specified in part D3 of the National Construction Code 2016.

C2.6.3 Number of accesses for vehicles

Objective:	That: (a) access to land is provided which is safe and efficient for users of the land and all road network users, including but not limited to drivers, passengers, pedestrians and cyclists by minimising the number of vehicle accesses; (b) accesses do not cause an unreasonable loss of amenity of adjoining uses; and (c) the number of accesses minimise impacts on the streetscape.
Acceptable Solutions	Performance Criteria
A1 The number of accesses provided for each frontage must: (a) be no more than 1; or (b) no more than the existing number of accesses, whichever is the greater.	P1 The number of accesses for each frontage must be minimised, having regard to: (a) any loss of on-street parking; and (b) pedestrian safety and amenity; (c) traffic safety; (d) residential amenity on adjoining land; and (e) the impact on the streetscape.
Planners Response: Relies on performance criteria. See section 9.2 for the planner assessment against the Performance Criteria. Additional access proposed.	
A2 Within the Central Business Zone or in a pedestrian priority street no new access is provided unless an existing access is removed.	P2 Within the Central Business Zone or in a pedestrian priority street, any new accesses must: (a) not have an adverse impact on: (i) pedestrian safety and amenity; or (ii) traffic safety; and (b) be compatible with the streetscape.
Planners Response: Not applicable to application. Not located within Central Business Zone or in a pedestrian priority street.	

C2.6.4 Lighting of parking areas within the General Business Zone and Central Business Zone

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Objective:	That parking and vehicle circulation roads and pedestrian paths within the General Business Zone and Central Business Zone, which are used outside daylight hours, are provided with lighting to a standard which: (a) enables easy and efficient use; (b) promotes the safety of users; (c) minimises opportunities for crime or anti-social behaviour; and (d) prevents unreasonable light overspill impacts.
Acceptable Solutions	Performance Criteria
A1 In car parks within the General Business Zone and Central Business Zone, parking and vehicle circulation roads and pedestrian paths serving 5 or more car parking spaces, which are used outside daylight hours, must be provided with lighting in accordance with Clause 3.1 "Basis of Design" and Clause 3.6 "Car Parks" in <i>Australian Standard/New Zealand Standard AS/NZS 1158.3.1:2005 Lighting for roads and public spaces Part 3.1: Pedestrian area (Category P) lighting – Performance and design requirements</i> .	P1 In car parks within the General Business Zone and Central Business Zone, parking and vehicle circulation roadways and pedestrian paths, which are used outside daylight hours must be provided with lighting, having regard to: (a) enabling easy and efficient use of the area; (b) minimising potential for conflicts involving pedestrians, cyclists and vehicles; (c) minimising opportunities for crime or anti-social behaviour though the creation of concealment spaces; (d) any unreasonable impact on the amenity of adjoining properties through light overspill; and (e) the hours of operation of the use.
Planners Response: Not applicable to application. Not within General Business Zone and Central Business Zone.	

C2.6.5 Pedestrian access

Objective:	That pedestrian access within parking areas is provided in a safe and convenient manner.
Acceptable Solutions	Performance Criteria

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<p>A1.1</p> <p>Uses that require 10 or more car parking spaces must:</p> <p>(a) have a 1m wide footpath that is separated from the access ways or parking aisles, excluding where crossing access ways or parking aisles, by:</p> <p>(i) a horizontal distance of 2.5m between the edge of the footpath and the access way or parking aisle; or</p> <p>(ii) protective devices such as bollards, guard rails or planters between the footpath and the access way or parking aisle; and</p> <p>(b) be signed and line marked at points where pedestrians cross access ways or parking aisles.</p> <p>A1.2</p> <p>In parking areas containing accessible car parking spaces for use by persons with a disability, a footpath having a width not less than 1.5m and a gradient not steeper than 1 in 14 is required from those spaces to the main entry point to the building.</p>	<p>P1</p> <p>Safe and convenient pedestrian access must be provided within parking areas, having regard to:</p> <p>(a) the characteristics of the site;</p> <p>(b) the nature of the use;</p> <p>(c) the number of parking spaces;</p> <p>(d) the frequency of vehicle movements;</p> <p>(e) the needs of persons with a disability;</p> <p>(f) the location and number of footpath crossings;</p> <p>(g) vehicle and pedestrian traffic safety;</p> <p>(h) the location of any access ways or parking aisles; and</p> <p>(i) any protective devices proposed for pedestrian safety.</p>
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Planners Response: Not applicable to application.

No dedicated pedestrian access is required.

C2.6.6 Loading bays

Objective:	That the area and dimensions of loading bays are adequate to provide safe and efficient delivery and collection of goods.
Acceptable Solutions	Performance Criteria
<p>A1</p> <p>The area and dimensions of loading bays and access way areas must be designed in accordance with <i>Australian Standard AS 2890.2-2002, Parking facilities, Part 2: Off-street commercial vehicle facilities</i>, for the type of vehicles likely to use the site.</p>	<p>P1</p> <p>Loading bays must have an area and dimensions suitable for the use, having regard to:</p> <p>(a) the types of vehicles likely to use the site;</p> <p>(b) the nature of the use;</p> <p>(c) the frequency of loading and unloading;</p> <p>(d) the area and dimensions of the site;</p> <p>(e) the topography of the site;</p> <p>(f) the location of existing buildings on the site; and</p> <p>(g) any constraints imposed by existing development.</p>

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Planners Response: Not applicable to application. Loading bay not required for residential use.	
<p>A2</p> <p>The type of commercial vehicles likely to use the site must be able to enter, park and exit the site in a forward direction in accordance with <i>Australian Standard AS 2890.2 – 2002, Parking Facilities, Part 2: Parking facilities - Off-street commercial vehicle facilities</i>.</p>	<p>P2</p> <p>Access for commercial vehicles to and from the site must be safe, having regard to:</p> <ul style="list-style-type: none"> (a) the types of vehicles associated with the use; (b) the nature of the use; (c) the frequency of loading and unloading; (d) the area and dimensions of the site; (e) the location of the site and nature of traffic in the area of the site; (f) the effectiveness or efficiency of the surrounding road network; and (g) site constraints such as existing buildings, slope, drainage, vegetation, parking and landscaping.
Planners Response: Not applicable to application. Commercial vehicles are not proposed to utilize the site. Site is for residential use.	

C2.6.7 Bicycle parking and storage facilities within the General Business Zone and Central Business Zone

Objective:	That parking for bicycles are safe, secure and convenient, within the General Business Zone and Central Business Zone.
Acceptable Solutions	Performance Criteria
<p>A1</p> <p>Bicycle parking for uses that require 5 or more bicycle spaces in Table C2.1 must:</p> <ul style="list-style-type: none"> (a) be accessible from a road, cycle path, bicycle lane, shared path or access way; (b) be located within 50m from an entrance; (c) be visible from the main entrance or otherwise signed; and (d) be available and adequately lit during the times they will be used, in accordance with Table 2.3 of <i>Australian/New Zealand Standard AS/NZS 1158.3.1: 2005 Lighting for roads and public spaces - Pedestrian area (Category P) lighting - Performance and design requirements</i>. 	<p>P1</p> <p>Bicycle parking must be provided in a safe, secure and convenient location, having regard to:</p> <ul style="list-style-type: none"> (a) the accessibility to the site; (b) the characteristics of the site; (c) the nature of the proposed use; (d) the number of employees; (e) the users of the site and the likelihood of travel by bicycle; (f) the location and visibility of proposed parking for bicycles; (g) whether there are other parking areas on the site; and (h) the opportunity for sharing bicycle parking on nearby sites.

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<p>Planners Response: Not applicable to application.</p> <p>No bicycle parking required for proposal in accordance with C2.1.</p>	
<p>A2</p> <p>Bicycle parking spaces must:</p> <p>(a) have dimensions not less than:</p> <ul style="list-style-type: none"> (i) 1.7m in length; (ii) 1.2m in height; and (iii) 0.7m in width at the handlebars; <p>(b) have unobstructed access with a width of not less than 2m and a gradient not steeper than 5% from a road, cycle path, bicycle lane, shared path or access way; and</p> <p>(c) include a rail or hoop to lock a bicycle that satisfies <i>Australian Standard AS 2890.3-2015 Parking facilities - Part 3: Bicycle parking.</i></p>	<p>P2</p> <p>Bicycle parking spaces and access must be convenient, safe, secure and efficient to use, having regard to:</p> <ul style="list-style-type: none"> (a) the characteristics of the site; (b) the space available; (c) the safety of cyclists; and (d) the provisions of <i>Australian Standard AS 2890.3-2015 Parking facilities - Part 3: Bicycle parking.</i>
<p>Planners Response: Not applicable to application.</p> <p>No bicycle parking required for proposal in accordance with C2.1.</p>	

C2.6.8 Siting of parking and turning areas

Objective:	That the siting of vehicle parking and access facilities in an Inner Residential Zone, Village Zone, Urban Mixed Use Zone, Local Business Zone, General Business Zone or Central Business Zone does not cause an unreasonable visual impact on streetscape character or loss of amenity to adjoining properties.
Acceptable Solutions	Performance Criteria

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<p>A1</p> <p>Within an Inner Residential Zone, Village Zone, Urban Mixed Use Zone, Local Business Zone or General Business Zone, parking spaces and vehicle turning areas, including garages or covered parking areas must be located behind the building line of buildings, excluding if a parking area is already provided in front of the building line.</p>	<p>P1</p> <p>Within an Inner Residential Zone, Village Zone, Urban Mixed Use Zone, Local Business Zone or General Business Zone, parking spaces and vehicle turning areas, including garages or covered parking areas, may be located in front of the building line where this is the only practical solution and does not cause an unreasonable loss of amenity to adjoining properties, having regard to:</p> <ul style="list-style-type: none"> (a) topographical or other site constraints; (b) availability of space behind the building line; (c) availability of space for vehicle access to the side or rear of the property; (d) the gradient between the front and the rear of existing or proposed buildings; (e) the length of access or shared access required to service the car parking; (f) the location of the access driveway at least 2.5m from a window of a habitable room of a dwelling; (g) the visual impact of the vehicle parking and access on the site; (h) the streetscape character and amenity; (i) the nature of the zone in which the site is located and its preferred uses; and (j) opportunities for passive surveillance of the road.
<p>Planners Response: Not applicable to application.</p> <p>Not within Inner Residential Zone, Village Zone, Urban Mixed Use Zone, Local Business Zone or General Business Zone.</p>	
<p>A2</p> <p>Within the Central Business Zone, on-site parking at ground level adjacent to a frontage must:</p> <ul style="list-style-type: none"> (a) have no new vehicle accesses, unless an existing access is removed; (b) retain an active street frontage; and (c) not result in parked cars being visible from public places in the adjacent roads. 	<p>P2</p> <p>Within the Central Business Zone, on-site parking at ground level adjacent to a frontage must be designed to screen the views of cars from public places in the adjacent roads, without blank walls facing onto a road, having regard to:</p> <ul style="list-style-type: none"> (a) the streetscape; (b) any unreasonable loss of amenity of the occupants of adjoining properties; and (c) maintaining opportunities for active uses on a street frontage in a pedestrian priority street.
<p>Planners Response: Not applicable to application.</p>	

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Not within Central Business Zone.

C2.7 Parking Precinct Plan

C2.7.1 Parking precinct plan

Objective:	To minimise the amount of on-site car parking spaces within an area defined by a parking precinct plan, and that parking does not detract from the streetscape of the area.
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Acceptable Solutions	Performance Criteria
<p>A1</p> <p>Within a parking precinct plan, on-site car parking must:</p> <ul style="list-style-type: none"> (a) not be provided; or (b) not be increased above existing parking numbers. 	<p>P1</p> <p>Within a parking precinct plan, on-site car parking must be necessary for the operation of the use and not detract from the streetscape, having regard to:</p> <ul style="list-style-type: none"> (a) the availability of off-street public parking spaces within reasonable walking distance; (b) the ability of multiple users to share spaces because of: <ul style="list-style-type: none"> (i) variations in parking demand over time; or (ii) efficiencies gained by consolidation of parking spaces; (c) the availability and frequency of public transport within reasonable walking distance of the site; (d) the availability and frequency of other transport alternatives; (e) the availability, accessibility and safety of on-street parking, having regard to the nature of the roads, traffic management and other uses in the vicinity; (f) the streetscape; (g) the topography of the site; (h) the location of existing buildings on the site; (i) any constraints imposed by existing development; and (j) any assessment by a suitably qualified person of the actual parking demand, determined having regard to the scale and nature of the use and development, and <p>not exceed the number specified in Table C2.1.</p>

Planners Response: Not applicable to application.
 Not within parking precinct.

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Table C2.1 Parking Space Requirements

Use		Parking Space Requirements	
		Car	Bicycle
Bulky Goods Sales	Motor vehicle, boat or caravan sales	1 space per 100m ² of display, storage and workshop floor area	1 space per 500m ² of floor area
	Retail plant nursery	15 spaces or 0.5 spaces per 100m ² of site area, whichever is greater	No requirement
	Bulky Goods Sales, excluding as otherwise specified in this Table	1 space per 50m ² of floor area	1 space per 500m ² of floor area
Business and Professional Services	Bank, real estate agency, travel agent	1 space per 50m ² of floor area	1 space per 500m ² of floor area
	Office	1 space per 40m ² of floor area	1 space per 500m ² of floor area
	Doctors' surgery, clinic, consulting room	4 spaces per practitioner	2 spaces for each 8 practitioners
	Veterinary centre	4 spaces per practitioner	No requirement
	Funeral parlour	1 space per employee + 1 visitor space + 1 space per 4 chapel seats	1 space per 50 chapel seats
	Business and Professional Services, excluding as otherwise specified in this Table	1 space per 30m ² of floor area	1 space per 500m ² of floor area
Community Meeting and Entertainment	Art and craft centre	1 space per 30m ² of floor area	1 space per 50m ² floor area or 1 space per 40 seats whichever is greater
	Exhibition centre, library, museum or public art gallery	1 space per 20m ² of floor area	4 spaces plus 2 spaces for each 1500m ² of floor area
	Cinema, place of worship, civic centre, function centre, public hall, theatre	1 space per 15m ² of floor area, or 1 space per 3 seats, whichever is greater	1 space per 50m ² floor area or 1 space per 40 seats whichever is greater
	Community Meeting and Entertainment, excluding as otherwise specified in this Table	1 space per 15m ² of floor area or 1 space per 4 seats, whichever is greater	1 space per 50m ² floor area or 1 space per 40 seats whichever is greater
Custodial Facility		1 space per 2 employees + 1 space per 5 inmates	No requirement
Crematoria and Cemeteries		1 space per employee + 1 visitor space + 1 space per 4 chapel seats	1 space per 50 chapel seats
Domestic Animal Breeding, Boarding or Training		1 space per employee + 2 visitor spaces	No requirement

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Educational and Occasional Care		1 space per employee + 1 space per 6 tertiary education students	1 space per 5 employees and tertiary education students
Emergency Services	Fire/ambulance	1 space per employee	No requirement
	Emergency Services, excluding as otherwise specified in this Table	No requirement	No requirement
Equipment and Machinery Sales and Hire		1 space per 50m ² of floor area	No requirement
Extractive Industry		1 space per 2 employees	No requirement
Food Services	Restaurant	1 space per 15m ² of floor area (including any outdoor dining areas) + 6 queuing spaces for drive through (if applicable), unless subject to Clause C2.5.5	1 space per 75m ² floor area
	Take away food premises	1 space per 15m ² of floor area (including any outdoor dining areas) + 6 queuing spaces for drive through (if applicable), unless subject to Clause C2.5.5	1 space per 75m ² floor area
	Food Services, excluding as otherwise specified in this Table	15 for each 100m ² of floor area or 1 space per 3 seats, whichever is greater, unless subject to Clause C2.5.5	1 space per 75m ² floor area
General Retail and Hire	Drive-in bottle shop, if associated with a Hotel Industry	6 spaces	No requirement
	General Retail and Hire, excluding as otherwise specified in this table	1 space per 30m ² of floor area, unless subject to Clause C2.5.5	1 space per 100m ² of floor area
Hospital Services		1 space per 4 beds + 1 space per doctor + 1 space per 2 other employees	1 space per 10 beds
Hotel Industry		1 space per 20m ² of floor area available to the public + 1 space per bedroom	1 space per 100m ² of floor area available to the public
Manufacturing and Processing		1 space per 200m ² of floor area or 2 spaces per 3 employees, whichever is greater	1 space per 5 employees
Motor Racing Facility		No requirement	No requirement
Natural and Cultural Values Management		No requirement	No requirement
Passive Recreation		No requirement	No requirement
Pleasure Boat Facility	Marina	0.6 spaces for each wet berth and 0.2 spaces for each dry storage berth and 0.5 spaces per marina employee	No requirement
	Boathouse	0.5 space for each boathouse	No requirement

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	Pleasure Boat Facility, excluding as otherwise specified in this Table	No requirement	No requirement
Port and Shipping		No requirement	No requirement
Recycling and Waste Disposal		1 space per 500m ² of site area + 1 space per employee	No requirement
Research and Development		1 space per 100m ² of floor area or 2 spaces per 3 employees, whichever is greater	No requirement
Residential	If a 1 bedroom or studio dwelling in the General Residential Zone (including all rooms capable of being used as a bedroom)	1 space per dwelling	No requirement
	If a 2 or more bedroom dwelling in the General Residential Zone (including all rooms capable of being used as a bedroom)	2 spaces per dwelling	No requirement
	Visitor parking for multiple dwellings in the General Residential Zone	1 dedicated space per 4 dwellings (rounded up to the nearest whole number); or if on an internal lot or located at the head of a cul-de-sac, 1 dedicated space per 3 dwellings (rounded up to the nearest whole number)	No requirement
	Other Residential use in the General Residential Zone	1 space per bedroom or 2 spaces per 3 bedrooms + 1 visitor space for every 10 bedrooms (rounded up to the nearest whole number)	No requirement for residential care facility, assisted housing and retirement village. All other uses require 1 space per 5 bedrooms in other forms of accommodation.
	Any Residential use in any other zone	1 space per bedroom or 2 spaces per 3 bedrooms + 1 visitor space for every 5 multiple dwellings or every 10 bedrooms for a non-dwelling residential use (rounded up to the nearest whole number)	No requirement for single dwellings, multiple dwellings, residential care facility, assisted housing and retirement village. All other uses require 1 space per 5 bedrooms in other forms of accommodation.

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Resource Development	Aquaculture	2 spaces per 3 employees	No requirement
	Resource development, excluding as otherwise specified in this Table	No requirement	No requirement
Resource Processing		2 spaces per 3 employees	1 space per 5 employees
Service Industry		1 space per 80m ² of floor area or 2 spaces per 3 employees, whichever is greater	1 space per 5 employees
Sports and Recreation	Bowling green	6 spaces per bowling rink	No requirement
	Fitness centre	4.5 spaces per 100m ² of floor area	No requirement
	Golf course	4 spaces per golf hole	No requirement
	Swimming pool (other than in conjunction with a single dwelling)	5 spaces for each 100m ² of site area	1 space per 100m ² of site area
	Tennis court or Squash court (other than in conjunction with a single dwelling)	3 spaces for each tennis or squash court + 1 space per 5 spectator places	No requirement
	Major Sporting Facility	1 space per 5 seats	No requirement
	Sports and Recreation, excluding as otherwise specified in this Table	50 spaces per facility	No requirement
Storage		1 space per 200m ² of the site area or 1 space per 2 employees, whichever is greater	No requirement
Tourist Operation		1 space per 200m ² of floor area or 1 space for each 500m ² of the site area, whichever is greater	1 space per 1000m ² of floor area or 1 space per 500m ² of site area, whichever is the greater
Transport Depot and Distribution		3.5 spaces for each 100m ² of gross floor area	1 space per 5 employees
Utilities		No requirement	No requirement
Vehicle Fuel Sales and Service		4 spaces per service bay	1 space per 5 employees
Vehicle Parking		No requirement	No requirement
Visitor Accommodation		1 space per self-contained accommodation unit, allocated tent or caravan space, or 1 space per 4 beds, whichever is the greater	No requirement

Notes to Table C2.1:

- (1) The number of parking spaces required is to be calculated based on the proposed use or development.
- (2) Parking spaces must be individually accessible, excluding tandem parking spaces which may be used to serve a dwelling.
- (3) Excluding visitor parking for multiple dwellings in the General Residential Zone, fractions of a space

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are to be rounded to the nearest whole number, so that a full number of spaces is provided for any fraction of

a quota of floor area or number of employees.

- (4) Where a proposal contains multiple Use Classes, the car parking requirements must be calculated as the sum of the requirements for each individual use component.
- (5) Reference to an employee is equivalent to 1 full-time employee.

Table C2.2 Internal Access Way Widths for Vehicles

Number of parking spaces served	Internal access way widths	Passing bay dimensions for two-way traffic in addition to the access way width
1 to 5	A width not less than 3m.	2m wide by 5m long, plus entry and exit tapers, every 30m, unless on land within the Rural Zone, Agriculture Zone, Landscape Conservation Zone, Environmental Management Zone or Open Space Zone.
6 to 20	(a) A width not less than 4.5m for the first 7m from the road carriageway and 3m thereafter, and (b) At changes of direction or intersections have: (i) an internal radius of not less than 4m, or (ii) a width more than 4.2m.	2m wide by 5m long, plus entry and exit tapers, every 30m.
21 and over	A width not less than 5.5m.	Not applicable

Table C2.3 Dimensions of Car Parking Spaces and Combined Access and Manoeuvring Space Adjacent to Parking Spaces

Angle of car spaces to manoeuvring space	Combined access and manoeuvring width	Car park widths	Car park length
Parallel	3.6m	2.3m	6.7m
45 degrees	3.5m	2.6m	5.4m
60 degrees	4.9m	2.6m	5.4m
90 degrees	6.4m	2.6m	5.4m
90 degrees	5.8m	2.8m	5.4m
90 degrees	5.2m	3m	5.4m
90 degrees	4.8m	3.2m	5.4m

Notes to Table C2.3:

- (1) If entry to the car space is from a road, the combined access and manoeuvring width may include the road.

Table C2.4 Motorcycle Parking Space Requirements

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Number of car parking spaces required for a use	Number of motorcycle parking spaces required for a use
0-20	No requirement
21-40	1 space
41 or more	1 space for every additional 20 car parking spaces required

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C3.0 Road and Railway Assets Code

C3.1 Code Purpose

The purpose of the Road and Railway Assets Code is:

C3.1.1 To protect the safety and efficiency of the road and railway networks; and

C3.1.2 To reduce conflicts between sensitive uses and major roads and the rail network.

C3.2 Application of this Code

C3.2.1 This code applies to a use or development that:

- (a) will increase the amount of vehicular traffic or the number of movements of vehicles longer than 5.5m using an existing vehicle crossing or private level crossing;
- (b) will require a new vehicle crossing, junction or level crossing; or
- (c) involves a subdivision or habitable building within a road or railway attenuation area if for a sensitive use.

C3.3 Definition of Terms

C3.3.1 In this code, unless the contrary intention appears:

Term	Definition
annual average daily traffic	means the number of vehicles per day averaged over all days in a calendar year.
category 1 road	means a category 1 road as defined in the <i>State Road Hierarchy</i> .
future major road	means land within which a major road is intended to be built shown as a future major road on an overlay map in the relevant Local Provisions Schedule.
future railway	means land on which an extension to the rail network is intended to be built shown as a future railway on an overlay map in the relevant Local Provisions Schedule.
limited access road	means a road declared to be a limited access road under s.52A of the <i>Roads and Jetties Act 1935</i> .
major road	means a category 1, 2 or 3 road as defined in the <i>State Road Hierarchy</i> , and any other road described in an other major roads list in the relevant Local Provisions Schedule.
private level crossing	means a level crossing across the rail network by a private road or vehicular right of way which does not service any public use.

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rail network	means as defined in the <i>Rail Infrastructure Act 2007</i> and corridors declared under the <i>Strategic Infrastructure Corridors (Strategic and Recreational Use) Act 2016</i> .
road or railway attenuation area	means a road or railway attenuation area shown on an overlay map in the relevant Local Provisions Schedule or, if not shown, an area within 50m of the boundary of: <ul style="list-style-type: none"> (a) a major road with a speed limit above 60km/h; (b) the rail network; (c) a future major road; or (d) a future railway.
traffic impact assessment	means a study or a statement prepared in accordance with the <i>Guide to Traffic Management Part 12: Traffic Impacts of Development 2009</i> by a person with qualifications and a level of experience appropriate to the significance of the traffic impact.
vehicular traffic	means traffic composed of motor vehicles as motor vehicle is defined in section 3 of the <i>Vehicle and Traffic Act 1999</i> .

C3.4 Use or Development Exempt from this Code

C3.4.1 There are no exemptions from this code.

C3.5 Use Standards

C3.5.1 Traffic generation at a vehicle crossing, level crossing or new junction

Objective:	To minimise any adverse effects on the safety and efficiency of the road or rail network from vehicular traffic generated from the site at an existing or new vehicle crossing or level crossing or new junction.
Acceptable Solutions	Performance Criteria

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<p>A1.1</p> <p>For a category 1 road or a limited access road, vehicular traffic to and from the site will not require:</p> <ul style="list-style-type: none"> (a) a new junction; (b) a new vehicle crossing; or (c) a new level crossing. <p>A1.2</p> <p>For a road, excluding a category 1 road or a limited access road, written consent for a new junction, vehicle crossing, or level crossing to serve the use and development has been issued by the road authority.</p> <p>A1.3</p> <p>For the rail network, written consent for a new private level crossing to serve the use and development has been issued by the rail authority.</p> <p>A1.4</p> <p>Vehicular traffic to and from the site, using an existing vehicle crossing or private level crossing, will not increase by more than:</p> <ul style="list-style-type: none"> (a) the amounts in Table C3.1; or (b) allowed by a licence issued under Part IVA of the <i>Roads and Jetties Act 1935</i> in respect to a limited access road. <p>A1.5</p> <p>Vehicular traffic must be able to enter and leave a major road in a forward direction.</p>	<p>P1</p> <p>Vehicular traffic to and from the site must minimise any adverse effects on the safety of a junction, vehicle crossing or level crossing or safety or efficiency of the road or rail network, having regard to:</p> <ul style="list-style-type: none"> (a) any increase in traffic caused by the use; (b) the nature of the traffic generated by the use; (c) the nature of the road; (d) the speed limit and traffic flow of the road; (e) any alternative access to a road; (f) the need for the use; (g) any traffic impact assessment; and (h) any advice received from the rail or road authority.
<p>Planners Response: Complies with acceptable solution.</p> <p>Written consent has been provided from road authority (Council's Infrastructure Department) for the proposed new access</p>	

Table C3.1 Acceptable increase in annual average daily traffic to and from the site (total of ingress and egress)

Location of vehicular traffic	Amount of acceptable increase in annual average daily traffic to and from the site (total of ingress and egress)	
	Vehicles up to 5.5m long	Vehicles longer than 5.5m long
Vehicle crossing on major roads and private level crossings	10% or 10 vehicle movements per day, whichever is the greater	10%

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Vehicle crossings on other roads	20% or 40 vehicle movements per day, whichever is the greater	20% or 5 vehicle movements per day, whichever is the greater
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C3.6 Development Standards for Buildings or Works

C3.6.1 Habitable buildings for sensitive uses within a road or railway attenuation area

Objective:	To minimise the effects of noise, vibration, light and air emissions on sensitive uses within a road or railway attenuation area, from existing and future major roads and the rail network.	
Acceptable Solutions	Performance Criteria	
<p>A1</p> <p>Unless within a building area on a sealed plan approved under this planning scheme, habitable buildings for a sensitive use within a road or railway attenuation area, must be:</p> <p>(a) within a row of existing habitable buildings for sensitive uses and no closer to the existing or future major road or rail network than the adjoining habitable building;</p> <p>(b) an extension which extends no closer to the existing or future major road or rail network than:</p> <p style="margin-left: 20px;">(i) the existing habitable building; or</p> <p style="margin-left: 20px;">(ii) an adjoining habitable building for a sensitive use; or</p> <p>(c) located or designed so that external noise levels are not more than the level in Table C3.2 measured in accordance with Part D of the <i>Noise Measurement Procedures Manual, 2nd edition, July 2008</i>.</p>	<p>P1</p> <p>Habitable buildings for sensitive uses within a road or railway attenuation area, must be sited, designed or screened to minimise adverse effects of noise, vibration, light and air emissions from the existing or future major road or rail network, having regard to:</p> <p>(a) the topography of the site;</p> <p>(b) the proposed setback;</p> <p>(c) any buffers created by natural or other features;</p> <p>(d) the location of existing or proposed buildings on the site;</p> <p>(e) the frequency of use of the rail network;</p> <p>(f) the speed limit and traffic volume of the road;</p> <p>(g) any noise, vibration, light and air emissions from the rail network or road;</p> <p>(h) the nature of the road;</p> <p>(i) the nature of the development;</p> <p>(k) the need for the development; any traffic impact assessment;</p> <p>(l) any mitigating measures proposed;</p> <p>(m) any recommendations from a suitably qualified person for mitigation of noise; and</p> <p>(n) any advice received from the rail or road authority.</p>	
<p>Planners Response: Not applicable to application.</p> <p>Not within road or railway attenuation area.</p>		

Table C3.2 Acceptable noise levels within a road or railway attenuation area

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Roads	Railways
The arithmetic average of the A-weighted L10 sound pressure levels for each of the one-hour periods between 6:00am and midnight on any day [L10 (18-hour)] of 63 dB(A).	A 24-hour Leq and Lmax noise level of 65 dB(A) and 87dB(A) Lmax assessed as a single event maximum sound pressure level.

C3.7 Development Standards for Subdivision

C3.7.1 Subdivision for sensitive uses within a road or railway attenuation area

Objective:	To minimise the effects of noise, vibration, light and air emissions on lots for sensitive uses within a road or railway attenuation area, from existing and future major roads and the rail network.
Acceptable Solutions	Performance Criteria
<p>A1</p> <p>A lot, or a lot proposed in a plan of subdivision, intended for a sensitive use must have a building area for the sensitive use that is not within a road or railway attenuation area.</p>	<p>P1</p> <p>A lot, or a lot proposed in a plan of subdivision, intended for sensitive uses within a road or railway attenuation area, must be sited, designed or screened to minimise the effects of noise, vibration, light and air emissions from the existing or future major road or rail network, having regard to:</p> <ul style="list-style-type: none"> (a) the topography of the site; (b) any buffers created by natural or other features; (c) the location of existing or proposed buildings on the site; (d) the frequency of use of the rail network; (e) the speed limit and traffic volume of the road; (f) any noise, vibration, light and air emissions from the rail network or road; (g) the nature of the road; (h) the nature of the intended uses; (i) the layout of the subdivision; (j) the need for the subdivision; (k) any traffic impact assessment; (l) any mitigating measures proposed; (m) any recommendations from a suitably qualified person for mitigation of noise; and (n) any advice received from the rail or road authority.
Planners Response: Not applicable to application.	

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Subdivision not proposed.

Not within road or railway attenuation area.

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ABN 68 300 116 092

PLANNING APPLICATION FORM

Section 57 & 58

OFFICE USE ONLY			
Application Number: DA 20 / 1	Date: 12.12.2		
PID: 36015	Zone: Rural	Permitted <input type="checkbox"/> or Discretionary <input checked="" type="checkbox"/>	

DEVELOPMENT APPLICATION DETAILS			
Applicant Name:	KATE PHILLIPS ROOM 11 ARCHITECTS		
Location/Address:	253 LEAM ROAD HILLWOOD TAS		
Title Reference:	14 + 174593 / 7		
Existing Development/Use: <small>(describe the way the land is used now)</small>	VACANT		
Development Type:	New dwelling <input checked="" type="checkbox"/> Outbuilding <input checked="" type="checkbox"/> Addition/extension <input type="checkbox"/> Fencing <input type="checkbox"/> Demolition <input type="checkbox"/> Signage <input type="checkbox"/> Subdivision <input type="checkbox"/> Change of use <input type="checkbox"/> Other <input type="checkbox"/>		
Description/Use:	NEW DWELLING + WORKSHOP		
New floor area:	350.07 m ²	Total floor area:	350.07 m ² New building height: 5.09 m
Water Supply:	TasWater <input type="checkbox"/> Tank <input checked="" type="checkbox"/>	Wastewater:	TasWater <input type="checkbox"/> On-Site Wastewater System <input checked="" type="checkbox"/>
Driveway/Vehicle Crossover:	Existing <input checked="" type="checkbox"/> Proposed <input checked="" type="checkbox"/> Alteration Required <input checked="" type="checkbox"/> <small>Contact Council's engineering department for details on crossover construction</small>		
Does the application include Crown Land or access via a Crown Access License?	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	<small>If 'yes', please provide Crown consent to lodge the planning application in accordance with section 52 (1B) of the Land Use Planning and Approvals Act 1993.</small>	

SUBDIVISION		N/A <input checked="" type="checkbox"/>
Existing Lots:		Number of total lots proposed:

COMMERCIAL/INDUSTRIAL				N/A <input checked="" type="checkbox"/>
Existing business and/or proposed business description:				
Hours of Operation:	Weekdays (Mon – Fri)		To	
	Saturday		To	
	Sunday		To	
Signage:	Yes <input type="checkbox"/> No <input type="checkbox"/>	If 'yes', please provide details with application.		
Existing no. of employees:		No. of employees (proposed):		
Parking spaces (existing)		Parking spaces (proposed)		

LONG WALL



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Room11 Architects
Studio HOBART
 358B Macquarie Street, South Hobart, TAS 7004
Telephone 03-6224-8642
Email info@room11.com.au
Website www.room11.com.au

DATE
 19/04/2024

PROJECT
253 LEAM ROAD


DEVELOPMENT APPLICATION
 REQUEST FOR FURTHER INFORMATION

DRAWING INDEX

ID	NAME	ISSUE ID	Issued
A0.01	LOCATION PLAN	DA	<input checked="" type="checkbox"/>
A0.02	SITE PLAN	RFI	<input checked="" type="checkbox"/>
A1.01	OVERALL PLAN	DA	<input checked="" type="checkbox"/>
A1.02	PROPOSED WORKSHOP FLOOR PLAN	DA	<input checked="" type="checkbox"/>
A1.03	PROPOSED HOUSE FLOOR PLAN	DA	<input checked="" type="checkbox"/>
A1.04	PROPOSED WORKSHOP ROOF PLAN	DA	<input checked="" type="checkbox"/>
A1.05	PROPOSED HOUSE ROOF PLAN	DA	<input checked="" type="checkbox"/>
A2.01	SITE ELEVATIONS 1:200	DA	<input checked="" type="checkbox"/>
A2.02	HOUSE ELEVATIONS EAST/WEST	DA	<input checked="" type="checkbox"/>
A2.03	HOUSE ELEVATIONS NORTH/SOUTH	DA	<input checked="" type="checkbox"/>
A2.04	SHED ELEVATIONS EAST/WEST	DA	<input checked="" type="checkbox"/>
A3.01	MATERIAL PALETTE	DA	<input checked="" type="checkbox"/>
A5.01	OVERALL FACADE	DA	<input checked="" type="checkbox"/>
A5.02	FACADE CLOSE UP	DA	<input checked="" type="checkbox"/>
A5.03	ENTRANCE VIEW	DA	<input checked="" type="checkbox"/>
A5.04	COURTYARD VIEW	DA	<input checked="" type="checkbox"/>
RFI.01	SOLAR PANEL ELEVATIONS	RFI	<input checked="" type="checkbox"/>
RFI.02	DRIVEWAY PROFILE	RFI	<input checked="" type="checkbox"/>

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 <p>ROOM 11 Architects 20th Macquarie Street, South Hobart, TAS 7000 Tel: 03 6234 8642 Email: info@room11.com.au Website: www.room11.com.au</p>	<p>Drawings to be read in conjunction with specification by Room11 and all drawings and documents by engineers and subcontractors referred to in these plans. Contractors are to verify all dimensions on site before commencing any work or producing shop drawings. Larger scale drawings and further dimensions take precedence. DO NOT SCALE FROM DRAWINGS. These drawings are provided by the licensor of copyright and may not be copied or reproduced without the written permission of Room 11. ALL DISCREPANCIES TO BE BROUGHT TO THE ATTENTION OF THE AUTHOR.</p>	<p>Project No: 2222</p> <p>Client: PETER AND RUTH THOMSON</p> <p>Project Name: LONG WALL</p> <p>Project Address: 253 LEAM ROAD HILLWOOD TASMANIA</p>	Issue ID	Issue Name	Issue Date	Issue ID	Issue Name	Issue Date
			01	CONCEPT	7/3/2023	03	REVISED CONCEPT	2/10/2023



Drawing Title: LOCATION PLAN		Issue:
Scale: 1:5000	Drawing No: A0.01	DA
Date: 18/04/2024	Drawn by: JP	
Checked by: TB	Status: DA	

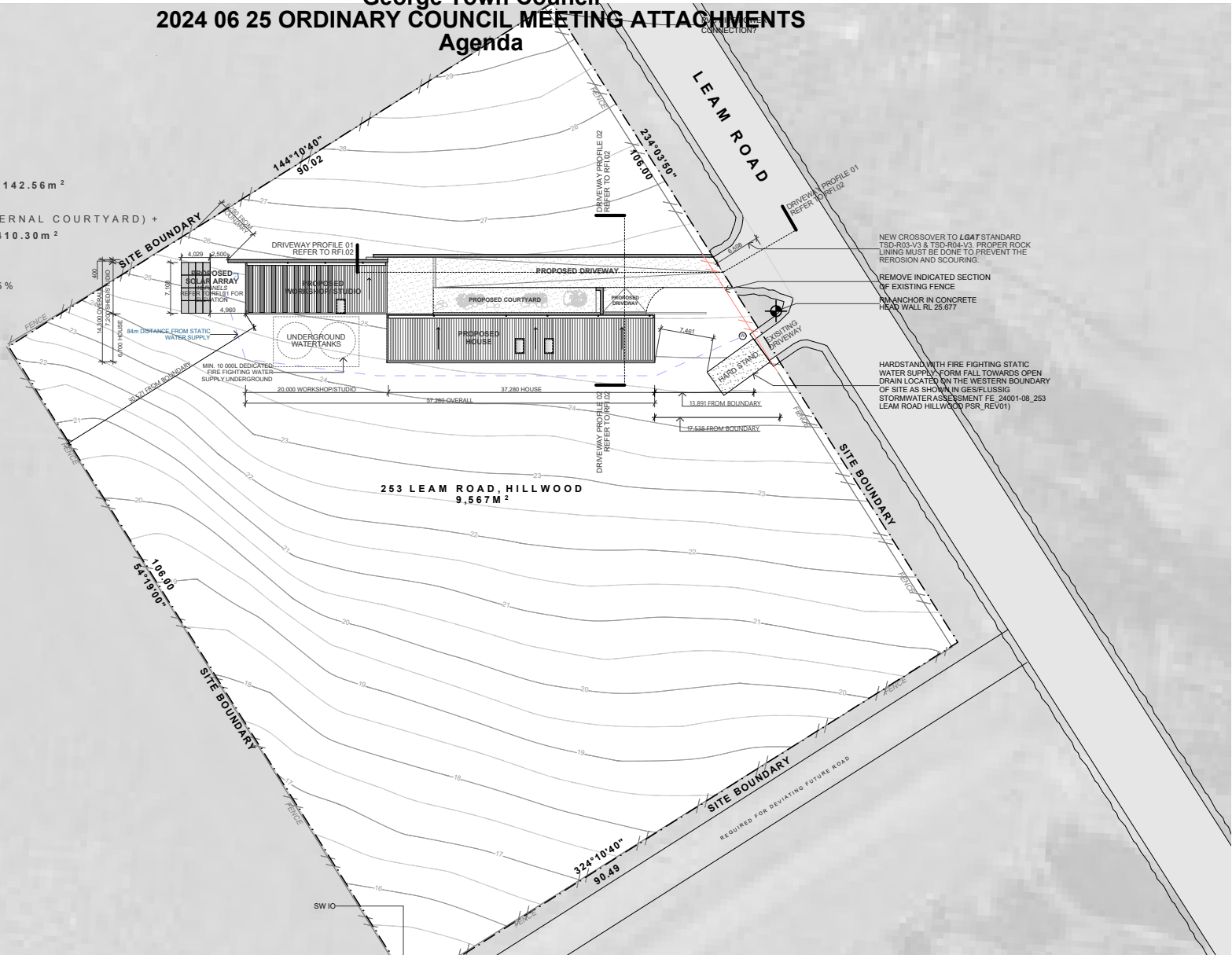
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LAND TITLE
VOLUME: 17459
FOLIO: 7

SCHEDULE OF AREAS
SITE AREA: 9,567 m²

PROPOSED WORKSHOP/STUDIO: 142.56 m²
PROPOSED HOUSE: 207.57 m²
SITWORK: 184.13 m² (WALL + INTERNAL COURTYARD) +
191.48 m² (DRIVEWAY + ENTRY) = 410.30 m²

TOTAL AREA OF WORK: 760.43 m²
PROPOSED SITE COVERAGE: 7.95 %



1:500 PROPOSED SITE PLAN

ROOM 11 Architects
20th Macquarie Street, South Hobart, TAS 7000
Tasmania 01 4224 8642
Email: info@room11.com.au Website: www.room11.com.au

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Project No: 2222
Client: PETER AND RUTH THOMSON
Project Name: LONG WALL
Project Address: 253 LEAM ROAD HILLWOOD TASMANIA

Issue ID	Issue Name	Issue Date	Issue ID	Issue Name	Issue Date
01	CONCEPT	7/03/2023			
02	CLIENT COMMENTS AND CHANGES	20/03/2023			
03	REVISED CONCEPT	21/06/2023			

Drawing Title: SITE PLAN
Scale: 1:500
Date: 18/04/2024
Drawn by: JP
Checked by: TB
Status: DA

Drawing No: A0.02
Issue: RFI

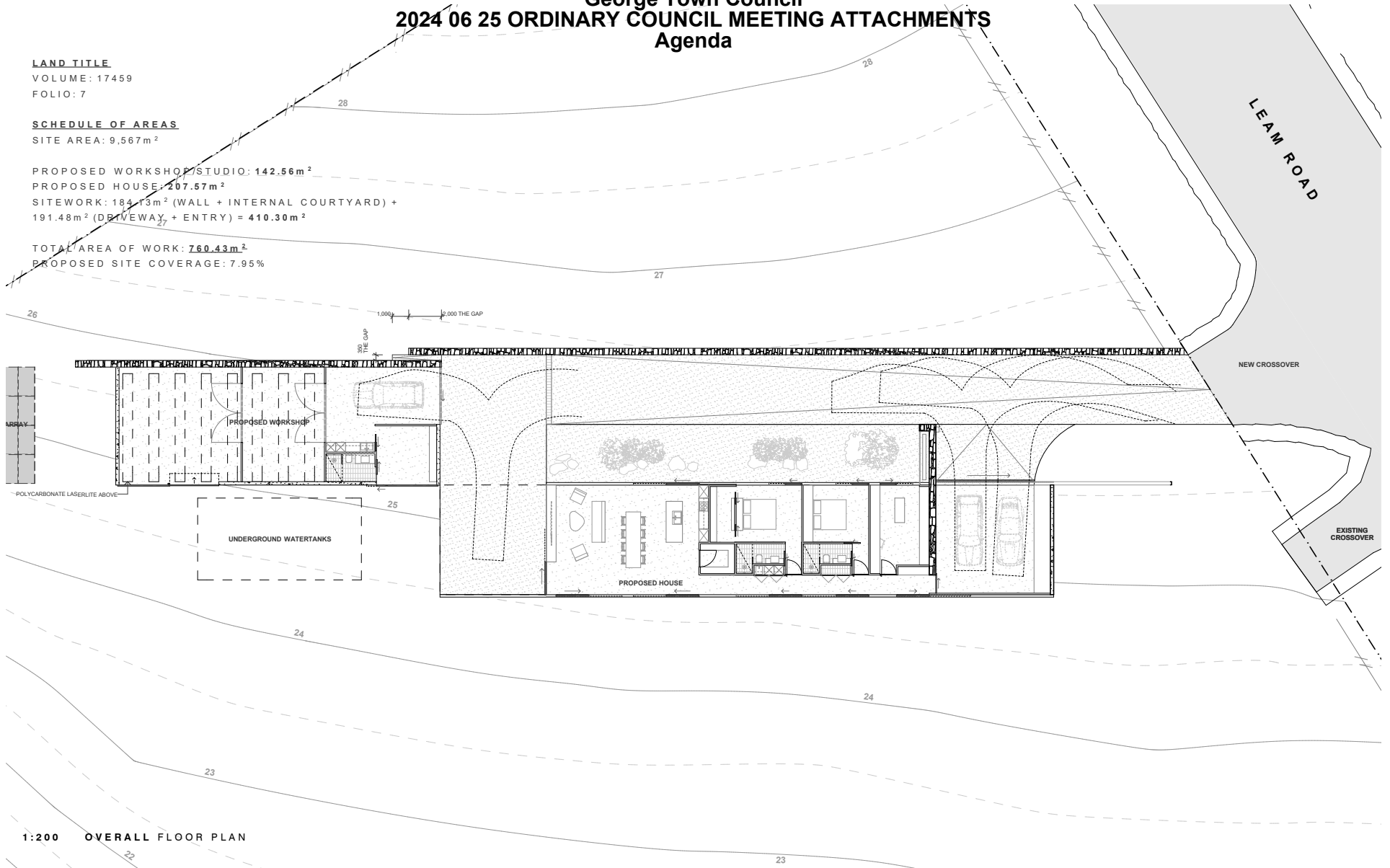
George Town Council 2024 06 25 ORDINARY COUNCIL MEETING ATTACHMENTS Agenda

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1:200 OVERALL FLOOR PLAN

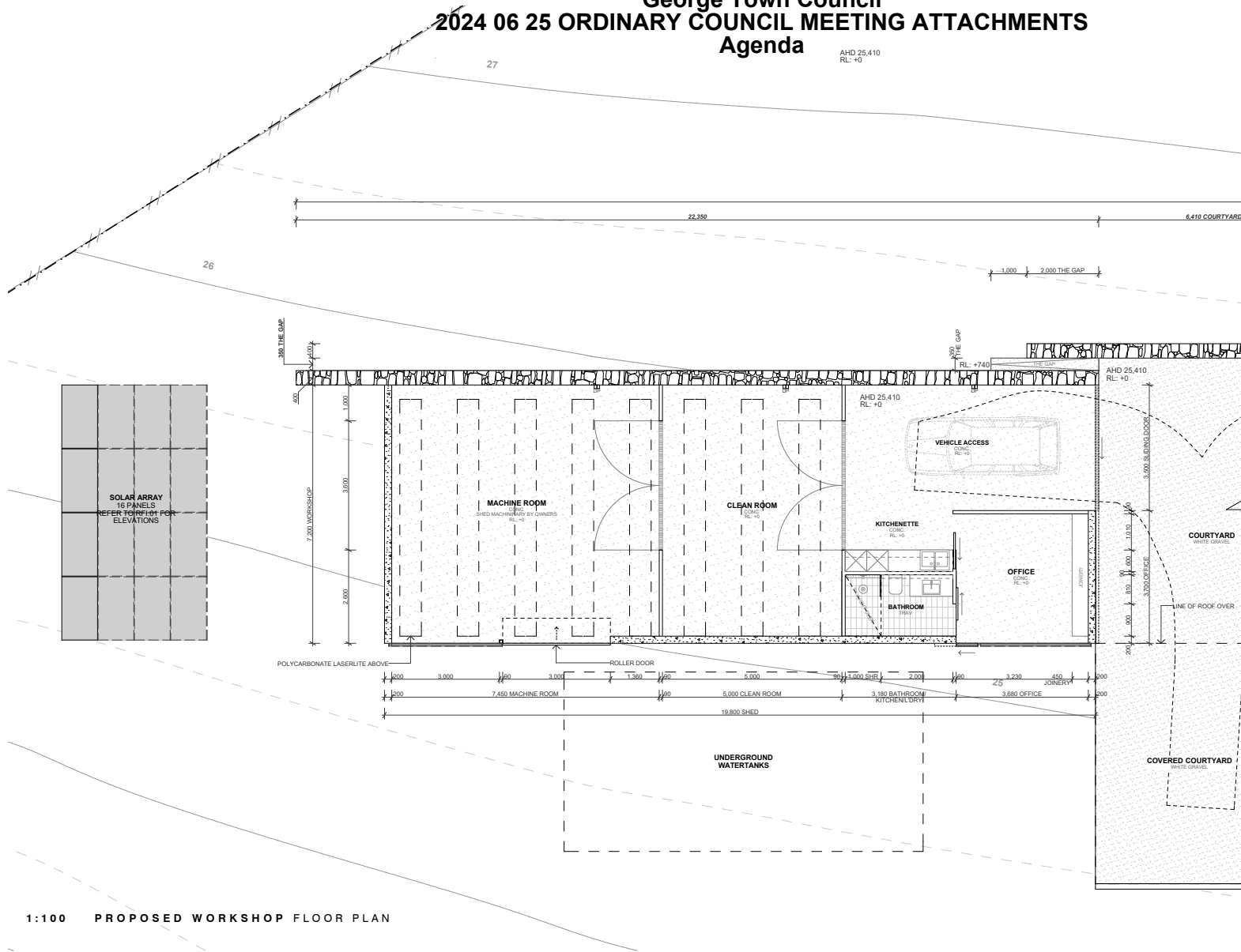
 <p>ROOM 11 Architects 20th Macquarie Street, South Hobart, TAS 7000 Tel: 03 6224 8642 Email: info@room11.com.au Website: www.room11.com.au</p>	<p>Drawings to be read in conjunction with specification by Room11 and all drawings and documents by engineers and subcontractors referred to in these plans. Contractors are to verify all dimensions on site before commencing any work or producing shop drawings. Larger scale drawings and further dimensions take precedence. DO NOT SCALE FROM DRAWINGS. These drawings are provided by the licensor under license and may not be copied or reproduced without the written permission of Room 11. ALL DISCREPANCIES TO BE BROUGHT TO THE ATTENTION OF THE AUTHOR.</p>	<p>Project No: 2222 Client: PETER AND RUTH THOMSON Project Name: LEAM WALL Project Address: 253 LEAM ROAD HILLWOOD TASMANIA</p>	Issue ID	Issue Name	Issue Date	Issue ID	Issue Name	Issue Date
			S3	REVISED CONCEPT	21/06/2023			





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Scale: 1:200	Drawing No: A1.01	Issue: DA
Date: 18/04/2024	Drawn by: JP	
Checked by: TB		
Status: DA		

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2024 06 25 ORDINARY COUNCIL MEETING ATTACHMENTS
Agenda**

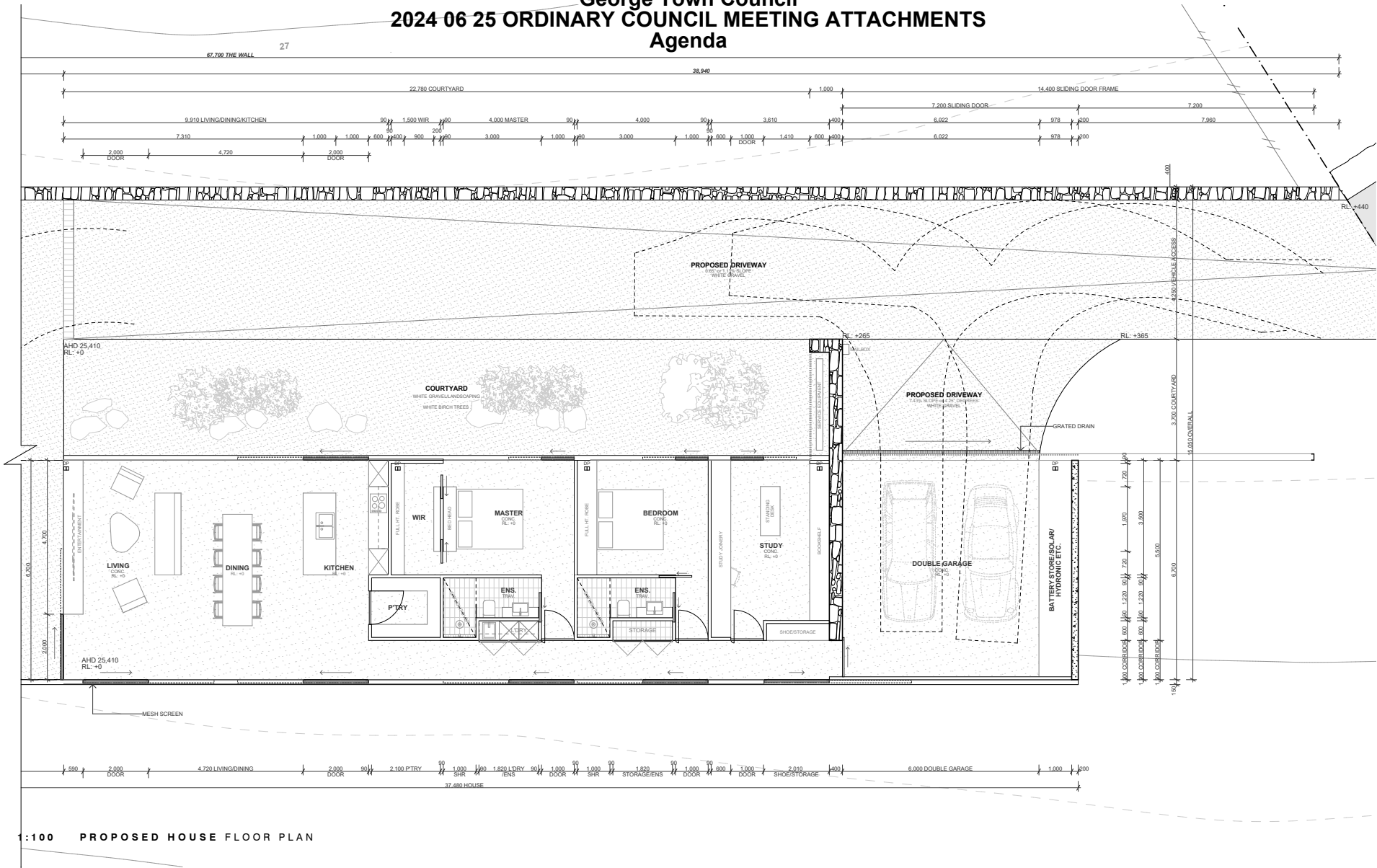
AHD 25.410
RL: +0



1:100 PROPOSED WORKSHOP FLOOR PLAN

 <p>ROOM 11 Architects 20th Macquarie Street, South Hobart, TAS 7000 Tel: 03 6224 8642 Email: info@room11.com.au</p>	<p>Drawings to be read in conjunction with specification by Room 11 and all drawings and documents by engineers and subcontractors referred to in these plans. Contractors are to verify all dimensions on site before commencing any work or producing shop drawings. Larger scale drawings and section drawings take preference. DO NOT SCALE FROM DRAWINGS. These drawings are protected by the laws of copyright and may not be copied or reproduced without the written permission of Room 11. ALL DISCREPANCIES TO BE BROUGHT TO THE ATTENTION OF THE AUTHOR.</p>	<p>Project No: 2222</p> <p>Client: PETER AND RUTH THOMSON</p> <p>Project Name: LONG WALL</p> <p>Project Address: 253 LEAM ROAD HILLWOOD TASMANIA</p>	Issue ID	Issue Name	Issue Date	Issue Name	Issue Date
			01	CONCEPT	7/03/2023		
02	COUNTY COMMENTS AND CHANGES	20/03/2023					
03	REVISED CONCEPT	21/06/2023					
							
<p>Drawing Title: PROPOSED WORKSHOP FLOOR PLAN</p> <p>Scale: 1:100 Drawing No: A1.02 Issue: DA</p> <p>Date: 18/04/2024</p> <p>Drawn by: JP</p> <p>Checked by: TB</p> <p>Status: DA</p>							

George Town Council 2024 06 25 ORDINARY COUNCIL MEETING ATTACHMENTS Agenda



1:100 PROPOSED HOUSE FLOOR PLAN

ROOM 11 Architects
20th Macquarie Street, South Hobart, TAS 7000
Tel: +61 8 03 4224 8642
Email: info@room11.com.au Website: www.room11.com.au

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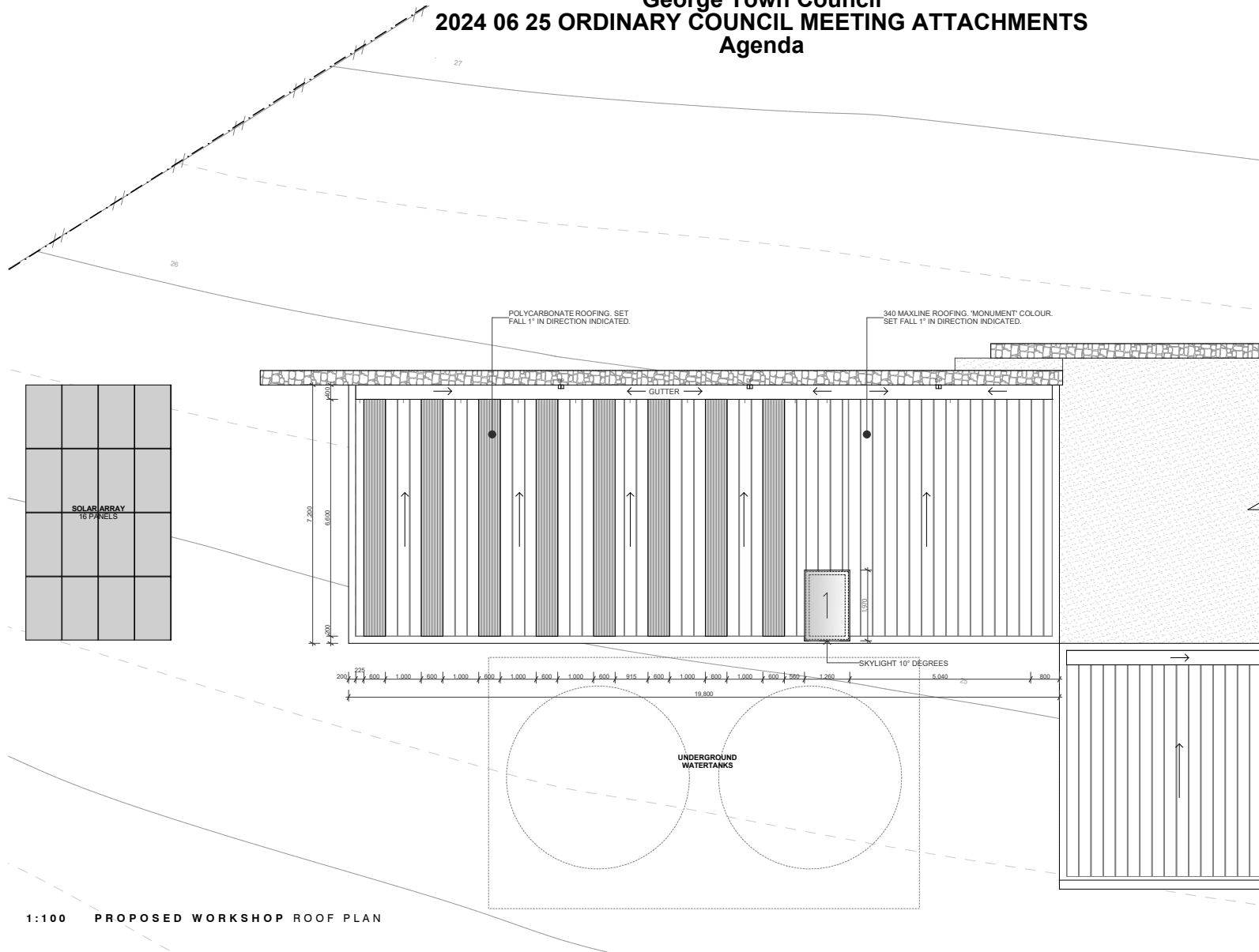
Project No: 2222
Client: PETER AND RUTH THOMSON
Project Name: LONG WALL
Project Address: 253 LEAM ROAD HILLWOOD TASMANIA

Issue ID	Issue Name	Issue Date	Issue ID	Issue Name	Issue Date
02	CLIENT COMMENTS AND CHANGES	30/03/2023			
03	REVISED CONCEPT	2/10/2023			



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Scale: 1:100
Date: 18/04/2024
Drawn by: JP
Checked by: TB
Status: DA

Drawing No: A1.03
Issue: DA

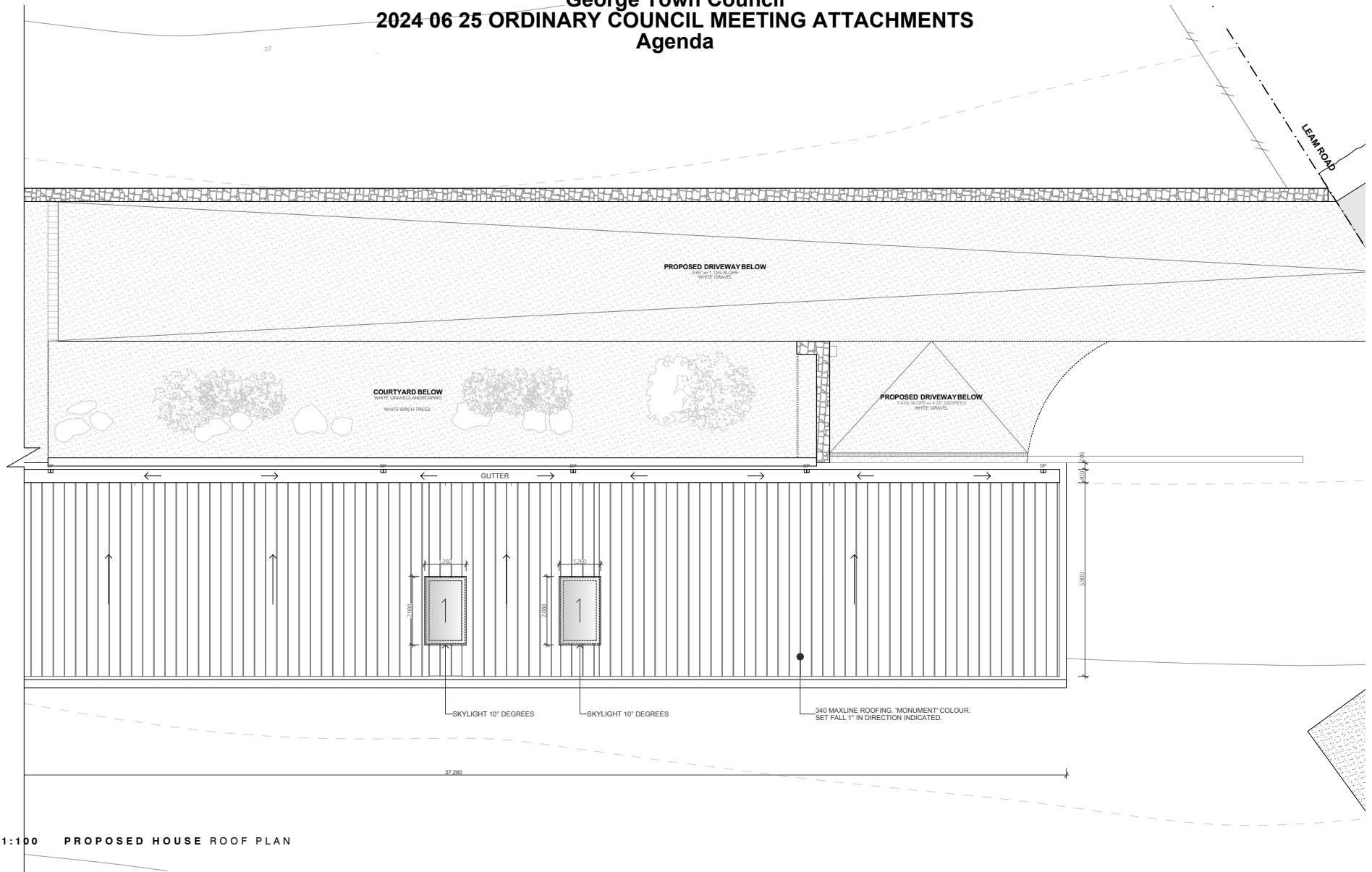
**George Town Council
2024 06 25 ORDINARY COUNCIL MEETING ATTACHMENTS
Agenda**



1:100 PROPOSED WORKSHOP ROOF PLAN

 <p>ROOM 11 Architects 20th Macquarie Street, South Hobart, TAS 7000 Tel: 03 6224 8642 Email: info@room11.com.au Website: www.room11.com.au</p>	<p>Drawings to be read in conjunction with specification by Room 11 and all drawings and documents by engineers and subcontractors referred to in these plans. Contractors are to verify all dimensions on site before commencing any work or producing shop drawings. Larger scale drawings and section drawings take preference. DO NOT SCALE FROM DRAWINGS. These drawings are provided by the issue of copyright and may not be copied or reproduced without the written permission of Room 11. ALL DISCREPANCIES TO BE BROUGHT TO THE ATTENTION OF THE AUTHOR.</p>	<p>Project No: 2222</p> <p>Client: PETER AND RUTH THOMSON</p> <p>Project Name: LONG WALL</p> <p>Project Address: 253 LEAM ROAD HILLWOOD TASMANIA</p>	<p>Issue ID Issue Name Issue Date Issue ID Issue Name Issue Date</p>		<p>Drawing Title: PROPOSED WORKSHOP ROOF PLAN</p> <p>Scale: 1:100 Drawing No: A1.04 Issue: DA</p> <p>Date: 18/04/2024 Drawn by: JP Checked by: TB Status: DA</p>													
			<table border="1"> <tr> <td>01</td> <td>CONCEPT</td> <td>7/03/2023</td> <td></td> <td></td> <td></td> </tr> <tr> <td>02</td> <td>CLIENT COMMENTS AND CHANGES</td> <td>20/03/2023</td> <td></td> <td></td> <td></td> </tr> <tr> <td>03</td> <td>REVISED CONCEPT</td> <td>23/06/2023</td> <td></td> <td></td> <td></td> </tr> </table>			01	CONCEPT	7/03/2023				02	CLIENT COMMENTS AND CHANGES	20/03/2023				03
01	CONCEPT	7/03/2023																
02	CLIENT COMMENTS AND CHANGES	20/03/2023																
03	REVISED CONCEPT	23/06/2023																

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Project No:
2222
Client:
PETER AND RUTH THOMSON
LONG WALL
Project Address:
253 LEAM ROAD HILLWOOD TASMANIA

Issue ID	Issue Name	Issue Date	Issue ID	Issue Name	Issue Date
02	CLIENT COMMENTS AND CHANGES	30/03/2023			
03	REVISED CONCEPT	21/06/2023			

Drawing Title: PROPOSED HOUSE ROOF PLAN

Scale: 1:100 **Drawing No.:** A1.05 **Issue:** DA

Date: 18/04/2024

Drawn by: JP

Checked by: TB

Status: DA