



GEORGE TOWN COUNCIL AGENDA

Notice is hereby given
that the next Ordinary Council Meeting
will be held on
Tuesday 27 May 2025

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.

1 PRESENT

1.1 APOLOGIES AND LEAVE OF ABSENCE

1.2 IN ATTENDANCE

2 CONFIRMATION OF MINUTES

2.1 ORDINARY COUNCIL MEETING HELD 29 APRIL 2025

RECOMMENDATION

That the Minutes of Council's Ordinary Meeting held on 29 April 2025 numbered 47/25 to 56/25 as provided to Councillors be received and confirmed as a true record of proceedings. (Attached)

DECISION

Moved:

Seconded:

VOTING

For:

Against:

3 LATE ITEMS

Nil.

4 DECLARATIONS OF INTEREST

5 PUBLIC QUESTION TIME

5.1 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.

5.2 PUBLIC QUESTIONS ON NOTICE

Nil.

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5.3 PUBLIC QUESTION TIME

Commenced at:

Concluded at:

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5.4 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.")



12 May 2025

Ms F. Hills

George Town TAS 7253

Email: fhills2@icloud.com

Dear Ms Hills,

Re: Ordinary Council Meeting 29 April 2025 – Public Question Time

Thank you for your interest in, and attendance at the 29 April 2025 Ordinary Council meeting which you raised the following question:

Q1. Was every school that used this pool in the last season charged these rates? How many school swimming carnivals were held and what was the total amount received to use the George Town pool for these in the past swimming season, October to March?

Response

Council charges all users. A total of seven carnivals were held during the pool season. Two local school carnivals, four from other municipalities and one for Tamar Primary School Sports Association. Total income for pool hires from carnivals was \$8,165.00. Total lifeguard wages cost for carnivals is approximately \$6,400.00.

Again, thank you for your question and engagement with Council proceedings.

Yours sincerely,

A handwritten signature in black ink, appearing to be 'Shane Power', written over a horizontal line.

**Shane Power
General Manager**

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15 May 2025

Mr John Glisson

Low Head TAS 7253

Dear Mr Glisson,

Re: Ordinary Council Meeting - 29 April 2025 – Public Question Time

Thank you for your interest in, and attendance at the 29 April 2025 Ordinary Council meeting which you raised the following question:

Q1. Can Council confirm that adequate stormwater drainage is going to be installed (at McKenzie Drive) to address the problem?

Response:

We appreciate your continued engagement and the opportunity to clarify the scope of works on McKenzie Drive.

As part of the upgrade, all properties along both sides of the road, where topography permits, will be provided with stormwater connection point. This includes the installation of kerb adaptors and 100mm PVC pipes to the property boundary, enabling downpipe connections where gravity flow is feasible.

For some properties currently discharging into swale drains their stormwater will be redirected into the new kerb and channel system, improving runoff management and reducing overland flow.

For some properties located downhill from the road that cannot achieve gravity connections, connections may be difficult to achieve.

The new drainage system has been professionally designed to accommodate runoff from the road and connected properties. Council is confident it will significantly improve drainage performance in the area.

Should you have any further questions, please contact Council.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Shane Power', written over a light blue circular stamp.

**Shane Power
GENERAL MANAGER**

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15 May 2025

Ms Jenny Baxter

Pipers River TAS 7252

Dear Ms Baxter,

Re: Ordinary Council Meeting 29 April 2025 – Public Question Time

Thank you for your interest in, and attendance at the 29 April 2025 Ordinary Council meeting which you raised the following question:

- Q1. Ms Baxter stated that she understands Pipers River Road is State Growth and that she is unaware whether Council has the ability to notify State Growth or Fulton Hogan who was spraying there today with no dye in their trucks. Ms Baxter acknowledged when the Council sprays or when they employ the contractor to spray that it is always dyed."

Response:

Council sent a request to the Department of State Growth (DSG) regarding the use of dye for roadside spraying. The Department confirmed the use of dye in any spraying of herbicide is not a requirement under the state roads maintenance contract. Council will continue its practice to use dye when spraying.

Yours sincerely,

**Shane Power
GENERAL MANAGER**

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.

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7 PLANNING AUTHORITY

Councils are a planning authority. Each council acts as the planning authority for their municipality. In this role, councillors consider development applications and make administrative decisions that are based on the council's planning scheme. While councillors are obliged to consider the community's views, this does not mean they can vote in favour of those views while fulfilling the role of a planning authority. Councillors must make planning decisions based on whether a planning application is consistent with the local planning scheme, even if members of the community object to the planning proposal.

7.1 DA 2024/108 - 381 SOLDIER SETTLEMENT ROAD, GEORGE TOWN - UTILITIES (SOLAR FARM)

REPORT AUTHOR:	Senior Town Planner - Mr J. Simons
REPORT DATE:	15/05/2025
FILE NO:	DA 2024/108
ATTACHMENTS:	<ol style="list-style-type: none">1. DA Package - DA 2024-108 - Reduced [7.1.1 - 869 pages]2. Flood Study - Cimitiere Creek Solar Farm [7.1.2 - 54 pages]3. 1 - Rep - Department of State Growth [7.1.3 - 2 pages]4. 2 - Rep - E Riley [7.1.4 - 3 pages]5. 3 - Rep - Tasrail [7.1.5 - 2 pages]6. 4 - Rep - V Jansen- Riley [7.1.6 - 2 pages]7. 5 - Rep - J Currant [7.1.7 - 13 pages]8. Applicants Response to Submissions [7.1.8 - 8 pages]

APPLICATION INFORMATION

Planning Instrument:	<i>Tasmanian Planning Scheme – George Town</i>
Applicant:	Sun Spot 9 Pty Ltd
Site Address:	381 Soldiers Settlement Road, GEORGE TOWN, with transmission lines across various titles terminating at 4289 East Tamar.
Titles Details:	C/T 43381/1, 154906/1, 139746/1, 154929/1, 107403/1, 154910/1, 135016/1, 154928/1, 43382/1, 104543/3, 156738/4, 11369/23, 30617/4, 30617/8, 86544/1, 251653/1 & 86544/3
Property ID:	Main property - 3456388
Zone:	Agriculture, Rural, General Industrial, Utilities, Open Space
Use:	Utilities
Proposed Development:	Solar Farm and Associated Transmission Line
Application Received:	23/12/2024

1. SUMMARY

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An application under Section 57 of *The Land Use Planning and Approvals Act 1993* has been received by Council for a Utilities (Solar Farm and Associated Transmission Line) at 381 Soldiers Settlement Road, GEORGE TOWN, and transmission across various titles (CT 43381/1, 154906/1, 139746/1, 154929/1, 107403/1, 154910/1, 135016/1, 154928/1, 43382/1, 104543/3, 156738/4, 11369/23, 30617/4, 30617/8, 86544/1, 251653/1 & 86544/3).

The development will include a 288 MW solar farm, covering approximately 454 Ha.

The solar farm is accompanied by approximately 6km of 110kV transmission line, connecting to the National Grid at the Bell Bay Substation. The line is proposed to be contained within a 50m wide easement.

Due to the extensive area covered by the proposal the documentation provided with the application is extensive. The information within this report is a basic summary only and the application documents should be referred to for a full description of the proposed use and development.

Five (5) representations were received during the advertising period. Two, from the Department of State Growth and TasRail relate to infrastructure crossing State Assets. In both cases there are additional processes the applicant is required to follow in order for this to occur, which sit outside of the planning approval process and allow the authorities to undertake a greater degree of scrutiny before works commence.

One representation raises validity concerns relating to part of the land being declared as a major project. Council has received legal advice which does not support this assertion.

Two community members also made submissions. One largely relates to the use of Musk Vale Road. The matters raised are largely of a civil nature, however, some aspects relating to access and road conditions can be addressed through conditions. The other relates to noise and habitat impacts and visual amenity. The application includes a Landscape and Visual Impact Assessment, Noise Assessment and Natural Assets Assessment which demonstrates the impacts of the proposal are reasonable.

With appropriate conditions, the application complies with the applicable standards of the planning scheme and is recommended for approval.

2. STRATEGIC PLAN

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

Future Direction Four- Leadership and Accountable Governance

33. Fair and open planning regulatory processes

- i. There is community knowledge and understanding of planning and regulatory responsibilities and processes

3. CONSULTATION

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In accordance with section 57(5) of The Land Use Planning and Approvals Act 1993, the application was advertised for public comment for the period of 14 days. Five (5) representations were received including one (1) late representation and are further discussed in the assessment below.

It is noted that the applicants undertook extensive consultation prior to submission.

4. RISK IMPLICATIONS

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

5. FINANCIAL IMPLICATIONS

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

6. SITE AND LOCATION

The proposed solar farm is located at 381 Soldiers Settlement Road, GEORGE TOWN, and transmission across various titles (CT C/T 43381/1, 154906/1, 139746/1, 154929/1, 107403/1, 154910/1, 135016/1, 154928/1, 43382/1, 104543/3, 156738/4, 11369/23, 30617/4, 30617/8, 86544/1, 251653/1 & 86544/3). The site comprises six titles and spans Soldiers Settlement Road.

Currently the land is used for agricultural purposes, predominately dry grazing. The area to be occupied by solar panels is largely cleared of vegetation and converted to pasture.

The property also contains two dwellings, outbuildings and other farm infrastructure, largely concentrated to the west of Soldiers Settlement Road.

The land is in the Agriculture Zone. The land surrounding the site to the north, east and west is also in the Agriculture Zone and predominately used for grazing. The land to the south is in the Rural Zone and generally retains native vegetation cover.

The site is undulating, however, there are few topographical features of significance. Cimitiere Creek passes through the property.

The land is not serviced by reticulated water, sewerage or stormwater. Access to the property is from Soldiers Settlement Road.

The proposed transmission line will largely traverse private property from the subject title to the Bell Bay Sub Station. The alignment will span Soldiers Settlement Road, Bridport Road, the East Tamar Highway and the State Rail Corridor. The alignment will also pass through Lauriston Park, passing over the existing mountain bike trail network.

The transmission line will pass through the Agriculture Zone, Rural Zone, Utilities Zone and the Open Space Zone.

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Figure 1: Locality Plan – solar farm outlined in orange and transmission line route in yellow (Envoca 2024).

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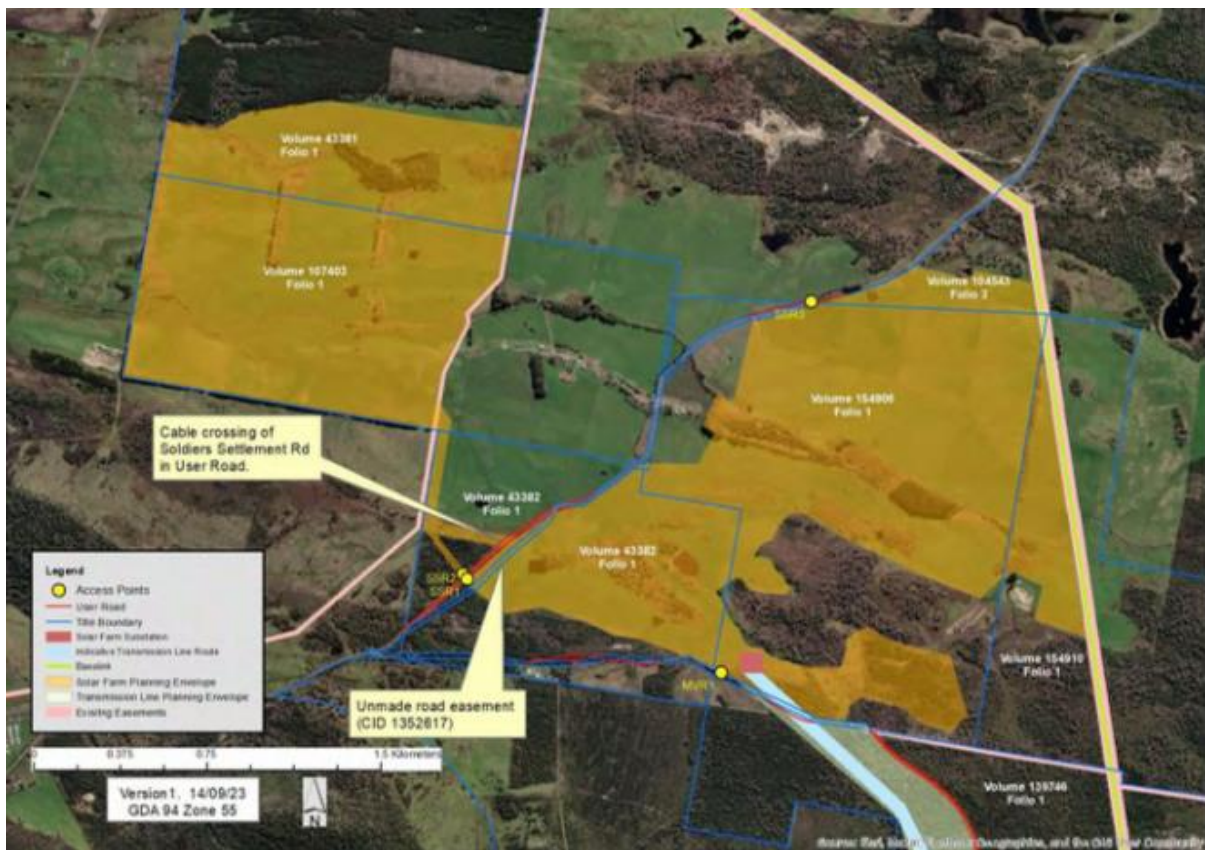


Figure 2: Site Plan showing the extent of the solar farm in orange (Envoca, 2024)

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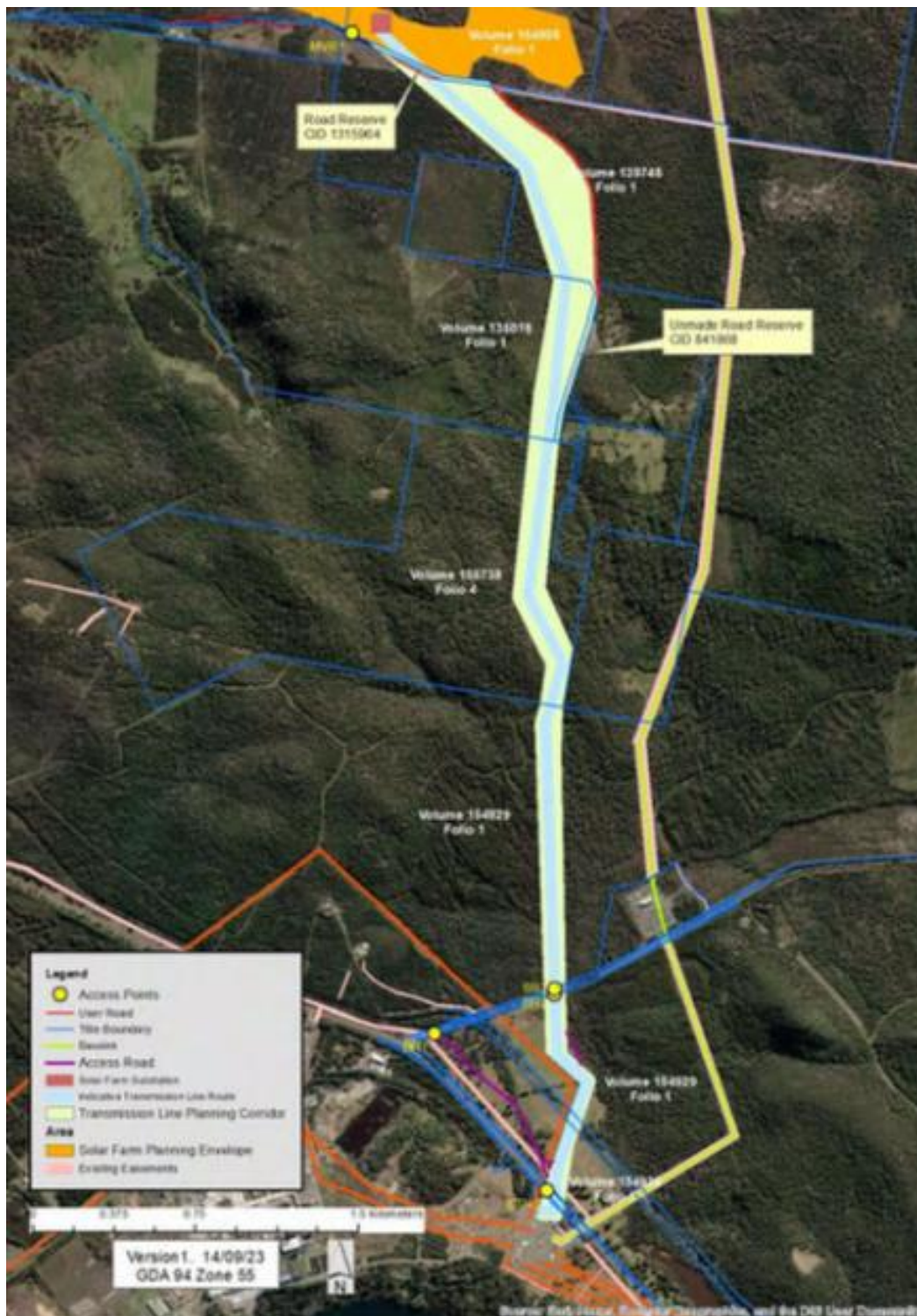


Figure 3: Site Plan showing the transmission line corridor in blue (Envoca, 2024)

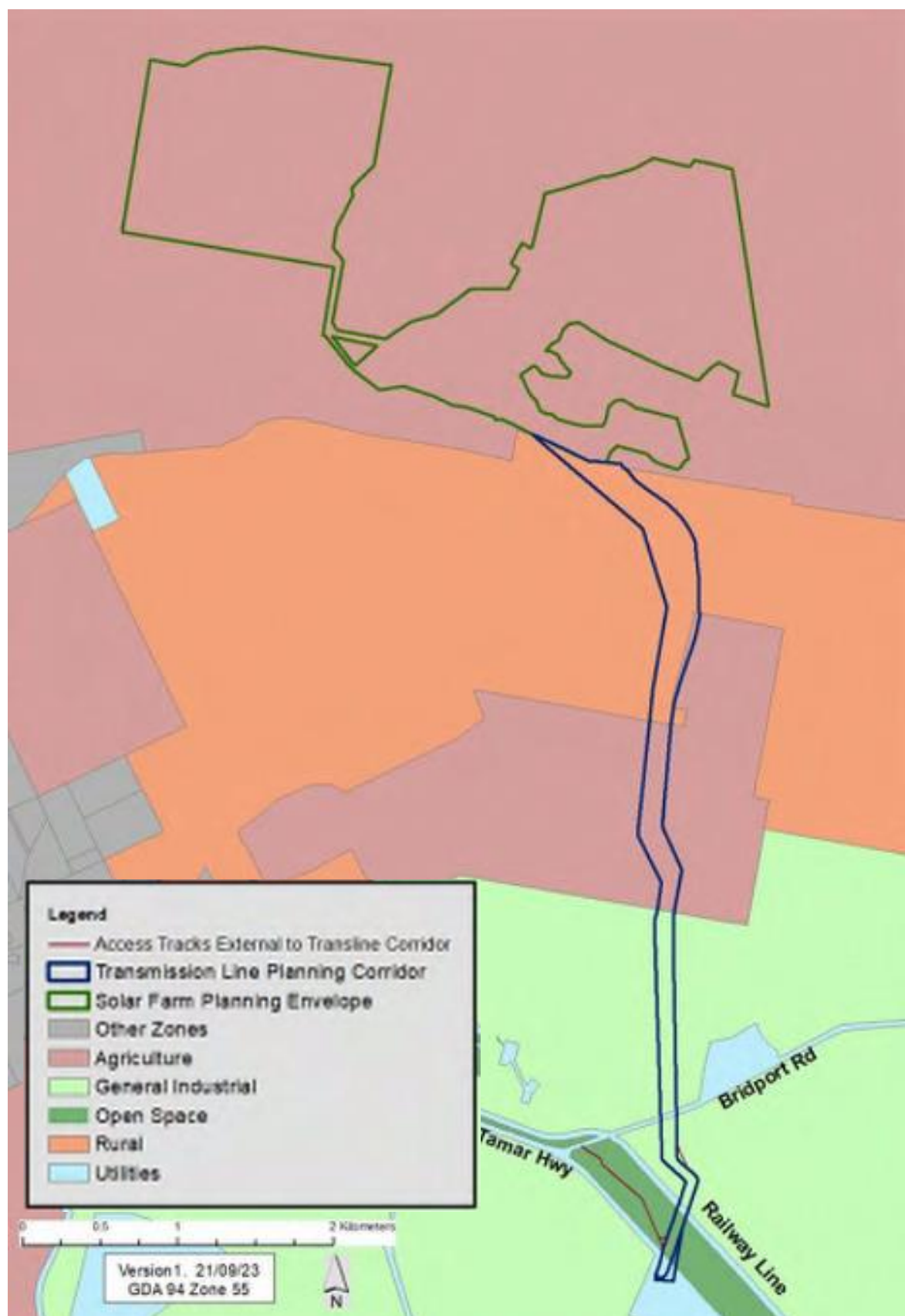


Figure 4: Zoning of subject land (excluding transmission route), outlined in blue.

7. DEVELOPMENT AND USE DESCRIPTION

The application seeks approval for the use and development of the site at 381 Soldiers Settlement Road, GEORGE TOWN, and transmission across various titles (CT C/T 43381/1, 154906/1, 139746/1, 154929/1, 107403/1, 154910/1, 135016/1, 154928/1, 43382/1, 104543/3, 156738/4, 11369/23, 30617/4, 30617/8, 86544/1, 251653/1 & 86544/3) for Utilities (Solar Farm and Associated Transmission Line).

The development will include a 288 MW solar farm, covering approximately 454 Ha of land, with approximately 600,000 photovoltaic panels. The panels will have a maximum height of 3m and will be ground mounted on single axis tilt panels which will follow the axis of the sun as it moves across the sky. The approximate layout and typical panel appearance can be seen in Figures 5 and 6 below.

The solar farm is accompanied by approximately 6km of 110kV, double circuit, transmission line, up to 38m in height. The line is proposed to be contained within a 50m wide easement, which will also contain an access track. The line will largely pass through private property, crossing Bridport Road to the west of the Bridport Road Substation, passing through Lauriston Park, and crossing the East Tamar Highway to connect to the Bell Bay Substation. The typical appearance of the transmission lines can be seen in Figure 7 (below).

In addition to the solar panels and transmission line, works associated with the solar farm also include:

- Power conversion units (inverters),
- 33 kV collector network of underground cables,
- Solar farm substation (110/33 kV)
- Security fence,
- Control building,
- 2 x 20,000 L water tanks for firefighting,
- Internal roads,
- Access points off public roads.

Indicative plans of the substation layout, control building and security fence can be seen in Figures 8, 9 and 10 (below).

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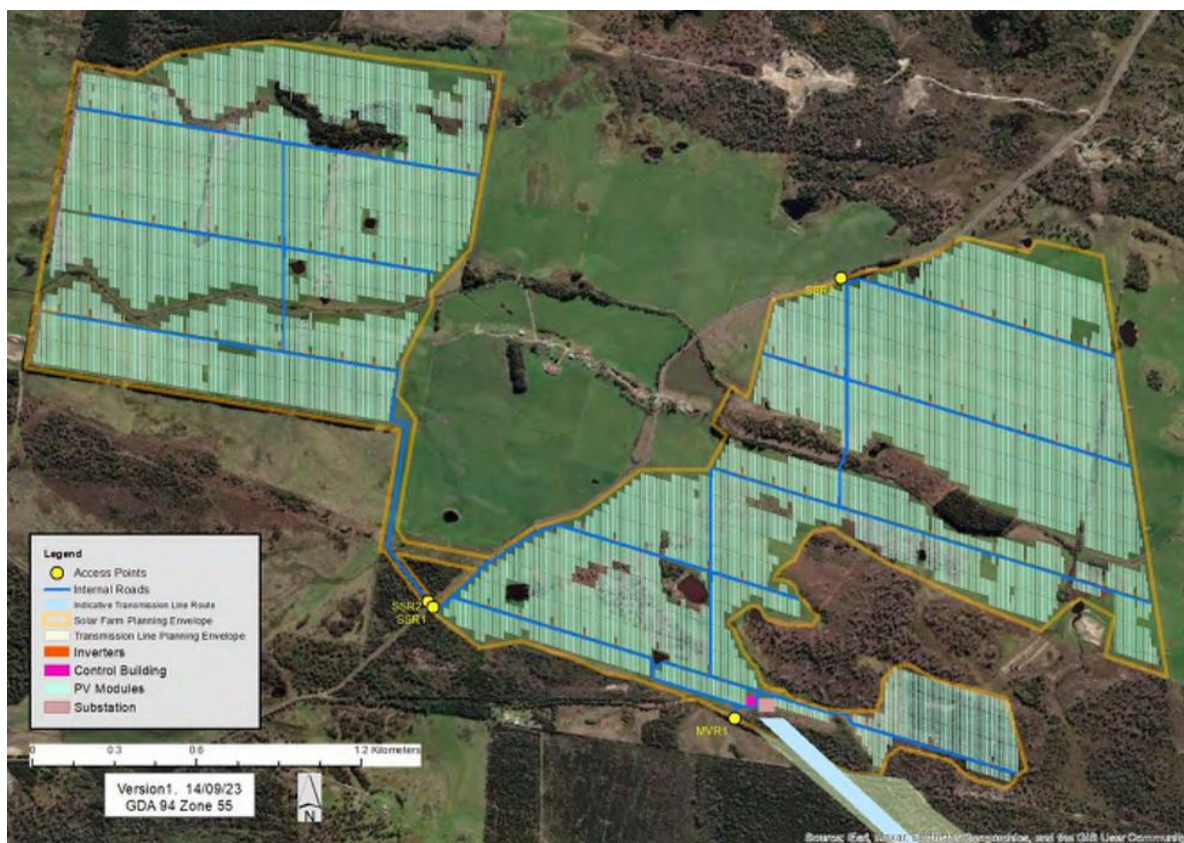


Figure 5: Proposal Plans (Envoca, 2024)



Figure 6: Typical solar array (Envoca, 2024)



Figure 7: Typical double circuit pole transmission line (Envoca, 2024)

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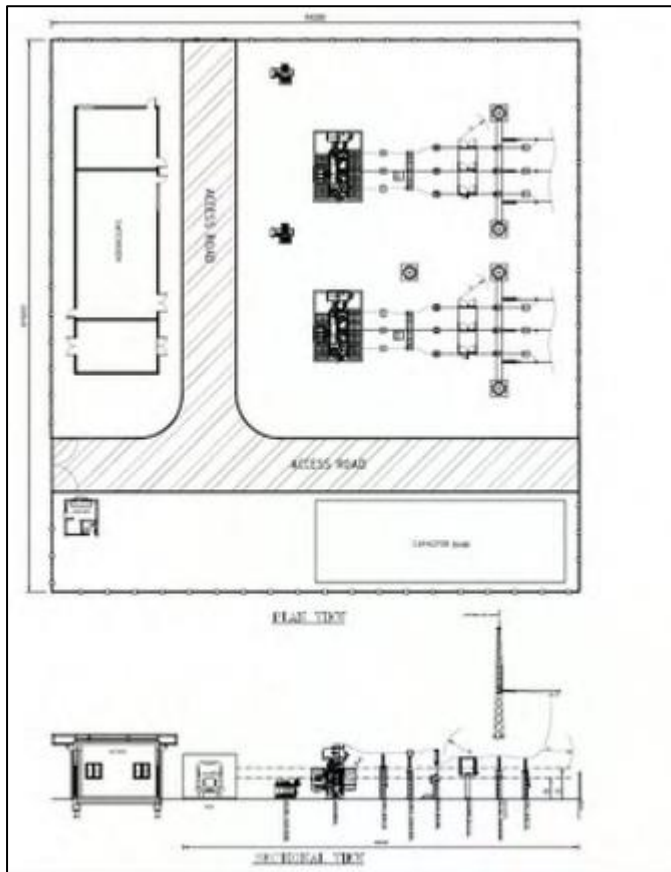


Figure 8: Substation layout (Envoca, 2024)

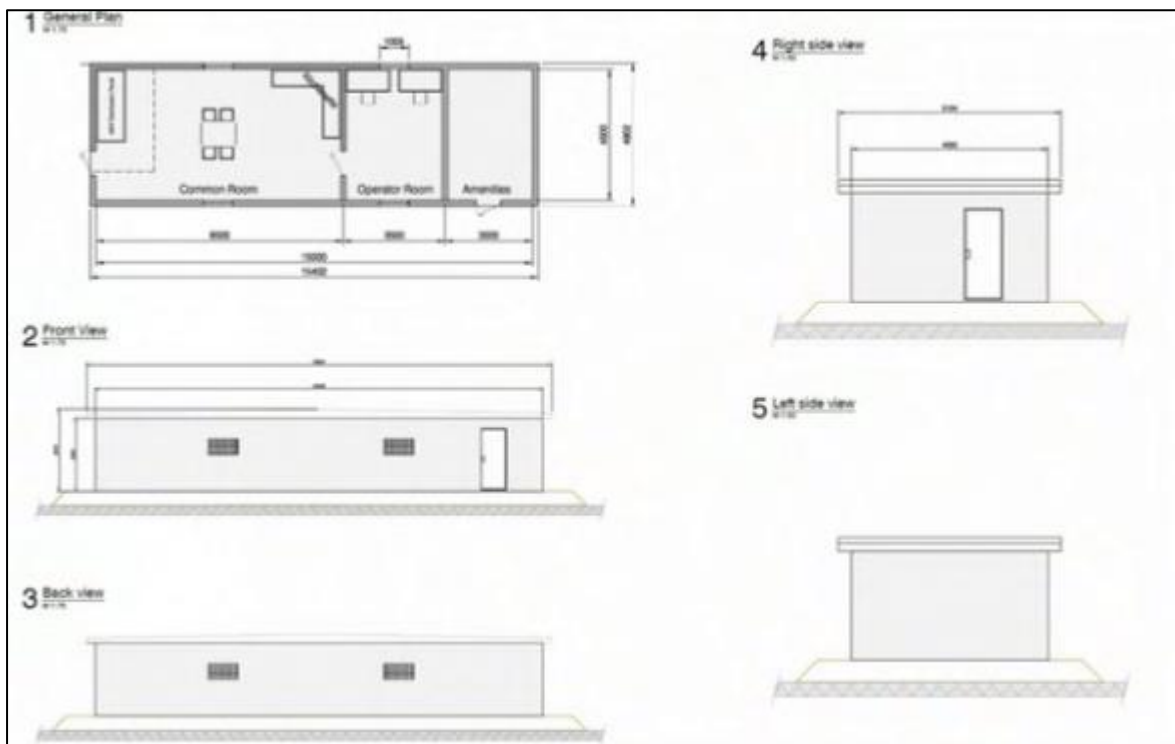


Figure 9: Control Building Elevations (Envoca, 2024)



Figure 10: Typical security fence construction (Envoca, 2024)

The full plans submitted are included in the attachments.

8. REPRESENTATIONS

The application was advertised for community consultation from 05/04/2025 to 23/04/2025. During this time four (4) representations were received and are summarised below.

An additional representation from State Growth was received outside of the advertising period. It is recommended that Council give consideration to the matters raised.

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

Issues Raised in Representations	Council Response
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<p>Heat island effect causing fluctuations in temperature and humidity.</p>	<p>The applicant has acknowledged that solar farms do create a localised heat island effect. This effect dissipates within 18m of the panels and is unlikely to have adverse impacts outside of the development area.</p> <p>The low mass of the panels means the effect is limited to daylight hours.</p> <p>The heat island effect is generally an urban issue, as the heat stored in buildings and other high mass infrastructure, in proximity to where people live, can result in health impacts and increase the load on utilities. In the absence of residents the localised effect does not result in the same broad impacts.</p> <p>Shade generated by the panels will provide cooler temperatures at ground level for livestock.</p>
<p>Proximity to residents and Bellbuoy Beach – loss of visual amenity.</p>	<p>The proposed development will have some visibility from Old Aerodrome Road and Soldiers Settlement Road.</p> <p>The application includes a detailed landscape and visual impact assessment.</p> <p>The assessment generally recommends that existing vegetation aligning with the road frontages be retained.</p> <p>Additional screening planting is recommended along the south side of Soldiers Settlement Road, to mitigate the visual impact of the panels in close proximity to the road.</p> <p>With respect to Old Aerodrome Road, there is separation of approximately 480m between the road and the boundary of the subject site. Existing boundary vegetation within the subject site provides a visual screen between the panels and the road. The land is relatively flat and does not command an elevated position that would render intermittent vegetation ineffective. Views of the site will be fleeting and the</p>

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	<p>proportion of the view that will be occupied by the panels is low. While the panels will be visible, the combination of the above factors the potential visual impact of the proposal is low.</p> <p>The Landscape and Visual Impact Assessment, including recommendations is recommended for endorsement. However, no further conditions are warranted.</p>
Proximity to residents and Bellbuoy Beach – noise impacts.	<p>The application includes a Noise Assessment prepared by a suitably qualified acoustic consultant.</p> <p>Primary noise impacts during operation are likely to occur from the inverter and transformers, located in the substation to the south of the site.</p> <p>The Environment Management and Pollution (Noise) Regulations 2016 prescribes noise limits for fixed plant as follows:</p> <p><i>A person must not operate fixed equipment on any premises –</i></p> <p><i>(a) from 7.00 a.m. until 10.00 p.m., if the fixed equipment, when so operated, emits noise that is greater than 45dB(A); or</i></p> <p><i>(b) from 10.00 p.m. until 7.00 a.m., if the fixed equipment, when so operated, emits noise that is greater than 40dB(A).</i></p> <p><i>as measured at the nearest sensitive receptor.</i></p> <p>As such a goal of 40db was applied for operational noise for all dwellings and a goal of 50dB is applied for construction noise.</p> <p>The assessment demonstrates that noise impacts during operation will be less than 30dB for all dwellings at all</p>

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	<p>times and that the highest predicted noise level associated with construction will be 48dB at 70 Musk Vale Road. These thresholds are considered reasonable and are unlikely to cause an environmental nuisance for nearby residents.</p> <p>Noise generated by the development is unlikely to be perceivable from Bellbuoy Beach or other townships.</p>
Electro-magnetic impacts on health, television and phone reception.	<p>General day to day use of electricity exposes us to low frequency Electromagnetic Fields (EMFs), which emit low levels of radiation. These are not considered to be a risk to human health.</p> <p>Australia has established acceptable limits with respect to EMFs.</p> <p>The applicant has advised that the proposed infrastructure operates at 50 Hertz with extremely low frequency EMFs that occupy the lower part of the electromagnetic spectrum in the frequency range of 0 – 3000 Hertz.</p> <p>The current international standard for human exposure limit to magnetic field levels is 2000 milligauss (mG) set by the International Commission on Non-Ionizing Radiation Protection (ICNIRP) in 2010. This standard is recommended by APRANSA, the the Australian Government's primary authority on radiation protection and nuclear safety.</p> <p>Transmission lines generally emit 10-50mG at the edge of the transmission line easement and 20-200mG directly under the transmission line, which is significantly below the international standard for human exposure limit.</p> <p>No further conditions are considered warranted.</p>
Habitat loss and disruption of ecosystems.	<p>The application includes a detailed flora and fauna assessment which considers vegetation removal in the transmission corridor. This assessment confirms that the removal of the vegetation is unlikely to</p>

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	<p>impact species distribution or viability in the bio-region.</p> <p>While tall trees will be removed, the remote nature and large volumes of ground level vegetation retained within transmission easements is unlikely to act as a barrier to native fauna movements.</p>
Condition and improvement of Musk Vale Road.	<p>Council currently maintains approximately 2.43km of Musk Vale Road. Beyond this point the road crosses Crown Land and is not managed by Council.</p> <p>The applicant has committed to upgrades for that section of road maintained by Council.</p> <p>It is recommended that a condition assessment be undertaken for the full length of Musk Vale Road, including the sections not managed by Council, prior to the commencement of works. The applicant is to be responsible for any damages which can reasonably be attributed to the development.</p>
<p>Access to property during construction.</p> <p>Actions to minimise unauthorised access.</p>	<p>A number of properties are accessed from Musk Vale Road, some include formal right's of way and some are informal. The applicant has indicated that use of the driveway to Mr Currant will not be required, however infrastructure will need to pass over it.</p> <p>It is recommended that access to private property be addressed in the Construction Traffic Management Plan to be submitted to Council, outlining the procedure for ensuring access is maintained and alerting land owners to intermittent road closures.</p> <p>It is the responsibility of the land owner to secure their property from trespassers.</p> <p>Any damage caused to private property by the applicant during construction is the responsibility of the applicant, however,</p>

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	Council does not play a role in civil claims for damages.
The proposed Solar Farm is partially located on land to which the major project declaration relates for the Bell Bay Wind Farm. Once a major project is declared, the LUPAA Act limits the issue of permits on related land to uses and developments which is not substantially the same as the major project. The limitation is imposed through Section 60S(1)	<p>Council has sought legal advice with respect to this matter.</p> <p>The advice indicates that section 60S does not impose a prohibition on a permit being issued. It imposes an obligation on a person not to undertake use and development on land.</p> <p>Both applications being for electricity generation does not elevate them to being the same as or substantially the same as the declared major project. The proposed solar farm is not the same as or substantially the same as the major project.</p> <p>Contrary to the intent suggested in the representation, parliamentary commentary relating to the 2022 amendment of Section 60 S indicates the intent is to prevent a use or development declared as a major project from pursuing a different planning application process. It is explicitly stated that it is not the intent to prevent unrelated developments from receiving a permit or being developed on the same land as a major project.</p> <p>Based on Council's legal advice, the application is a valid application with respect to Section 60 (S) and Council must proceed to a decision.</p>
TasRail – Additional approval required from State Growth prior to any work occurring within the State Rail Network.	It is recommended that the matters raised by TasRail be included in a note on the permit.
State Growth – Bridport Road and East Tamar Highway are Limited Access Roads.	<p>Council has no involvement in decisions around access to State Roads.</p> <p>This is managed by the Department of State Growth, in accordance with the <i>Roads and Jetties Act 1935</i>. Issuing of a planning permit does not negate the need for the applicant to comply with this act and obtain a permit from State Growth.</p> <p>It is recommended that the matters raised by State Growth be included in a note on any permit issued.</p>
State Growth - Land slip risk assessment does not adequately	State Growth has identified the location of

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<p>address risks associated with the transmission corridor.</p>	<p>potential landslip failures that may potentially be located in the transmission line corridor. The submission also identifies a lack of information in the report relating to the assessment of risk and over reliance on the mapped landslip hazard bands.</p> <p>Council is reliant on mapping to inform the application of natural hazard codes. The matters identified by the Department of State Growth generally require a detailed expert knowledge of geology and landslip science.</p> <p>The applicant has advised that the landslip risk assessment undertaken as part of the development application did not incorporate all regional data available. Due to the very low risk of landslip indicated for the project at the site level, it was considered sufficient for the level of risk involved.</p> <p>However, in their response to the representations the applicant has committed to undertaking site-specific land slip risk assessments as the specific tower locations are confirmed.</p> <p>State growth has not provided any specific advice that the risk is greater than that asserted by the qualified consultant.</p> <p>Accepting the expertise and concerns raised by the Department of State Growth, it is recommended that a condition be placed on the permit requiring an updated landslip risk assessment, including site-specific assessments for each tower, be submitted once final siting has been confirmed and prior to the commencement of works.</p>
<p>State Growth – Permits Required for Oversize/Overmass vehicle movements on State Roads.</p>	<p>The approval of Oversize/Overmass vehicles on State Roads is subject to a separate approval process undertaken by the Department of State Growth.</p> <p>Approval of a planning permit does not remove the applicant's obligations to gain approval from the Department of State Growth prior to Oversize/Overmass vehicle movements occurring.</p> <p>It is recommended a note be included on the permit, however, the lack of existing</p>

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	approval is not grounds for refusal of the application.
TasNetworks – insufficient information relating to connection to the grid and proximity to TasNetworks Infrastructure.	<p>Additional information has been requested by TasNetworks relating to the proximity of the development to existing TasNetworks Infrastructure in the vicinity of Lauriston Park.</p> <p>The applicant has been assigned a liaison at TasNetworks and is fully aware of the information requested. However, detail to the level requested by TasNetworks has not been prepared to date.</p> <p>A condition has been included on the permit requiring the preparation of detailed plans and provision to TasNetworks.</p> <p>It is noted that connection to the grid cannot occur without the approval of TasNetworks.</p>

9. STATUTORY REQUIREMENTS

The assessment of this development is dealt with under the *Tasmanian Planning Scheme – George Town*.

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

9.1 Use Class

The application is classified as Utilities. The definition of the Utilities use as outlined in the *Tasmanian Planning Scheme – George Town* is:

use of land for utilities and infrastructure including: (a) telecommunications; (b) electricity generation; (c) transmitting or distributing gas, oil, or electricity; (d) transport networks; (e) collecting, treating, transmitting, storing or distributing water; or (f) collecting, treating, or disposing of storm or floodwater, sewage, or sullage. Examples include an electrical sub-station or powerline, gas, water or sewerage main, optic fibre main or distribution hub, pumping station, railway line, retention basin, road, sewage treatment plant, storm or flood water drain, water storage dam and weir.

The Utilities Use Class is classified as a Discretionary use in the Agriculture Zone. The proposal also relies on Performance Criteria and is subject to the discretionary application process.

9.2 Planning Scheme Assessment

Please see Attachment 1 for a full planning assessment against all of the relevant Acceptable Solutions of the Planning Scheme.

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The Zone Purpose and those aspects of the development which require Council to exercise discretion are outlined and addressed in the following tables. The Performance Criteria outlines the specific things that Council must consider in exercising its discretion and determining whether to approve or refuse an application.

In cases where Council considers an application does not comply with the relevant Performance Criteria the use of conditions to achieve compliance should always be considered prior to refusal of the application.

Zone Purpose Assessment

19.0 General Industrial Zone

19.1 Zone Purpose
<p>The purpose of the General Industrial Zone is:</p> <p>19.1.1 To provide for manufacturing, processing, repair, storage and distribution of goods and materials where there may be impacts on adjacent uses.</p> <p>19.1.2 To provide for use or development that supports and does not adversely impact on industrial activity.</p>
<p>Planner's Response:</p> <p>The proposed use and development supports the development and growth of industrial uses within the Bell Bay Advanced Manufacturing Zone. Electricity is one of the principle requirements of industrial processes and the supply is one of the primary attractors for manufacturing and processing industries in Bell Bay.</p> <p>The proposed transmission corridor has a relatively small footprint and will not unreasonably convert or alienate General Industrial land.</p> <p>The proposed use and development is compatible with the purpose of the General Industrial Zone.</p>

20.0 Rural Zone

20.1 Zone Purpose
<p>The purpose of the Rural Zone is:</p> <p>20.1.1 To provide for a range of use or development in a rural location:</p> <p>(a) where agricultural use is limited or marginal due to topographical, environmental or other site or regional characteristics;</p> <p>(b) that requires a rural location for operational reasons;</p> <p>(c) is compatible with agricultural use if occurring on agricultural land; and</p> <p>(d) minimises adverse impacts on surrounding uses.</p> <p>20.1.2 To minimise conversion of agricultural land for non-agricultural use.</p> <p>20.1.3 To ensure that use or development is of a scale and intensity that is appropriate for a rural location and does not compromise the function of surrounding settlements.</p>

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Planner's Response:

The proposed transmission line will cross land located within the Rural Zone. The development is considered to be consistent with the intent of the zone. The land is marginal land, being Class 4 to Class 6 and is largely vegetated due to agricultural constraints.

The rural location is necessary for operational reasons. The proposed solar farm requires a significant area, which is generally only available in the Rural and Agriculture Zones. The transmission line is reasonably required to convey electricity from this remote location to the network.

The transmission line will not have a significant impact on agriculture. The footprint of the transmission towers is minimal and agriculture can continue underneath with minimal interruption. However, it is also noted that the Rural Land along the route is largely unimproved and retains a mix of native scrub and forest. Minimal rural zoned land will be converted to non-agricultural uses.

The proposed use and development is of a scale and nature that necessitates a rural location and does not compromise the function of the surrounding settlements.

The development, as proposed, does not compromise the agricultural potential of Rural Zoned land and a rural location is reasonably justified for operational reasons. The proposal is consistent with the purpose of the Rural Zone.

21.0 Agriculture Zone

21.1 Zone Purpose

The purpose of the Agriculture Zone is:

21.1.1 To provide for the use or development of land for agricultural use.

21.1.2 To protect land for the use or development of agricultural use by minimising:

- (a) conflict with or interference from non-agricultural uses;
- (b) non-agricultural use or development that precludes the return of the land to agricultural use; and
- (c) use of land for non-agricultural use in irrigation districts.

21.1.3 To provide for use or development that supports the use of the land for agricultural use.

Planner's Response:

The proposed development is considered to support the use of the subject land for agriculture. The subject land is not identified as prime agricultural land, having a land capability ranging from Class 4 to Class 6 (field verified). These land capability classes relate to marginal land, primarily suitable for grazing through to land with severe limitations for agriculture. This is consistent with the existing use of the land.

The application demonstrates that sheep grazing will continue on the site and is encouraged for vegetation maintenance, with minimal loss in productivity. Access between the rows of panels will allow farm vehicles to continue maintenance activities such as, spraying and fertilizing.

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While some drop in productivity is likely, it is not considered to be significant. The proposal offers an opportunity to diversify the use of marginal land, providing an additional income stream to support ongoing agriculture activities on the remainder of the property. It is also noted that the proposed fencing, and reduced moisture loss resulting from the panel cover, can assist to reduce costs associated with ongoing grazing.

The proposal does not include any activity likely to result in long term degradation or contamination of the soil, and capacity for agriculture will not be reduced at the end of the life of the facility. The proposed development does not prohibit agriculture from continuing and does not preclude the return of the land to other agricultural pursuits in the future.

The land is not in an irrigation district.

The development, as proposed, is considered to be compatible with ongoing agricultural use and does not compromise the purpose of the zone.

26.0 Utilities Zone

26.1 Zone Purpose

The purpose of the Utilities Zone is:

26.1.1 To provide land for major utilities installations and corridors.

26.1.2 To provide for other compatible uses where they do not adversely impact on the utility.

Planner's Response:

The proposed transmission lines will cross the Utilities Zone associated with the Bridport Road and the East Tamar Highway. The proposed use and development is for Utilities (electricity generation). While the utilities corridor is intended to facilitate and protect the State Road corridors, a number of transmission lines already cross these roads and have minimal impact on the operation of the roads. A permit to undertake works will be required from the Department of State Growth prior to any works being undertaken and this process will ensure the proposed transmission lines do not have an adverse impact.

No non-utilities uses are proposed.

The development, as proposed, is compatible with the purpose of the Utilities Zone.

29.0 Open Space Zone

29.1 Zone Purpose

The purpose of the Open Space Zone is:

29.1.1 To provide land for open space purposes including for passive recreation and natural or landscape amenity.

29.1.2 To provide for use and development that supports the use of the land for open space purposes or for other compatible uses.

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Planner's Response:

The proposed development is considered to be compatible with the purpose of the Open Space Zone in this instance. The Open Space in the vicinity of Lauriston Park, between the East Tamar Highway and the Bridport Road, is privately owned by Rio-Tinto. The land contains significant passive infrastructure, largely comprising dams and electrical infrastructure, and the land surrounding and beneath this infrastructure has been made available to the George Town community for recreational purposes. Linear infrastructure has a significant visual presence and is a defining feature of the landscape character. The area includes walking trails, picnic areas and the Tippagoree Hills Mountain Bike Network. However, this arrangement has largely arisen because of the significant industrial activities undertaken on the land and the poor efficiency of land use that arises from linear infrastructure. Infrastructure is a significant feature of the park and is the reason for its existence.

The applicant has committed to working with Council to avoid adverse impacts on the mountain bike network, and the proposal will not prohibit riders from passing under the infrastructure. A condition is recommended for inclusion on the planning permit requiring engineering design drawings to be submitted which confirm the setbacks from the trails and any mitigation works that may be required to ensure their ongoing function.

The proposed development is not considered to compromise passive recreation, and the visual impacts of the transmission lines are consistent with the character of the area. The proposal does not compromise the purpose of the zone in this context.

Performance Criteria assessment.

19.0 General Industrial Zone

19.2.1 Discretionary uses

Objective:	That uses listed as Discretionary do not compromise the use or development of the land for industrial activities that may have impacts on adjacent uses.	
Acceptable Solutions		Performance Criteria
A1 No Acceptable Solution.		P1 A use listed as Discretionary must not compromise the use or development of surrounding properties for industrial activities that may have impacts on adjacent uses, having regard to: (a) the characteristics of the site; (b) the size and scale of the proposed use; and

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	(c) the functions of the industrial area.
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Planner's Response:

The application proposes electricity generation and the component of the development within the General Industrial Zone is restricted to electricity transmission lines. Provision of electricity infrastructure supports, rather than compromises, use and development for industrial activities.

While the scale of the proposal is large, the footprint of the transmission lines in the General Industrial Zone is minimal. The proposal is not for a sensitive use and is unlikely to result in general fettering of surrounding land uses.

The supply of electricity is also essential to the continued operation and growth of manufacturing and processing in Bell Bay.

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

19.2.2 Building height

Objective:	<p>To provide for a building height that:</p> <p>(a) is necessary for the operation of the use; and</p> <p>(b) minimises adverse impacts on adjoining properties.</p>
Acceptable Solutions	Performance Criteria
<p>A1</p> <p>Building height must be not more than 20m.</p>	<p>P1</p> <p>Building height must be necessary for the operation of the use and not cause an unreasonable impact on adjoining properties, having regard to:</p> <p>(a) the bulk and form of the building;</p> <p>(b) separation from existing use on adjoining properties; and</p> <p>(c) any buffers created by natural or other features.</p>

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Planner's Response: Relies on performance criteria.

The proposed monopoles will have a height of up to 38m. These heights are necessary for the operation of the use, in order to meet current clearance standards for high voltage wires and are typical of other such structures existing in the surrounding area.

The visual impact is considered to be reasonable. Bell Bay has a significant concentration of manufacturing and processing activities, and the associated infrastructure contributes significantly to the visual character of the area. The proposed development is consistent with the existing visual character.

The proposed monopoles are relatively narrow and do not possess the significant visual bulk that would normally be associated with a large building. While the structures will become a feature in the landscape, they do not block out or obstruct broader views.

The monopoles are required to achieve separation from surrounding buildings and other structures and as such, are unlikely to contribute or exacerbate the bulk of other structures in the area and vice-versa. The alignment does not pass close by any other existing buildings.

The alignment of the transmission lines through the General Industrial Zone to the north of Bridport Road passes through native vegetation, which will provide a visual buffer from properties that do not form part of the application.

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

19.2.3 Setback

Objective:	That the building setback is appropriate for the site.	
Acceptable Solutions		Performance Criteria
A1 Buildings must have setback from a frontage of: (a) not less than 10m; (b) not less than existing buildings on the site; or (c) not more or less than the maximum and minimum setbacks of the buildings on adjoining properties.		P1 Buildings must have a setback from a frontage that provides adequate space for vehicle access, parking and landscaping, having regard to: (a) the topography of the site; (b) the setback of buildings on adjacent properties; and (c) the safety of road users.
Planner's Response: Relies on performance criteria. The linier nature of the proposed transmission lines necessitates that they cross the boundaries between titles, with the lines and monopoles located less than 10m from the boundaries. Given the nature of the poles and the large area and dimensions of the General Industrial		

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property they pass through, the proposal will not compromise future opportunities for access and parking in the frontage associated with future development of the land. While the need for a clearance corridor adjacent to the transmission lines will limit scope for landscaping, this ensures adequate safety for the infrastructure and the users of surrounding land, including roads.

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

19.2.4 Landscaping

Objective:	That landscaping enhances the amenity and appearance of the streetscape where buildings are setback from the frontage.	
A1 If a building is set back from a road, landscaping treatment must be provided along the frontage of the site: (a) to a depth of not less than 6m; or (b) not less than the frontage of an existing building if it is a lesser distance.	P1 If a building is setback from a road, landscaping treatment must be provided along the frontage of the site, having regard to: (a) the width of the setback; (b) the width of the frontage; (c) the topography of the site; (d) existing vegetation on the site; (e) the location, type and growth of the proposed vegetation; and (f) any relevant local area objectives contained within the relevant Local Provisions Schedule.	
Planner's Response: Relies on performance criteria. Poles will be setback at least 10m from the Bridport Road frontage, however, landscaping is not proposed. In this instance it is appropriate for no landscaping treatment to be incorporated along the Bridport Road frontage. Clearance of taller vegetation is required to ensure the safe functioning of the overhead lines. The corridor will have a width of 50m and as such, the clearance will be highly visible. As with many corridors, it is likely that lower vegetation will grow over time and be periodically removed over time. Generally the appearance will be similar to that of the existing transmission line crossing Bridport Road to the east of the proposed.		



Figure 11: Existing transmission line crossing Bridport Road, east of proposed.

Given the safety risks associated with the transmission lines, the location, type and growth proposed by the applicant is considered to be necessary and this proposed treatment is adequate for the proposal.

In the context of the proposal, any landscaping likely to reduce the visual impact, will have unreasonable consequences for the operation of the transmission lines.

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

20.0 Rural Zone

20.2.1 Discretionary use

Objective:	<p>That the location, scale and intensity of a use listed as Discretionary:</p> <ul style="list-style-type: none">(a) is required for operational reasons;(b) does not unreasonably confine or restrain the operation of uses on adjoining properties;(c) is compatible with agricultural use and sited to minimise conversion of agricultural land; and(d) is appropriate for a rural location and does not compromise the function of surrounding settlements.
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Acceptable Solutions	Performance Criteria
<p>A1</p> <p>A use listed as Discretionary, excluding Residential, is for an alteration or extension to an existing use, if:</p> <ul style="list-style-type: none"> (a) the gross floor area does not increase by more than 30% from that existing at the effective date; and (b) the development area does not increase by more than 30% from that existing at the effective date. 	<p>P1</p> <p>A use listed as Discretionary, excluding Residential, must require a rural location for operational reasons, having regard to:</p> <ul style="list-style-type: none"> (a) the nature, scale and intensity of the use; (b) the importance or significance of the proposed use for the local community; (c) whether the use supports an existing agricultural use; (d) whether the use requires close proximity to infrastructure or natural resources; and (e) whether the use requires separation from other uses to minimise impacts.
<p>Planner's Response: Relies on performance criteria.</p> <p>The development is not associated with an existing use.</p> <p>The proposal is for electricity generation and requires a significant area to operate at scale. By its nature, this reasonably necessitates a rural location for its operation.</p> <p>Electricity generation is essential for the growth of manufacturing and processing in Bell Bay, a significant source of local employment and economic productivity.</p> <p>The transmission lines passing through the Rural Zone are likely to indirectly benefit agricultural activities by diversifying farm income through lease payments, while having minimal impact in productivity.</p> <p>Close proximity to Bell Bay allows for greater synergies between the energy producer and potential end users.</p> <p>The proposal is compatible with agricultural uses, requires a rural location for operational reasons, and will not compromise the function of surrounding settlements.</p> <p>The development complies with the Performance Criteria and is consistent with the Objectives.</p>	
<p>A2</p> <p>No Acceptable Solution.</p>	<p>P2</p> <p>A use listed as Discretionary must not confine or restrain existing use on adjoining properties, having regard to:</p> <ul style="list-style-type: none"> (a) the location of the proposed use; (b) the nature, scale and intensity of the use;

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	<ul style="list-style-type: none"> (c) the likelihood and nature of any adverse impacts on adjoining uses; (d) whether the proposed use is required to support a use for security or operational reasons; and (e) any off site impacts from adjoining uses.
<p>Planner's Response: Relies on performance criteria.</p> <p>The component of the development within the Rural Zone comprises an overhead transmission line. This line is unlikely to confine or restrain existing uses on adjoining properties.</p> <p>The adjoining land largely comprises native forest and is largely not used for any particular purpose.</p> <p>While there is some cleared land to the south of Musk Vale Road, this land is used for marginal grazing and is unlikely to be impacted by the transmission lines. Sufficient separation is maintained between the transmission line and dwellings to ensure the proposal does not constrain the adjoining land.</p> <p>While visual impacts may impact future residential use and development, the view will be a consideration for any landowner looking to build and there is ample opportunity for new dwellings to be positioned and orientated to mitigate the visual impact.</p> <p>A number of matters pertaining to security and access have been raised by an adjoining landowner and have been addressed in the assessment of representations above.</p> <p>However, the impacts do not confine or restrain adjoining land use to any significant extent.</p> <p>The proposal complies with the Performance Criteria and is consistent with the Objective.</p>	
<p>A3</p> <p>No Acceptable Solution.</p>	<p>P3</p> <p>A use listed as Discretionary, located on agricultural land, must minimise conversion of agricultural land to non-agricultural use and be compatible with agricultural use, having regard to:</p> <ul style="list-style-type: none"> (a) the nature, scale and intensity of the use; (b) the local or regional significance of the agricultural land; and (c) whether agricultural use on adjoining properties will be confined or restrained.
<p>Planner's Response: Relies on performance criteria.</p>	

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The footprint of the proposed transmission line is minimal, largely passes through forested land not currently used for agriculture and generally allows agricultural activities to occur under the lines with minimal loss in productivity. The proposal converts minimal agricultural land to a non-agricultural use and is considered to be compatible with the ongoing use of the land for agriculture.

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

A4

No Acceptable Solution.

P4

A use listed as Discretionary, excluding Residential, must be appropriate for a rural location, having regard to:

- (a) the nature, scale and intensity of the proposed use;
- (b) whether the use will compromise or distort the activity centre hierarchy;
- (c) whether the use could reasonably be located on land zoned for that purpose;
- (d) the capacity of the local road network to accommodate the traffic generated by the use; and
- (e) whether the use requires a rural location to minimise impacts from the use, such as noise, dust and lighting.

Planner's Response: Relies on performance criteria.

The proposed development is appropriate for a rural location. The component of the development occurring in the Rural Zone is limited to transmission lines, a common feature of rural landscapes. Locating tall linear infrastructure where there are minimal dwellings reduces the risks of land use conflicts arising.

The development of the proposed transmission lines will not compromise or distort the activity centre hierarchy.

By its nature, linear infrastructure is often required to cross multiple zones to connect its source and destination. While the Utilities Zone is a more appropriate zone, it is not feasible or reasonable for the development to follow the existing road corridor.

The transmission line will generate minimal traffic, requiring only intermittent inspection and maintenance. The surrounding road network has sufficient capacity to absorb the additional traffic.

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

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20.2.2 Building height

Objective:	To provide for a building height that: (a) is necessary for the operation of the use; and (b) minimises adverse impacts on adjoining properties.	
Acceptable Solutions		Performance Criteria
A1 Building height must be not more than 12m.		P1 Building height must be necessary for the operation of the use and not cause an unreasonable impact on adjoining properties, having regard to: (a) the proposed height of the building; (b) the bulk and form of the building; (c) the separation from existing uses on adjoining properties; and (d) any buffers created by natural or other features.
Planner's Response: Relies on performance criteria. The proposed monopoles will have a height of up to 38m. These heights are necessary for the operation of the use, in order to meet current clearance standards for high voltage wires and are typical of other such structures existing in the surrounding area. The proposed monopoles are relatively narrow and do not possess the significant visual bulk that would normally be associated with a large building. While the structures will become a feature in the landscape, they do not block out or obstruct broader views. Where the route passes through the Rural Zone, it is largely surrounded by native forest of comparable height, which will screen the transmission lines from view unless looking directly down the corridor. The nearest residence to the transmission lines passing through the Rural Zone is approximately 700m to the south-west. Existing vegetation will completely screen views from this dwelling. The proposal complies with the Performance Criteria and is consistent with the Objective.		

20.2.3 Setbacks

Objective:	That the siting of buildings minimises potential conflict with use on adjoining sites.
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Acceptable Solutions	Performance Criteria
A1 Buildings must have a setback from all boundaries of: (a) not less than 5m; or (b) if the setback of an existing building is within 5m, not less than the existing building.	P1 Buildings must be sited to provide adequate vehicle access and not cause an unreasonable impact on existing use on adjoining properties, having regard to: (a) the bulk and form of the building; (b) the nature of existing use on the adjoining properties; (c) separation from existing use on the adjoining properties; and (d) any buffers created by natural or other features.
<p>Planner's Response: Relies on performance criteria.</p> <p>The proposed transmission lines will have a service track running alongside, providing reasonable vehicle access.</p> <p>As discussed above, the transmission lines are unlikely to impact existing uses on adjoining land and are separated by a significant distance from the nearest sensitive use.</p> <p>The siting of the transmission lines is unlikely to give rise to land use conflicts, complies with the Performance Criteria and is consistent with the objective.</p>	

21.0 Agriculture Zone

21.2.1 Discretionary uses

Objective:	That uses listed as Discretionary: (a) support agricultural use; and (b) protect land for agricultural use by minimising the conversion of land to non- agricultural use.
Acceptable Solutions	Performance Criteria
A1 No Acceptable Solution.	P1 A use listed as Discretionary, excluding Residential or Resource Development, must be required to locate on the site, for operational or security reasons or the need to contain or minimise impacts arising from the

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	<p>operation such as noise, dust, hours of operation or traffic movements, having regard to:</p> <ul style="list-style-type: none"> (a) access to a specific naturally occurring resource on the site or on land in the vicinity of the site; (b) access to infrastructure only available on the site or on land in the vicinity of the site; (c) access to a product or material related to an agricultural use; (d) service or support for an agricultural use on the site or on land in the vicinity of the site; (e) the diversification or value adding of an agricultural use on the site or in the vicinity of the site; and (f) provision of essential Emergency Services or Utilities.
<p>Planner's Response: Relies on performance criteria.</p> <p>The application is reasonably required to be located on the site for operational reasons, being for the provision of utilities in proximity to Bell Bay. Additional electricity generation is essential to the State and the region to support increased economic growth. Proximity to Bell Bay, the Bass Link inter-connector, and the existing George Town substations, combined with the need for a significant area of marginal land without topographical constraints or significant natural values make the subject site relatively unique. The lack of residential uses in close proximity also minimizes potential conflicts with the local community.</p> <p>The land has all of the infrastructure and features required to facilitate the development and maximize its benefit.</p> <p>The proposal complies with the Performance Criteria and is consistent with the Objective.</p>	
<p>A2</p> <p>No Acceptable Solution.</p>	<p>P2</p> <p>A use listed as Discretionary, excluding Residential, must minimise the conversion of agricultural land to non-agricultural use, having regard to:</p>

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	<p>(a) the area of land being converted to non-agricultural use;</p> <p>(b) whether the use precludes the land from being returned to an agricultural use;</p> <p>(c) whether the use confines or restrains existing or potential agricultural use on the site or adjoining sites.</p>
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Planner's Response: Relies on performance criteria.

The area of land in the Agriculture Zone to be converted to non-agricultural uses is minimal. While the internal access roads (16km) and the substation infrastructure (0.35ha approx.) will be precluded from being used for agriculture for the life of the installation, the majority of the site will continue to be used for sheep grazing.

The proposal allows for diversification of farm income streams on marginal land, with minimal impact on primary industry productivity and an increase in the sustainability of the operation.

Once power generation ceases, the development does not preclude the land being converted back to agriculture in its entirety.

The solar panels are relatively inert in operation and will not give rise to any emissions likely to adversely impact agricultural productivity on adjoining sites. The use is not a sensitive use and is unlikely to be constrained by primary industry activities occurring on adjoining land.

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

21.2.2 Building height

Objective:	<p>To provide for a building height that:</p> <p>(a) is necessary for the operation of the use; and</p> <p>(b) minimises adverse impacts on adjoining properties.</p>
Acceptable Solutions	Performance Criteria

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A1 Building height must be not more than 12m.	P1 Building height must be necessary for the operation of the use and not cause an unreasonable impact on adjoining properties, having regard to: <ul style="list-style-type: none"> (a) the proposed height of the building; (b) the topography of the site; (c) the bulk and form of the building; (d) separation from existing use on adjoining properties; (e) the nature of the existing uses on adjoining properties; and (f) any buffers created by natural or other features.
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Planner's Response: Relies on performance criteria.

The proposed monopoles will have a height of up to 38m while components of the substation are also likely to exceed 12m in height, including lightning conductor poles and a gantry. These heights are necessary for the operation of the use, in order to meet current clearance standards for high voltage wires and for protection of the infrastructure from lightning strike.

The neighbouring land to the south, in proximity to the sub-station, is Crown Land – Future Potential

Production Forest. The substation structures are unlikely to result in impacts on the existing use of the land or its ability to be used for forestry purposes in the future.

The proposal will have a reasonable visual impact. The nearest dwelling to the start of the transmission line is located at 70 Musk Vale Road. This dwelling is approximately 700m from the proposed infrastructure and the existing vegetation located between this dwelling and the transmission line will screen it from view.

The proposed development will not result in unreasonable impacts on adjoining properties as a consequence of its height.

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

21.2.3 Setbacks

Objective:	That the siting of buildings minimises potential conflict with use on adjoining properties.
Acceptable Solutions	Performance Criteria
A1 Buildings must have a setback from all	P1 Buildings must be sited to provide adequate

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boundaries of: (a) not less than 5m; or (b) if the setback of an existing building is within 5m, not less than the existing building.	vehicle access and not cause an unreasonable impact on existing use on adjoining properties, having regard to: (a) the bulk and form of the building; (b) the nature of existing use on the adjoining properties; (c) separation from existing use on the adjoining properties; and (d) any buffers created by natural or other features.
<p>Planner's Response: Relies on performance criteria.</p> <p>While all of the proposed buildings will be setback more than 10m, including the transmission towers, the linear nature of the lines, results in infrastructure crossing the title boundary.</p> <p>The proposed transmission lines will have a service track running alongside, providing reasonable vehicle access.</p> <p>As discussed above, the transmission lines are unlikely to impact existing uses on adjoining land and are separated by a significant distance from the nearest sensitive use.</p> <p>The siting of the transmission lines is unlikely to give rise to land use conflicts, complies with the Performance Criteria and is consistent with the objective.</p>	

26.0 Utilities Zone

26.2.1 Building height

Objective:	To provide for a building height that: (a) is necessary for the operation of the use; and (b) minimises adverse impacts on adjoining properties and the visual character of the area.
Acceptable Solutions	Performance Criteria

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<p>A1</p> <p>Building height must be not more than:</p> <ul style="list-style-type: none"> (a) 10m; or (b) 15m if for a structure, such as a tower, pole or similar. 	<p>P1</p> <p>Building height must:</p> <ul style="list-style-type: none"> (a) be necessary for the operation of the use and not cause unreasonable impact on adjoining properties, having regard to: <ul style="list-style-type: none"> (i) the bulk and form of the building; (ii) separation from existing buildings on adjoining properties; and (iii) any buffers created by natural or other features; and (b) not unreasonably impact on the visual character of the area, having regard to: <ul style="list-style-type: none"> (i) the topography of the site; (ii) any existing vegetation; and (iii) visibility from adjoining roads and public open space.
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Planner's Response: Relies on performance criteria.

As discussed above, the height of the transmission towers is required to achieve the safe clearances required for high voltage conductors.

There are no existing buildings on adjoining properties that will be adversely impacted. The closest building on an adjoining property to the transmission line in the Utilities Zone is the Basslink Inverter Station.

The transmission line does not unreasonably impact the visual character of the area. The visual landscape adjoining Bridport Road and the East Tamar Highway, close to the intersection, is a highly modified industrial landscape. It contains a significant amount of linear infrastructure, including the gas pipeline, State Rail Corridor and various transmission lines, which form a significant component of the visual character. While the crossings of Bridport Road and the East Tamar Highway will be highly visible, the impact is reasonable and consistent with the industrial character of the landscape.

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

29.0 Open Space Zone

29.0.1 Discretionary uses

Objective:	That a use listed as Discretionary, does not cause an unreasonable loss of amenity to adjacent sensitive uses.
Acceptable Solutions	Performance Criteria

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<p>A1</p> <p>Hours of operation for a use listed as Discretionary, excluding Emergency Services or Visitor Accommodation, must be within the hours of:</p> <p>(a) 8.00am to 10.00pm if within 50m of a General Residential Zone, Inner Residential Zone or Low Density Residential Zone; or</p> <p>(b) 6.00am to midnight, otherwise.</p>	<p>P1</p> <p>Hours of operation for a use listed as Discretionary, excluding Emergency Services or Visitor Accommodation, 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>Planner's Response: Relies on performance criteria.</p> <p>There are no known sensitive receptors, such as dwellings, within 2.5 km of the transmission line where it passes through the Open Space Zone. The noise generated by high voltage transmission lines is low and unlikely to unreasonably impact local amenity.</p> <p>The proposal complies with the Performance Criteria and is consistent with the Objective.</p>	

29.0.2 Building height, setback and siting

<p>Objective:</p>	<p>That building bulk, height, form and siting:</p> <p>(a) is compatible with the streetscape;</p> <p>(b) does not cause unreasonable loss of amenity to adjacent properties;</p> <p>(c) respects the natural and landscape values of the site; and</p> <p>(d) minimises opportunities for crime and anti-social behaviour through setback of buildings.</p>
Acceptable Solutions	Performance Criteria
<p>A1</p> <p>Building height must be not more than 10m.</p>	<p>P1</p> <p>Building height must not cause an unreasonable loss of amenity to adjacent properties, having regard to:</p> <p>(a) the topography of the site;</p> <p>(b) the height, bulk and form of existing buildings on the site and adjacent properties;</p> <p>(c) the bulk and form of proposed buildings;</p> <p>(d) the requirements of the proposed use;</p> <p>(e) sunlight to private open space and</p>

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	<p>windows of habitable rooms of dwellings on adjoining properties;</p> <p>(f) the privacy of the private open space and windows of habitable rooms of dwellings on adjoining properties; and</p> <p>(g) any overshadowing of adjacent public places.</p>
<p>Planner's Response: Relies on performance criteria.</p> <p>The transmissions lines will not cause an unreasonable loss of amenity to adjoining land as a consequence of height. Lauriston Park is a significant distance from residential properties and there are no other sensitive uses on the adjoining land in proximity to the proposed infrastructure.</p> <p>While some overshadowing of the subject land is possible, the shadow likely to be cast by the tall, but slender, monopoles is limited. Lauriston Park is significant in area and the impacts are reasonable.</p> <p>While the lines will be visible to users of the Tippagoree Hills Mountain Bike Trail Network, the network plays to the industrial nature of the area, in the naming of the trails, promotional material and sponsorship. The additional transmission lines are anticipated to be consistent with visitor expectations and are unlikely to diminish the experience.</p> <p>The proposal complies with the Performance Criteria and is consistent with the objective.</p>	
<p>A2</p> <p>Buildings must have a setback from a frontage of:</p> <p>(a) not less than 5m; or</p> <p>(b) not more or less than the maximum and minimum setbacks of the buildings on adjoining properties, whichever is the lesser.</p>	<p>P2</p> <p>Buildings must have a setback from a frontage that is compatible with the streetscape and minimises opportunities for crime and anti-social behaviour, having regard to:</p> <p>(a) providing small variations in building alignment to break up long building façades;</p> <p>(b) providing variations in building alignment to provide a forecourt or space for public use, such as outdoor dining or landscaping;</p> <p>(c) the avoidance of concealment spaces;</p> <p>(d) the ability to achieve passive surveillance; and</p> <p>(e) the availability of lighting.</p>
<p>Planner's Response: Relies on performance criteria.</p>	

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On Bridport Road, the transmission lines will cross the boundary. The visual impact is compatible with the streetscape and is consistent with the setback of the existing transmission line that crosses Bridport Road to the east of the proposed line. The tall slender form of the transmission towers and elevated nature of the transmission lines has minimal impact on passive surveillance of the open space and will not encourage crime or anti-social behaviour.

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

C2.0 Parking and Sustainable Transport Code

C2.6.3 Number of accesses for vehicles

Objective:	<p>That:</p> <ul style="list-style-type: none"> (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
<p>A1</p> <p>The number of accesses provided for each frontage must:</p> <ul style="list-style-type: none"> (a) be no more than 1; or (b) no more than the existing number of accesses, whichever is the greater. 	<p>P1</p> <p>The number of accesses for each frontage must be minimised, having regard to:</p> <ul style="list-style-type: none"> (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.
<p>Planners Response: Relies on performance criteria.</p> <p>While the site proposes multiple access points, the subject site is significant in size and the access points are generally quite far apart.</p> <p>The site is in a rural location. The roads fronting the development, including Bridport Road and the East Tamar Highway, do not have formal roadside parking and there is very low demand for such. The roads do not include pedestrian facilities, pedestrian use of the roads is not encouraged and informal use by local residents is minimal.</p>	

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The application includes a Traffic Impact Assessment prepared by a suitably qualified person, which demonstrates the access points onto Soldiers Settlement Road and Musk Vale Road are acceptable and can achieve the applicable safe site distances. Many of the access points are existing and used for farm gates. The anticipated use of the accesses following the construction period is likely to be a marginal increase compared to the existing farm use.

There are no dwellings within 500m of any of the proposed access points. This separation is sufficient to mitigate any impacts to residential amenity.

The access points will have minimal impact on the streetscape. Accesses onto Soldiers Settlement Road are largely existing and the frequency and appearance will not be out of character with rural roads in the area.

Bridport Road and the East Tamar Highway are State Roads and Limited Access Roads. Approval is required from the Department of State Growth to install a new access or use an existing access point. Council does not have a role in regulating access to these roads. Application must be made to the Department of State Growth prior to works being undertaken.

Accesses onto Bridport Road and the East Tamar Highway will be co-located where possible with existing accesses due to the Limited Access Road Status, or if permitted, new accesses will be co-located with the transmission line corridor. The visual impacts of the accesses are consistent with the industrial character of the area.

Should new access points not be granted, this is not considered to be fundamental to the planning assessment. Access to the transmission line corridor between Musk Vale Road and Bridport Road may be taken from the Musk Vale Road end. Between Bridport Road and the East Tamar Highway the public access to Lauriston Park is likely to be sufficient.

In addition to the standard engineering conditions relating to accesses, it is recommended that a note be included on the permit directing the applicant to the Department of State Growth to confirm access availability onto State Roads.

The proposed accesses on Council roads do not pose a threat to the safety or efficiency of the road network and accesses onto State Roads will be subject to further review by State Growth in accordance with the *Roads and Jetties Act 1935*.

With appropriate conditions, the proposal complies with the Performance Criteria and is consistent with the Objective.

C3.0 Road and Railway Assets Code

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>Planner's Response: Relies on performance criteria. See section 9.2 for the planner assessment against the Performance Criteria.</p>	

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Council's Infrastructure Department have reviewed the Traffic Impact Assessment submitted with the application and advised that the access points will not impact the safety and efficiency of the local road network. At peak times during construction the development will generate up to 159 vehicle movements, including 44 heavy vehicle movements, in the peak hour. Council's Infrastructure Officers have advised that the road network has sufficient capacity to absorb the additional traffic. During operation, vehicle movements will be significantly less and will have negligible impact on the road network.

Road accesses will be constructed to accommodate 19.0m semitrailer vehicles.

The design size of the vehicles required to transport over size/over mass components such as the transformers will require upgrades to the intersection of North Street and Low Head Road. The proposed treatment is considered to be suitable by Council's Infrastructure Officers.

A combination of road widening, passing bays and traffic management is required for the portion of Musk Vale Road used during construction.

Transport of components will utilize the State Road Network. This is generally designed for B-double vehicles and will generally be suitable for use. Permits are required from the Department of State Growth in order to transport over size / over mass components. It is recommended that a note be included on the permit alerting the applicant to this requirement.

As mentioned above, new access points onto the Limited Access Roads are not considered to be fundamental to the proposal. Access between Musk Vale Road and Bridport Road is achievable via the Musk Vale Road end.

There are several alternative existing access points to Lauriston Park. Should new accesses not be possible, it may be possible to use an existing access.

The issuing of a permit under the *Land Use Planning and Approvals Act 1993* does not supersede the requirements to comply with the *Roads and Jetties Act 1935*. A separate permit is required from the Department of State Growth to create a new access or use an existing access on a limited access road. The development will not be able to progress without resolving this matter. It is recommended that the means of access to State Roads be left to the Department of State Growth and assessment of an application for permits under the *Roads and Jetties Act 1935*.

No new level crossing is required. Transmission lines are proposed to cross the State Rail Corridor. Additional consent is required from the Department of State Growth prior to this work occurring. Further assessment of the location of towers and the safety of the transmission lines will be considered at this point.

It is recommended that a condition be included on the permit requiring engineering drawings to be submitted for the North Street intersection upgrade and that a Construction Traffic Management Plan be submitted to Council prior to the commencement of works.

With appropriate conditions, the proposed development complies with the Performance Criteria and is consistent with the Objective.

C7.0 Natural Assets Code

C7.6.1 Buildings and works within a waterway and coastal protection area or a future coastal refugia area

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Objective:	That buildings and works within a waterway and coastal protection area or future coastal refugia area will not have an unnecessary or unacceptable impact on natural assets.	
Acceptable Solutions		Performance Criteria
A1 Buildings and works within a waterway and coastal protection area must: <ul style="list-style-type: none"> (a) be within a building area on a sealed plan approved under this planning scheme; (b) in relation to a Class 4 watercourse, be for a crossing or bridge not more than 5m in width; or (c) if within the spatial extent of tidal waters, be an extension to an existing boat ramp, car park, jetty, marina, marine farming shore facility or slipway that is not more than 20% of the area of the facility existing at the effective date. 		P1.1 Buildings and works within a waterway and coastal protection area must avoid or minimise adverse impacts on natural assets, having regard to: <ul style="list-style-type: none"> (a) impacts caused by erosion, siltation, sedimentation and runoff; (b) impacts on riparian or littoral vegetation; (c) maintaining natural streambank and streambed condition, where it exists; (d) impacts on in-stream natural habitat, such as fallen logs, bank overhangs, rocks and trailing vegetation; (e) the need to avoid significantly impeding natural flow and drainage; (f) the need to maintain fish passage, where known to exist; (g) the need to avoid land filling of wetlands; (h) the need to group new facilities with existing facilities, where reasonably practical; (i) minimising cut and fill; (j) building design that responds to the particular size, shape, contours or slope of the land; (k) minimising impacts on coastal processes, including sand movement and wave action;

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	<ul style="list-style-type: none"> (l) minimising the need for future works for the protection of natural assets, infrastructure and property; (m) the environmental best practice guidelines in the <i>Wetlands and Waterways Works Manual</i>; and (n) the guidelines in the <i>Tasmanian Coastal Works Manual</i>. <p>P1.2</p> <p>Buildings and works within the spatial extent of tidal waters must be for a use that relies upon a coastal location to fulfil its purpose, having regard to:</p> <ul style="list-style-type: none"> (a) the need to access a specific resource in a coastal location; (b) the need to operate a marine farming shore facility; (c) the need to access infrastructure available in a coastal location; (d) the need to service a marine or coastal related activity; (e) provision of essential utility or marine infrastructure; or <p>provisions of open space or for marine-related educational, research, or recreational facilities.</p>
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Planner's Response: Relies on performance criteria.

The application includes a Natural Values Assessment Report prepared by a suitably qualified environmental consultant.

Footings and poles will be located outside of waterway protection areas.

Along the transmission line, vegetation clearance will be required for a width of 50m, and construction of an access track. While the linear nature of the infrastructure means crossings and impacts on littoral vegetation are not avoidable, clearance will be kept to the minimum required. While it will not be possible to maintain trees over three meters in height, it is reasonable that some vegetation be maintained in watercourse protection areas to minimize erosion. The means of doing this is to be detailed in a Construction Environmental

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Management Plan.

It is recommended that a detailed transmission corridor plan be submitted prior to the commencement of works detailing the exact location of the transmission poles, demonstrating all poles are outside of the watercourse protection areas, along with designs for vehicle crossings. Crossings are to be consistent with the Wetlands and Waterways Works Manual.

The proposal does not extend into tidal waters.

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

A3

Development within a waterway and coastal protection area or a future coastal refugia area must not involve a new stormwater point discharge into a watercourse, wetland or lake.

P3

Development within a waterway and coastal protection area or a future coastal refugia area involving a new stormwater point discharge into a watercourse, wetland or lake must avoid or minimise adverse impacts on natural assets, having regard to:

- (a) the need to minimise impacts on water quality; and
- (b) the need to mitigate and manage any impacts likely to arise from erosion, sedimentation or runoff.

Planner's Response: Relies on performance criteria.

The proposed development is likely to result in a new point source discharge, associated with the drainage of cleared land, internal tracks and roadways. It is recommended that direct discharge points be minimised and that engineering details be submitted to Council prior to the commencement of works. The engineering details are to show typical drain and track construction in both cleared and vegetated environments. All infrastructure is to be designed to minimise erosion. Tracks in vegetated areas are to make use of intermittent cut off drains directing water into vegetated areas and minimising large concentrations. All outfalls are to be designed to minimise erosion and to allow for filtration of suspended solids prior to entering the natural watercourse.

With an appropriate condition for the management of stormwater discharge, the proposal will comply with the Performance Criteria and is consistent with the Objective.

C7.6.2 Clearance within a priority vegetation area

Objective:	<p>That clearance of native vegetation within a priority vegetation area:</p> <p>(a) does not result in unreasonable loss of priority vegetation;</p>
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	<p>(b) is appropriately managed to adequately protect identified priority vegetation; and</p> <p>(c) minimises and appropriately manages impacts from construction and development activities..</p>
Acceptable Solutions	Performance Criteria
<p>A1</p> <p>Clearance of native vegetation within a priority vegetation area must be within a building area on a sealed plan approved under this planning scheme.</p>	<p>P1.1</p> <p>Clearance of native vegetation within a priority vegetation area must be for:</p> <ul style="list-style-type: none"> (a) an existing use on the site, provided any clearance is contained within the minimum area necessary to be cleared to provide adequate bushfire protection, as recommended by the Tasmania Fire Service or an accredited person; (b) buildings and works associated with the construction of a single dwelling or an associated outbuilding; (c) subdivision in the General Residential Zone or Low Density Residential Zone; (d) use or development that will result in significant long term social and economic benefits and there is no feasible alternative location or design; (e) clearance of native vegetation where it is demonstrated that on-going pre-existing management cannot ensure the survival of the priority vegetation and there is little potential for long-term persistence; or (f) the clearance of native vegetation that is of limited scale relative to the extent of priority vegetation on the site. <p>P1.2</p> <p>Clearance of native vegetation within a priority vegetation area must minimise</p>

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	<p>adverse impacts on priority vegetation, having regard to:</p> <ul style="list-style-type: none">(a) the design and location of buildings and works and any constraints such as topography or land hazards;(b) any particular requirements for the buildings and works;(c) minimising impacts resulting from bushfire hazard management measures through siting and fire-resistant design of habitable buildings;(d) any mitigation measures implemented to minimise the residual impacts on priority vegetation;(e) any on-site biodiversity offsets; and <p>any existing cleared areas on the site.</p>
<p>Planners Response: Relies on performance criteria.</p> <p>The proposed transmission line passes through areas of priority habitat.</p>	



Figure 12: Approximate transmission route, showing priority habitat (green hatching) and watercourse protection areas (blue hatching).

The application includes a Natural Values Assessment prepared by a suitably qualified environmental consultant, based on multiple field surveys. The assessment is included in the attachments and includes vegetation mapping for the solar farm and transmission route.

The proposed development complies with P1.1 (d) being for a development which will result in significant long term social and economic benefits. The development is a significant economic investment in the area and has the potential to support significant growth in manufacturing and processing in Bell Bay.

Impacts on priority habitat are largely restricted to the transmission corridor, which largely passes through native vegetation. The impacts of the proposal are considered to be reasonable. The footprint of the proposal which impact the priority habitat is also relatively small, approximately 50ha, within a priority habitat area that covers thousands of hectares.

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The corridor has been designed to avoid known threatened vegetation communities. Initial surveys undertaken by the applicant indicate the areas mapped as priority habitat comprise regenerating forest, comprising *Eucalyptus amygdalina* forest and woodland on dolerite and *Eucalyptus amygdalina* coastal forest and woodland. These are not identified as threatened vegetation communities in accordance with the *Nature Conservation Act 2002*. These findings are generally consistent with the vegetation community mapping on the LIST.

The Natural Assets Code is based on the protection of priority habitat and does not address individual threatened species or threatened vegetation communities outside of the priority habitat areas. Individual threatened flora were identified in the transmission corridor along with threatened vegetation communities. The following recommendations are put forward to address the values identified:

- An additional eagle nest survey will be conducted prior to construction if determined necessary in consultation with NRE. If any new eagle nests are detected within 500 m or 1 km line of sight of the development proposal, an assessment of potential impacts of works on these nests will be undertaken.
- *Gratiola pubescens* (TSPA – rare) will avoid being impacted by exclusion zones which will be erected around the population.
- Large habitat trees should be retained where possible.
- Minimise vegetation clearance and disturbance as much as possible within the transmission easement.
- Works within waterway and coastal protection areas will follow guidelines in the NRE Wetlands and Waterways Works Manual.
- Any access tracks will be constructed or upgraded to Forest Practices Code 2020 Class 4 track requirements as a minimum.
- Weed hygiene should be undertaken as outlined in Weed and Disease Planning and Hygiene
- Guidelines - Preventing the spread of weeds and diseases in Tasmania (DPIPWE, Stewart and Askey-Doran, 2015).
- All declared weeds should be managed in accordance with the Tasmanian Biosecurity Act 2019.
- Any soil or gravel imported to the site for construction or landscaping purposes should be from a weed and disease free source to prevent the establishment of further introduced species or disease on the site.

It is also noted that a 'permit to take' is required under the *Threatened Species Act 1995* if any threatened species are identified for removal.

It is noted that alternative routes were considered, one adjacent to the existing Basslink transmission line, however, the impacts were determined to be greater, requiring clearance of an additional 3.1ha of vegetation, closer to existing residential properties and requiring multiple access roads. A number of threatened vegetation communities in the vicinity of the existing line minimizes the extent they can share the same alignment.

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The impacts of the proposal on Priority Habitat areas are reasonable. The proposal complies with the Performance Criteria and is consistent with the objective.

C8.0 Scenic Protection Code

C8.6.1 Development within a scenic protection area

Objective:	<p>That:</p> <ul style="list-style-type: none">(a) destruction of vegetation does not cause an unreasonable reduction of the scenic value of a scenic protection area; and(b) buildings and works do not cause an unreasonable reduction of the scenic value of a scenic protection area.
Acceptable Solutions	Performance Criteria
<p>A1</p> <p>Buildings or works, including destruction of vegetation, within a scenic protection area must:</p> <ul style="list-style-type: none">(a) be on land not less than 50m in elevation below a skyline; and(b) not total more than 500m² in extent.	<p>P1.1</p> <p>Destruction of vegetation within a scenic protection area must not cause an unreasonable impact on the scenic value of a scenic protection area, having regard to:</p> <ul style="list-style-type: none">(a) the nature of the vegetation to be removed;(b) the area of vegetation to be removed;(c) the topography of the site;(d) any visual impact on a skyline;(e) the nature of the reduction of the scenic value; and(f) the purpose of any management objectives identified in the relevant Local Provisions Schedule. <p>P1.2</p> <p>Buildings or works within a scenic protection area must not cause an unreasonable reduction of the scenic value of a scenic protection area, having regard to:</p> <ul style="list-style-type: none">(a) the topography of the site;(b) the location of, and materials used in

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			<p>construction of, driveways or access tracks;</p> <p>(c) proposed reflectance and colour of external finishes;</p> <p>(d) design and proposed location of the buildings or works;</p> <p>(e) the extent of any cut or fill required;</p> <p>(f) any visual impact on a skyline;</p> <p>(g) any existing or proposed screening; and</p> <p>(h) the purpose of any management objectives identified in the relevant Local Provisions Schedule.</p>	
GEO- C8.1.2	Mount George and George Town Sugarloaf	The prominent topography of Mount George and George Sugarloaf	<p>(a) The prominent, vegetated, hilltops appear in a natural state with minimal development and extensive coverage of native vegetation.</p> <p>(b) Mount George and George Town Sugarloaf together form a prominent natural feature when viewed from Bridport Road and East Tamar Highway and form a scenic backdrop to George Town.</p> <p>(c) Mount George and George Town Sugarloaf are consistent in appearance with</p>	<p>(a) To avoid significant landscape change on skylines, hilltops, ridgelines and hill faces when viewed from the Bridport Road and East Tamar Highway and George Town.</p> <p>(b) To locate and design development to blend with the landscape and not be obtrusive.</p> <p>(c) To minimise the removal of native vegetation.</p> <p>(d) To manage the visual impact of linear infrastructure by:</p> <p>(i) co-locating infrastructure in existing corridors</p>

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			<p>most hilltops in the broader Tamar region.</p> <p>(d) The area contains visible linear infrastructure associated with the significant industrial uses in the area, which reflects the important contribution industry makes to the local community.</p>	<p>where possible and feasible; and</p> <p>(ii) minimising impacts on prominent landscapes when viewed from public roads and residential areas of George Town.</p>
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Planner's Response: Relies on performance criteria.

The proposed transmission line passes through a scenic protection area associated with Mount George and the George Town Sugarloaf.

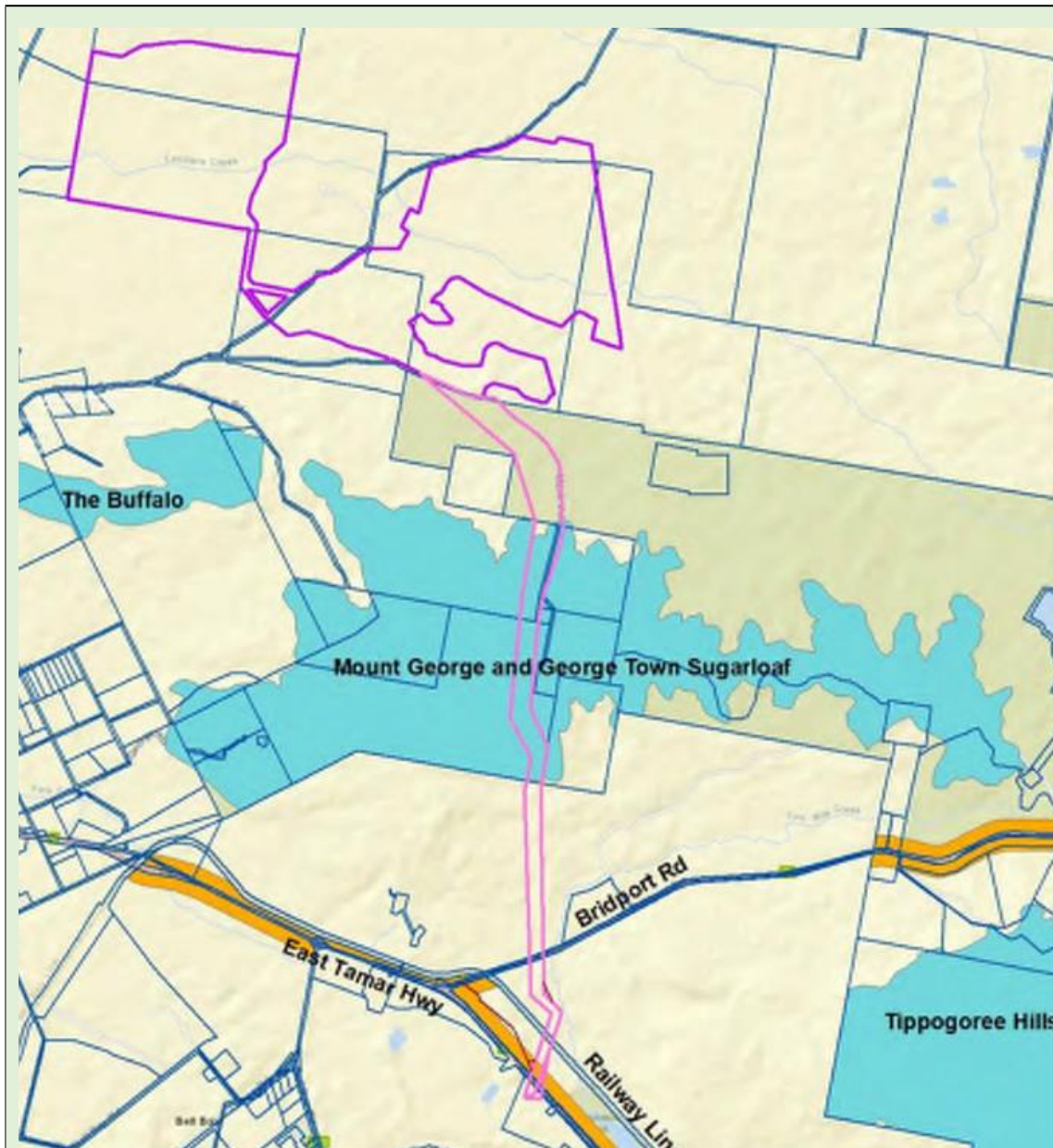


Figure 13: Transmission route (pink) showing the scenic protection area (blue).

A Landscape and Visual Impact Assessment has been submitted with the application prepared by a suitably qualified person. It is noted that the Management Objectives have been updated since the assessment was undertaken, however, this is not detrimental to the assessment.

The assessment acknowledges that transmission lines on the back of Mount George will be visible for a short stretch of both Bridport Road and the East Tamar Highway. However, the landscape close to the intersection of Bridport Road and East Tamar Highway, adjacent the Bell Bay Advanced manufacturing Zone, comprises a mix of native vegetation interspersed with industrial infrastructure. Transmission lines are an existing feature of the landscape in this area and the proposed development is in keeping with the existing character.

The transmission line corridor will incorporate a dog leg on the southern slopes, this will eliminate the ability to view directly along the corridor as it passes over the ridge. The dog leg will eliminate a visible ridgeline silhouette and assist to screen the full length of the

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corridor from southern vantage points.

Mount George will screen the transmission lines when viewed from George Town.

Views towards the transmission poles within areas of the hillside are also likely to be available when travelling along Soldiers Settlement Road, in close proximity to the site, however, these views will be for a short duration and will not have an unreasonable impact on views of the broader landscape.

The Landscape and Visual Impact Assessment includes a number of recommendations for mitigating the visual impact of the proposal more broadly, including screening the solar panel arrays from Soldiers Settlement Road and neighboring residences. It is recommended that this document, including the recommendations for mitigation be endorsed as part of any permit issued.

C8.6.2 Development within a scenic road corridor

Objective:	<p>That:</p> <ul style="list-style-type: none"> (a) destruction of native vegetation or exotic vegetation does not cause an unreasonable loss of scenic value of scenic road corridors; and (b) buildings and works do not cause an unreasonable loss of the scenic value of scenic road corridors.
Acceptable Solutions	Performance Criteria
<p>A1</p> <p>Destruction of exotic trees with a height more than 10m, native vegetation, or hedgerows within a scenic road corridor must not be visible from the scenic road.</p>	<p>P1</p> <p>Destruction of exotic trees with a height more than 10m, native vegetation, or hedgerows within a scenic road corridor must not cause an unreasonable reduction of the scenic value of the road corridor, having regard to:</p> <ul style="list-style-type: none"> (a) the nature, extent and location of the exotic trees, native vegetation and hedgerows; and (b) the purpose of any management objectives identified in the relevant Local Provisions Schedule.

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GEO-C8.2.1	East Tamar Highway from southern municipal boundary to George Town township.	<p>(a) Native vegetation along the highway corridor provides visual amenity to the traveller experience.</p> <p>(b) Views through the trees and across open farmland to the Tamar River and distant hills are an important element in providing visual amenity to the traveller experience.</p> <p>(c) The corridor contains visible linear infrastructure associated with the significant industrial uses in the area, which reflects the important contribution industry makes to the local community.</p>	<p>(a) To minimise the removal of native vegetation.</p> <p>(b) To provide native vegetation screening for any large industrial type developments adjacent to the road.</p> <p>(c) To avoid the need for vegetation clearance adjacent to the highway by setting development back from the road.</p>
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Planner's Response: Relies on performance criteria.

Vegetation removal will be required for safety within the transmission line corridor within the East Tamar Highway Scenic Road Corridor.

It is noted that the code does not apply to the stretch of Bridport Road in the vicinity of the transmission line or the west side of the East Tamar Highway, but relates only to land within

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the Open Space Zone, Lauriston Park adjacent the East Tamar Highway.

The scenic values of both corridors acknowledge the visibility of linier infrastructure in this area. The visual amenity of this stretch of the highway is already significantly reduced, due to the significant concentration of transmission lines in this location due to the proximity to the substation. An additional transmission line in an existing concentration of such infrastructure will have less impact on the corridor than establishing new crossing points in more pristine areas.

Avoidance of vegetation removal in this location is not avoidable. The location of the Bell Bay Substation immediately adjacent the west side of the highway necessitates a transmission line crossing in this location. It is not possible to achieve a greater setback or provide for vegetation screening due to the linier nature of the infrastructure. There are currently a number of conifers which will likely need to be removed adjacent the highway, however, minimal native vegetation will need to be removed.

Given the acknowledgement of linier infrastructure in the scenic values, the existing concentration of transmission lines in this location and the necessity for the transmission line to cross in the proposed location, the proposal is not considered to result in an unreasonable loss to the scenic value of the road corridor. The proposal complies with the Perform4mance Criteria and is consistent with the Objective.

A2

Buildings or works within a scenic road corridor must not be visible from the scenic road.

P2

Buildings or works within a scenic road corridor must not cause an unreasonable reduction of the scenic value of the road corridor, having regard to:

- (a) the topography of the site;
- (b) proposed reflectance and colour of external finishes;
- (c) design and proposed location of the buildings or works;
- (d) the extent of any cut or fill required;
- (e) any existing or proposed screening;
- (f) the impact on views from the road; and
- (g) the purpose of any management objectives identified in the relevant Local Provisions Schedule.

Planner's Response: Relies on performance criteria.

As mentioned above, the nature of the proposal means that visual impacts are unavoidable. As transmission lines already cross in this location and the landscape character is predominately of an industrial nature, it is not anticipated the transmission lines will cause

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an unreasonable reduction in the scenic value of the road corridor.

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

C12.0 Flood Prone Areas Code

C12.6.1 Buildings and works within a flood-prone hazard area

Objective:	That: (a) building and works within a flood-prone hazard area can achieve and maintain a tolerable risk from flood; and (b) buildings and works do not increase the risk from flood to adjacent land and public infrastructure.
Acceptable Solutions	Performance Criteria
A1 No Acceptable Solution.	P1.1 Buildings and works within a flood-prone hazard area must achieve and maintain a tolerable risk from a flood, having regard to: (a) the type, form, scale and intended duration of the development; (b) whether any increase in the level of risk from flood requires any specific hazard reduction or protection measures; (c) any advice from a State authority, regulated entity or a council; and (d) the advice contained in a flood hazard report. P1.2 A flood hazard report also

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	<p>demonstrates that the building and works:</p> <ul style="list-style-type: none">(a) do not cause or contribute to flood on the site, on adjacent land or public infrastructure; and(b) can achieve and maintain a tolerable risk from a 1% annual exceedance probability flood event for the intended life of the use without requiring any flood protection measures.
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Planner's Response: Relies on performance criteria.

The proposed development extends into areas of Cimitiere Creek subject to flooding.

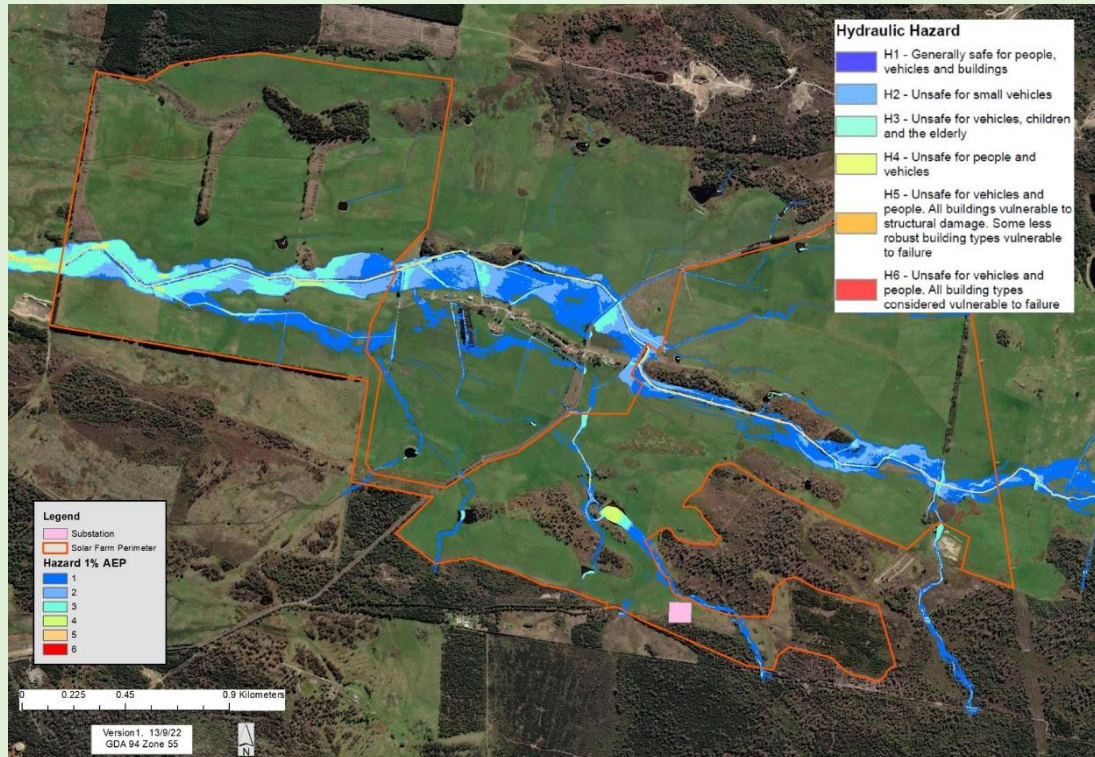


Figure 14: Subject land , showing areas subject to flooding in a 1%AEP.

In this instance the application has demonstrated that there is a tolerable level of risk associated with the proposal. A Flood Risk Assessment prepared by a suitably qualified person demonstrates that the risk to life and property is low.

The solar farm will be designed such that infrastructure will not be impacted in a 1% AEP event, with all sensitive equipment located above the maximum known flood event. Panels can also be tilted to the horizontal position to increase the clearance to 1.4m.

Solar panels will not extend into areas mapped with a hydraulic hazard level of H4 (unsafe for people and vehicles) or greater. These areas are mapped in orange on the figure above and are minimal.

The proposed substation and staff facilities are located outside of areas potentially subject to flooding.

The proposed works extending into the flood prone area primarily consist of the solar panel arrays, which have minimal bulk, 1 post every 40m² approx. and are unlikely to obstruct or displace flood waters. As such the proposal will not contribute to additional flooding of adjacent land.

The assessment demonstrates the risk of flooding on the proposal is minimal.

A supplementary flood risk assessment was also provided considering the potential

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downstream impacts associated with a general increase in drainage and stormwater runoff. The assessment demonstrates that the site will largely remain permeable and that the increased runoff associated with the additional impervious surfaces is negligible in respect to the area of the catchment and the size of the natural watercourse.

The supplementary demonstrates that all dwellings to the west off Soldiers Settlement Road will remain free of flooding in a 1% AEP + Climate change scenario. The hydraulic hazard profile at the Soldiers Settlement Road crossing does not change between pre and post developed scenarios. Flood levels overtopping the road do not increase and the hydraulic hazard rating along the road is classified as H1 for both developed and existing conditions (1% AEP).

The overall impact of the development on flood behaviour is demonstrated to be minor and no further flood mitigation is warranted.

Council's Infrastructure Officers have also raised concerns regarding the condition of the culverts and additional impacts in a flood event. While additional flood risks are low, the applicant has committed to undertaking a precondition assessment and similar assessments following flood events to monitor any increased impacts.

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

C15.0 Landslip Hazard Code

C15.6.1 Building and works within a landslip hazard area

Objective:	That building and works on land within a landslip hazard area can: (a) minimise the likelihood of triggering a landslip event; and (b) achieve and maintain a tolerable risk from a landslip.
Acceptable Solutions	Performance Criteria

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<p>A1 No Acceptable Solution.</p>	<p>P1.1 Building and works within a landslip hazard area must minimise the likelihood of triggering a landslip event and achieve and maintain a tolerable risk from landslip, having regard to:</p> <ul style="list-style-type: none"> (a) the type, form, scale and intended duration of the development; (b) whether any increase in the level of risk from a landslip requires any specific hazard reduction or protection measures; (c) any advice from a State authority, regulated entity or a council; and (d) the advice contained in a landslip hazard report. <p>P1.2 A landslip hazard report also demonstrates that the buildings and works do not cause or contribute to landslip on the site, on adjacent land or public infrastructure.</p> <p>P1.3 If landslip reduction or protection measures are required beyond the boundary of the site the consent in writing of the owner of that land must be provided for that land to be managed in accordance with the specific hazard reduction or protection measures.</p>
<p>Planner's Response: Relies on performance criteria. See section 9.2 for the planner assessment against the Performance Criteria.</p> <p>While the proposed transmission towers will require building approval and assessment of landslip risk will be undertaken as part of the building approval process, this generally will not address the vegetation removal required for the easement.</p> <p>A landslip risk assessment has been undertaken by a suitably qualified person. The assessment demonstrates that the risk to life associated with a landslide is low, as the proposal does not include any habitable buildings.</p> <p>The assessment concludes that the risk associated with a deep seated landslide is barely credible, while the risk associated with a small to medium landslide is low.</p> <p>A number of recommendations are provided to ensure the low level risk is maintained including the following:</p>	

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- *Transmission line towers should be positioned and spaced in a manner which avoids placement of towers within the Landslide Hazard Bands. This should be possible given that the width of the Low and Medium Landslide Hazard Bands within the proposed envelope are less than the typical 250-300m spacing of the towers.*
- *If the placement of transmission line towers is unable to avoid the Landslide Hazard Bands, then a subsurface investigation (boreholes and/or test pits) should be conducted to assess the subsurface conditions and provide recommendations for footing design.*
- *Permanent excavations other than for footings (e.g. access roads) should not exceed 1m vertical height unless retained by an engineer designed retention system. Retaining walls should be designed for sloping backfill, surcharge loading and resist at-rest earth pressures. Retaining walls should also include subsoil drainage.*
- *Cut slopes and fill batters should be sloped at a maximum of 1V:3H (~18°). All batter faces should be protected against erosion (eg by vegetation, mulch, or erosion mats).*
- *Steeper slopes will need to be retained by an engineer designed retention system.*
- *Runoff should be diverted away from the proposed transmission line towers via table drains and directed towards natural drainage gullies.*
- *Where possible, vegetation should be maintained on the slopes to prevent erosion of surface soils. Trees and shrubs taller than 3m (or likely to grow taller than 3m) in height are proposed to be removed within the transmission line corridor. Within the Landslide Hazard Bands, these trees and shrubs should be cut with the stumps and roots left in place and all other vegetation should be left undisturbed.*
- *Maintenance of surface runoff, vegetation, retaining structures and other measures described above are the responsibility of the site owner.*
- *Good hillside construction practices should be followed. A copy of Geoguide LR8 - Hillside Construction Practice is presented in Appendix C*

There are no requirements for mitigation measures outside of the proposed transmission line corridor.

A representation was received from the Department of State Growth. While outside the advertising period the matters raised are appurtenant to the application. State Growth has identified the location of potential landslip failures that may potentially be located in the transmission line corridor. The submission identifies a lack of information in the assessment relating to the assessment of risk. The submission also acknowledges the requirement for subsurface investigation for tower sites and recommends that these investigations be extended to site-specific land slip risk assessments. It also notes the possibility of locating the towers outside of the landslide-prone areas.

In order to address these concerns, it is recommended that an updated landslip risk assessment, including site-specific assessments for each tower, be submitted once final siting has been confirmed and prior to the commencement of works.

While the risk associated with the development is generally accepted to be low, in accordance with the Performance Criteria, a condition requiring detailed site-specific investigations will better meet the Objectives of the standard.

10. REFERRALS

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Internal Referrals

The application was referred to Council's Infrastructure Department:

The following advice was provided –

Overall, I'm satisfied with the TIA, it's a well-considered and thorough report. However, I have a few comments:

- *While the report notes that initial section of Musk Vale Road (between Soldiers Settlement Road and the proposed new access point, MVR1) will not be used, this may not be practical, especially during peak construction periods. It is likely that the entire length of Musk Vale Road will be used both during construction and possibly during operations. In light of this, I think upgrading the full length of Musk Vale Road is required. Designer to consult with council rep while scoping Musk Vale Road Upgrade.*
- *The intersection of North Street and Low Head Road (East Tamar Highway) should be upgraded in accordance with the typical cross-section shown on page 41 of the PDF.*
- *Currently, Soldiers Settlement Road, North Street, and Musk Vale Road receive a lower level of maintenance compared to similar roads in the area. As such, these roads should be actively monitored during construction, and any damage should be promptly repaired as it occurs.*

Planner's Comment:

The applicant has indicated use of the first section of Musk Vale Road will not occur and an alternative route will be provided through the private property. It is not reasonable to require the upgrade of unused sections of Musk Vale Road. However, it is appropriate for a pre-condition assessment to be undertaken for the full length of the road and any damage reasonably attributed to construction traffic following completion of the works is to be repaired and the road returned in the same condition as prior to the commencement of construction.

External Referrals

Tas Networks

A referral was issued to Tas Networks in accordance with Section 44L of the *Electricity Supply Industry Act 1995*. This is a referral function only and Council is required to pass advice on to the applicant, however, there are no statutory powers to request further information or stop the clock. In this instance TasNetworks requested additional information relating to the proximity of the transmission lines to existing TasNetworks Infrastructure. Information required as follows:

TasNetworks wish to request further information and detail regarding the proposed 110kV transmission line and line route between Cimitiere plains solar farm site and TasNetworks George Town substation, including:

- *Proposed transmission tower locations and easement edges for the last 1km of the route where it abuts the existing (Starwood) 110kV Transmission Line;*

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- *Scale drawing overlay of the proposed easement, with clearances to each easement edge from tower centres along the route; and*
- *Distances and placement of proposed towers in relation to TasNetworks' existing towers (110kV Starwood Transmission Line).*

It's noted that Figure 4 on page 10 of the 'Cimitiere Plains Solar Farm Development Application' Volume 1 dated 22/11/24 by Envoca purports to be illustrating Existing Easements near the new proposal. However, that diagram does not illustrate the existing wayleave easement which benefits the existing 110kV transmission line servicing Timberlink.

It would be prudent to have the extent of that easement illustrated demonstrating that neither the 'Planning Envelope' nor the 'Indicative Transmission Line Easement' referred to in that diagram extend into the existing wayleave easement (note – that the wayleave easement has a total width of 70m. 45m one side of the existing Transmission Line centreline and 25m the other side).

Furthermore, given the close proximity to existing TasNetworks infrastructure in this area, it would be prudent to clearly document (dimension) separations of new infrastructure and easements from existing infrastructure and easements.

TasNetworks also requests that further information is provided, that reassures appropriate safety clearances are adhered to and that TasNetworks requirements are met, regarding the crossover of existing distribution overhead powerlines and the proposed Transmission Line.

Planner's Comment: This information has not been provided by the applicant. However, further approvals are required from TasNetworks in order to construct transmission infrastructure in proximity to TasNetworks infrastructure and prior to connection to the substation. It is recommended that a condition be included on the planning permit requiring the detailed drawings requested by TasNetworks, prior to the commencement of works.

Zinfra – Gas Pipeline

The application was referred to Zinfra in accordance with the *Gas Industry Act 2019* as it crosses the declared Gas Pipeline Planning Corridor.

Zinfra has provided a advice regarding the crossing of the corridor, but does not object to the proposal.

Planner's Comment: It is recommended that the advice be appended to any permit issued and that the following be noted on the permit.

Please be aware that any physical activity within the gas pipeline easement or over the pipeline requires contact through Before you Dig Australia (Formerly Dial before you Dig 1100).

CASA

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The applicant has sought advice from CASA (Civil Aviation Safety Authority) who advised the following:

- Currently no Guidelines in Australia.
- CASA applies the United States FAA Guidelines with regard to solar installations near or on airports.
- Recent guidance states the glare from solar panels is insufficient to be a hazard to aircraft on approach or departure.
- Air Traffic Control Towers can be impacted, however, there is no Air Traffic Control Tower at George Town Airport.

Planner's Comment: No further conditions warranted.

11. SERVICES

Road

Access is available to Soldiers Settlement Road and Musk Vale Road. Upgrades are required to provide suitable truck access to Council's standards.

Improvements are required on the intersection of North Street and Low Head Road to facilitate large vehicle movements, and to Musk Vale Road to facilitate construction traffic. These works are required to be undertaken to Council's standards.

Access to the Bridport Road and East Tamar Highway will require approval from the Department of State Growth in accordance with the *Roads and Jetties Act 1935*.

Sewer

The site is not connected to reticulated sewer. Onsite waste water management will be required for the staff facilities. There is ample space to achieve onsite waste water management.

Water

The land is not connected to reticulated water.

Stormwater

The site is not connected to reticulated stormwater. A condition requiring engineering drawings to address track side drainage is recommended.

Stormwater concentrated by solar panels is likely to enter Cimetière Creek. The concentration is minimal and not likely to cause flooding.

12. PART V'S, COVENANTS, HERITAGE & LEVEL 2 ACTIVITIES

Easements:

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The subject property does not contain any registered burdening or benefitting easements on the title.

Part V Agreements:

No Part V's are registered against the subject property's title.

Covenants:

While a number of the titles include restrictive covenants, there do not appear to be any matters that would expressly prohibit the proposal. Council does not have a role in the enforcement of private covenants. A standard note relating to the applicants responsibilities with respect to covenants is included in the permit.

Heritage Register:

The subject titles are not registered within the Tasmanian Heritage Register administered under Part 4 of the *Historic Cultural Heritage Act 1995*.

Level 2 Activities:

The subject property does not contain a use that could be considered a Level 2 activity as classified within Schedule 2 of the *Environmental Management and Pollution Control Act 1994*. Due to the extensive footprint of the development advice was sought from the Environment Protection Authority early in the process to determine if a call in was likely. The EPA advised that while large scale, the proposal is not of such complexity or uniqueness, nor the potential impacts far reaching enough to warrant a Level 2 assessment.

Public Open Space

Contemplation of Public Open Space Contribution (Pursuant to Division 8 of the *Local Government (Building and Miscellaneous Provisions) Act 1993*) is not required for consideration within this proposal.

13. STATE POLICIES

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

14. ALTERNATIVE OPTIONS

Council can approve the application with alternative conditions or refuse the application with appropriate grounds.

15. CONCLUSION

The application for construction and use of Utilities (Solar Farm and Associated Transmission Line) at 381 Soldiers Settlement Road, GEORGE TOWN, and transmission across various titles (CT C/T 43381/1, 154906/1, 139746/1, 154929/1, 107403/1, 154910/1, 135016/1, 154928/1, 43382/1, 104543/3, 156738/4, 11369/23, 30617/4, 30617/8, 86544/1, 251653/1 & 86544/3) and road reserves, has been assessed against all relevant zone and code criteria of the Tasmanian Planning Scheme – George Town. With appropriate conditions, the application complies with the applicable Acceptable Solutions and Performance Criteria and is recommended for approval.

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16. RECOMMENDATION

That the application for use and development, Utilities (Solar Farm and Associated Transmission Line) at 381 Soldiers Settlement Road, GEORGE TOWN, and transmission across various titles (CT C/T 43381/1, 154906/1, 139746/1, 154929/1, 107403/1, 154910/1, 135016/1, 154928/1, 43382/1, 104543/3, 156738/4, 11369/23, 30617/4, 30617/8, 86544/1, 251653/1 & 86544/3) 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. Envoca Environmental Consultancy, Development Application -Cimitiere Plains Solar Farm, Volume 1 and 2, including appendix A to P, dated 22/11/24.
- b. ARCADIS, Cimitiere Creek Solar Farm -Flood Assessment, dated 20/03/2025.

to the satisfaction of the Council, unless otherwise provided for by condition of this permit. Any other proposed development and/or use will require a separate application to and assessment by the Council.

2. ENGINEERING DESIGN DRAWINGS (PUBLIC WORKS)

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:

- a) All public infrastructure works shown on the endorsed plans and specifications;
- b) Detailed civil designs for upgrades to the intersection of North Street and Low Head Road;
- c) Detailed civil designs for all works required to be undertaken to Musk Vale Road as indicated in the endorsed traffic impact assessment.

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 resubmission and review of the relevant engineering design drawings, any associated calculations and any other relevant information to ensure compliance with current infrastructure standards and applicable legislation.

3. ENGINEERING DESIGN DRAWINGS (PRIVATE WORKS)

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- a) Typical access track construction detail, including;
 - i) Include intermittent cut off drains designed to minimize concentrated stormwater flows,
 - ii) Detail of all watercourse crossings,
- b) Detailed location plans for all transmission towers for the full length of the transmission corridor showing:
 - i) The location of all transmission towers;
 - ii) Setbacks of towers from all public roads;
 - iii) Setbacks of towers from the State Rail Corridor;
 - iv) Setback of towers from natural watercourses;
 - v) Relative locations of Council's existing mountain bike trails relative to towers.
- c) Solar farm site drainage including;
 - i) Typical design design,
 - ii) Outfall design at the point of discharge incorporating mechanisms to minimize the entry of sediment and other pollutants to the natural watercourse;
- d) Security fence design including provisions for the passage of flood waters.

4. ENGINEERING DESIGN DRAWINGS (TASNETWORKS)

Prior to the commencement of works a detailed engineering design plan (to Scale) covering the last 1km of the transmission line at the southern end is to be submitted to TasNetworks for approval, showing:

- a) the proposed transmission tower locations
- b) easement alignment, including the easement edges, clearance between the tower centres and the easement edge
- c) relative proximity to TasNetwork's existing (Starwood) 110kV Transmission Line, including the existing towers and easement edge;
- d) separation from other existing electricity infrastructure, including transmission and distribution lines, and ground based infrastructure;
- e) clearances between the proposed infrastructure and all existing distribution lines intersecting the route.
- f) Any other such detail as may be required by TasNetworks in order to demonstrate the proposal does not compromise or interfere with the existing TasNetworks infrastructure in the vicinity.

Once approved by TasNetworks, the plan is to be provided to Council and will form part of the planning permit.

Note: In accordance with Section 109 of the *Electricity Supply Industry Act 1995*, a person must not, without proper authority –

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- (a) attach an electrical installation or other thing to a transmission system or distribution network; or*
- (b) connect, disconnect or interfere with a supply of electricity from a transmission system or distribution network; or*
- (c) interfere with electrical infrastructure or an electrical installation in any other way.*

5. SIGNS

A single Ground Based Sign is approved at each of the proposed access points. Ground Based Signs are:

- a) to be located on or within the boundary of the property.
- b) not be higher than 2.4m above the ground; and
- c) have a supportive structure that does not project above the sign face, unless it forms a feature or is incorporated in the sign design.

6. CONDITION ASSESSMENT (Cimitiere Creek Crossing)

- a) Prior to commencement of works a Level 2 – Structural/Engineering Assessment is to be undertaken to determine the condition of the existing culverts conveying Cimitiere Creek under Soldiers Settlement Road. The assessment is to be prepared by a suitably qualified person (e.g. civil engineer or similar) and is to be in accordance with the relevant Australian Standards including Austroads Guide to Bridge Technology and Australian Standard AS 5100 (Bridge Design Code).

The report is to be provided to Council and will serve as the benchmark for future assessments.

- b) A Level 2 Structural/Engineering Assessment will be conducted again by a suitably qualified professional:
 - i) One year after either the commencement of operations or the re-establishment of pasture, whichever occurs later.
 - ii) immediately after a 10% AEP flood or greater.

A condition report will be prepared and provided to Council.

- c) If any material changes to the culverts are identified, including structural damage, blockages, sedimentation, or flow obstructions, the Proponent will carry out the necessary repairs to restore the culverts to their pre-construction condition.

The Proponent is not responsible for any damage to the culverts in the event of a flood that exceeds a 1% Annual Exceedance Probability.

7. CONDITION ASSESSMENT (ROADS)

Prior to commencement of works, a pre-condition survey of the relevant sections of the existing road network is to be undertaken.

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During construction the sections of the road network utilised by the proposal are to be monitored and maintained to ensure continued safe use by all road users, and any faults attributed to construction of the solar farm would be rectified.

At the end of construction, a post- condition survey would be undertaken to ensure the road network is left in the consistent condition as at the start of construction.

All condition assessments are to be provided to Council.

If any damage or deterioration of the roads are identified, including structural damage, reasonably attributed to the development, the proponent will carry out the necessary repairs to restore the roads to their pre-construction condition.

All assessments are to consider the full length of Musk Vale Road, including the sections not intended to be utilized and sections not managed by Council.

8. CROSSTOVERS

Prior to the commencement of the use, the proposed crossovers, accessing Soldiers Settlement Road and Musk Vale Road, are to be constructed and existing upgraded in accordance with the typical sections identified in the endorsed traffic impact assessment and LGAT Standard Drawings, to the satisfaction of the Director Infrastructure and Development.

Prior to undertaking any works within the Council road reserve, including the installation of the vehicle crossover, separate consent is required from Council as the relevant Road Authority. The developer must make application to Council for a Permit to Undertake Works in the Road Reserve using Council's designated form and obtain approval prior to the start of works. This work must be at expense of the person responsible for the development.

9. VEGETATION REMOVAL

Vegetation clearance is to be limited to that reasonably required to accommodate the endorsed solar farm and to meet the minimum clearance required to maintain separation.

8. LANDSLIP RISK

- a) Prior to the commencement of works a detailed landslip risk assessment is to be prepared by a suitably qualified person and submitted to the satisfaction of Council. The detailed assessment must include a site-specific assessment of the location of all transmission towers (as per the Engineering Design Drawings-Private Works).
- b) A Form B – Structural/Civil/Geotechnical Engineering Declaration, prepared by a suitably qualified person and in accordance with the Australian Geomechanics Society – Practice Note Guidelines for Landslide Risk Management 2007, or the equivalent written advice, is to be provided to the satisfaction of Council, confirming that all recommendations relating to landslip mitigation have been incorporated in the construction drawings.

- c) Prior to the commencement of use a Form G - Geotechnical Declaration Final Geotechnical Certificate, prepared by a suitably qualified person and in accordance with the Australian Geomechanics Society – Practice Note Guidelines for Landslide Risk Management 2007, or the equivalent written advice, is to be provided to the satisfaction of Council.

9. 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) weeds;
- c) vegetation removal and track construction works within watercourse protection areas, with reference to the Wetland and Waterways Works Manual.
- d) erosion, including methods for the stabilising exposed soils within drains and adjacent to watercourses;
- e) soil and water management to minimise discharge of polluted or sediment laden runoff directly or indirectly into Council's drains and natural watercourses.

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 Construction Environmental Management Plan.

10. CONSTRUCTION TRAFFIC MANAGEMENT PLAN

Prior to the commencement of works a Construction Traffic Management Plan and Guidance Scheme in accordance with AS1742.3 is to be prepared by a suitably qualified person and submitted to the satisfaction of Council's Director Infrastructure and Development.

The plan is to include procedures for ensuring impacts on private accesses are minimised and that land owners are notified of any disruption to property access.

The plan is to be accompanied by the advice of the Department of State Growth as to the adequacy of the plan relating to State Roads.

11. 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.

12. DAMAGE TO PUBLIC INFRASTRUCTURE

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

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Permit Notes

1. This permit was issued based on the proposal documents submitted for DA 2024/108. You should contact Council with any other use or development, as it may require the separate approval of Council. Council's planning staff can be contacted on 6382 8800.
2. This permit does not imply that any other approval required under any other by-law, covenant or legislation has been granted. The following additional approvals from Council may be required before construction commences:
 - a) Plumbing approval
 - b) Building approval
 - c) Approval to undertake works in the Council road reserve.
 - d) Approval to connect to the reticulated stormwater network.

All enquiries should be directed to Council's Permit Authority, via 6382 8800.

3. Please be aware that any physical activity within the gas pipeline easement or over the pipeline requires contact to Tasmanian Gas Pipeline Pty Ltd, through Before you Dig Australia (Formerly Dial before you Dig 1100).

The Tasmanian Gas Pipeline Pty Ltd can be contacted via enquiries@tasmaniangaspipeline.com.au

4. Separate consent is required from the Department of State Growth in accordance with the *Roads and Jetties Act 1935* prior to the undertaking of any works in/over State Roads, for the movement of Oversize/Overmass vehicles on State Roads and for a new access or use of an access on a Limited Access Road.

For further information please visit https://www.transport.tas.gov.au/roads_and_traffic_management/permits_and_bookings or contact permits@stategrowth.tas.gov.au.

5. Separate Consent is required from Tas Rail prior to the undertaking of any works in/over the State Rail Corridor. See attached document for specific advice relating to progressing development in the State Rail Corridor.
6. Separate consent is required from TasNetworks in order to connect to the Bell Bay Substation. In accordance with Section 109 of the *Electricity Supply Industry Act 1995*, a person must not, without proper authority –
 - (a) *attach an electrical installation or other thing to a transmission system or distribution network; or*
 - (b) *connect, disconnect or interfere with a supply of electricity from a transmission system or distribution network; or*
 - (c) *interfere with electrical infrastructure or an electrical installation in any other way.*

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7. The applicant is strongly encouraged to liaise with TasNetworks, The Department of State Growth, and other renewable energy proponents to consider opportunities for co-location of infrastructure, particularly transmission line corridors, in order to minimise costs and the cumulative impacts of such infrastructure.
8. 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
9. 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.
10. 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.
11. 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.
12. 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.
13. 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.

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14. If this development application has been subject to the advertisement process, 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.

DECISION

Moved:

Seconded:

VOTING

For:

Against:

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7.2 DA 2025/17 - LOT 200 PIPE CLAY DRIVE, GEORGE TOWN

REPORT AUTHOR:	Senior Town Planner - Mr J. Simons
REPORT DATE:	6/05/2025
FILE NO:	DA 2025/17
ATTACHMENTS:	<ol style="list-style-type: none">1. DA 2025-17 - Plans and Supporting Documents [7.2.1 - 73 pages]2. DA 2025-17 -Representation [7.2.2 - 3 pages]3. DA 2025-17 - Response to Representation - Nova Land Consulting [7.2.3 - 1 page]4. DA 2025-17 - TasWater SPAN [7.2.4 - 4 pages]5. DA 2025-17 - Tas Networks Advice [7.2.5 - 1 page]

APPLICATION INFORMATION

Planning Instrument:	<i>Tasmanian Planning Scheme – George Town</i>
Applicant:	Nova Land Consulting
Site Address:	Lot 200 Pipe Clay Drive, George Town
Titles Details:	151955/200
Property ID:	2816863
Zone:	General Residential
Use:	No use class assigned
Proposed Development:	Subdivision (4 Lots - Road & Balance)
Application Received:	08/04/2025

1. SUMMARY

An application under Section 57 of *The Land Use Planning and Approvals Act 1993* has been received by Council for a Subdivision (4 Lots - Road & Balance) at Lot 200 Pipe Clay Drive, George Town.(CT 151955/200).

The proposed subdivision is generally consistent with the intent of the General Residential Zone, provides for the logical extension of Pipe Clay Drive, and is unlikely to compromise the future development of the balance or broader connectivity to the land surrounding the title.

One (1) representation was received during the advertising period. The matters raised in the representation generally relate to impacts during construction on an existing home based business. A condition requiring the preparation of a construction environmental management plan is recommended for inclusion on any permit issued and the applicant has committed to notifying the owner of the business prior to activities occurring which give rise to dust. It is noted that the intent of the zone is for residential use and development, and business activities are not prioritised in this zone. The proposed conditions are sufficient to mitigate the impacts. The alignment of underground infrastructure is largely at the discretion of the authority

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ultimately responsible for taking on the long term management of that infrastructure and ensuring its efficient operation.

The development complies with all of the applicable standards of the General Residential Zone and applicable codes and is recommended for approval with conditions.

2. STRATEGIC PLAN

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

Future Direction Four- Leadership and Accountable Governance

33. Fair and open planning regulatory processes

i. There is community knowledge and understanding of planning and regulatory responsibilities and processes

3. CONSULTATION

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

4. RISK IMPLICATIONS

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

5. FINANCIAL IMPLICATIONS

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

6. SITE AND LOCATION

The subject site is located at Lot 200 Pipe Clay Drive, George Town (CT 151955/200). It has an area of 1.419ha and is relatively flat.

Pipe Clay Drive currently terminates at the title boundary, providing both frontage and access.

The site is located in a bushfire prone area.

The land is currently vacant. The western portion of the site is cleared of vegetation, with some remnant native forest at the eastern end.

The land is serviced by reticulated water, sewerage and stormwater.

Surrounding land uses are predominately residential, with a mix of units and single dwellings. Like the land to the north, south and west, the subject property is in the General Residential Zone. The land to the east is in the Low Density Residential Zone.

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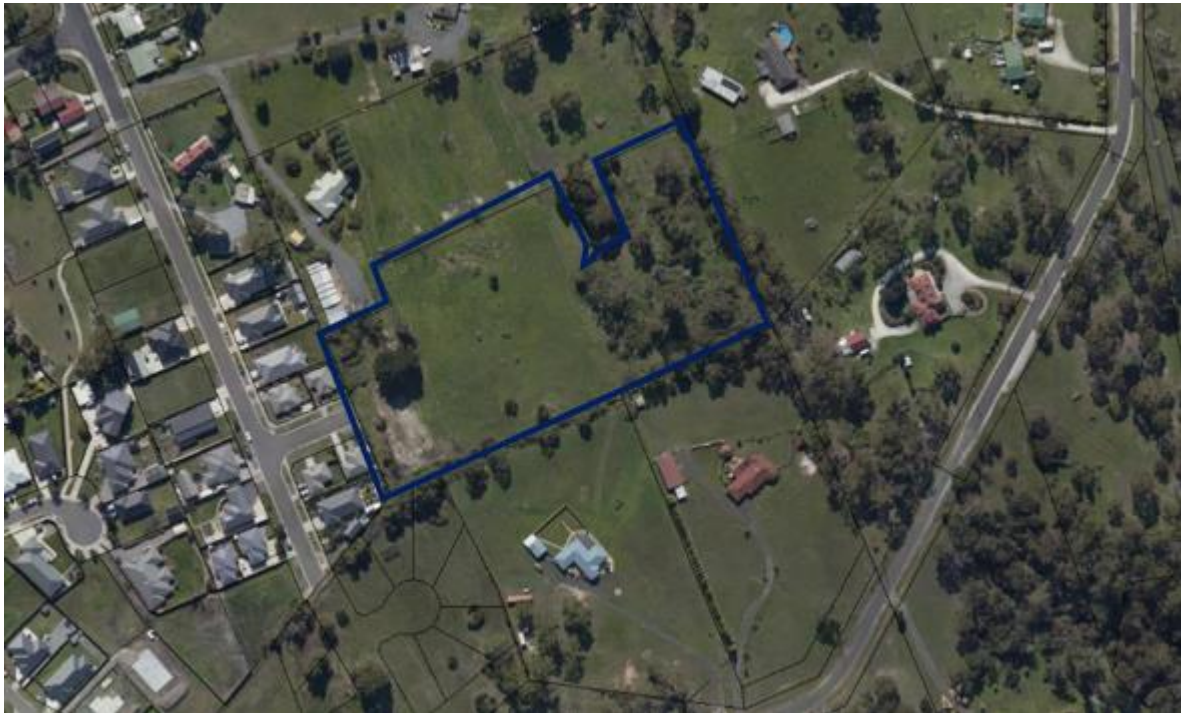


Figure 1: Aerial photo of subject title (outlined in red) and surrounding land.



Figure 2: Zoning of subject title (outlined in blue) and surrounding land.



Figure 3: Pipe Clay Drive and subject property (Google, 2023).

7. DEVELOPMENT AND USE DESCRIPTION

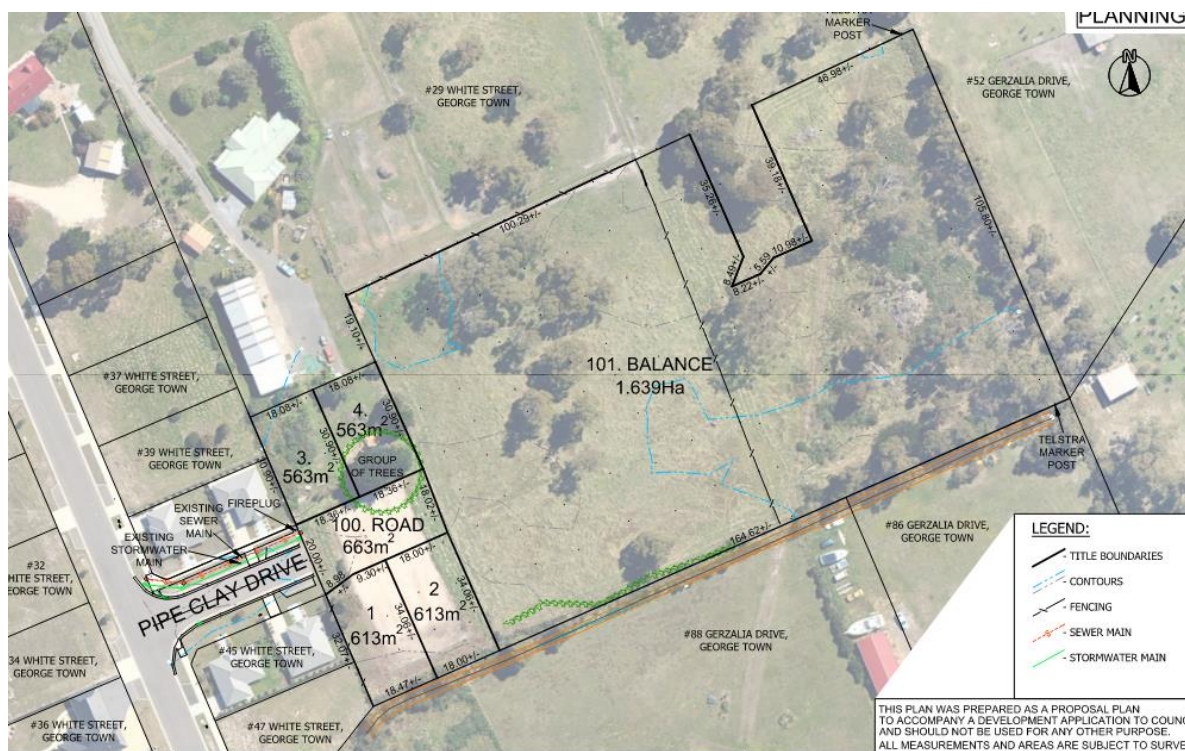
The application seeks approval for the development of the site at Lot 200 Pipe Clay Drive, George Town (CT 151955/200) for Subdivision (4 Lots - Road & Balance). Pipe Clay Drive is proposed to be extended by an additional 36.72m, fronted by four additional residential lots. A balance of 1.639ha will remain in the eastern portion of the lot with potential for future development.

The Lots will have the following areas:

Lot	Area
1	563m ²
2	563m ²
3	613m ²
4	613m ²
Road	663m ²
Balance	1.639ha

An indicative plan of subdivision is included in Figure 4 below. The full plans submitted are included in the attachments.

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8. REPRESENTATIONS

The application was advertised for community consultation from 19/04/2025 to 07/05/2025. One (1) representation was received and is summarised below.

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

Issues Raised in Representations	Council Response
Potential impacts of development on distillery at 4 Pipe Clay Drive (home occupation). Dust generated by construction could contaminate product.	<p>The General Residential Zone is specifically intended to accommodate residential use and development. Home occupation is designed to accommodate business activities that are unlikely to result in amenity impacts or conflicts with residential uses.</p> <p>Dust and noise impacts are required to be managed such that they do not result in nuisance. However, should a particular business activity require a higher degree of environmental management, it is generally incumbent on the operator to ensure their business space is suitable for the activity.</p>

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	<p>A construction environmental management plan will be required as a condition of the permit. It is noted that the applicant has committed to notifying the distillery owner of works being undertaken. This is incorporated into the condition.</p>
<p>Request to relocate water and stormwater assets.</p>	<p>The location of water, stormwater and sewage infrastructure is largely at the discretion of the service provider ultimately responsible for the ongoing management and efficient operation of the infrastructure. The design of all water and sewer infrastructure is approved by TasWater, who take the long term management and costs into account.</p> <p>While there may be some short term impacts during construction, it is not anticipated the location of the infrastructure will have unreasonable or long term impacts on surrounding properties.</p> <p>The applicant has advised that relocation is not feasibly viable owing to the engineering complexity involved in alternative designs.</p> <p>No specific conditions are warranted.</p>
<p>Request the land owner, developer contact Zenith Distillery when adjacent excavation works, likely to generate dust are underway.</p>	<p>The applicant has committed to notifying the adjoining land owner of works being undertaken adjacent to the dwelling at 4 Pipe Clay Drive.</p> <p>This is to be reinforced through the submission of a construction environmental management plan.</p>
<p>Interruptions to business operations caused by music played by workers and swearing.</p>	<p>The General Residential Zone is not explicitly designed to accommodate or protect business activities. The intent of the home occupation provisions is to facilitate home business activities that are compatible with and do not conflict</p>

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	<p>with residential amenity and associated activities.</p> <p>Noise is regulated by the <i>Environmental Management and Pollution Control Act 1994</i>. Should noise constitute an environmental nuisance as defined by the Act, Council may consider the use of an EPN to regulate the noise.</p> <p>Council cannot control the language used by construction workers.</p> <p>It is recommended the applicant submit a construction environmental management plan prior to the commencement of works. This will assist the applicant to manage impacts during construction.</p>
Road access must be maintained for deliveries to Zenith Distillery.	<p>It is a traffic offence to obstruct access to a property or road without the consent of the Road Authority. Should a road closure or traffic management be required during construction, it will be necessary for the developers to contact Council and seek the necessary approval.</p> <p>Council would generally not issue a permit to block access without consultation with land owners. The applicant has also indicated that they do not anticipate closure of the road.</p> <p>A note may be included on any permit issued highlighting the need for Council approval prior to any road closures or traffic management on public roads.</p> <p>No further conditions are considered warranted.</p>
General support for residential development in the area.	General support for residential development is noted.

9. STATUTORY REQUIREMENTS

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The assessment of the development is dealt with under the following sections of the *Tasmanian Planning Scheme – George Town*:

- 8.0 General Residential Zone
- C2.0 Car Parking and Sustainable Transport Code
- C3.0 Road and Railway Assets Code
- C13.0 Bushfire Prone Areas Code
- C16.0 Safeguarding of Airports Code

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

9.1 Use Class

The application is for subdivision. Subdivision is not required to be classified into a use class in accordance with Clause 6.2.6 of the Scheme.

The proposed development relies on Performance Criteria and, as such, is subject to a discretionary application process.

9.2 Planning Scheme Assessment

Please see Attachment 1 for a full planning assessment against all of the relevant Acceptable Solutions of the Planning Scheme.

The Zone Purpose and those aspects of the development which require Council to exercise discretion are outlined and addressed in the following tables. The Performance Criteria outlines the specific things that Council must consider in exercising its discretion and determining whether to approve or refuse an application.

In cases where Council considers an application does not comply with the relevant Performance Criteria the use of conditions to achieve compliance should always be considered prior to refusal of the application.

Zone Purpose Assessment

8.1 Zone Purpose

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The purpose of the General Residential Zone is:

8.1.1 To provide for residential use or development that accommodates a range of dwelling types where full infrastructure services are available or can be provided.

8.1.2 To provide for the efficient utilisation of available social, transport and other service infrastructure.

8.1.3 To provide for non-residential use that:

(a) primarily serves the local community; and

(b) does not cause an unreasonable loss of amenity through scale, intensity, noise, activity outside of business hours, traffic generation and movement, or other off site impacts.

8.1.4 To provide for Visitor Accommodation that is compatible with residential character.

Planner's Response:

The proposed development is generally consistent with the intent of the General Residential Zone. The proposed lots are intended to be used for residential purposes and are of a size and scale that is conducive to achieving this outcome. The lots are generally smaller than those in the surrounding area, contributing to a more diverse range of lot sizes.

All of the lots will be fully serviced.

The balance is large and retains sufficient potential for future development.

The application does not include visitor accommodation or any other non-residential use.

Performance Criteria assessment.

8.0 General Residential Zone

8.6 Development Standards for Subdivision

8.6.1 Lot design

Objective:	That each lot: (a) has an area and dimensions appropriate for use and development in the zone; (b) is provided with appropriate access to a road; (c) contains areas which are suitable for development appropriate to the zone purpose, located to avoid natural hazards; and (d) is orientated to provide solar access for future dwellings.
Acceptable Solutions	Performance Criteria
A4	P4

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Any lot in a subdivision with a new road must have the long axis of the lot between 30 degrees west of true north and 30 degrees east of true north.	<p>Subdivision must provide for solar orientation of lots adequate to provide solar access for future dwellings, having regard to:</p> <ul style="list-style-type: none"> (a) the size, shape, and orientation of the lots; (b) the topography of the site; (c) the extent of overshadowing from adjoining properties; (d) any development on the site; (e) the location of roads and access to lots; and (f) the existing pattern of subdivision in the area.
<p>Planner's Response: Relies on performance criteria, due to the long axis of the balance being orientated outside of the Acceptable Solutions. Although the balance has an east-west orientation, its area and dimensions are significant and offer ample opportunity for lots within a future subdivision or residential development to be orientated toward the north. The surrounding use and development does not unreasonably undermine this capacity.</p> <p>Proposed lots 1-4 have a long axis orientated within 30° west of north, with the exception of the balance and are consistent with the Acceptable Solution and the Objective.</p> <p>The proposal complies with the Performance Criteria and is consistent with the objective.</p>	

8.6.2 Roads

Objective:	<p>That the arrangement of new roads within a subdivision provides for:</p> <ul style="list-style-type: none"> (a) safe, convenient, and efficient connections to assist accessibility and mobility of the community; (b) the adequate accommodation of vehicular, pedestrian, cycling and public transport traffic; and (c) the efficient ultimate subdivision of the entirety of the land and of surrounding land.
Acceptable Solutions	Performance Criteria

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<p>A1</p> <p>The subdivision includes no new roads.</p>	<p>P1</p> <p>The arrangement and construction of roads within a subdivision must provide an appropriate level of access, connectivity, safety and convenience for vehicles, pedestrians, and cyclists, having regard to:</p> <ul style="list-style-type: none"> (a) any road network plan adopted by the council; (b) the existing and proposed road hierarchy; (c) the need for connecting roads and pedestrian and cycling paths, to common boundaries with adjoining land, to facilitate future subdivision potential; (d) maximising connectivity with the surrounding road, pedestrian, cycling and public transport networks; (e) minimising the travel distance between key destinations such as shops and services and public transport routes; (f) access to public transport; (g) the efficient and safe movement of pedestrians, cyclists, and public transport; (h) the need to provide bicycle infrastructure on new arterial and collector roads in accordance with the <i>Guide to Road Design Part 6A: Paths for Walking and Cycling 2016</i>; (i) the topography of the site; and (j) the future subdivision potential of any balance lots on adjoining or adjacent land.
<p>Planner's Response: The application includes an extension of Pipe Clay Drive and, as such, relies on performance criteria.</p>	

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The arrangement of the proposed road extension is considered to be a logical extension of the existing road stub which currently forms Pipe Clay Drive and provides an appropriate level of access to the proposed lots and balance.

The proposal does not conflict with any road plan adopted by Council, nor with any draft strategic documents.

While the road extent currently proposed does not extend to any common boundaries, there is ample opportunity for this to be achieved in future subdivision of the balance. The proposed extent included in this application is not sufficient distance to warrant additional connections.

The proposed balance lot retains sufficient development potential to achieve connectivity between the subject title and neighboring titles with development potential.

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

However, it is noted that the concept layout identified on the servicing plan does not appear to provide adequate connectivity through the urban landscape, particularly with respect to General Residential land to the south and opportunities to provide connectivity to the east. It is recommended that a condition not be included on any permit issued which reiterates the layout is not supported at this time and strongly encourages the land owner to liaise with Council prior to committing to the layout as it is currently depicted.

10. REFERRALS

Internal Referrals

The engineering conditions included on the permit have been prepared with the assistance of Council's Infrastructure Department following detailed discussions.

External Referrals

A referral was issued to TasWater.

A Submission to Planning Authority Notice (TWDA 2025/00350-GTC) was provided on the 15/04/2025, containing several conditions. The SPAN is required to be referenced in any planning permit issued.

A referral was issued to TasNetworks.

A response was received by Council's Planning Department on the 17/04/2025.

The following advice was provided –

Based on the information provided, the development is not likely to adversely affect TasNetworks' operations.

As with any subdivision, consideration should be given to the electrical infrastructure works that will be required to ensure a supply of electricity can be provided to each lot.

It is recommended that the customer or their electrician submit an application via our website portal found here

<https://www.tasnetworks.com.au/Connections/Connections-Hub>
establish an electricity supply connection to each lot.

to

11. SERVICES

Road

Access is available to Pipe Clay Drive, via an extension to the existing road.

Sewer

The land is serviced by TasWater's reticulated sewage infrastructure. All lots are proposed to connect.

Water

The land is serviced by TasWater's reticulated water infrastructure. All lots are proposed to connect.

Stormwater

The land is serviced by Council's reticulated storm water infrastructure. All lots are proposed to connect. Council's Infrastructure Department have not identified any fundamental drainage roadblocks, however detailed designs and calculation will be required as part of the engineering design approval. It is also recommended that a cut off drain be installed between the balance and the new residential lots

12. PART V'S, COVENANTS, HERITAGE & LEVEL 2 ACTIVITIES

Easements:

The subject property does not contain any registered burdening or benefitting easements on the title.

Part V Agreements:

An existing Part 5 Agreement is registered to the title. The Part 5 contains a number of requirements that deal with matters more appropriately dealt with via the planning scheme and *Building Act 2016*, including a 7.5m height limit, a requirement to prepare a soil report, a requirement to develop in a coastal character, restrictions on recycled materials and relocatable buildings, and size restrictions on outbuildings.

These agreements will run with any lot resulting from the subdivision. It is recommended that consideration be given to the review or removal of these agreements prior to sealing the final plan.

Covenants:

No covenants are registered against the subject property's title.

Heritage Register:

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The subject property is not registered within the Tasmanian Heritage Register administered under Part 4 of the *Historic Cultural Heritage Act 1995*.

Level 2 Activities:

The subject property does not contain a use that could be considered a Level 2 activity as classified within Schedule 2 of the *Environmental Management and Pollution Control Act 1994*.

Public Open Space

The proposed development will result in 4 additional lots suitable for residential use and development. It is anticipated that this will result in an increase in demand for public open space. Council has engaged @Leisure to prepare an open space network plan for George Town. The draft findings indicate there is a deficiency in open space in the South George Town area. Secret Park, off White Street is noted as having a number of deficiencies including a lack of sufficient scale and a lack of visibility. Substantial improvements to this park are warranted including the potential purchase of additional frontage. If unable to achieve such improvements to Secret Park, Council will need to consider the purchase of alternative land to provide sufficient social family recreation space in the area.

The proposal will increase demand for open space and there is an identified deficiency in the vicinity. It is recommended that an open space contribution of 5% be required consistent with Section 117 of the *Local Government (Building and Miscellaneous Provisions) Act 1993*.

It is recommended that a contribution be required relative to the four new lots. While the act does not prohibit Council from seeking a contribution on the Balance lot, it is noted that the balance is unlikely to result in a direct increase in demand. It is also noted that the Balance has significant development potential and Council will have an opportunity to consider the impacts on open space if/when a development application is submitted for the Balance.

13. STATE POLICIES

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

14. ALTERNATIVE OPTIONS

Council can approve the application with alternative conditions or refuse the application with appropriate grounds.

15. CONCLUSION

The application for construction and use of Subdivision (4 Lots - Road & Balance) at Lot 200 Pipe Clay Drive, George Town (CT 151955/200), has been assessed against all relevant zone and code criteria of the Tasmanian Planning Scheme – George Town. With appropriate conditions, the application complies with the applicable Acceptable Solutions and Performance Criteria and is recommended for approval.

16. RECOMMENDATION

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That the application for use and development, Subdivision (4 Lots - Road & Balance) at Lot 200 Pipe Clay Drive, George Town (CT 151955/200) 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. Nova Land Consulting, Proposed Subdivision, Job No. L220727, V3.0, sheet 1, dated 14/02/2025;
- b. Nova Land Consulting, Planning Report, dated April 2025;
- c. Nova Land Consulting, Bushfire Hazard Report, dated March 2025;
- d. Rare., Infrastructure Design, Project No. 231028, Drawing C101, C400 and C401 (Lots 1-4 only, future works excluded)

to the satisfaction of the Council, unless otherwise specified by the condition of this permit. 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:

- a) all infrastructure works shown on the endorsed plans and specifications or otherwise specified by the conditions below:
 - i. Roads, crossovers and reticulated drainage infrastructure;
 - ii. All necessary line marking and traffic signage;
 - iii. Reticulated water and sewage;
 - iv. Electricity infrastructure including street lighting;
 - v. Communications infrastructure.
- b) all new infrastructure is to be fully integrated with existing infrastructure networks within reasonable distance of the development, including:
 - i. The footpaths at each end of the development and pram ramps on both sides of road crossings;
 - ii. Kerb & channel;
 - iii. Roads; and
 - iv. Road junctions & intersections.
- c) show:
 - i. the proposed road with a minimum carriageway width of 8.9 meters with 35mm asphalt seal, conforming to TSD-R06-v3;
 - ii. a 20m wide road reserve is to be maintained consistent with the existing width of Pipe Clay Drive.
 - iii. provision of kerb and channel on the north side of the new road extension;

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- iv. provision of a temporary turning head with minimum external radius of 12m in accordance with the endorsed bushfire hazard management plan and including bollards or boulders suitable to minimize unauthorized entry into the balance.
- v. all lots, including the balance are to be provided with a driveway crossover in accordance with the Tasmanian Standard Drawings.
- d) a Stormwater Management Plan that includes the following:
 - i. Certification from an experienced and licensed practicing Civil/hydraulic Engineer;
 - ii. A piped minor stormwater drainage system able to accommodate a storm with an 10% AEP, when the land serviced by the system is fully developed;
 - iii. A major stormwater drainage system designed to accommodate a storm with a 1% AEP, inclusive of climate change loading based on RCP8.5 to the year 2100; the major system is to include a cut off drain intercepting overland flow from the balance prior to Lots 4 and 2 and discharging to the existing stormwater system.
 - iv. All capacity calculations are to assume that residential lot surfaces have a minimum of 30% impervious surfaces;
 - v. Modelling encompassing the entire development site, as well as the existing downstream drainage network on Franklin Street up to the connection with York Creek; and
 - vi. Should modelling demonstrate insufficient capacity of the existing stormwater system on White Street to accommodate the additional runoff generated by the development, the developer must submit proposed solutions to mitigate this issue. Acceptable solutions may include: (a) Onsite detention to reduce the peak runoff discharge to the White Street system; or (b) Upgrading the downstream stormwater network to ensure adequate capacity; The cost of upgrading the existing drainage system is to be borne by the developer.
- e) treatment of points of transition where new infrastructure does not match the existing is to be clearly detailed.
- f) a landscape plan showing a minimum of one street tree per lot, and a minimum spacing between tree centres not exceeding 20m. Where possible, a 1.5m offset, on all sides from the centre of the tree trunk to be maintained free of services and footpaths on both sides of all roads to accommodate a corridor for planting trees. Where insufficient space is provided, engineering solutions, such as trees cells, are required. The species of trees are to be approved by Council's Director Infrastructure and Development.
- g) 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
- h) 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.
- i) 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.
- j) all drawings are to be prepared by a suitably qualified and experienced engineer or Engineering Consultancy.

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- k) future use of the balance should be considered and infrastructure appropriate for the intended use be installed to avoid re-work in the future.

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 resubmission and review of the relevant engineering design drawings, any associated calculations and any other relevant information to ensure compliance with current infrastructure standards and applicable legislation.

3. 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 2. All works, including infrastructure and landscaping, must be commenced under the direct supervision of a civil engineer and completed to the satisfaction of the 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.

4. CONSTRUCTION ENVIRONMENTAL MANAGEMENT PLAN

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

- 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 directly or indirectly into Council's drains and watercourses; and
- d) noise, during construction.

The plan is also to include a plan and procedure for notifying the owner of 4 Pipe Clay Drive prior to the commencement of works likely to give rise to dust, and for receiving and addressing complaints from surrounding land owners. All works are to be undertaken in accordance with the approved construction environmental management plan.

5. CONTRIBUTION IN LIEU OF PUBLIC OPEN SPACE

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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, comprising Lots 1-4, in the approved plan of subdivision, excluding the balance lot.

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.

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

6. TRANSFER OF ROAD LOT

The Road Lot, Lot 100, is to be transferred to Council on sealing of the Final Plan (the lot is to be directly issued in the name of George Town Council). All costs incurred in the surveying and transfer of the ROAD Lots are to be borne by the subdivider.

7. 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 (12 months) for the amount of 5% of the construction value of the public works.

8. VEHICULAR CROSSTOVS

Prior to the sealing of the Final Plan, the driveway crossovers servicing each lot are to be constructed in accordance with the endorsed plans, Tasmanian Standard Drawing TSD-R09-v3 and to the satisfaction of Council's Director Infrastructure and Development.

9. EASEMENTS

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

10. COVENANTS

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

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

11. BUSHFIRE HAZARD MANAGEMENT

- a) The land is to be maintained at all times in accordance with the endorsed Bushfire Hazard Management Plan.
- b) Prior to the Sealing of the final plan a Part 5 Agreement (Agreement under Section 71 of the Land Use Planning and Approvals Act 1993) is to be registered to the title ensuring ongoing maintenance of the balance land in accordance with the endorsed Bushfire Hazard Management Plan.

12. TEMPORARY TURNING HEAD

Prior to the sealing of the Final Plan, an agreement made pursuant to section 71 of the Land Use Planning and Approvals Act 1993 must be executed by the George Town Council (Council) and the permit holder providing for the following:

- a) A permanent legal right of access must be provided for the general public over the proposed temporary turning head (12m outer radius); and
- b) A right to access and undertake maintenance work for Council over the proposed temporary turning head.

Once executed, the Agreement must be lodged and registered on CT 182617/1 in accordance with section 78 of the Land Use Planning and Approvals Act 1993. All costs associated with preparing and registering the Agreement must be borne by the applicant.

Or

Some other mechanism which provides a permanent and unalienable right of access and maintenance for the general public and Council over the temporary turning head (12m outer radius), agreed between the General Manager and the developer, is in place.

13. TASWATER

The development must be in accordance with the Amended Submission to Planning Authority Notice issued by TasWater (**TWDA 2025/00350-GTC** attached).

14. 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.

15. DAMAGE TO PUBLIC INFRASTRUCTURE

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

Permit Notes

1. This permit was issued based on the proposal documents submitted for DA 2025/17. You should contact Council with any other use or development, as it may require the separate approval of Council. The council's planning staff can be contacted on 6382 8800.
2. This permit does not imply that any other approval required under any other by-law, covenant or legislation has been granted. The following additional approvals from Council may be required before construction commences:
 - a) Plumbing approval
 - b) Building approval
 - c) Approval to undertake works in the Council road reserve.
 - d) Approval to connect to the reticulated stormwater network.

All enquiries should be directed to Council's Permit Authority, via 6382 8800.

3. This permit does not constitute and should not be taken as any form of approval for any future stage indicated on the plans. Approval is limited to those lots and road indicated in Nova Land Consulting, Proposed Subdivision, Job No. L220727, V3.0, sheet 1, dated 14/02/2025. It is strongly recommended that any future stages be discussed with Council prior to the submission of an application.
4. TasNetworks has advised the following:

Based on the information provided, the development is not likely to adversely affect TasNetworks' operations.

As with any subdivision, consideration should be given to the electrical infrastructure works that will be required to ensure a supply of electricity can be provided to each lot.

It is recommended that the customer or their electrician submit an application via our website portal found here <https://www.tasnetworks.com.au/Connections/Connections-Hub> to establish an electricity supply connection to each lot.

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.

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- 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.
 - 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.
- In this instance there is an existing Part 5 with a number of restrictive covenants that no longer reflect modern standards of development or the provisions of the planning scheme. It is strongly recommended that consideration be given to the removal or amendment of the Part 5 prior to sealing of the final plan. If not removed, all resulting lots will be subject to the agreement and covenants within it.
- 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.
 - 11. If this development application has been subject to the advertisement process, 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.

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DECISION

Moved:

Seconded:

VOTING

For:

Against:

8 OFFICE OF GENERAL MANAGER

8.1 COUNCIL WORKSHOP APRIL AND MAY 2025

REPORT AUTHOR: General Manager - Mr S. Power
REPORT DATE: 13 May 2025
FILE NO: 14.10
ATTACHMENTS: Nil

SUMMARY

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

DATE AND PURPOSE OF WORKSHOP HELD

TUESDAY 29 APRIL 2025

- Planning and Building Update
- Capital Works Update
- Agenda Review
- Hillwood Hub Concept Plan
- Governance Issues
 - Rate Enquiry
- Councillors/General Manager Discussions

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

Apologies: Nil.

In Attendance: General Manager
Director Infrastructure & Development
Director Organisational Performance, Strategy & Engagement
Director Corporate & Community
Senior Executive Assistant & Governance Officer

TUESDAY 13 MAY 2025

- Unconfirmed Minutes of the 29 April 2025 Ordinary Council Meeting
- Unconfirmed Minutes of the 29 April 2025 Closed Ordinary Council Meeting
- Dog Management Enforcement
- Abatements
- Quarterly Performance Report – 1 January 2025 – 31 March 2025
- NTDC Presentation

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- Health and Wellbeing Committee Members
- Draft Community Assistance Policy
- Rating Methodology
- Conservation Rebate
- Reconciliation Action Plan Working Group
- 112 Victoria Street, George Town
- Splash Pad Consultation
- Governance
 - ALGA
 - LGAT Election
 - Commercial in Confidence
- Councillors/General Manager Discussions

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

Apologies: Cr Winston Archer
General Manager

In Attendance: Director Corporate & Community
Director Organisational Performance & Strategy
Director Infrastructure & Development
Senior Executive Assistant & Governance Officer

Guests: CEO - NTDC

TUESDAY 20 MAY 2025

- Budget

Present: Mayor Greg Kieser, Deputy Mayor Greg Dawson, Cr Winston Archer,
Cr Heather Ashley, Cr Heather Barwick, Cr Tim Harris,
Cr Simone Lowe, Cr Winston Mason

Apologies: Cr Jason Orr
General Manager

In Attendance: Director Corporate & Community
Director Organisational Performance & Strategy
Director Infrastructure & Development
Senior Executive Assistant & Governance Officer

Guests: Nil.

STRATEGIC PLAN

This action relates to the following components of the Community Strategic Plan 2024-2030:

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Future Direction Four- Leadership and Accountable Governance

33. Fair and open planning regulatory processes

- i. There is community knowledge and understanding of planning and regulatory responsibilities and processes

STATUTORY REQUIREMENTS & RELATED COUNCIL DOCUMENTS

Local Government (Meeting Procedures) Regulations 2015.

RISK CONSIDERATIONS

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

FINANCIAL IMPLICATIONS

Nil.

DIVERSITY, EQUITABLE ACCESS AND INCLUSION CONSIDERATIONS

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

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

CONSULTATION

Nil.

OPTIONS

Council may choose to:

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

OFFICER'S COMMENTS

Nil.

OFFICER'S RECOMMENDATION

That Council:

1. Receives the report on the Council Workshops held on the 29 April 2025, 13 May 2025 and 20 May 2025.

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Agenda

DECISION

Moved:

Seconded:

VOTING

For:

Against:

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8.2 AUSTRALIAN LOCAL GOVERNMENT (ALGA) NATIONAL GENERAL ASSEMBLY 2025

REPORT AUTHOR:	General Manager - Mr S. Power
REPORT DATE:	14 May 2025
FILE NO:	14.15
ATTACHMENTS:	Nil

SUMMARY

The 2025 Australian Local Government Association National General Assembly will be held in Canberra between 24-27 June 2025. The purpose of this report is to consider the appointment of delegates for attendance at the 2025 National General Assembly.

BACKGROUND

The assembly theme this year is *National Priorities Need Local Solutions* with the 12 priority areas being:

- Intergovernmental relations;
- Financial sustainability;
- Roads and infrastructure;
- Emergency management;
- Housing and homelessness;
- Jobs and skills;
- Community services;
- Closing the Gap and Aboriginal and Torres Strait Islander Reconciliation;
- Data, digital technology and cyber security;
- Climate change and renewable energy;
- Environment;
- Circular economy

Council discussed the opportunity to submit a motion to the NGA at the 11 February 2025 Council Workshop and concluded that no motion/s were to be submitted.

This will be the first chance for local governments to come together after this year's federal election to discuss supporting the changes local governments need to build and support stronger and more vibrant communities.

Council resolved at its Ordinary Council meeting held on 22 July 2022:

Minute No. 098/22

That Council:

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

STRATEGIC PLAN

This action relates to the following components of the Community Strategic Plan 2024-2030:

Future Direction Four - Leadership and Accountable Governance

31. Positive and productive working relationship with all levels of government and their agencies
 - ii. The outcomes and directions sought by all levels of government are understood
 - iii. Government grant funding and investment is attracted
32. Collaborative working relationships with neighbouring Councils and regional organisations
 - ii. George Town is active in regional development and works collaboratively on beneficial regional initiatives

STATUTORY REQUIREMENTS & RELATED COUNCIL DOCUMENTS

George Town Community Strategic Plan 2024 to 2030.
George Town Advocacy Plan 2025.

RISK CONSIDERATIONS

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

Minimal risk is considered in attending the 2025 National General Assembly of Local Government.

FINANCIAL IMPLICATIONS

Costs associated with Council attending the ALGA 2025 National General Assembly of Local Government are accommodated for within the adopted 2024/2025 budget.

DIVERSITY, EQUITABLE ACCESS AND INCLUSION CONSIDERATIONS

The Diversity, Equitable Access and Inclusion Policy aligns with the following goals and objectives of the Community Strategic Plan 2024-2030.

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

CONSULTATION

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ALGA has consulted with Councils across the nation in respect to calling for the submission of motions for debate at its 2025 National General Assembly. Publication of motions to be listed for debate will be made publicly available via ALGA's website closer to the event.

Elected members considered submitting a motion at its 11 February 2025 Council workshop.

OPTIONS

Council may choose to:

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

OFFICER'S COMMENTS

The ALGA Annual National General Assembly is the largest national gathering of local government elected officials in Australia. It serves as a valuable opportunity for professional development, networking, and gaining insights into the work and initiatives of local governments across the country. The Assembly also supports the development of community leadership skills and provides a platform for advocating on behalf of the George Town municipality.

The event offers a chance to promote new or expanded programs and key policy initiatives that could enhance the role of local governments and improve their ability to deliver essential services and infrastructure to communities nationwide.

The Mayor and the General Manager have indicated that they would like to support the attendance of another councillor and officer at this years assembly.

The purpose of this report is to recommend the appointment of Council delegates for participation in the 2025 National General Assembly.

OFFICER'S RECOMMENDATION

That Council:

1. Supports the attendance of the Mayor or Deputy Mayor to represent Council as a voting delegate at the 2025 National General Assembly of Local Government to be held in Canberra from 24–27 June 2025.
2. If the Mayor and Deputy Mayor are unable to attend:

Appoints _____ to represent Council as a voting delegate at the 2025 National General Assembly of Local Government to be held in Canberra from 24–27 June 2025.
3. Approves the Director Organisational Performance & Strategy to attend the National General Assembly of Local Government 2025.

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DECISION

Moved:

Seconded:

VOTING

For:

Against:

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8.3 QUARTERLY REPORT - QUARTER 3 - 1 JANUARY - 31 MARCH 2025

REPORT AUTHOR:	General Manager – Mr S. Power
REPORT DATE:	8 May 2025
FILE NO:	14.21
ATTACHMENTS:	1. 2025 03 31 Quarterly Performance Report as at 31 March 2025 [8.3.1 - 73 pages]

SUMMARY

The purpose of this report is to present the George Town Council 3rd Quarterly Performance Report 1 January – 31 March 2025 to Council for adoption.

BACKGROUND

Council has a motion requiring the production of a quarterly report on the operations of the Council organisation. The quarterly report is produced in line with Council's motion.

STRATEGIC PLAN

This action relates to the following components of the Community Strategic Plan 2024-2030:

Future Direction Four - Leadership and Accountable Governance

27. A culture of engagement, communication and participation

- i. Community views are heard through skilled, trusted and inclusive community engagement processes

Future Direction Four- Leadership and Accountable Governance

33. Fair and open planning regulatory processes

- i. There is community knowledge and understanding of planning and regulatory responsibilities and processes

STATUTORY REQUIREMENTS & RELATED COUNCIL DOCUMENTS

The following legislation is relevant to this report:

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

RISK CONSIDERATIONS

The implementation of a quarterly report is designed to minimise risk to the organisation and increased transparency through providing an ongoing performance report on the Council's

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financial, strategic and customer service objectives, to the elected members and the community.

FINANCIAL IMPLICATIONS

Nil.

DIVERSITY, EQUITABLE ACCESS AND INCLUSION CONSIDERATIONS

The Diversity, Equitable Access and Inclusion Policy aligns with the following goals and objectives of the Community Strategic Plan 2024-2030.

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

CONSULTATION

The draft 3rd Quarter Performance Report is presented to elected members on the 13 May 2025 Council Workshop.

OPTIONS

Council may choose to:

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

OFFICER'S COMMENTS

The 3rd quarter 1 January – 31 March 2025 performance report is submitted for consideration by Council.

OFFICER'S RECOMMENDATION

That Council:

1. Receives the George Town Council 3rd Quarter Performance Report 1 January – 31 March 2025.
2. Provide public access to the report as part of Council's commitment to ongoing good governance.

DECISION

Moved:

Seconded:

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VOTING

For:

Against:

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8.4 RECONCILIATION ACTION PLAN WORKING GROUP

REPORT AUTHOR:	General Manager - Mr S. Power
REPORT DATE:	21 May 2025
FILE NO:	23.1
ATTACHMENTS:	1. final-george-town-council-reconciliation-action-plan [8.4.1 - 28 pages]

SUMMARY

The purpose of this report is to provide Council will an update on the Reconciliation Action Plan Working Group and to an alternative model for local Aboriginal advancement.

BACKGROUND

The municipal area of George Town is home to a population of 7,378 (ABS, ERP 2024) of which approximately 5.2% identify as Aboriginal or of Torres Strait Islander origin.

Council at its meeting 22 November 2022 endorsed the Reconciliation Action Plan – Reflect (attached). Subsequently a working group was established to assist in the delivery of the actions within the plan.

The working group has the following members:

- Mayor Greg Kieser
- Deputy Mayor Greg Dawson
- General Manager, Shane Power
- Coporate and Community Services Director, Cheryl Hyde
- Aboriginal community Development Officer, Sussan Mansell
- Arts and Culture Officer, Emily-Rose Wills
- Lou Clarke, Bell Bay Aluminum
- Peter Parkes, Libraries Tas

Council also provides administrative support to the group.

The group was previously supported by Reconciliation Tasmania, however the membership elected not to renew its relationship with Reconciliation Tasmania. The membership has also reduced in numbers over time.

While many actions have been achieved and others much advanced, it has become apparent that the current governance arrangements are not appropriate.

An alternative model needs to be considered to deliver genuine advancement for the Goerge Town Aboriginal community. The group has considered a pathway forward that includes a majority membership comprising a majority of individuals who identify as being of Aboriginal descent with a governance structure that is co-designed by local Aboriginal representatives and council.

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Similar to the Future Impact Group arrangements, it is proposed that a new advisory group be created and that the existing working group be dissolved. It is proposed that the group be supported by one officer of council and that the group design and submit an annual work plan to council for endorsement and funding.

The current funding arrangement is \$20k per annum. It is not envisaged that this allocation will be increased at this point in time.

It is also proposed for the Launchpad office to be utilised for the purpose of the group meeting.

The group will also be required to present and report back to council its achievements and progress against the annual plan.

STRATEGIC PLAN

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

Future Direction One - Progressive well-resourced communities

1. Social infrastructure and services match growth and community needs
 - i. Community services and social infrastructure match the aspirations and needs of growing communities

Future Direction One - Progressive well-resourced communities

3. Local access to services and support
 - i. Local needs to service gaps are understood and filled

Future Direction Three - Community Pride

22. Everyone in our community is valued and included
 - i. Reconciliation is successfully planned, guided and resourced

STATUTORY REQUIREMENTS & RELATED COUNCIL DOCUMENTS

George Town Council Reconciliation Action Plan

RISK CONSIDERATIONS

Continuing to operate the Reconciliation Action Plan working Group under its current governance arrangements risks genuine advancement of local Aboriginal community members. A co-designed governance structure that comprises a majority of Aboriginal membership will provide an appropriate structure for self-determination.

FINANCIAL IMPLICATIONS

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It is proposed that the \$20k annual allocation for reconciliation remain on the budget, however group is to provide an annual plan for endorsement prior to funding being released. It should be noted that Bell Bay Aluminum has been a financial supporter of initiatives relating to the celebration and advancement of Aboriginal culture locally.

DIVERSITY, EQUITABLE ACCESS AND INCLUSION CONSIDERATIONS

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

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

A co-designed governance structure focused on self-determination for Aboriginal advancement appears to be an appropriate model to improve inclusivity.

CONSULTATION

Consultation has been limited to discussions with the Reconciliation Action Plan Working Group and councillors.

The method for recruiting members to the new structure will be a matter determined by the group.

OPTIONS

For discussion.

OFFICER'S COMMENTS

It has been challenging to expand the membership of the committee to have greater representation from the local Aboriginal community. There is some belief that the formal settings and operation of the Reconciliation Action Plan Working Group conflicted with the way in which Aboriginal representatives choose to operate leading to a reluctance to participate in the group.

Should council wish to progress its strategic direction to ensure reconciliation is successfully planned, guided and resourced, a new governance model is suggested. It is the view of the author as supported by the Reconciliation Action Plan Working Group, that a new governance structure be co-designed with the local Aboriginal community lead by council's Aboriginal Development Officer with support from council's Community and Corporate Services Directorate.

OFFICER'S RECOMMENDATION

That Council:

1. Receives the report

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DECISION

Moved:

Seconded:

VOTING

For:

Against:

9 INFRASTRUCTURE AND DEVELOPMENT

9.1 GEORGE TOWN & LOW HEAD URBAN ROAD NETWORK PLAN

REPORT AUTHOR:	Senior Town Planner - Mr J. Simons
REPORT DATE:	16th May 2025
FILE NO:	{custom-field-file-no}
ATTACHMENTS:	1. Urban Road Network Plan [9.1.1 - 115 pages]

SUMMARY

In accordance with the approved action plan items for 2024/2025 a project was undertaken to develop an Urban Road Network Plan for George Town and Low Head.

Preparation of the Urban Road Network Plan commenced in May 2024 and has now concluded. Council appointed Traffic & Civil Services as the consultant to work with Council on developing this plan.

BACKGROUND

The purpose of this plan is to identify where roads should be constructed as part of future development, including rezoning or by Council initiative. The plan takes into consideration recommendations outlined in the George Town Structure Plan and it identifies key connections that must be achieved as subdivision proposals are prepared.

The plan provides clear guidance to Council and developers which eliminates instances where developments have resulted in poor connectivity due to lack of guidance. The document provides a rational basis to support Council in instances where a developer may not desire to construct a road that provides for an appropriate degree of connectivity through the urban fabric. It sets out Council's expectations around roads, ensuring that Council expectations are clear to potential purchasers and developers and assist both the road authority and planning authority with their assessments in relation to road layout and connectivity.

STRATEGIC PLAN

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

Future Direction One - Progressive well-resourced communities

1. Social infrastructure and services match growth and community needs
 - i. Community services and social infrastructure match the aspirations and needs of growing communities
 - v. Well designed and maintained, safe spaces and places to work well
 - vi. Available and accessible transport to services

Future Direction Two - Prosperity in all aspects of Life and Living

11. Increased population across the municipality
 - ii. Positive contribution to the regional population growth strategy

Future Direction Two - Prosperity in all aspects of Life and Living

19. Healthy, active communities
 - i. Preventive health and well-being practices are central to community life
 - iv. Active sport participation in sport, recreation, cultural and creative activities across all ages

STATUTORY REQUIREMENTS & RELATED COUNCIL DOCUMENTS

The relevant Council documents are listed below:

- George Town Structure Plan 2021
- Annual Plan 2024/2025

RISK CONSIDERATIONS

A recognised risk would be mainly reputational. Reputational risk is a concern if Council adopts a plan such as the George Town Structure Plan but fails to follow through with its implementation.

This plan is to continue on from the road infrastructure network recommendations identified in the structure plan to address connectivity issues within and between neighbourhoods and to guide future capital works and private developments.

The development of this plan reduces risk associated with ad-hoc delivery of capital works projects based on reactionary responses to isolated resident issues.

While some recommendations within the plan are not scheduled for several years, it is important for Council to regularly consider the plan, allocate funding and undertake works if required.

There should be thorough review and management of the plan to ensure successful execution.

FINANCIAL IMPLICATIONS

The plan is not intended to function as a priority plan or capital works program and as such will not deliver additional roads. The intent is to inform land owners, purchasers and developers of expected road layouts, so that they can budget and make fully informed investment choices.

Council may consider applying for grants to assist with the completion of recommendations within the plan which will minimise the financial burden on the Council and ratepayers.

DIVERSITY, EQUITABLE ACCESS AND INCLUSION CONSIDERATIONS

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

CONSULTATION

The community was invited to comment on the draft Urban Road Network Plan. As no submissions were received during the consultation period, this is a good indication that the community is generally satisfied with the proposed plan.

OPTIONS

Council may choose to:

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

OFFICER'S COMMENTS

The plan has been well received by the community. The plan will provide clear guidance to Council and developers which will eliminate ad hoc decision making. It also sets clear expectations regarding Council's objectives for its road network.

OFFICER'S RECOMMENDATION

That Council:

1. Adopts the Urban Road Network Plan for George Town & Low Head.

DECISION

Moved:

Seconded:

VOTING

For:

Against:

9.2 GEORGE TOWN & LOW HEAD PATHWAY NETWORK PLAN

REPORT AUTHOR:	Senior Town Planner - Mr J. Simons
REPORT DATE:	16th May 2025
FILE NO:	63.12
ATTACHMENTS:	1. Submission & Response - Pathway Network Plan [9.2.1 - 3 pages] 2. Pathway Network Plan [9.2.2 - 72 pages]

SUMMARY

In accordance with the approved Annual Plan action items for 2024/2025 a project was undertaken to develop a Pathway Network Plan for George Town and Low Head.

Preparation of the Pathway Network Plan commenced in May 2024 and has now concluded. Council appointed Traffic & Civil Services as the consultant to work with Council on developing this plan.

BACKGROUND

The purpose of this plan is to identify where footpaths ideally should be constructed or upgraded and identify the approximate order in which this should occur to maximise the benefit to the community. The plan took into consideration the recommendations set out in the George Town Structure Plan.

The plan includes routes to key destinations and walkable loops within neighbourhoods, allowing for a logical program of continuous improvement.

It will provide guidance around where a higher standard of footpath or shared path may be beneficial. The plan also considered minor improvements to existing footpaths which will substantially improve functionality, including provision of pram ramps or tactile surfaces.

The plan guides Council and developers as to where the best location for a footpath, or shared path, is to be, size, style and connectivity. Extending the footpath network to provide connectivity within the town and link to the town centre, community facilities, schools and sporting facilities.

STRATEGIC PLAN

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

Future Direction One - Progressive well-resourced communities

1. Social infrastructure and services match growth and community needs
 - i. Community services and social infrastructure match the aspirations and needs of growing communities
 - v. Well designed and maintained, safe spaces and places to work well
-

- vi. Available and accessible transport to services

Future Direction Two - Prosperity in all aspects of Life and Living

11. Increased population across the municipality
- ii. Positive contribution to the regional population growth strategy

Future Direction Two - Prosperity in all aspects of Life and Living

19. Healthy, active communities
- i. Preventive health and well-being practices are central to community life
- iv. Active sport participation in sport, recreation, cultural and creative activities across all ages

STATUTORY REQUIREMENTS & RELATED COUNCIL DOCUMENTS

The relevant Council documents are listed below:

- George Town Structure Plan 2021
- Annual Plan 2024/2025

RISK CONSIDERATIONS

A recognised risk would be mainly reputational. Reputational risk is a concern if Council adopts a plan such as the George Town Structure Plan but fails to follow through with its implementation.

This plan is to continue on from the recommendations identified in the structure plan to address connectivity issues within and between neighbourhoods and to guide future capital works and private developments.

The development of this plan provides a rational basis for Council to manage requests for footpaths that are not considered a priority or offer minimal public benefit. It helps to manage community expectations regarding footpath upgrades and the delivery of new paths.

While some recommendations within the plan are not scheduled for several years, it is important for Council to regularly consider the plan, allocate funding and undertake works if required.

There should be thorough review and management of the plan to ensure successful execution.

FINANCIAL IMPLICATIONS

The plan is not intended to function as a priority plan or capital works program. The intent is to inform Council and developers of the expected pathway network, so that they can budget and make fully informed investment choices.

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Council may consider applying for grants to assist with the completion of recommendations within the plan which will minimise the financial burden on the Council and ratepayers.

DIVERSITY, EQUITABLE ACCESS AND INCLUSION CONSIDERATIONS

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

CONSULTATION

The community was invited to comment on the draft Pathway Network Plan. Council received one (1) submission to the plan. The concerns raised related to inconsistency with the structure plan layout, drainage, use of private land and construction constraints.

The plan is indicative in nature. It identifies that a walking trail around Deceitful Cove is an appropriate extension of the kanamaluka Trail. This extension is beneficial to the health and wellbeing of residents in the immediate area. It also suggests a link to Gerzalia Drive is warranted in this general vicinity to create a reasonably walkable loop. The variations in the plan demonstrate there is no commitment to an exact route. Significant further investigation is required to determine the exact route, and the constraints that have been identified are likely to influence the final cost, infrastructure requirements, and timing of a path being developed.

The crossing of privately owned land is indicative. Extensive consultation and discussions with private land owners will be required if privately owned land is required in the future.

Identifying the trail as a strategic goal assists Council to make decisions as opportunities arise.

OPTIONS

Council may choose to:

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

OFFICER'S COMMENTS

The plan has been well received by the community. The plan will provide clear guidance to Council and developers which will eliminate ad hoc decision making. It also sets clear expectations regarding Council's objectives for its footpath network.

OFFICER'S RECOMMENDATION

That Council:

1. Adopts the Pathway Network Plan for George Town & Low Head.

DECISION

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Moved:

Seconded:

VOTING

For:

Against:

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9.3 DRAINAGE UPGRADE VICTORIA ST EASEMENT - BUDGET TRANSFER

REPORT AUTHOR:	Director Infrastructure & Development - Mr A. McCarthy
REPORT DATE:	27 May 2025
FILE NO:	66.154
ATTACHMENTS:	Attachment 1 – Design Drawings

SUMMARY

This report seeks Council approval to transfer balance funds from existing Capital Works projects (J900077, and J900096) to fund the Drainage Upgrade at the Victoria Street Easement, located at 110–112 Victoria Street.

BACKGROUND

The underground drainage system within the easement located at 110–112 Victoria Street is experiencing chronic capacity issues due to undersized pipework and increased upstream runoff. A significant bottleneck exists where the pipe diameter reduces from 525 mm to 225 mm before connecting to the Victoria Street trunk main.

Repeated flooding at 110-112 Victoria Street, even during minor rain events, has led to business disruption, requiring frequent Council intervention. To resolve this, it is proposed to upgrade the drainage with a uniform 525 mm pipe and associated infrastructure—the largest size feasible given site constraints.

This budget transfer is to fund the proposed drainage upgrade works at the easement located at 110-112 Victoria St.

STRATEGIC PLAN

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

Future Direction Three - Progressive Well-Resourced Communities

8. Public infrastructure relevant to needs
 - i. Making sure the place works well through good design, safety standards, asset management and ongoing maintenance.

STATUTORY REQUIREMENTS & RELATED COUNCIL DOCUMENTS

Section 82 of the *Local Government Act 1993* provides:

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'(1) The general manager must prepare estimates of the council's revenue and expenditure for each financial year.

(2) Estimates are to contain details of the following:

- (a) the estimated revenue of the council;*
- (b) the estimated expenditure of the council;*
- (c) the estimated borrowings by the council;*
- (d) the estimated capital works of the council;*
- (e) any other detail required by the Minister.*

(3) Estimates for a financial year must –

- (a) be adopted by the council, with or without alteration, by absolute majority; and*
- (b) be adopted before 31 August in that financial year; and*
- (c) not be adopted more than one month before the start of that financial year.*

(4) A council may alter by absolute majority any estimate referred to in subsection (2) during the financial year.

(5) [Section 82 Subsection (5) inserted by No. 34 of 1999, s. 38, Applied:30 Jun 1999] A council may make adjustments to individual items within any estimate referred to in subsection (2) by a simple majority so long as the total amount of the estimate is not altered.

(6) [Section 82 Subsection (6) inserted by No. 8 of 2005, s. 58, Applied:01 Jul 2005] A council, by absolute majority, may authorise the general manager to make minor adjustments up to specified amounts to individual items within any estimate referred to in subsection (2) so long as the total amount of the estimate is not altered.

(7) [Section 82 Subsection (7) inserted by No. 8 of 2005, s. 58, Applied:01 Jul 2005] The general manager is to report any adjustment and an explanation of the adjustment at the first ordinary meeting of the council following the adjustment.'

The process for procurement of goods and services is outlined within Council's Code for Tenders and Contracts Policy.

RISK CONSIDERATIONS

Failure to upgrade the drainage system within the easement at 110–112 Victoria Street presents several key risks:

- **Continued Flooding:** The undersized existing pipework, particularly the abrupt reduction from 525 mm to 225 mm will continue to act as a bottleneck, causing repeated overflows during rain events, including minor storms.
- **Property Damage:** Ongoing flooding at 110-112 Victoria Street has reportedly compromised building foundations and disrupted commercial operations. Without intervention, these impacts may worsen, leading to costly damage and potential liability claims.

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- **Public Safety and Liability:** Repeated water ingress poses safety risks to property occupants and the public, potentially exposing Council to legal and financial consequences.
- **Reputational Risk:** Continued inaction despite recurring problems may erode public trust and confidence in Council's ability to manage critical infrastructure.
- **Maintenance Burden:** Without a permanent solution, Council will need to repeatedly allocate resources for emergency responses and short-term mitigative works, which is neither sustainable nor cost-effective.

FINANCIAL IMPLICATIONS

The Drainage Upgrade at 110-112 Victoria Street currently has no allocated budget. This report seeks Council approval to reallocate surplus funds from existing Capital Works projects to fund the delivery of this project.

The proposed budget transfer will support the timely completion of this priority infrastructure upgrade within the current financial year.

In accordance with Council's Tendering Code at least three written quotes, in this case 5 written quotes, from civil contractors were received.

Proposed Budget Transfer:

Table 1 below shows the proposed sources of funding to fund the Drainage Upgrade Victoria St Easement, adjacent to 110-112 Victoria Street.

2024/25 Project	Job Number	Allocated Budget	Expenditure (Actual + Commitments)	Variance (Savings)	Proposed Transfer for Drainage Upgrade Victoria St Easement
M -2024/25 Reseal - Program (Completed)	J90077	\$400,000	\$308,741	\$91,259	\$91,259
M -Stormwater Pipe Renewal - Program (Completed)	J90096	\$80,000	\$40,297	\$39,703	\$39,703
TOTAL					\$130,962

Rationale for Budget Transfer:

2024/25 Reseal Program (J90077): All scheduled road resealing works for the current year have been completed, covering a total of 41,800 m², comparable to last year's 46,463 m².

Cost savings were achieved through competitive rates from Fulton Hogan and a revised approach to road selection. Where practical, roads were grouped by locality to improve efficiency. For example, in Beechford, 1,728 m (approximately 72%) of the total 2,377 m road length was resealed. This clustering approach reduced contractor mobilisation and demobilisation costs.

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Stormwater Pipe Renewal Program (J90090): Of the \$80,000 budget, \$40,297 was spent on renewing the drainage line at the 5 Higgins Street easement in Beechford. The remaining funds will be allocated to the Victoria Street Easement Drainage Upgrade.

DIVERSITY, EQUITABLE ACCESS AND INCLUSION CONSIDERATIONS

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

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

CONSULTATION

Regarding this proposed changes to budget and proposed drainage works at the easement located in 110-112 Victoria St has been workshoped in May Workshop.

OPTIONS

Council may choose to:

1. Support the officer's recommendation as presented; or
2. Not Support the officer's recommendation as presented.

OFFICER'S COMMENTS

The drainage system within the easement at 110–112 Victoria Street is significantly underperforming due to a critical capacity bottleneck, where the pipe diameter abruptly reduces from 525 mm to 225 mm. This restriction has caused repeated flooding of the commercial property at 110-112 Victoria Street, even during minor rain events, resulting in business disruptions and concerns about the building's structural integrity.

The proposed upgrade will enhance the functionality of the existing drainage network by standardising the pipe size. However, it is important to note that this work will not fully resolve the broader drainage issues in the catchment, which are largely the result of recent upstream land modifications. A more comprehensive solution for the upstream stormwater catchment will be presented to Council at an upcoming workshop.

OFFICER'S RECOMMENDATION

That Council:

1. Approves the transfer of a combined budget of **\$130,962** from the 2024/25 Reseal Program (J90077) and Stormwater Pipe Renewal Program (J90096) to fund the Drainage Upgrade at the Victoria Street Easement located at 110–112 Victoria Street; and
1. Authorises the General Manager to utilise the transferred budget to fund the proposed drainage upgrade works at 110-112 Victoria St Easement.

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DECISION

Moved:

Seconded:

VOTING

For:

Against:

10 CORPORATE AND COMMUNITY

10.1 COMMUNITY ASSISTANCE POLICY

REPORT AUTHOR:	Director Corporate & Community - Ms C. Hyde
REPORT DATE:	28 May 2025
FILE NO:	14.33
ATTACHMENTS:	1. GTC C 11 Draft Community Assistance Policy (1) [10.1.1 - 10 pages]

SUMMARY

This report provides Council with information regarding proposed changes to the Community Assistance Policy.

BACKGROUND

The current GTC –6- Community Assistance Policy was adopted by Council on 29th June 2021 (087/21).

The policy is due for review. This review provides an opportunity to align the policy with Council's new policy naming and format conventions, together with a review of the frequency of the review process.

Draft policy was presented to Council for consideration at the 29 April 2025 general meeting of Council. At that time the draft policy was deferred to workshop pending advice on clause 8.1 of the policy which provides individual assistance to persons under 25 years of age.

STRATEGIC PLAN

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

Future Direction One - Progressive well-resourced communities

4. Vibrant local communities
 - i. Progress and Community Associations plan and achieve their annual priorities

Future Direction One - Progressive well-resourced communities

6. Community celebrations build the areas identity
 - i. Cultural, artistic and seasonal produce celebrations engage and build understanding of the community and its value proposition
 - iii. New and creative ideas grow event attendance numbers
-

RISK CONSIDERATIONS

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

There exists a medium risk of reputational damage resulting from community should grants not be assessed and awarded using the criteria set out in the policy.

FINANCIAL IMPLICATIONS

Council provides a budget allocation for Community Assistance Grants in its Annual Operational Budget.

DIVERSITY, EQUITABLE ACCESS AND INCLUSION CONSIDERATIONS

The Diversity, Equitable Access and Inclusion Policy aligns with the following goals and objectives of the Community Strategic Plan 2024-2030.

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

CONSULTATION

Elected members were presented with the draft Community Assistance Grant Policy for discussion at the 8 April 2025 Council Workshop.

OPTIONS

Council may choose to:

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

OFFICER'S COMMENTS

The policy was last reviewed in 2021; proposed changes are in red on the document and track changes are included.

Changes are administrative in nature. The policy has been converted to the current policy template.

Council officers sought advice on clause 8.1 following concerns by Council that the clause may breach the Anti-Discrimination Act 1998 (Tas) (AD Act).

Following that advice, the draft policy has been amended to expand on the rationale in the policy. The proposed addition is -

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Council may provide financial assistance to only persons under 25 years of age for the specific purpose of supporting sport, recreational, health and wellbeing for young people within the George Town Municipality.

The addition of this clause is in line with Section 38 AD Act which provides that a person may discriminate against another person on grounds of age in relation to the provision of benefits and concessions provided to persons of a particular age group.

The Anti-Discrimination Act 1998 (Tas) has also been included in the relevant legislation list within the policy.

OFFICER'S RECOMMENDATION

That Council:

1. Adopt the amended GTC-11 Community Assistance Policy.

DECISION

Moved:

Seconded:

VOTING

For:

Against:

11 ORGANISATIONAL PERFORMANCE & STRATEGY

11.1 FEES & CHARGES - COMPLIANCE

REPORT AUTHOR:	Director Organisational Performance, Strategy & Engagement – Mr Rick Dunn
REPORT DATE:	21 May 2025
FILE NO:	45.24
ATTACHMENTS:	Nil

SUMMARY

This report recommends the rate at which Environmental Health fees and charges and Dog Registration and Management fees and charges are to be set for the budget year 2025/2026.

BACKGROUND

Environmental Health

This report recommends the rate at which Environmental Health fees and charges are to be set for the budget year 2025/2026. The Food Business Registration Program operates from 1 July to 30 June each year. The proposed schedule for fees and charges is being brought before Council for approval to enable the new fees and charges to take effect at the commencement of the Food Business Registration Program.

The Council every year as a part of its budget deliberations sets its fees and charges for several functions. These fees reflect Council's desire to maintain a system of fees and charges based on the user pays principle while also recognising the community service obligation inherent in Environmental Health regulatory functions. The recommended schedule of fees and charges forms part of this report.

Dog Registration and Management

This report also provides Council with the proposed dog registration and management fees for the 2025/2026 financial year.

Council has authority under the *Dog Control Act 2000* to determine the fees payable for dog registrations and management. The *Local Government (Rates and Charges) Remission Act 1991* provides Council with the ability to provide a reduction in fees to some members of the community who meet the relevant requirement.

Dog registration fees are set earlier than other Council fees in order to allow Council time to issue registration notices and to provide opportunity for owners of dogs to re-register their dogs prior to the start of the new financial year.

It is recommended that fees and charges are increased by 4%.

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Council's current fee structure provides a financial incentive for early payment of fees by a lower fee for registration of dogs prior to 30th June 2025.

STRATEGIC PLAN

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

Future Direction One - Community Pride

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

Future Direction One - Community Pride

3. A strong, recognisable, positive reputation
 - ii. Branding our produce and products.

Future Direction One - Community Pride

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

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

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

Future Direction Four - Leadership and Accountable Governance

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

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- ii. Compliance customer service standards and processes.

STATUTORY REQUIREMENTS & RELATED COUNCIL DOCUMENTS

Section 205 of the Local Government Act 1993 as amended states:

205. (1) *In addition to any other power to impose fees and charges but subject to subsection (2), a council may impose fees and charges in respect of any one or all of the following matters:*

- (1) the use of any property or facility owned, controlled, managed or maintained by the council;*
- (2) services supplied at a person's request;*
- (3) carrying out work at a person's request;*
- (4) providing information or materials, or providing copies of, or extracts from, records of the council;*
- (5) any application to the council;*
- (6) any license, permit, registration, or authorization granted by the council;*
- (7) any other prescribed matter.*
- (1) A council may not impose a fee or charge in respect of a matter if –*
 - (1) a fee or charge is prescribed in respect of that matter; or*
 - (2) this or any other Act provides that a fee or charge is not payable in respect of that matter.*
- (2) Any fee or charge under subsection (1) need not be fixed by reference to the cost to the council*

Section 8(1) of the *Dog Control Act 2000* states:

- 8. (1)** *The owner of a dog that is over the age of 6 months must register the dog.*

Section 15A(1) of the *Dog Control Act 2000* states:

15A. Implanting of microchips

- (1) The owner of a dog that is over 6 months of age must ensure that the dog is implanted in an approved manner with an approved microchip.*

Section 80 of the *Dog Control Act 2000* states:

80 Fees

- (1) A council may determine any fees payable under this Act*
- (2) A general manager may –*
 - (a) waive a fee; or*
 - (b) refund part or all of a fee; or*
 - (c) discount a fee.*

RISK CONSIDERATIONS

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

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A failure to implement a fee schedule is identified as a medium risk as it would have a negative budgetary impact on Council.

Implementation of a fee structure will mitigate this risk.

FINANCIAL IMPLICATIONS

It is prudent for Council to review its Environmental Health fees and charges each year to ensure that they are appropriate. Council needs to ensure that the services provided by Council do not have a negative budgetary impact.

Council currently provides the community with an 'out of hours' animal management service which requires Council's Community Compliance Officer to be on-call for emergencies and dangerous situations.

While predominantly focused on Animal Management, it should be noted that the duties associated with the Council Community Compliance Officer position provides other economic and community benefits which are not reflected in the revenue collected and would be an additional expense to Council and likely to be detrimental to the community should that service cease. A Regulatory Charter is currently being drafted and will be brought before Council in the near future which will set service standards and clarify what the community can expect when making complaints to Council in relation to issues of Community Compliance and Environment Health.

DIVERSITY, EQUITABLE ACCESS AND INCLUSION CONSIDERATIONS

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

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

CONSULTATION

Council's Environmental Health and Dog Registration and Animal Management fees are set annually as part of the budget process. Any submissions received by Council in relation to Environmental Health fees and charges are considered during this process.

OPTIONS

Council may choose to:

1. Support the proposed fees and charges as presented; or
2. Support the proposed fees and charges with amendment; or
3. Not support the proposed fees and charges.

OFFICER'S COMMENTS

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Council officers have considered the fees and charges of other Local Government Areas and provide below a comparison of the fees charged by West Tamar Council and Launceston City Council for elected members' information.

1. Re-registration of dog on or before 30th June 2025 or first registration of dog reaching the age of 6 months

	Fee 2024/2025	WTC	LCC	GT Proposed 2025/2026
Whole Dog	\$63	\$70	\$68	\$66
Desexed Dog	\$30	\$30	\$32	\$31
Pensioner Concession – Whole Dog	\$30	\$24	\$24	\$31
Pensioner Concession – Desexed Dog	\$19	\$24	\$15	\$20
Working Dog	\$30	\$37	NA	\$31
Registered Breeding Dog	\$30	\$37	NA	\$31
Greyhounds Registered	\$30	\$37	NA	\$31
Guide Dog	Exempt	Exempt	Exempt	Exempt
Companion Dog	Exempt	Exempt	Exempt	Exempt
Guard Dog	\$125	\$138	NA	\$131
Dangerous Dog	\$535	\$421	\$773	\$559

1. Re-Registration of dog after 30 June 2025

	Fee 2024/2025	WTC	LCC	Proposed fee 2025/2026
Whole Dog	\$88	\$95	NA	\$92
Desexed Dog	\$40	\$43	NA	\$42
Pensioner Concession – Whole Dog	\$32	\$29	NA	\$33
Pensioner Concession – Desexed Dog	\$20	\$29	NA	\$21
Working Dog	\$40	\$58	NA	\$42
Registered Breeding Dog	\$40	\$58	NA	\$42
Greyhounds Registered	\$40	\$58	NA	\$42
Guide Dog	Exempt	Exempt	Exempt	Exempt
Companion Dog	Exempt	Exempt	Exempt	Exempt
Guard Dog	\$173	\$188		\$181
Dangerous Dog	\$574	\$552	\$773	\$600
Lifetime Registration – Whole	\$310	N/A	\$505	\$324
Lifetime Registration – Desexed	\$155	N/A	\$149	\$162
Lifetime Registration –Pensioner Concession Whole Dog	\$155	N/A	\$227	\$162

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Lifetime Registration – Pensioner Concession Desexed Dog	\$80	N/A	\$73	\$84
Lifetime Registration – Working Dog	\$155	N/A	N/A	\$162

Rules for Lifetime registration – no refunds given for deceased dogs.

Rules for Lifetime registration – no refunds given for transfer to other Local Government Areas.

First time registration may be pro-rated for registrations within three months of the 30 June 2025.

1. Miscellaneous fees

	Fee 2023/2024	WTC	LCC	Proposed fee 2024/2025
Replacement registration tag	\$12	\$13	\$6	\$13
Fee for notice of complaint	\$30	\$30	\$32	\$31
Annual renewal of Kennel licence	\$29	\$61	\$77	\$30
Kennel licence – 3 to 5 dogs	\$89	\$135	\$138	\$93
Kennel licence – more than 5 dogs	\$130	\$161 plus \$18 per dog over 4 dogs	\$138	\$136
Declared dangerous dog	\$510	\$526	\$750	\$535
Dangerous dog sign, collar, etc.	\$124	Cost plus 10%	\$93 for sign \$62 for collar	\$130
Surrendered Dog	\$113	\$112	\$56	\$119
Microchip booked through Council	\$58	\$88		\$61

2. Impounding/Release fees

	Fee 2022/2023	WTC	LCC	Proposed fee 2024/2025
Pound maintenance charge per dog per day	\$51	\$39	\$34	\$53
Dog release for 1 st seizure of dog	\$75	\$71	\$34	\$79
Dog release for 2 nd & subsequent seizure of dog	\$187	\$191	\$74	\$196

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Microchip required prior to release when found at large without chip	\$83	As per normal fee	N/A	\$87
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Launceston City Council also have Fire Abatement / Weed Hazards / Abandoned vehicles charged at cost plus \$112

West Tamar Council have Fire Abatement, etc. charged at cost plus \$218, and vehicles charged at \$166 per week plus the cost to tow vehicle.

OFFICER'S RECOMMENDATION

That Council:

1. adopt the below Environmental Health fees and charges for the 2025/2026 financial year; and
2. adopt the Dog Registration and Management fees and charges below for the 2025/2026 financial year.

Environmental Health

Facility or Service	Fee Description	G ST In c.	2024/2025 Fees	2025/2026 Fees
Environmental Health				
Food Business Inspection	Additional inspection	N	\$189	\$198
Food Business Notification	Notification Only	N	\$21	\$22
Food Business Registration (incl. state wide)	Low risk premises [1]	N	\$168	\$176
Food Business Registration (incl. state wide)	Medium risk premises [2]	N	\$324	\$339
Food Business Registration (incl. state wide)	High Risk premises [3]	N	\$324	\$339
Food Business Registration (incl. state wide)	Late fee	N	Standard fee above + \$50	Standard fee above + \$52
*Food Business Registration (incl. state wide) – New Business (DecJune)	Low risk premises [1]	N	\$84	\$88

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*Food Business Registration (incl. state wide) New Business (DecJune)	Medium risk premises [2]	N	\$157	\$164
*Food Business Registration (incl. state wide) New Business (DecJune)	High Risk premises [3]	N	\$157	\$164
Community Organisations and Sporting Clubs	Non Commercial / Charity fee waived	N	\$0.00	\$0.00
Water and Food Sampling	Food Sampling [4]	Y	Laboratory fees plus 15%	Laboratory fees plus 15%
On-site Wastewater Management System Design Assessment	Subdivision assessment (1 lot)	Y	\$368 + \$50 per additional lot	\$383 + \$52 per additional lot
On-site Wastewater Management System Inspection	Reinspection due to incomplete or faulty work	Y	\$189	\$198
Water Supply Registration (Water Carters, Food Premises, Tourist Accommodation)	Registration as a supplier of bulk potable water, or water from a private source (other than from Taswater). Includes registration, inspection and water sample on costs.	N	\$173 per vehicle/tanker \$173 per food premises \$173 per tourist accommodation site	\$180 per vehicle/tanker \$180 per food premises \$180 per tourist accommodation site
Public Health	Place of Assembly Licence (new or renewal)	N	\$179	\$187
Public Health	Registration of premises for public health risk activity (e.g. skin penetration)	N	\$173	\$181
Public Health	Registration of a Regulated System (e.g. cooling towers)	N	\$179	\$187
***Pre-purchase	Inspection of Food Business	Y	\$189	\$198

Abatement Notice	Contractor engaged to
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	complete works at cost
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Public Health – notes:

- (5) Premises are ranked in accordance with a Risk Classifications System, low risk includes cafes.
- (5) Premises are ranked in accordance with a Risk Classifications System, medium risk includes restaurants.
- (5) Premises are ranked in accordance with a Risk Classifications System, high risk includes nursing homes.
- (5) Does not include costs of analysis.
- (5) Includes connections to Council gravity or low pressure sewer or other special connections

* Registrations of less than a year - Fee may be reduced by 6% per month for registrations less than 12 months.

- * Refunding fees where business changes hands or closes – Calculate refunds at 6% per month of balance of registration period.

Facility Service or	Fee Description	GS T inc	2024/2025 Fees	Proposed 2025/26 Fees
Environmental Health				
Food Referral Premises (FORM 42/49)	Fee for provision of form 49 as requested from a Building Surveyor	Y	\$182 + hourly rate for assessment	\$190 + hourly rate for assessment
Food Premises Occupancy Inspection/Report (FORM 50)	Fee for inspection and provision of form 50 as requested from a Building Surveyor	Y	\$182	\$190
Waste Water Referral	Referral from Plumbing surveyor to EHO for assessment of On Site Waste Water system	Y	\$380	\$410

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Inspections	Normal inspection costing for quotes. Additional inspections due to failure of booked inspection, resulting in the need for EHO to re-inspect a particular stage.	Y	\$182	\$190
Environmental Health Officer Hourly Rate	Hourly rate for all works that are not covered under specific fees.	Y	\$182	\$190
Place of Assembly Licence	Assessment of, and issue of POA licence.	Y	\$182 (waived for NFP groups as in kind support)	\$190 (waived for NFP groups as in kind support)

Dog Registration fees

1. Re-registration of dog on or before 30th June 2025 or first registration of dog reaching the age of 6 months

Facility or Service	2024/2025	Proposed Fees 2025/2026
Dog Registration fees		
Whole Dog	\$63	\$66
Desexed Dog	\$30	\$31
Pensioner Concession – Whole Dog	\$30	\$31
Pensioner Concession – Desexed Dog	\$19	\$20
Working Dog	\$30	\$31

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Registered Breeding Dog	\$30	\$31
Greyhounds Registered	\$30	\$31
Guide Dog	Exempt	Exempt
Companion Dog	Exempt	Exempt
Guard Dog	\$125	\$131
Dangerous Dog	\$535	\$559

2. Re-Registration of dog after 30 June 2025

Facility or Service	2024/2025	Proposed Fees 2025/2026
Re-Registration of dog after 30 June 2024		
Whole Dog	\$88	\$92
Desexed Dog	\$40	\$42
Pensioner Concession – Whole Dog	\$32	\$33
Pensioner Concession – Desexed Dog	\$20	\$21
Working Dog	\$40	\$42
Registered Breeding Dog	\$40	\$42
Greyhounds Registered	\$40	\$42
Guide Dog	Exempt	Exempt
Companion Dog	Exempt	Exempt
Guard Dog	\$173	\$181
Dangerous Dog	\$574	\$600
Lifetime Registration – Whole Dog	\$310	\$324
Lifetime Registration – Desexed Dog	\$155	\$162
Lifetime Registration – Pensioner Whole Dog	\$155	\$162
Lifetime Registration – Pensioner Desexed Dog	\$80	\$84
Lifetime Registration – Working Dog	\$155	\$162
Transfer Registration dog registered in other Tasmanian Council – annual registration only	\$13	\$14
Transfer Registration dog registered in other Tasmanian Council – lifetime registration		\$75

Rules for Lifetime registration – no refunds given for deceased dogs

Rules for Lifetime registration – no refunds given for transfer to other Local Government

First time registration may be pro-rated for registrations within three months of the 30 June 2025

Facility or Service	2024/2025	Proposed Fees 2025/2026
Miscellaneous fees		

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Replacement registration tag	\$13	\$14
Fee for notice of complaint	\$31	\$32
Annual renewal of Kennel licence	\$30	\$31
Kennel licence – 3 to 5 dogs	\$93	\$97
Kennel licence – more than 5 dogs	\$136	\$142
Declared dangerous dog	\$535	\$559
Dangerous dog sign, collar, etc.	\$130	\$136
Surrendered Dog	\$119	\$124
Microchip booked through Council	\$61	\$64

Facility or Service	2024/2025	Proposed Fees 2025/2026
Impounding/Release fees		
Pound maintenance charge per dog per day	\$53	\$55
Dog release for 1st seizure of dog	\$79	\$83
Dog release for 2nd & subsequent seizure of dog	\$196	\$205
Microchip required prior to release when found at large without chip	\$87	\$91

DECISION

Moved:

Seconded:

VOTING

For:

Against:

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12 OFFICE OF THE MAYOR

12.1 MATTERS OF INVOLVEMENT - MAYOR, DEPUTY MAYOR AND COUNCILLORS

REPORT DATE: 21 May 2025

FILE NO: 14.11, 14.15

Mayor Cr Greg Kieser		
April	23	Attended George Town Neighbourhood Shed Committee meeting
	23	Tamar FM Radio Interview
	25	Attended Anzac Day Commemoration
	26	Guest at Nigeria Association meeting
	28	Attended launch of Tas Police Community Strategy
	29	Chaired Council Workshop
	29	Chaired Ordinary Council Meeting
May	1	Tamar FM Radio Interview
	5	Participated in General Manager Annual Performance Review Panel
	8	Guest Speaker for Bell Bay Aluminium Leadership Forum
	8	Attended Marinus Project Updated Briefing
	10	Opened the Post-Graduate Society Exhibition - "Creative George Town"
	13	Chaired Council Workshop
	20	Chaired Budget Workshop
	21	Presented the George Town Council Volunteer Awards
Deputy Mayor Cr Greg Dawson		
April	29	Attended Council Workshop
	29	Attended Ordinary Council meeting
May	5	Participated in General Manager Annual Performance Review Panel
	13	Attended Council Workshop
	20	Attended Budget Workshop
	21	Presented with the Mayor the George Town Council Volunteer Awards
Cr Jason Orr		
April	25	Attended the Weymouth Anzac Day Service
May	5	Participated in General Manager Annual Performance Review Panel
	6	Attended DAP Meeting

OFFICER'S RECOMMENDATION

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

DECISION

Moved:

Seconded:

VOTING

For:

Against:

13 PETITIONS

Nil.

14 NOTICES OF MOTIONS

Nil.

15 COUNCILLORS' QUESTIONS WITH OR WITHOUT NOTICE

Cr Barwick

Q1. Cr Barwick asked if there could be another Council area i.e. Secret Park to commemorate the late Peter Cox.

Response

Given the complexities associated with obtaining approval from The Crown to rename sites along Tamar Avenue, a Council owned site such as Secret Park is less complex.

If the Council decided this was the preferred site, the installation of a commemorative seat can be arranged promptly. However, if Council wanted to rename the park "Peter Cox Reserve", this will require it to be approved by Placenames Tasmania.

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16 CLOSED MEETING

16.1 INTO CLOSED MEETING

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

Agenda Item 16.2 Minutes of the Closed Ordinary Council Meeting held on 29 April 2025

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

Agenda Item 16.3 Local Government Association of Tasmania LGAT 2025 Elections

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

Agenda Item 16.4 Leave of Absence – Cr Heather Ashley

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

Agenda Item 16.5 General Manager Annual Performance Review 2024/2025

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

REQUIRES ABSOLUTE MAJORITY OF COUNCIL

DECISION

Moved:

Seconded:

VOTING

For:

Against:

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17 CLOSURE

There being no further business, the meeting closed atpm.

**Cr Greg Kieser
MAYOR**