

George Town Local Provisions Schedule

Local Provisions Schedule amendments

No.	Effective date	Amendment no	Amendment information	Text/Map
1	4 October 2023	Not applicable	Commencement of LPS under section 35M of the <i>Land Use Planning and Approvals Act 1993</i>	Text

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George Town Local Provisions Schedule

GEO-Local Provisions Schedule Title

GEO1.1 This Local Provisions Schedule is called the George Town Local Provisions Schedule and comprises all the land within the municipal area.

GEO-Effective Date

GEO-1.2 The effective date for this Local Provisions Schedule is 4 October 2023.

GEO-Local Area Objectives

This clause is not used in this Local Provisions Schedule.

GEO-P1.0 Particular Purpose Zone - Low Head Pilot Station

GEO-P1.1 Zone Purpose

The purpose of the Particular Purpose Zone - Low Head Pilot Station is:

- GEO-P1.1.1 To provide for the ongoing use of the Low Head Pilot Station as the oldest operating pilot station on its original site in Australia.
- GEO-P1.1.2 To provide for the retention of the maritime museum.
- GEO-P1.1.3 To allow for other tourism and educational related use and development on the site that will support the maintenance and management of the site's cultural heritage values.
- GEO-P1.1.4 To allow complementary use and development that enhances visitor experiences and appreciation of the site's cultural heritage values.
- GEO-P1.1.5 To allow low-scale use and development that activates the existing harbour, provided that it does not affect ongoing use as a pilot station.
- GEO-P1.1.6 To ensure that new use and development maintains the visual character of the area.

GEO-P1.2 Local Area Objectives

This sub-clause is not used in this particular purpose zone.

GEO-P1.3 Definition of Terms

This sub-clause is not used in this particular purpose zone.

GEO-P1.4 Use Table

Use Class	Qualification
No Permit Required	
Natural and Cultural Values Management	
Permitted	
Community Meeting and Entertainment	If for a museum.
Food Services	If within an existing building.
Passive Recreation	
Port and Shipping	If for an existing use.
Discretionary	
Food Services	If not permitted.
Pleasure Boat Facility	

Use Class	Qualification
Port and Shipping	If not permitted.
Tourist Operation	
Visitor Accommodation	
Utilities	If for minor utilities.
Prohibited	
All other uses	

GEO-P1.5 Use Standards

This sub-clause is not used in this particular purpose zone.

GEO-P1.6 Development Standards for Buildings and Works

GEO-P1.6.1 Building design and siting

Objective:	That design and siting of buildings responds appropriately to the cultural values of the site.	
Acceptable Solutions	Performance Criteria	
A1 Development is for works, alterations or extensions to existing buildings provided the floor area of the building is increased by not more than 20%.	P1 The scale, siting and design of new buildings and extensions to existing buildings must complement existing development on the site and not result in development that is individually prominent having regard to the Zone Purpose Statements.	
A2 Building height must be not more than 6m.	P2 Building height must be consistent with the character of existing buildings on the site and not result in buildings that are individually prominent.	
A3 Buildings must have a setback from a frontage of not less than 10m.	P3 Buildings must be sited to be compatible with the streetscape.	

GEO-P1.7 Development Standards for Subdivision

GEO-P1.7.1 Subdivision

Objective:	That there is no further subdivision of land.	
Acceptable Solutions	Performance Criteria	
A1 There is no acceptable solution.	P1 There is no performance criterion.	

GEO-P1.8 Tables

This sub-clause is not used in this particular purpose zone.

GEO-Specific Area Plans

There are no specific area plans in this Local Provisions Schedule.

GEO-Site-specific Qualifications

Reference Number	Site reference	Folio of the Register	Description (modification, substitution or addition)	Relevant Clause in State Planning Provisions
GEO-11.1	Lot 1 East Tamar Highway, Mount Direction	149336/1	<p>A substitution to Acceptable Solution A1 and Performance Criterion P1 for this site is:</p> <p>A1</p> <p>Each lot, or a lot proposed in a plan of subdivision, must:</p> <p>(a) be not less than 8000m² with a minimum lot density, calculated across the site, of 1 lot per hectare and:</p> <p>(i) be able to contain a minimum area of 15m x 20m clear of:</p> <p>a. all setbacks required by clause 11.4.2 A2 and A3; and</p> <p>b. easements or other titles restrictions that limit or restrict development; and</p> <p>(ii) existing buildings are consistent with the setback required by clause 11.4.2 A2 and A3;</p> <p>(b) be required for public use by the Crown, a council or a State authority;</p> <p>(c) be required for the provision of Utilities; or</p> <p>(d) be for the consolidation of a lot with another lot provided each lot is within the same zone.</p> <p>P1</p>	Rural Living Zone - clause 11.5.1 Lot design

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			<p>Each lot, or a lot proposed in a plan of subdivision, excluding for public open space, a riparian or littoral reserve or Utilities, must have sufficient useable area and dimensions suitable for its intended use, having regard to:</p> <ul style="list-style-type: none"> (a) the relevant acceptable solutions or performance criteria for development of buildings on the lots; (b) the likely location of buildings on the lots; (c) the likely provision of on-site parking and manoeuvrability for vehicles; (d) the topography of the site; (e) the presence of any natural hazards; (f) adequate provision of private open space; (g) fire hazard management; (h) separation from Rural Resource zoned land; (i) the standard of boundary fences; (j) the ability of vegetation to provide buffering; (k) the existing pattern of development in the area; and (l) any relevant local area objectives. 	
GEO-11.2	Brownrigg Street, Hillwood	173877/1 173877/2	<p>A substitution to Acceptable Solution A1 and Performance Criterion P1 for this site is:</p> <p>A1</p> <p>Each lot, or a lot proposed in a plan of subdivision, must:</p> <ul style="list-style-type: none"> (a) be not less than 8000m² and: <ul style="list-style-type: none"> (i) be able to contain a minimum area of 15m x 20m clear of : 	Rural Living Zone - clause 11.5.1 Lot design

			<p>a. all setbacks required by clause 11.4.2 A2 and A3; and</p> <p>b. easements or other titles restrictions that limit or restrict development; and</p> <p>(ii) existing buildings are consistent with the setback required by clause 11.4.2 A2 and A3;</p> <p>(b) be required for public use by the Crown, a council or a State authority;</p> <p>(c) be required for the provision of Utilities; or</p> <p>(d) be for the consolidation of a lot with another lot provided each lot is within the same zone.</p> <p>P1 No Performance Criterion.</p>	
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GEO-Code Lists

GEO-Table C3.1 Other Major Roads

Road	From	To
This table is not used in this Local Provisions Schedule.		

GEO-Table C6.1 Local Heritage Places

Reference Number	THR Number	Town/Locality	Street address	Property Name	Folio of the Register	Description, Specific Extent, Statement of Local Historic Heritage Significance and Historic Heritage Values
This table is not used in this Local Provision Schedule						

GEO-Table C6.2 Local Heritage Precincts

Reference Number	Town/Locality	Name of Precinct	Description, Statement of Local Historic Heritage Significance, Historic Heritage Values and Design Criteria / Conservation Policy
This table is not used in this Local Provision Schedule			

GEO-Table C6.3 Local Historic Landscape Precincts

Reference Number	Town/Locality	Name of Precinct	Description, Statement of Local Historic Heritage Significance, Historic Heritage Values and Design Criteria / Conservation Policy
This table is not used in this Local Provision Schedule			

GEO-Table C6.4 Places or Precincts of Archaeological Potential

Reference Number	Town/Locality	Property Name / Address/ Name of Precinct	Folio of the Register	Description, Specific Extent and Archaeological Potential
This table is not used in this Local Provision Schedule				

GEO-Table C6.5 Significant Trees

Reference Number	Town/ Locality	Property Name and Street Address	Folio of the Register	Description / Specific Extent	Botanical Name	Common Name	No. of trees
This table is not used in this Local Provision Schedule							

GEO-Table C8.1 Scenic Protection Areas

Reference Number	Scenic Protection Area Name	Description	Scenic Value	Management Objectives
GEO-C8.1.1	Tippogoree Hills	The prominent topography of the Tippogoree Hills	<p>(a) The prominent, vegetated, hilltops appear in a natural state with minimal development and extensive coverage of native vegetation.</p> <p>(b) The Tippogoree Hills are a prominent natural feature when viewed from the Batman Highway heading east, Bridport Road, East Tamar Highway and Dalrymple Road.</p> <p>(c) The Tippogoree Hills are consistent in appearance with 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>(a) To avoid significant landscape change on skylines, hilltops, ridgelines and hill faces when viewed from the Batman Highway heading east, Bridport Road, East Tamar Highway and Dalrymple Road.</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 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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<p>GEO-C8.1.2</p>	<p>Mount George and George Town Sugarloaf</p>	<p>The prominent topography of Mount George and George Sugarloaf</p>	<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 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>(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> <ul style="list-style-type: none"> (i) co-locating infrastructure in existing corridors where possible and feasible; and (ii) minimising impacts on prominent landscapes when viewed from public roads and residential areas of George Town.
<p>GEO-C8.1.3</p>	<p>The Buffalo</p>	<p>The prominent topography of The Buffalo</p>	<p>(a) The prominent, vegetated, hilltops appear in a natural state with minimal development and extensive coverage of native vegetation.</p> <p>(b) The Buffalo is a prominent natural feature when viewed from Soldiers Settlement Road and George Town.</p> <p>(c) The Buffalo is consistent in appearance with most hilltops in the broader Tamar region.</p>	<p>(a) To avoid significant landscape change on skylines, hilltops, ridgelines and hill faces when viewed from Soldiers Settlement Road 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>

			(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.	(d) To manage the visual impact of linear infrastructure by: <ul style="list-style-type: none"> (i) co-locating infrastructure in existing corridors where possible and feasible; and (ii) minimising impacts on prominent landscapes when viewed from public roads and residential areas of George Town.
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GEO-Table C8.2 Scenic Road Corridors

Reference Number	Scenic Road Corridor Description	Scenic Value	Management Objectives
GEO-C8.2.1	East Tamar Highway from southern municipal boundary to George Town township.	<ul style="list-style-type: none"> (a) Native vegetation along the highway corridor provides visual amenity to the traveller experience. (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. (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. 	<ul style="list-style-type: none"> (a) To minimise the removal of native vegetation. (b) To provide native vegetation screening for any large industrial type developments adjacent to the road. (c) To avoid the need for vegetation clearance adjacent to the highway by setting development back from the road.
GEO-C8.2.2	Batman Highway from western municipal boundary	(a) Views across open farmland to the Tamar River and distant hills	To provide for views that enhance the traveller experience by setting development back from the road and

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	to East Tamar Highway.	<p>are an important element in providing visual amenity to the traveller experience.</p> <p>(b) The area contains visible linear infrastructure that reflects the industrial nature of the area and the important contribution industry makes to the local community.</p>	<p>minimising building bulk within proximity to the road.</p>
GEO-C8.2.3	Bridport Road from East Tamar Highway to the eastern municipal boundary.	<p>(a) Native vegetation along the highway corridor provides visual amenity to the traveller experience.</p> <p>(b) Views across open farmland to the 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 avoid the need for vegetation clearance adjacent to the highway by setting development back from the road.</p>
GEO-C8.2.4	Pipers Brook Road from Bridport Road south to municipal boundary.	<p>(a) Views across open farmland to the distant hills are an important element in providing visual amenity to the traveller experience.</p> <p>(b) The corridor contains visible linear infrastructure associated with the significant industrial uses in the area, which reflects the important</p>	<p>To provide for views that enhance the traveller experience by setting development back from the road and minimising building bulk within proximity to the road.</p>

		contribution industry makes to the local community.	
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GEO-Table C11.1 Coastal Inundation Hazard Bands AHD Levels

Locality	High Hazard Band (m AHD)	Medium Hazard Band (m AHD)	Low Hazard Band (m AHD)	Defined Flood Level (m AHD)
	Sea Level Rise 2050	1% annual exceedance probability 2050 with freeboard	1% annual exceedance probability 2100 (design flood level) with freeboard	1% annual exceedance probability 2100
Beechford	1.9	2.6	3.2	2.9
Bell Bay	1.5	2.6	3.2	2.9
Bellingham	1.8	2.5	3.1	2.8
George Town	1.8	2.6	3.2	2.9
Hillwood	1.4	2.6	3.2	2.9
Long Reach	1.5	2.6	3.2	2.9
Low Head	1.8	2.6	3.2	2.9
Lulworth	1.8	2.5	3.1	2.8
Weymouth	1.8	2.5	3.1	2.8
All other locations	1.9	2.6	3.2	2.9

GEO-Applied, Adopted or Incorporated Documents

Document Title	Publication Details	Relevant Clause in the LPS
This table is not used in this Local Provision Schedule		