

PLEASE QUOTE

Your Ref:

Our Ref: DA 2026/8

Enquiries: Planning Department

80 Wilson Street, Burnie Tasmania
PO Box 973, Burnie TAS 7320

ABN: 29 846 979 690
Phone: (03) 6430 5700
Email: burnie@burnie.tas.gov.au
Web: www.burnie.tas.gov.au

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NOTICE OF APPLICATION FOR LAND USE PERMIT

(Section 57(3) Land Use Planning and Approvals Act 1993)

Advice to Adjoining Land Owner or Occupier

Application No: - DA 2026/8
Development Site: - 39-41 Alexander Street BURNIE
CT: 163028/2
Proposal: - Establish a Storage Use (Data centre)

Notice of the above application is served on you as an adjoining land owner or occupier.

The application may be viewed at -

**Burnie City Council Customer Services Counter
Ground Floor, City Offices,
80 Wilson Street, Burnie**

Between the hours of 8.45 am – 4.45 pm Monday to Friday inclusive (excluding public holidays) or on Council's website at www.burnie.tas.gov.au/permits

You are entitled to make representation in writing on any aspect of the proposal addressed to: -

**General Manager,
Burnie City Council,
PO Box 973, Burnie 7320**

or burnie@burnie.tas.gov.au by no later than 5.00 pm on **17 March 2026**. Council must have regard to any written representation received during the exhibition period when considering its decision on the application.

All persons who make representation will be notified within seven (7) days of the Council's decision. Any persons who made representation and is not satisfied with the Council decision may, under Section 61(5) of the *Land Use Planning and Approvals Act 1993*, lodge an appeal against that decision within fourteen (14) days of the date of that notice to: -

**The Tasmanian Civil and Administrative Tribunal,
GPO Box 1311,
HOBART TAS 7001.**

Should you have any enquiries regarding this development proposal, please do not hesitate to contact the Planning Department on (03) 6430 5700.

Troy McCarthy
EXECUTIVE MANAGER – DEVELOPMENT SERVICES
Date of Notice: - **28 February 2026**

BURNIE CITY COUNCIL
PO Box 973, BURNIE, TASMANIA 7320.
Ph : (03) 6430 5700
Email : burnie@burnie.tas.gov.au



Land Use Planning and Approvals Act 1993

Tasmanian Planning Scheme

PERMIT APPLICATION

Office use only

Application No _____

Date Received _____

Permit Pathway - *Permitted/Discretionary*

Use or Development Site:

Street Address

39-41 Alexander Street, Burnie

Certificate of
Title Reference

Volume 163028, Folio 2

Applicant

GHD Pty Ltd as agent for Perpetual Corporate Trust Limited acf Emu Bay Tas Office Pty Ltd
atf Emu Bay Tas Office Unit Trust

Postal Address:

Phone No:

Mobile:

Email Address:

I/we consent for all giving of information and the serving of notices in relation to this application to
be delivered electronically to the above email address?

YES

NO

Applicants Signature:

Tom Bailey

Owner (note – if more than one owner, all names must be indicated)

Registered: Perpetual Corporate Trust Limited
Beneficial: Emu Bay Tas Office Pty Ltd atf Emu Bay Tas Office Unit Trust

Postal Address:

Phone No:

Permit Information

(NB If insufficient space, please attach separate document)

Proposed Use:

Use Class Storage

Documents included with the permit application to describe the Use

Planning application report

Proposed Development

Use class to which the development applies Storage

Documents included with the permit application to describe the Development

Planning application report

Provisions and Standards relied upon for grant of a Permit

Multiple, see planning application report

Value of use and/or development

Notification of Landowner/s
If land is not in applicant's ownership
I, Tom Reilly, declare that the owner/each of the owners of the land has been notified of the intention to make this permit application.
Signature of Applicant <i>Tom Reilly</i> Date 6 February 2026

If the permit application involves land owned or administered by the BURNIE CITY COUNCIL
Burnie City Council consents to the making of this permit application.
General Manager (Signature) Date

If the permit application involves land owned or administered by the CROWN
I, the Minister responsible for the land, consent to the making of this permit application.
Minister (Signature) Date

Applicant Declaration
I, Tom Reilly declare that the information I have given in this permit application to be true and correct to the best of my knowledge.
Signature of Applicant <i>Tom Reilly</i> Date 6 February 2026

Office use only

From: [Redacted]
To: [Redacted]
Cc: [Redacted]
Subject: RE: DA 2028/8 - 39-41 Alexander Street, Burnie - Data Storage Centre - Clarification sought regarding any proposed security fencing
Date: Tuesday, 24 February 2026 2:46:38 PM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)



Hi Sam,

Thank you for seeking clarification on this.

After discussions with Viridis, we can confirm that a perimeter or frontage fence **is not required** and is not part of the proposal. The desired level of security can be achieved by CCTV, electronic access control systems and internal partitioning. One window on level one (kitchenette) may need security improvements, which would be unlikely to make any material difference to streetscape appearance.

Please contact me if you require further information.

Sincerely

Tom

Tom Reilly
Senior Planner

GHD
Proudly employee owned | ghd.com



The Power of Commitment

Connect






Planning Application Report

**Proposed data centre and offices at 39-41
Alexander Street, Burnie**

03 February 2026

→ **The Power of Commitment**



Project name		Proposed data centre and offices at 39-41 Alexander Street, Burnie					
Document title		Development application report 39-41 Alexander Street, Burnie					
Project number		12685161					
Status Code	Revision	Author	Reviewer		Approved for issue		
			Name	Signature	Name	Signature	Date
S4	0	Tom Reilly	Hugh Griggs		J Scandrett		5/2/2026
[Status code]							

GHD Pty Ltd | ABN 39 008 488 373
23 Paterson Street,
Launceston, Tasmania 7250, Australia

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1. Introduction

1.1 Purpose of this report

The purpose of this report is to support a discretionary planning application to the Burnie City Council for an internal fit out to an existing building for a data storage centre and professional offices. The report is prepared by GHD as agent for Perpetual Corporate Trust Limited acf Emu Bay Tas Office Pty Ltd atf Emu Bay Tas Office Unit Trust (proponent). It covers the Zone and relevant Code standards of the Tasmanian Planning Scheme – Burnie.

1.2 Scope and limitations

This report has been prepared by GHD for the proponent and may only be used and relied on by the proponent for the purpose agreed between GHD and the proponent as set out in section 1.1 of this report.

GHD otherwise disclaims responsibility to any person other than the proponent arising in connection with this report. GHD also excludes implied warranties and conditions, to the extent legally permissible.

The services undertaken by GHD in connection with preparing this report were limited to those specifically detailed in the report and are subject to the scope limitations set out in the report.

The opinions, conclusions and any recommendations in this report are based on conditions encountered and information reviewed at the date of preparation of the report. GHD has no responsibility or obligation to update this report to account for events or changes occurring after the date that the report was prepared.

2. Site description

The site is located at 39-41 Alexander Street, Burnie. The three-storey building on the site was originally constructed for the printing and publication of *The Advocate* newspaper and together with the adjacent building on 54-56 Mount Street, they provided news and information specifically for people in north-west Tasmania for many decades. The printing for *The Advocate* newspaper was moved to a facility in Launceston in 2009 when all printing was centralised with *The Examiner*. Printing of *The Advocate* now occurs in Hobart, but the newspaper's editorial and administrative functions remain in Burnie on the adjacent site.

The ground floor of the building is currently used by Zap Fitness (gymnasium), The Advocate and Vie Financial & Insurance (professional offices). The last approved use of the first floor was a children's fun centre and restaurant, but this use has ceased operations. Now, the first and second floors are intermittently used for storage and warehousing. Appendix B is a survey of the existing first floor.

The site is landscaped at the frontage and along the southern edge of the car park. Two existing vehicle crossovers provide both entry to and exit from a 23-space visitor and employee parking lot, currently used by Zap Fitness and Vie Financial & Insurance employees and patrons.

The site is fully serviced by electricity, telecommunications, water, drainage with no known services constraints impacting on existing or proposed uses.

There is no known contamination or history of potentially contaminating uses on the land and given the sites previous approval for a children's fun centre, it is likely that the question of contamination has been resolved.

2.1 Titles, ownership and notification

The site is further described in Certificates of Title Volume 163028, Folio 2. The Folio Plan, Folio Text and Schedule of Easements are reproduced in Appendix A. Figure 1 below is an extract of the Folio Plan.

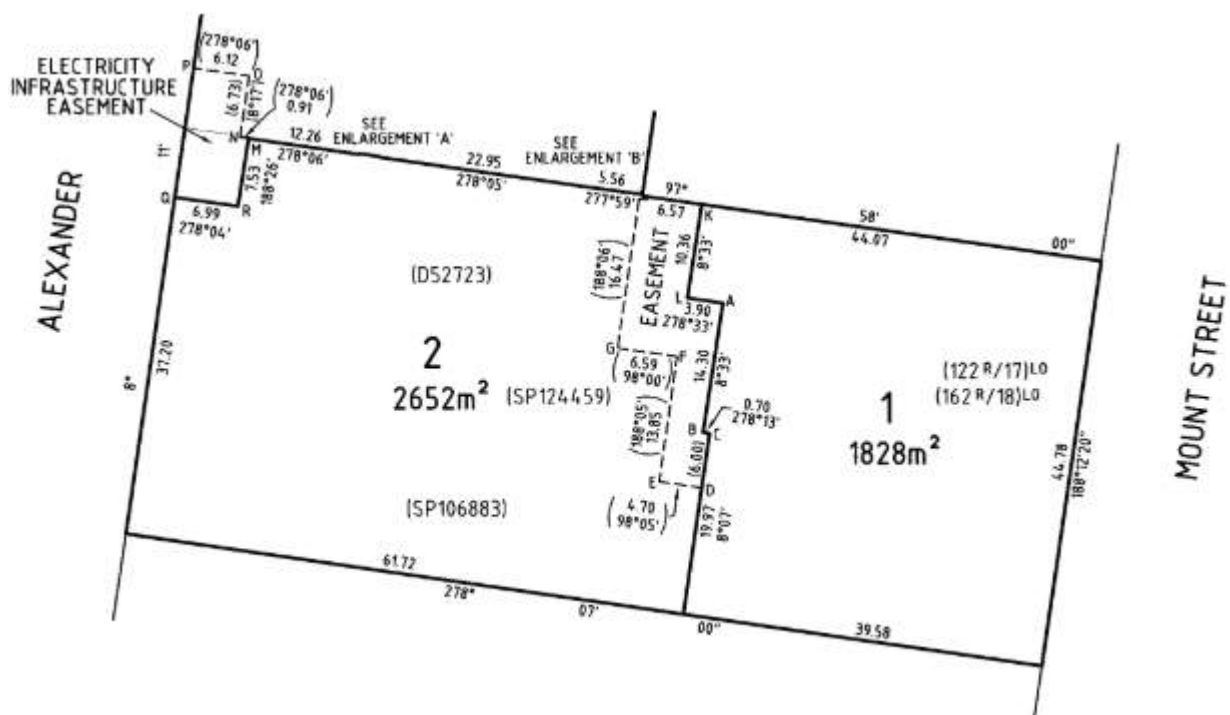


Figure 1 Extract of Folio Plan

The property is registered in the name of Perpetual Corporate Trust Limited, who are the custodians for Emu Bay Tas Office Pty Ltd who are trustees for Emu Bay Tas Office Unit Trust. Both the registered and the beneficial landowner have been notified of the lodgement of this application in accordance with s52(1) of the Act.

3. Project description

3.1 Use and development description

Tasmania offers highly favourable conditions for meeting the world’s emerging data storage needs. Its near-100 per cent renewable electricity supply, cool and stable climate, low exposure to natural hazards, and relatively stable political and regulatory environment provide a compelling foundation for secure, resilient and low-emissions data storage.

As shown on the project drawings at Appendix C, the proposal involves refit of the first floor to accommodate a data centre and lettable secure office space for business and professional services. The data centre use would be relatively passive with no sales, in person services or public access. There would be occasional and infrequent visitors for maintenance and equipment upgrades.

The areas marked “secure leased office space” office space would be used for authorised administrative and professional services entities. These entities and individuals will need to meet standards determined by the data storage centre’s requirements for data storage security.

Table 1 Summary of activity

Item	Detail
Truck movements	Maximum 2 per day, maximum 6 days a week during construction only. Small, non-articulated delivery trucks only. After construction, there may be occasional and infrequent truck movement for maintenance, equipment upgrades and associated activities.
Staff	Data storage: Maximum 1-2 on shift at any one time, 5 days a week. Business and professional services: Up to 10 on shift at any one time, 5 days per week.
Stormwater	No change to existing stormwater collection or disposal.
Wastewater	No material change to existing connection and usage. Wastewater generated by one kitchen, three male toilets, three female toilet and associated amenities. No washdown facilities inside or outside the building.
Waste	Minor amount of waste generated by proposal. To be managed along with other tenancies through a local private waste removal service. Construction waste to be managed separately.
Water	No change required to existing water connection. Water supply needed for amenities (kitchen and toilets) only with daytime usage that would be typical of any office environment. Plumbing in accordance with TasWater and Building Code requirements. Cooling of data storage equipment is by external chillers that are air-cooled (compressors plus fans through coils). Water recirculates through the system in a closed loop. Connection to mains water is for initial fill and the occasional ‘top up’ only.
Electricity	To be supplied from existing reticulated network and connection (no change to existing situation). The electrical load will be accommodated from the existing TasNetworks substation T830192 which has two transformers – 750 kVA & 1,000 kVA. The DC will be drawing from the 1,000 kVA transformer which is dedicated to the building and has minimal load on it. Overall, substation T830192 has an estimated total load of 400 kVA.
Gas	Optional, pending detailed design.

All parking and access circumstances would be retained with no change. There would be no formal parking allocations for the proposed activity. The existing pedestrian access to the building, located centrally in the frontage façade, would continue to provide access to all floors. The building would be internally divided for amenities, offices and data storage areas.

The first-floor balcony above the entrance to Zap Fitness would be screened and used for cooling equipment as shown below in the Planning Scheme assessment and on the proposal drawings at Appendix C. The first-floor balcony at the north-eastern corner would be screened and house diesel generators for an emergency back-up power supply. Fuel storage for the emergency diesel generators is estimated to be 8,000 litres, which would be accommodated within the diesel generator's integrated 'belly tanks'.

Should, for any reason, either of these balconies be found unsuitable, the roof space would be used for plant and equipment, which would be appropriately screened from public view.

4. Planning Scheme Assessment

This section comprises an assessment against the Tasmanian Planning Scheme – Burnie (the Planning Scheme) and considers compliance with the relevant Clauses in accordance with the *Land Use Planning and Approvals Act 1993* (LUPAA).

4.1 Administrative and general provisions

The data storage centre is considered to meet the definition of a Storage use in accordance with Clause 6.2 of the Scheme:

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

The secure leased office spaces of the proposal meet the definition of Business and professional services in accordance with Clause 6.2 of the Scheme:

use of land for administration, clerical, technical, professional or similar activities. Examples include a bank, call centre, consulting room, funeral parlour, medical centre, office, post office, real estate agency, residential support services, travel agency and veterinary centre.

4.2 Zones

As shown in Figure 2 below, the site is wholly located in the Central Business Zone (blue). The nearest other zone is the Utilities Zone (yellow), located over 60m to the south-west.



Figure 2 Zones applicable and near to the site

Base image and data from the LIST © State of Tasmania

4.3 Central Business Zone

16.1 Zone Purpose

- 16.1.1 To provide for the concentration of the higher order business, retail, administrative, professional, community, and entertainment functions within Tasmania's primary centres.
- 16.1.2 To provide for a type and scale of use and development supports and does not compromise or distort the activity centre hierarchy.
- 16.1.3 To encourage activity at pedestrian levels with active frontages and shop windows offering interest and engagement to shoppers.
- 16.1.4 To encourage Residential and Visitor Accommodation use above ground floor level if it supports the viability of the activity centre and an active street frontage is maintained.

Comment: The existing frontage at ground floor level is relatively active, with people regularly coming and going from Vie Financial and Zap Fitness. No significant change is proposed to the frontage use or appearance. The first floor use for data storage would have no material impact on the activity centre hierarchy.

16.2 Use Table

Comment:

- Storage is a discretionary use, requiring a discretionary permit in line with Clauses 6.4 and 6.8 of the Scheme.
- Business and professional services uses do not require a permit in accordance with Clause 6.6 of the Scheme.

16.3 Use Standards

16.3.1 All uses – N/A proposal not within 50m of the General Residential Zone

Objective:

That uses listed as Discretionary:

- (a) encourage activity at pedestrian levels with active frontages; and
- (b) *do not compromise or distort the activity centre hierarchy*

Acceptable Solutions

Performance Criteria

A1
No Acceptable Solution.

P1
A use listed as Discretionary must:
(a) not cause an unreasonable loss of amenity to properties in adjoining residential zones; and
(b) be of an intensity that respects the character of the area.

Comment: The use of the first floor for data storage is unlikely to result in any material change to the character of the area. In accordance with the Objective, the existing frontage at ground floor level would remain relatively active.

A2
No Acceptable Solution.

P2
A use listed as Discretionary must not compromise or distort the activity centre hierarchy, having regard to:
(a) the characteristics of the site;
(b) the need to encourage activity at pedestrian levels;
(c) the size and scale of the proposed use;
(d) the functions of the activity centre and the surrounding activity centres; and
(e) the extent that the proposed use impacts on other activity centres.

Comment: The use of the first floor for data storage is small in scale and unlikely to result in any material change to the activity centre hierarchy. In accordance with the Objective, the existing frontage at ground floor level would remain relatively active.

16.4 Development Standards for Buildings and Works

16.4.1 Building height	
<p>Objective: That building height:</p> <p>(a) is compatible with the streetscape; and (b) does not cause an unreasonable loss of amenity to adjoining residential zones.</p>	
Acceptable Solutions	Performance Criteria
<p>A1 Building height must be not more than 20 m.</p>	<p>P1 Building height must be compatible with the streetscape and character of development existing on established properties in the area, having regard to:</p> <p>(a) the topography of the site; (b) the height, bulk and form of existing buildings on the site and adjacent properties; (c) the bulk and form of proposed buildings; (d) the apparent height when viewed from the adjoining road and public places; and (e) any overshadowing of public places.</p>
<p>Complies In the event that plant and equipment is located on the building's roof, it would be out of sight from the public and below the 20m height limit.</p>	
16.4.2 Setbacks	
<p>Objective: <i>That building setback:</i></p> <p>(a) is compatible with the streetscape; (b) does not cause an unreasonable loss of amenity to adjoining residential zones; and (c) minimises opportunities for crime and anti-social behaviour through setback of buildings.</p>	
Acceptable Solutions	Performance Criteria
<p>A1 Buildings must be:</p> <p>(a) built to the frontage at ground level; or (b) have a setback of not more or less than the maximum and minimum setbacks of the buildings on adjoining properties.</p>	<p>P1 Buildings must have a setback from a frontage that is compatible with the streetscape and minimises opportunities for crime or anti-social behaviour, having regard to:</p> <p>(a) providing small variations in building alignment to break up long building façades; (b) providing variations in building alignment appropriate to provide a forecourt space for public use, such as outdoor dining or landscaping; (c) the avoidance of concealment spaces; (d) the ability to achieve passive surveillance; and (e) the availability of lighting.</p>
<p>Complies No changes are proposed to the building's frontage setback and no part of the proposal warrants reconsideration of the building's relationship to the frontage.</p>	

16.4.3 Design

Objective:

That building façades promote and maintain high levels of pedestrian interaction, amenity, and safety and are compatible with the streetscape.

Acceptable Solutions	Performance Criteria
<p>A1</p> <p>New buildings must be designed to satisfy all of the following:</p> <ul style="list-style-type: none"> (a) mechanical plant and other service infrastructure, such as heat pumps, air conditioning units, switchboards, hot water units and the like, must be screened from the street and other public places; (b) roof-top mechanical plant and service infrastructure, including lift structures, must be contained within the roof; (c) not include security shutters or grilles over windows or doors on a façade facing the frontage or other public places; and (d) provide external lighting to illuminate external vehicle parking areas and pathways. 	<p>P1</p> <p>New buildings must be designed to be compatible with the streetscape having regard to:</p> <ul style="list-style-type: none"> (a) minimising the visual impact of mechanical plant and other service infrastructure, such as heat pumps, air conditioning units, switchboards, hot water units and the like, when viewed from the street or other public places; (b) minimising the visual impact of security grilles and shutters and roof-top service infrastructure, including lift structures; and (c) providing suitable lighting to vehicle parking areas and pathways for the safety and security of users.

Complies

In accordance with the Performance Criteria, the proposed cooling equipment in the first-floor balcony facing Alexander Street would be screened in a manner that is unlikely to have any significant visual impact on the streetscape (see Figure 3 below).

The proposal involves little change to the present use of existing parking areas. Whilst unlit, some indirect light from the street and from inside the building would make its way into the car parking areas. The parking areas would be infrequently used during nighttime hours and they are well configured to minimise conflict with pedestrians. It is considered that lighting the space is unnecessary in the circumstances.

<p>A2</p> <p>New buildings or alterations to an existing façade must be designed to satisfy all of the following:</p> <ul style="list-style-type: none"> (a) provide a pedestrian entrance to the building that is visible from the road or publicly accessible areas of the site; (b) if for a ground floor level façade facing a frontage: <ul style="list-style-type: none"> i. have not less than 40% of the total surface area consisting of windows or doorways; or ii. not reduce the surface area of windows or doorways of an existing building, if the surface area is already less than 40%; (c) if for a ground floor level façade facing a frontage must: <ul style="list-style-type: none"> i. not include a single length of blank wall greater than 30% of the length of façade on that frontage; 	<p>P2</p> <p>New buildings or alterations to an existing façade must be designed to be compatible with the streetscape having regard to:</p> <ul style="list-style-type: none"> (a) how the main pedestrian access to the building addresses the street or other public places; (b) windows on the façade facing the frontage for visual interest and passive surveillance of public spaces; (c) providing architectural detail or public art on large expanses of blank walls on the façade facing the frontage and other public spaces so as to contribute positively to the streetscape and public spaces; (d) installing security shutters or grilles over windows or doors on a façade facing the frontage or other public spaces only if it is essential for the security of the premises and any other alternatives are not practical; and (e) providing awnings over a public footpath.
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Complies

No significant changes or alterations are proposed to the existing façade of the building other than security screening as generally illustrated below. This screening is necessary for security purposes and would be appropriately coloured and compatible with the overall appearance of the building (see Figure 3 and Figure 4 below).

Further to the matters for which regard must be given:

- (a) No changes to the existing and relatively prominent pedestrian access to the building;
- (b) Significant window area faces the street
- (c) No large expanses of blank wall facing the street
- (d) Screening is essential for security of cooling equipment (data security paramount)

16.4.3 Design

(e) The building is not located to provide awnings over the street but does provide an awning over the entrance for the benefit of users.



Figure 3 Existing building frontage



Figure 4 Montage demonstrating proposed screening of equivalent visual impact

16.4.4 Fencing – N/A – no fencing involved

16.4.5 Outdoor storage areas – n/a – no outdoor storage involved

Objective:

That outdoor storage areas do not detract from the appearance of the site or locality.

Acceptable Solutions

A1

Outdoor storage areas, excluding for the display of goods for sale, must not be visible from any road or public open space adjoining the site.

Performance Criteria

P1

Outdoor storage areas, excluding for the display of goods for sale, must be located, treated or screened to not cause an unreasonable loss of visual amenity.

Complies

No outdoor storage areas proposed. External plant and equipment would be located on balconies and screened from public view.

4.4 Applicable Codes

4.4.1 C2.0 Parking and Sustainable Transport Code

C2.1 Code Purpose	
<p>C2.1.1 To ensure that an appropriate level of parking facilities is provided to service use and development.</p> <p>C2.1.2 To ensure that cycling, walking and public transport are encouraged as a means of transport in urban areas.</p> <p>C2.1.3 To ensure that access for pedestrians, vehicles and cyclists is safe and adequate.</p> <p>C2.1.4 To ensure that parking does not cause an unreasonable loss of amenity to the surrounding area.</p> <p>C2.1.5 To ensure that parking spaces and accesses meet appropriate standards.</p> <p>C2.1.6 To provide for parking precincts and pedestrian priority streets.</p>	
Supports Code Purpose	
No change is proposed to the existing safe, convenient and adequate onsite parking and loading circumstances.	
C2.5.1 Car parking numbers	
Objective:	
That an appropriate level of car parking spaces are provided to meet the needs of the use.	
Acceptable Solutions	Performance Criteria
<p>A1</p> <p>The number of on-site car parking spaces must be no less than the number specified in Table C2.1, excluding if:</p> <ul style="list-style-type: none"> (a) the site is subject to a parking plan for the area adopted by council, in which case parking provision (spaces or cash-in-lieu) must be in accordance with that plan; (b) the site is contained within a parking precinct plan and subject to Clause C2.7; (c) the site is subject to Clause C2.5.5; or (d) it relates to an intensification of an existing use or development or a change of use where: <ul style="list-style-type: none"> i. the number of on-site car parking spaces for the existing use or development specified in Table C2.1 is greater than the number of car parking spaces specified in Table C2.1 for the proposed use or development, in which case no additional on-site car parking is required; or ii. the number of on-site car parking spaces for the existing use or development specified in Table C2.1 is less than the number of car parking spaces specified in Table C2.1 for the proposed use or development, in which case on-site car parking must be calculated as follows: <p>$N = A + (C - B)$</p> <p>N = Number of on-site car parking spaces required</p> <p>A = Number of existing on site car parking spaces</p> <p>B = Number of on-site car parking spaces required for the existing use or development specified in Table C2.1</p> <p>C = Number of on-site car parking spaces required for the proposed use or development specified in Table C2.1.</p>	<p>P1.1</p> <p>The number of on-site car parking spaces for uses, excluding dwellings, must meet the reasonable needs of the use, having regard to:</p> <ul style="list-style-type: none"> (a) the availability of off-street public car parking spaces within reasonable walking distance of the site; (b) the ability of multiple users to share spaces because of: <ul style="list-style-type: none"> (a) variations in car parking demand over time; or (b) efficiencies gained by consolidation of car parking spaces; (c) the availability and frequency of public transport within reasonable walking distance of the site; (d) the availability and frequency of other transport alternatives; (e) any site constraints such as existing buildings, slope, drainage, vegetation and landscaping; (f) the availability, accessibility and safety of on street parking, having regard to the nature of the roads, traffic management and other uses in the vicinity; (g) the effect on streetscape; and (h) any assessment by a suitably qualified person of the actual car parking demand determined having regard to the scale and nature of the use and development. <p>P1.2</p> <p>The number of car parking spaces for dwellings must meet the reasonable needs of the use, having regard to:</p> <ul style="list-style-type: none"> (a) the nature and intensity of the use and car parking required; (b) the size of the dwelling and the number of bedrooms; and (c) the pattern of parking in the surrounding area.
N/A	
Further to A1(a), the Burnie Town Centre Parking Specific Area Plan operates in substitution of this clause. This Specific Area Plan requires no parking for this proposal.	

C2.5.4 Loading Bays

Objective:

That adequate access for goods delivery and collection is provided, and to avoid unreasonable loss of amenity and adverse impacts on traffic flows.

Acceptable Solutions

A1

A loading bay must be provided for uses with a floor area of more than 1000m² in a single occupancy.

Performance Criteria

P1

Adequate space for loading and unloading of vehicles must be provided, having regard to:

- (a) the type of vehicles associated with the use;
- (b) the nature of the use;
- (c) the frequency of loading and unloading;
- (d) the location of the site;
- (e) the nature of traffic in the surrounding area;
- (f) the area and dimensions of the site; and
- (g) the topography of the site;
- (h) the location of existing buildings on the site; and
- (i) any constraints imposed by existing development.

Complies

The first-floor area is approximately 1500m² and contrary to the AS, the proposal involves no proposed dedicated loading bay. In accordance with the Performance Criteria, the use would involve little delivery or collection other than during the construction phase. Any delivery or collection would be short in duration and infrequent and achievable with small, non-articulated trucks and vans. In accordance with the Performance Criteria, the existing parking areas and the two aisles provide significant flat and functional space for loading and unloading. It is considered that the Performance Criteria is met.

C2.6.1 Construction of parking areas

Objective:

That parking areas are constructed to an appropriate standard.

Acceptable Solutions

A1

All parking, access ways, manoeuvring and circulation spaces must:

- (a) be constructed with a durable all weather pavement;
- (b) be drained to the public stormwater system, or contain stormwater on the site; and
- (c) excluding all uses in the Rural Zone, Agriculture Zone, Landscape Conservation Zone, Environmental Management Zone, Recreation Zone and Open Space Zone, be surfaced by a spray seal, asphalt, concrete, pavers or equivalent material to restrict abrasion from traffic and minimise entry of water to the pavement.

Performance Criteria

P1

All parking, access ways, manoeuvring and circulation spaces must be readily identifiable and constructed so that they are useable in all weather conditions, having regard to:

- (a) the nature of the use;
- (b) the topography of the land;
- (c) the drainage system available;
- (d) the likelihood of transporting sediment or debris from the site onto a road or public place;
- (e) the likelihood of generating dust; and
- (f) the nature of the proposed surfacing.

Complies

In accordance with the Acceptable Solution, existing parking areas are formed and drained to an appropriate standard. No changes proposed.

C2.6.2 Design and layout of parking areas

Objective:

That parking areas are designed and laid out to provide convenient, safe and efficient parking.

Acceptable Solutions

A1.1

Parking, access ways, manoeuvring and circulation spaces must either:

- (a) comply with the following:

Performance Criteria

P1

All parking, access ways, manoeuvring and circulation spaces must be designed and readily identifiable to provide convenient, safe and efficient parking, having regard to:

C2.6.2 Design and layout of parking areas

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

Complies

In accordance with the Acceptable Solution, existing parking areas are line marked with suitable dimensions and gradients and are accessible allowing for turning and manoeuvring as appropriate. No changes proposed.

C2.6.3 Number of accesses for vehicles

Objective:

That:

- (a) access to land is provided which is safe and efficient for users of the land and all road network users, including but not limited to drivers, passengers, pedestrians and cyclists by minimising the number of vehicle accesses;
- (b) accesses do not cause an unreasonable loss of amenity of adjoining uses; and
- (c) the number of accesses minimise impacts on the streetscape.

Acceptable Solutions	Performance Criteria
<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.

Complies

In accordance with the Acceptable Solution, the two existing accesses would remain.

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

Objective:

That parking and vehicle circulation roads and pedestrian paths within the General Business Zone and Central Business Zone, which are used outside daylight hours, are provided with lighting to a standard which:

- (a) enables easy and efficient use;
- (b) promotes the safety of users;
- (c) minimises opportunities for crime or anti-social behaviour; and
- (d) prevents unreasonable light overspill impacts.

Acceptable Solutions

A1

In car parks within the General Business Zone and Central Business Zone, parking and vehicle circulation roads and pedestrian paths serving 5 or more car parking spaces, which are used outside daylight hours, must be provided with lighting in accordance with Clause 3.1 “Basis of Design” and Clause 3.6 “Car Parks” in Australian Standard/New Zealand Standard AS/NZS 1158.3.1:2005 Lighting for roads and public spaces Part 3.1: Pedestrian area (Category P) lighting – Performance and design requirements.

Performance Criteria

P1

In car parks within the General Business Zone and Central Business Zone, parking and vehicle circulation roadways and pedestrian paths, which are used outside daylight hours must be provided with lighting, having regard to:

- (a) enabling easy and efficient use of the area;
- (b) minimising potential for conflicts involving pedestrians, cyclists and vehicles;
- (c) minimising opportunities for crime or anti-social behaviour though the creation of concealment spaces;
- (d) any unreasonable impact on the amenity of adjoining properties through light overspill; and
- (e) the hours of operation of the use.

Complies

The proposal involves little change to the present use of existing parking areas. The carpark is presently unlit but in accordance with the Performance Criteria, some indirect light from the street and from inside the building would make its way into the car parking areas. The parking areas would be infrequently used during nighttime hours and they are well configured to minimise conflict with pedestrians. It is considered that additional lighting for this space is unnecessary in the circumstances.

C2.6.5 Pedestrian access

Objective:

That pedestrian access within parking areas is provided in a safe and convenient manner.

Acceptable Solutions

A1.1

Uses that require 10 or more car parking spaces must:

- (a) have a 1 m wide footpath that is separated from the access ways or parking aisles, excluding where crossing access ways or parking aisles, by:
 - i. a horizontal distance of 2.5m between the edge of the footpath and the access way or parking aisle; or
 - ii. protective devices such as bollards, guard rails or planters between the footpath and the access way or parking aisle; and
- (b) be signed and line marked at points where pedestrians cross access ways or parking aisles.

A1.2

In parking areas containing accessible car parking spaces for use by persons with a disability, a footpath having a width not less than 1.5m and a gradient not steeper than 1 in 14 is required from those spaces to the main entry point to the building.

Performance Criteria

P1

Safe and convenient pedestrian access must be provided within parking areas, having regard to:

- (a) the characteristics of the site;
- (b) the nature of the use;
- (c) the number of parking spaces;
- (d) the frequency of vehicle movements;
- (e) the needs of persons with a disability;
- (f) the location and number of footpath crossings;
- (g) vehicle and pedestrian traffic safety;
- (h) the location of any access ways or parking aisles; and
- (i) any protective devices proposed for pedestrian safety.

Comment: Complies

In accordance with the Acceptable Solution, an aisle leading to the frontage entry and protected by wheel stops separates the parking areas, see Google Streetview image below, no change to present day arrangements:

C2.6.5 Pedestrian access



Figure 5 Existing car parking arrangement (some bicycle parking seen to right)

C2.6.6 Loading bays

Objective:

That the area and dimensions of loading bays are adequate to provide safe and efficient delivery and collection of goods.

Acceptable Solutions

A1

The area and dimensions of loading bays and access way areas must be designed in accordance with *Australian Standard AS 2890.2–2002, Parking facilities, Part 2: Off street commercial vehicle facilities*, for the type of vehicles likely to use the site.

Performance Criteria

P1

Loading bays must have an area and dimensions suitable for the use, having regard to:

- (a) the types of vehicles likely to use the site;
- (b) the nature of the use;
- (c) the frequency of loading and unloading;
- (d) the area and dimensions of the site;
- (e) the topography of the site;
- (f) the location of existing buildings on the site; and
- (g) any constraints imposed by existing development.

Complies

In accordance with the Performance Criteria, the existing informal loading area and access are considered suitable for the proposed use, which would involve only occasional and infrequent need to load and unload usually small and readily transportable goods.

A2

The type of commercial vehicles likely to use the site must be able to enter, park and exit the site in a forward direction in accordance with *Australian Standard AS 2890.2 – 2002, Parking Facilities, Part 2: Parking facilities Off street commercial vehicle facilities*.

P2

Access for commercial vehicles to and from the site must be safe, having regard to:

- (a) the types of vehicles associated with the use;
- (b) the nature of the use;
- (c) the frequency of loading and unloading;
- (d) the area and dimensions of the site;
- (e) the location of the site and nature of traffic in the area of the site;
- (f) the effectiveness or efficiency of the surrounding road network; and
- (g) site constraints such as existing buildings, slope, drainage, vegetation, parking and landscaping.

Complies

In accordance with the Performance Criteria, the existing access for commercial vehicles to and from the site is flat, well dimensioned and suitable for the few occasions that a commercial vehicle would need to attend the site.

C2.6.7 Bicycle parking and storage facilities

Objective:

That parking for bicycles are safe, secure and convenient, within the General Business Zone and Central Business Zone.

Acceptable Solutions

Performance Criteria

A1

Bicycle parking for uses that require 5 or more bicycle spaces in Table C2.1 must:

- (a) be accessible from a road, cycle path, bicycle lane, shared path or access way;
- (b) be located within 50m from an entrance;
- (c) be visible from the main entrance or otherwise signed; and
- (d) be available and adequately lit during the times they will be used, in accordance with Table 2.3 of Australian/New Zealand Standard AS/NZS 1158.3.1: 2005 Lighting for roads and public spaces -- Pedestrian area (Category P) lighting -- Performance and design requirements.

P1

Bicycle parking must be provided in a safe, secure and convenient location, having regard to:

- (a) the accessibility to the site;
- (b) the characteristics of the site;
- (c) the nature of the proposed use;
- (d) the number of employees;
- (e) the users of the site and the likelihood of travel by bicycle;
- (f) the location and visibility of proposed parking for bicycles;
- (g) whether there are other parking areas on the site; and
- (h) the opportunity for sharing bicycle parking on nearby sites.

Complies

In accordance with the Performance C, the low numbers of people associated with the use are unlikely to travel by bicycle. It is considered that the use does not warrant specific provision of bicycle parking outside the building frontage. Notwithstanding, access to the first floor is from a large lift that can accommodate bicycles and in accordance with the Performance Criteria, it is considered that informal bicycle parking internally to the building is preferable in that it is more secure, less exposed to weather and convenient.

A2

Bicycle parking spaces must:

- (a) have dimensions not less than:
 - (i) 1.7m in length;
 - (ii) 1.2m in height; and
 - (iii) 0.7m in width at the handlebars;
- (b) have unobstructed access with a width of not less than 2m and a gradient not steeper than 5% from a road, cycle path, bicycle lane, shared path or access way; and
- (c) include a rail or hoop to lock a bicycle that satisfies Australian Standard AS 2890.3-2015 Parking facilities -- Part 3: Bicycle parking.

P2

Bicycle parking spaces and access must be convenient, safe, secure and efficient to use, having regard to:

- (a) the characteristics of the site;
- (b) the space available;
- (c) the safety of cyclists; and
- (d) the provisions of Australian Standard AS 2890.3-2015 Parking facilities -- Part 3: Bicycle parking.

Complies

In accordance with the Performance Criteria, the site can safely, conveniently and securely accommodate the unlikely need for bicycle parking either in the lobby or otherwise internally to the building.

C2.6.8 Siting of parking and turning areas

Objective:

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

Acceptable Solutions

Performance Criteria

A2

Within the Central Business Zone, on-site parking at ground level adjacent to a frontage must:

- (a) have no new vehicle accesses, unless an existing access is removed;
- (b) retain an active street frontage; and

Within the Central Business Zone, on-site parking at ground level adjacent to a frontage must be designed to screen the views of cars from public places in the adjacent roads, without blank walls facing onto a road, having regard to:

- (a) the streetscape;
- (b) any unreasonable loss of amenity of the occupants of adjoining properties; and

C2.6.7 Bicycle parking and storage facilities	
(c) not result in parked cars being visible from public places in the adjacent roads.	(c) maintaining opportunities for active uses on a street frontage in a pedestrian priority street.
<p>Complies</p> <p>No changes are proposed that would warrant reconsideration of the existing parking arrangements. Nevertheless, existing landscaping at the property frontage and south of the parking areas minimises impacts and provides for an acceptably amenable streetscape.</p>	

S2.7 Parking Precinct Plan

C2.7.1 Parking precinct plan	
<p>Objective:</p> <p><i>To minimise the amount of on-site car parking spaces within an area defined by a parking precinct plan, and that parking does not detract from the streetscape of the area.</i></p>	
Acceptable Solutions	Performance Criteria
<p>A1</p> <p>Within a parking precinct plan, on-site car parking must:</p> <ul style="list-style-type: none"> (a) not be provided; or (b) not be increased above existing parking numbers. 	<p>P1</p> <p>Within a parking precinct plan, on-site car parking must be necessary for the operation of the use and not detract from the streetscape, having regard to:</p> <ul style="list-style-type: none"> (a) the availability of off-street public parking spaces within reasonable walking distance; (b) the ability of multiple users to share spaces because of: <ul style="list-style-type: none"> i. variations in parking demand over time; or ii. efficiencies gained by consolidation of parking spaces; (c) the availability and frequency of public transport within reasonable walking distance of the site; (d) the availability and frequency of other transport alternatives; (e) the availability, accessibility and safety of on-street parking, having regard to the nature of the roads, traffic management and other uses in the vicinity; (f) the streetscape; (g) the topography of the site; (h) the location of existing buildings on the site; <ul style="list-style-type: none"> i. any constraints imposed by existing development; and ii. any assessment by a suitably qualified person of the actual parking demand, determined having regard to the scale and nature of the use and development, and not exceed the number specified in Table C2.1.
<p>Complies</p> <p>In accordance with the AS, no additional parking is proposed.</p>	

4.4.2 Other Codes

Codes that do not apply are briefly considered below.

C1.0 Signs Code

No signage proposed. Code not applicable.

C3.0 Road and Railway Assets Code

No material increases in traffic movements involved and no foreseeable impacts on existing road and railway assets.

C4.0 Electricity Transmission Infrastructure Protection Code

The site and access do not include land within the mapped extent of any Electricity Transmission Infrastructure Protection Corridor or Buffer. The Electricity Transmission Infrastructure Protection Code does not apply.

C5.0 Telecommunications Code

The proposal is not for telecommunications infrastructure. The Telecommunications Code does not apply.

C6.0 Local Historic Heritage Code

The land and no part of the access is mapped as a Local Heritage Place, Local Heritage Precinct, Local Historic Landscape Precinct, a Place or Precinct of Archaeological Potential nor any Significant Tree. The Local Historic Heritage Code does not apply.

C7.0 Natural Assets Code

No foreseeable impacts on natural assets. Code not applicable.

C8.0 Scenic Protection Code

The site is not mapped as a Scenic Area nor part of a Scenic Road Corridor. The Scenic Protection Code does not apply.

C9.0 Attenuation Code

The Manufacturing and Processing use does not create a new Attenuation Area, nor is it a sensitive use, nor is there any existing attenuation buffer which may affect the use. The Attenuation Code does not apply.

C10.0 Coastal Erosion Hazard Code

The site is well above any area subject to risk of coastal erosion. The Code does not apply.

C11.0 Coastal Inundation Hazard Code

The site is well above any area subject to risk of coastal inundation. The Code does not apply.

C12.0 Flood Prone Areas Code

The site is not subject to flooding. The Code does not apply.

C13.0 Bushfire-Prone Areas Code

The site is not within a Bushfire Prone Area. The Code does not apply.

C14.0 Potentially Contaminated Land Code

No known contamination. Nevertheless, no land disturbance is involved and so C14.4.1(b) provides an exemption.

C15.0 Landslip Hazard Code

No part of the site or access is mapped for any level of Landslip risk. The Landslip Hazard Code does not apply.

C16.0 Safeguarding of Airports Code

The site is not affected by the Code overlay. The Code does not apply.

4.5 General overlays

The site is not subject to a Site-Specific Qualification but is within the Burnit Town Centre Specific Area Plan, as discussed below. No General Overlays apply to the site.

4.5.1 S2.0 Burnie Town Centre Parking Specific Area Plan

The Burnie Town Centre Parking Specific Area Plan contains standards that only apply to Residential and Visitor Accommodation uses and therefore does not impact this proposal.

5. Conclusion

The proposed repurposing the first floor of the Advocate building represents little change to the existing function or appearance of the building and the site. The proposal is not an intense use of the site and does not involve high numbers of people or traffic movement.

The impacts on utilities, the streetscape and the function of the activity centre would be minor. Infrastructure including water, electricity and road access to the site is suitable for the use. Water connections, stormwater drainage and waste-water can be well managed through building and plumbing permit processes.

There are no natural hazards affecting the land and no known impediments to long term use of the site for these purposes. The proposal comfortably satisfies the standards of the Planning Scheme and is considered appropriate for approval.

Appendices

Appendix A

Certificates of Title

SEARCH OF TORRENS TITLE

VOLUME 163028	FOLIO 2
EDITION 6	DATE OF ISSUE 24-Feb-2025

SEARCH DATE : 03-Feb-2026

SEARCH TIME : 08.46 am

DESCRIPTION OF LAND

City of BURNIE

Lot 2 on Sealed Plan [163028](#)

Derivation : Part of 50,000 Acres Gtd to The Van Diemens Land Company; Part of Lot 1 (6968m2) The Crown (D54057) & Part of Lot 130A, 0A-0R-9.1P Gtd to Harris & Co Pty Ltd

Prior CTs [124459/1](#) and [25412/1](#)

SCHEDULE 1

[N222264](#) TRANSFER to PERPETUAL CORPORATE TRUST LIMITED
Registered 24-Feb-2025 at 12.01 pm

SCHEDULE 2

Reservations and conditions in the Crown Grant if any
SP[163028](#) EASEMENTS in Schedule of Easements

[13/4912](#) FENCING CONDITION in Conveyance

7/1676 CONVEYANCE Made Subject to Exceptions And
Reservations in favour of The V.D.L. Co.

[13/4912](#) CONVEYANCE Made Subject to Exceptions And
Reservations in favour of The V.D.L. Co.

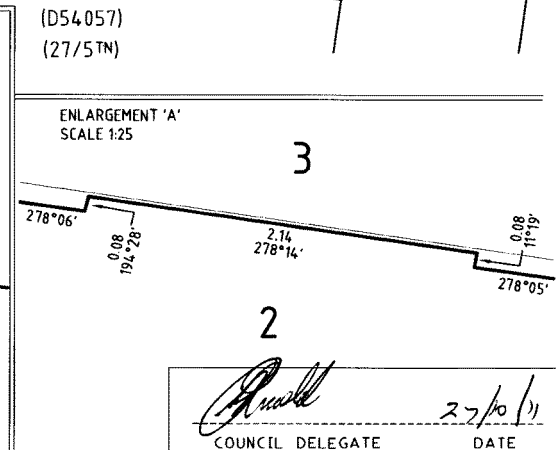
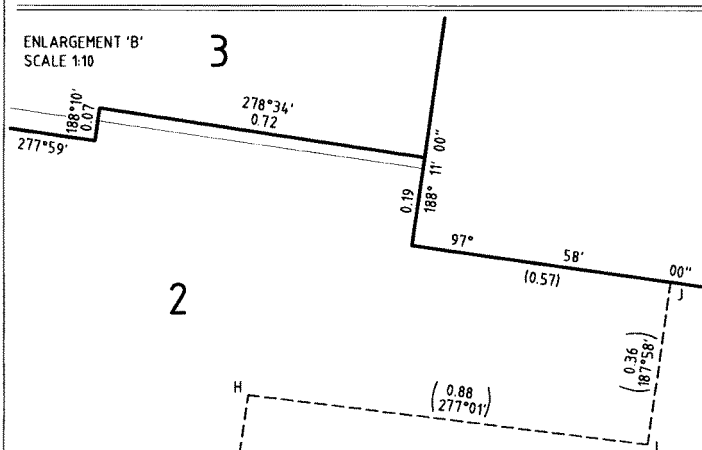
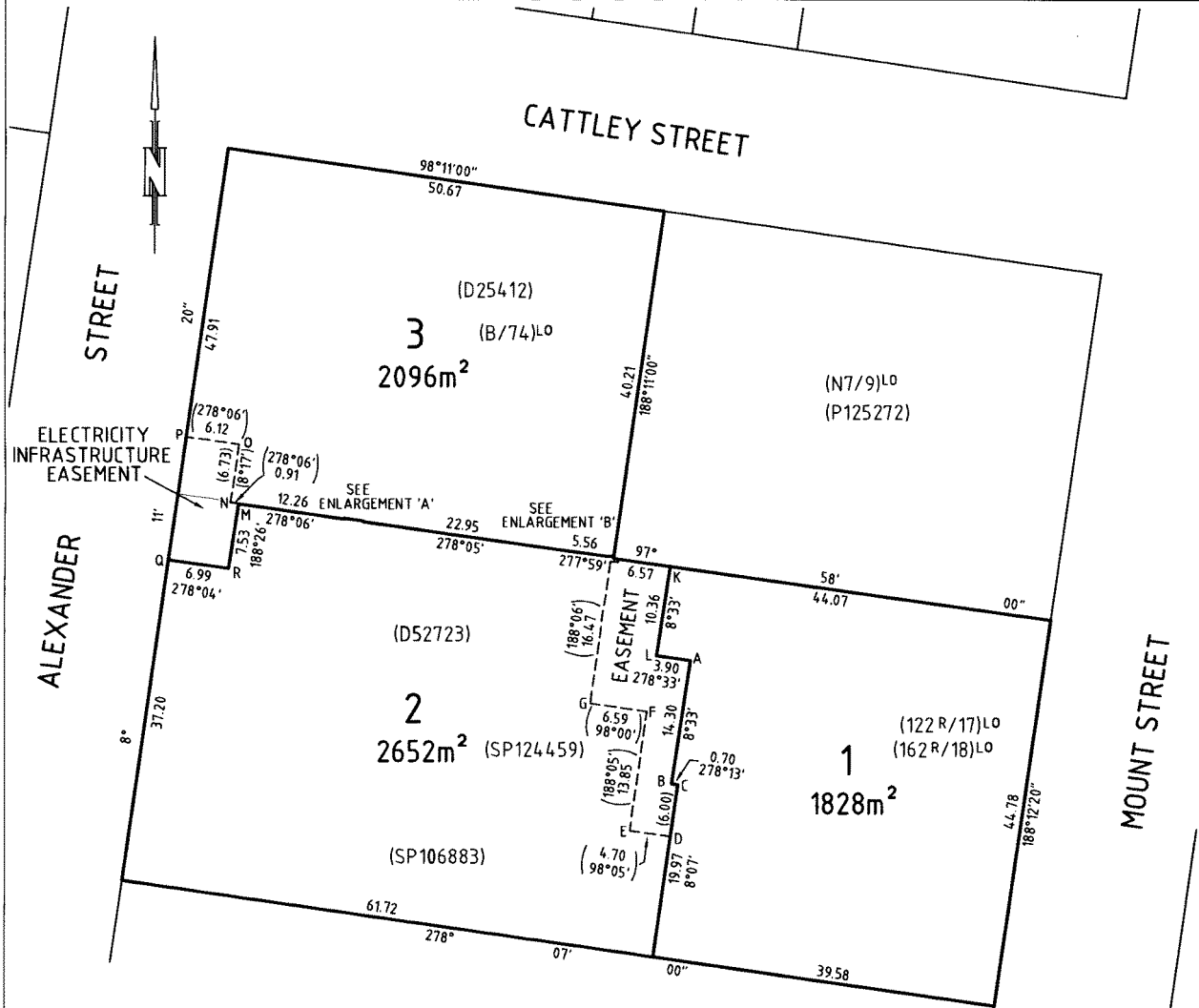
CONVEYANCE Made Subject to Exceptions And Reservations in
favour of The V.D.L. Co. created by and more fully
set forth in Conveyance No. 12/579

[N220646](#) MORTGAGE to Westpac Banking Corporation Registered
24-Feb-2025 at 12.02 pm

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations

OWNER Rockbros Pty Ltd & Harris And Company Limited.		PLAN OF SURVEY		REGISTERED NUMBER	
FOLIO REFERENCE C.T.25412/1 C.T.124459/1				SP163028	
GRANTEE Part of the Emu Bay Block of 50,000 Acres Gtd. to The Van Diemens Land Company & Part of Lot 1,(6968m ²)The Crown Section 27A of the Land Titles Act, Lot 130A, 0A-0R-9.1P, gtd. to Harris & Co Pty Ltd.		BY SURVEYOR Adrian Wade Eberhardt of PEACOCK, DARCEY & ANDERSON PTY LTD REGISTERED LAND SURVEYORS 6 QUEEN STREET, BURNIE		APPROVED EFFECTIVE FROM - 5 DEC 2011	
LOCATION CITY OF BURNIE		SCALE 1: 500		SURVEYORS REF. 14590	
MAPSHEET MUNICIPAL CODE No (4045-32) 103		LAST UPI No FEA21, 4203730		LAST PLAN No D25412 SP124459	
				ALL EXISTING SURVEY NUMBERS TO BE CROSS REFERENCED ON THIS PLAN	



[Signature]
COUNCIL DELEGATE DATE 27/10/11

SCHEDULE OF EASEMENTS	Registered Number
NOTE: THE SCHEDULE MUST BE SIGNED BY THE OWNERS & MORTGAGEES OF THE LAND AFFECTED. SIGNATURES MUST BE ATTESTED.	SP 163028

PAGE 1 OF 4 PAGES

EASEMENTS AND PROFITS

Each lot on the plan is together with:-

- (1) such rights of drainage over the drainage easements shown on the plan (if any) as may be necessary to drain the stormwater and other surplus water from such lot; and
- (2) any easements or profits a prendre described hereunder.

Each lot on the plan is subject to:-

- (1) such rights of drainage over the drainage easements shown on the plan (if any) as passing through such lot as may be necessary to drain the stormwater and other surplus water from any other lot on the plan; and
- (2) any easements or profits a prendre described hereunder.

The direction of the flow of water through the drainage easements shown on the plan is indicated by arrows.

EASEMENTS

Burdening Easements:-

Lot 2 is SUBJECT TO a right of carriageway (appurtenant to Lot 1) over the land marked "Easement ABCDEFGHIJK" on the Plan

Lot 2 is SUBJECT TO the full right and liberty (appurtenant to Lot 1) to the unimpeded access of light and air to the entire length of the boundary marked JKLABCD on the Plan provided that the existing building on Lot 2 in its present form shall be deemed not to constitute an impediment to such access.


Lot 3 is SUBJECT TO an Electricity Infrastructure Easement over the land marked "Electricity Infrastructure Easement MNOPQR" on the Plan in gross in favour of Aurora Energy Pty. Ltd. (A.C.N. 082 464 622)

Benefitting Easements:-

Lot 1 is TOGETHER WITH a right of carriageway over the land on Lot 2 marked "Easement ABCDEFGHIJK" on the Plan

Lot 1 is TOGETHER WITH the full right and liberty to the unimpeded access of light and air to the entire length of the boundary marked JKLABCD on the Plan provided that the existing building on Lot 2 in its present form shall be deemed not to constitute an impediment to such access.

(USE ANNEXURE PAGES FOR CONTINUATION)

SUBDIVIDER: <i>Harris and Company Limited & Rockbros Pty Ltd</i> FOLIO REF: SOLICITOR & REFERENCE: <i>Crisp Hudson & Mann</i> <i>Vol. 25412 Fol. 1 & Vol. 124459 Fol. 1</i>	PLAN SEALED BY: DATE: <i>27/10/11</i> <i>SD 2010/1160...</i> REF NO. <i>.....</i>  Council Delegate
<p>NOTE: The Council Delegate must sign the Certificate for the purposes of identification.</p>	

<p>ANNEXURE TO SCHEDULE OF EASEMENTS</p> <p>PAGE 2 OF 4 PAGES</p>	<p>Registered Number</p> <p>SP 163028</p>
<p>SUBDIVIDER: <i>Harris and Company Limited & Rockbros Pty Ltd</i></p> <p>FOLIO REFERENCE: <i>Volume 124459 Folio 1 & Volume 25412 Folio 1</i></p>	

Definitions:-

“Electricity Infrastructure Easement” means:

FIRSTLY all the full and free right and liberty for Aurora Energy Pty Ltd and its successors and its and their servants agents and contractors (hereinafter called "Aurora") at all times hereafter:

- (a) TO maintain, lay, erect and install anything used for, or in connection with the generation, transmission or distribution of electricity including powerlines (overhead or underground), substations for converting electricity, substations for transforming or controlling electricity and equipment for metering, monitoring or controlling electricity (hereinafter called "electricity infrastructure") of such materials and type as Aurora may determine above, on or under the land respectively marked "Electricity Infrastructure Easement" on the Plan annexed hereto (hereinafter called the "servient land");
- (b) TO enter into and upon the servient land for the purpose of examining, operating, maintaining, repairing, modifying, adding to or replacing electricity infrastructure without doing unnecessary damage to the said servient land and making good all damage occasioned thereby;
- (c) TO erect fencing, signs, barriers or other protective structures upon the servient land if in the opinion of Aurora these are necessary for reasons of safety;
- (d) TO cause or permit electrical energy to flow or be transmitted or distributed through the said electricity infrastructure;
- (e) TO enter into and upon the servient land for all or any of the above purposes with or without all necessary plant equipment and machinery and the means of transporting the same and if necessary to cross the remainder of the said land in consultation with the registered proprietor/s for the purpose of access and regress to and from the servient land;
- (f) NOTHING herein contained shall prevent the registered proprietor/s for themselves and their successors in title from using the servient land PROVIDED THAT such use does not derogate from this grant or, in the opinion of Aurora compromise the safe operation of Aurora electricity infrastructure located on, above or under the servient land.

SECONDLY the benefit of a covenant for Aurora and its successors with the registered proprietor/s for themselves and their successors in title of the servient land not to erect any buildings or place any structures or objects within the said easement without the prior written consent of Aurora to the intent that the burden of the covenant may run with and bind the servient land and every part thereof and that the benefit thereof may be annexed to the easement hereinbefore described.

No other easements, covenants or profits a prendre are created to benefit or burden any lot shown on the Plan.




NOTE: Every annexed page must be signed by the parties to the dealing or where the party is a corporate body be signed by the persons who have attested the affixing of the seal of that body to the dealing.

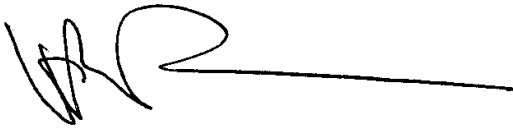
ANNEXURE TO SCHEDULE OF EASEMENTS PAGE 3 OF 4 PAGES	Registered Number SP 163028
SUBDIVIDER: FOLIO REFERENCE:	

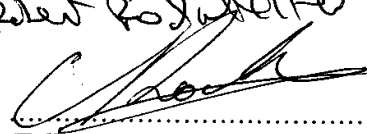
SIGNED by HARRIS AND)
 COMPANY PTY. LIMITED)
 (A.C.N. 009 475 736) (formerly)
 HARRIS AND COMPANY)
 LIMITED and so registered on the)
 Title) the registered proprietor of the)
 land in Folio of the Register Volume)
 124459 Folio 1 by the authority of its)
 Directors pursuant to section 127 of)
 the Corporations Act)


 Director
 (Full name) **GAIL HAMBLY**


 Director
 (Full name) **CAROLYN LEAROYD** Company Secretary

SIGNED by ROCKBROS PTY.)
 LTD. (A.C.N. 111 362 166) the)
 registered proprietor of the land in)
 Folio of the Register Volume 25412)
 Folio 1 by the authority of its)
 Directors pursuant to section 127 of)
 the Corporations Act)


 Director
 (Full name) **Robert Rodolph**


 Director
 (Full name) **VICTORIA ROCKEFELLER**

NOTE: Every annexed page must be signed by the parties to the dealing or where the party is a corporate body be signed by the persons who have attested the affixing of the seal of that body to the dealing.

<p>ANNEXURE TO SCHEDULE OF EASEMENTS</p> <p>PAGE 4 OF 4 PAGES</p>	<p>Registered Number</p> <p>SP 163028</p>
<p>SUBDIVIDER: FOLIO REFERENCE:</p>	

John Harris
Matthew Spangler

Executed by National Australia Bank Limited
by its Attorney
MATTHEW SPANGLER
who holds the position of Level 3 Attorney under
Power of Attorney dated 1/03/2007 (a certified
copy of which is filed in Permanent Order Book
277 Page No. 25 Item 3) in the presence of:

M.S.
ATTORNEY

MAGNO

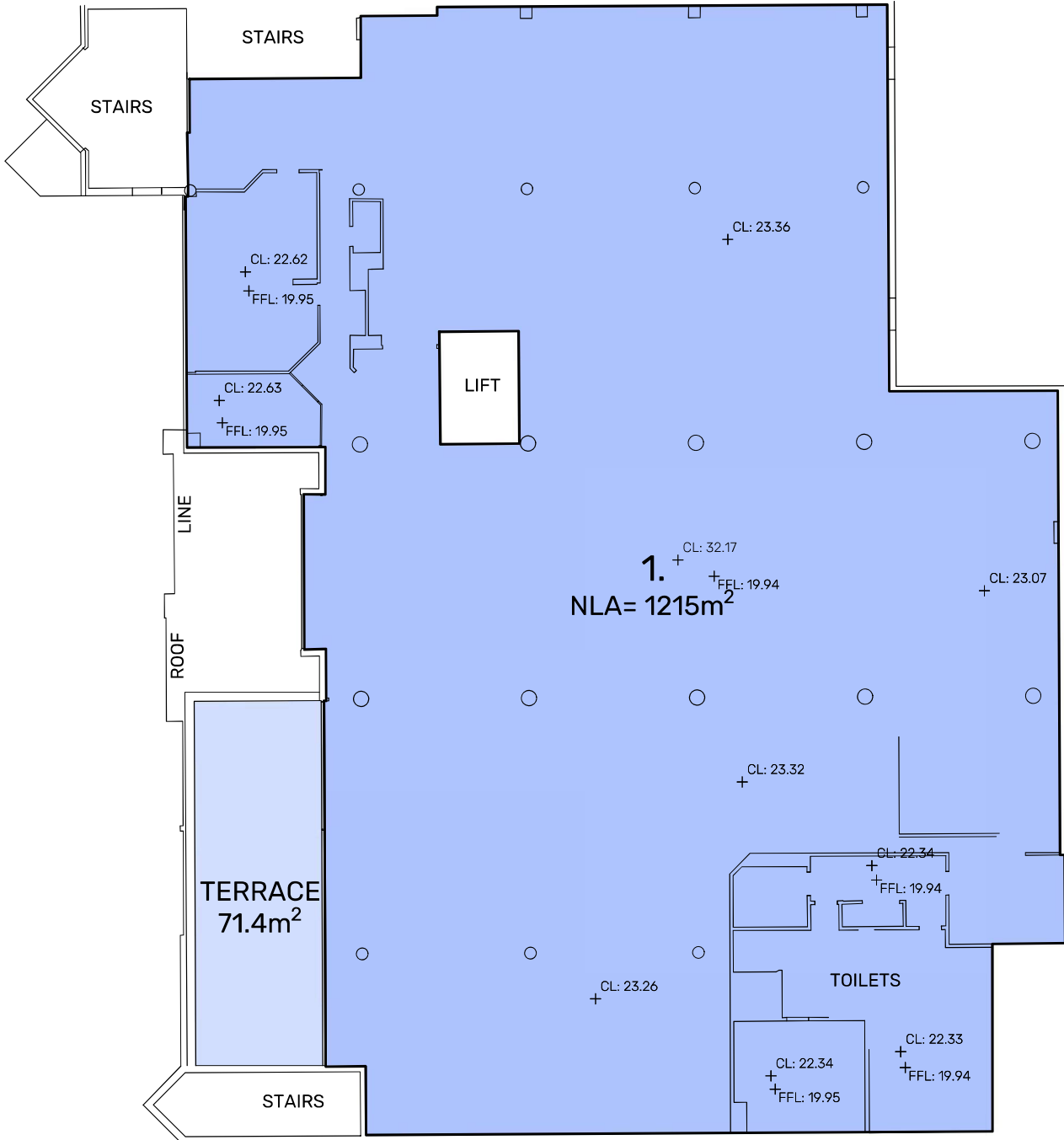
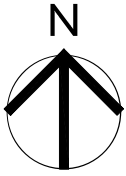
Nab To Insert Attestation Clause Here

(mjb files harris.papa.s.e)

NOTE: Every annexed page must be signed by the parties to the dealing or where the party is a corporate body be signed by the persons who have attested the affixing of the seal of that body to the dealing.

Appendix B

First floor survey



NOTES:

Date of survey: 24th October 2024

This plan may not include all internal walls or structural elements within the tenancy, as they do not form a part of the area calculation.

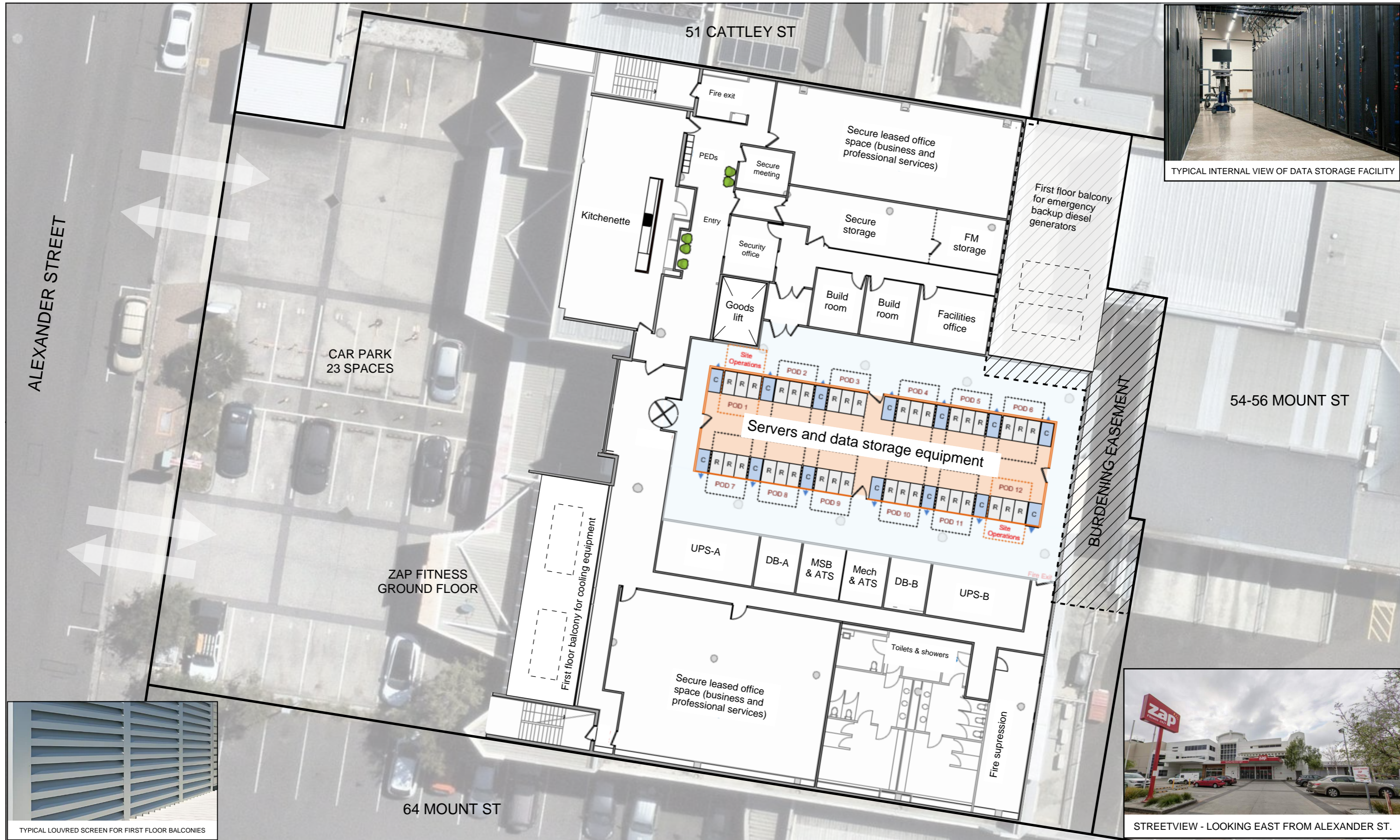
This plan is not to be used for any other purpose than to assist in defining lease boundaries. Areas are in accordance with Property Council of Australia - Net Lettable Area (NLA).

Lease boundary is the inside face of wall unless otherwise labeled.

 PDA <small>SURVEYORS, ENGINEERS & PLANNERS</small>		<small>127 Bathurst Street Hobart, Tasmania, 7000 www.pda.com.au PHONE: +61 03 6234 3217 EMAIL: pda.hbt@pda.com.au</small>	
		SCALE	PAPER
NET LETTABLE AREA (NLA) LEVEL 1 39-41 ALEXANDER STREET, BURNIE for EMU BAY TAS		1:250_1 (A4)	
		JOB NUMBER	DRAWING
		53406AE - 2A	
SURVEYOR	DL	DRAWN	BM
DATE		18/12/2024	

Appendix C

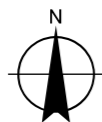
Project Drawings



Not to scale

LEGEND

As labelled



Map Projection: Transverse Mercator
Horizontal Datum: GDA 1994
Grid: GDA 1994 MGA Zone 55

NOTES

Property boundaries from LISTMap (State of Tasmania) and base topographic image from NearMap. Accuracy of boundaries and base image is not confirmed

All measurements approximate



Data storage facility
Advocate Building
39-41, Alexander St. Burnie

First floor fitout

Job Number	12685161
Revision	26 Nov 25
Date	26 Nov 25

Figure 01



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→ **The Power of Commitment**