

## **George Town Local Provisions Schedule**

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## Local Provisions Schedule amendments

No.	Effective date	Amendment no	Amendment information	Text/Map
4	9 July 2025	800	Miscellaneous changes to ensure consistent use of formatting, grammar, expression, numerical referencing, and punctuation.	Text
3	15 November 2024	AMD 02-23	<p>Apply the Light Industrial Zone and Open Space Zone to part of 135 Bell Bay Road, Bell Bay (folio of the Register 154929/1) and the adjoining road reserves to the road centrelines.</p> <p>Apply the Port and Marine Zone to part of the Crown land and offshore area adjacent to 135 Bell Bay Road (folio of the Register 154929/1).</p> <p>Apply the Priority Vegetation Area overlay to part of 135 Bell Bay Road, Bell Bay (folio of the Register 154929/1) zoned Open Space and the adjoining road reserves to the road centrelines.</p> <p>Insert GEO-S1.0 Point Effingham Specific Area Plan.</p>	Text and Map
2	2 October 2024	section 800 alteration	Miscellaneous changes to correct formatting, grammatical errors, minor expression, numerical referencing and punctuation. Changes assist/necessary to implement the Tasmanian Planning Schemes Online (TPSO).	Text
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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## **GEO-Local Provisions Schedule Title**

GEO-1.1 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-Particular Purpose Zones**

### **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 clause is not used in this particular purpose zone.

#### **GEO-P1.3 Definition of Terms**

This clause is not used in this particular purpose zone.

**GEO-P1.4 Use Table**

Use Class	Qualification
<b>No Permit Required</b>	
Natural and Cultural Values Management	
<b>Permitted</b>	
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.
<b>Discretionary</b>	
Food Services	If not permitted.
Pleasure Boat Facility	
Port and Shipping	If not permitted.
Tourist Operation	
Utilities	If for minor utilities.
Visitor Accommodation	
<b>Prohibited</b>	
All other uses	

**GEO-P1.5 Use Standards**

This 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

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

**GEO-P1.7 Development Standards for Subdivision**

GEO-P1.7.1 Subdivision

<b>Objective:</b>	That there is no further subdivision of land.	
<b>Acceptable Solutions</b>	<b>Performance Criteria</b>	
<b>A1</b>	<b>P1</b>	
There is no Acceptable Solution.	There is no Performance Criterion.	

**GEO-P1.8 Tables**

This 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-S1.0 Point Effingham Specific Area Plan

#### GEO-S1.1 Plan Purpose

The purpose of the Point Effingham Specific Area Plan is:

GEO- To provide for manufacturing, processing, repair, storage, and distribution uses that do not cause an S1.1.1 unreasonable loss of amenity to sensitive uses through noise emissions.

GEO- To retain a reserve capacity in the local acoustic environment for future use within the Bell Bay industrial S1.1.2 area.

GEO- To provide for industrial use that benefits from a location in proximity to freight infrastructure, the Bell S1.1.3 Bay industrial area or physical infrastructure.

#### GEO-S1.2 Application of this Plan

GEO- The specific area plan applies to the area of the land designated as GEO-S1.0 Point Effingham Specific S1.2.1 Area Plan on the overlay maps and in Figure GEO-S1.1.

GEO- In the area of land this plan applies to, the provisions of the specific area plan are in substitution for, and S1.2.2 are in addition to, the provisions of Light Industrial Zone, as specified in the relevant provision.

#### GEO-S1.3 Local Area Objectives

This clause is not used in this specific area plan.

#### GEO-S1.4 Definition of Terms

GEO-S1.4.1 In this specific area plan, unless the contrary intention appears:

Terms	Definition
noise generating activity	means an activity listed in Table C9.1 of the Attenuation Code that has an attenuation distance of more than 100m and is not a level 2 Activity.

#### GEO-S1.5 Use Table

This use table is in substitution for Light Industrial Zone - clause 18.2 Use Table.

Use Class	Qualification
<b>No Permit Required</b>	
Natural and Cultural Values Management	
Passive Recreation	
Utilities	If for minor utilities.
<b>Permitted</b>	
No uses	
<b>Discretionary</b>	
Bulky Goods Sales	If for: (a) a supplier for Extractive Industry, Resource Development or Resource Processing; (b) a garden and landscaping materials, trade or hardware supplier; or (c) a timber yard.
Community Meeting and Entertainment	
Crematoria and Cemeteries	
Domestic Animal Breeding, Boarding or Training	
Educational and Occasional Care	If for alternations or extensions to existing Educational and Occasional Care.
Emergency Services	
Equipment and Machinery Sales and Hire	
Food Services	
General Retail and Hire	If for alterations or extensions to existing General Retail and Hire.
Manufacturing and Processing	
Port and Shipping	
Recycling and Waste Disposal	If for a scrap yard or waste transfer station.
Research and Development	
Resource Processing	
Service Industry	
Sports and Recreation	
Storage	
Transport Depot and Distribution	
Utilities	If not listed as No Permit Required.
Vehicle Fuel Sales and Service	
Vehicle Parking	
<b>Prohibited</b>	
All other uses	

**GEO-S1.6 Use Standards**

GEO-S1.6.1 Discretionary uses

This clause is in addition to the Light Industrial Zone - clause 18.3.2 Discretionary uses.

<b>Objective:</b>	That uses listed as Discretionary benefit from a location in proximity to the Bell Bay industrial area or freight, energy or other physical infrastructure.	
<b>Acceptable Solutions</b>	<b>Performance Criteria</b>	
<b>A1</b> No Acceptable Solution.	<b>P1</b> A use listed as Discretionary benefits from, for its operational optimisation, a location in proximity to the Bell Bay industrial area, having regard to:  (a) access to an industrial business associated with transport and distribution, manufacturing or resource processing; and  (b) proximity to the attributes and associated freight, energy, water and sewer infrastructure of the Bell Bay industrial area.	

GEO-S1.6.2 Noise emissions

This clause is in addition to Light Industrial Zone - clause 18.3.1 All uses.

<b>Objective:</b>	That a noise generating activity: (a) retains a reserve capacity in the acoustic environment; or (b) that benefits from a location in proximity to freight infrastructure, does not cause an unreasonable loss of amenity to nearby sensitive uses through noise emissions.	
<b>Acceptable Solutions</b>	<b>Performance Criteria</b>	
<b>A1</b> No Acceptable Solution.	<b>P1</b> A noise generating activity, must satisfy (a), unless it satisfies (b) and (c):  (a) emissions from a noise generating activity must retain a suitable reserve capacity in the acoustic environment between the General Industrial Zone at Bell Bay and a nearby sensitive use which is existing or has a planning permit, having regard to: (i) an acoustic design report prepared by a suitably qualified person that demonstrates that the noise emissions retain a suitable reserve capacity; and (ii) the principles of Parts 5 and 7 of the <i>Environment Protection Policy (Noise) 2009</i> .  (b) a noise generating activity will not cause an unreasonable loss of amenity to a nearby sensitive use which is existing or has a planning permit, through noise emissions.  (c) a noise generating activity benefits from a location in proximity to freight infrastructure for access to heavy vehicle, shipping or rail operations.	

**GEO-S1.7 Development Standards for Buildings and Works**

This clause is not used in this specific area plan.

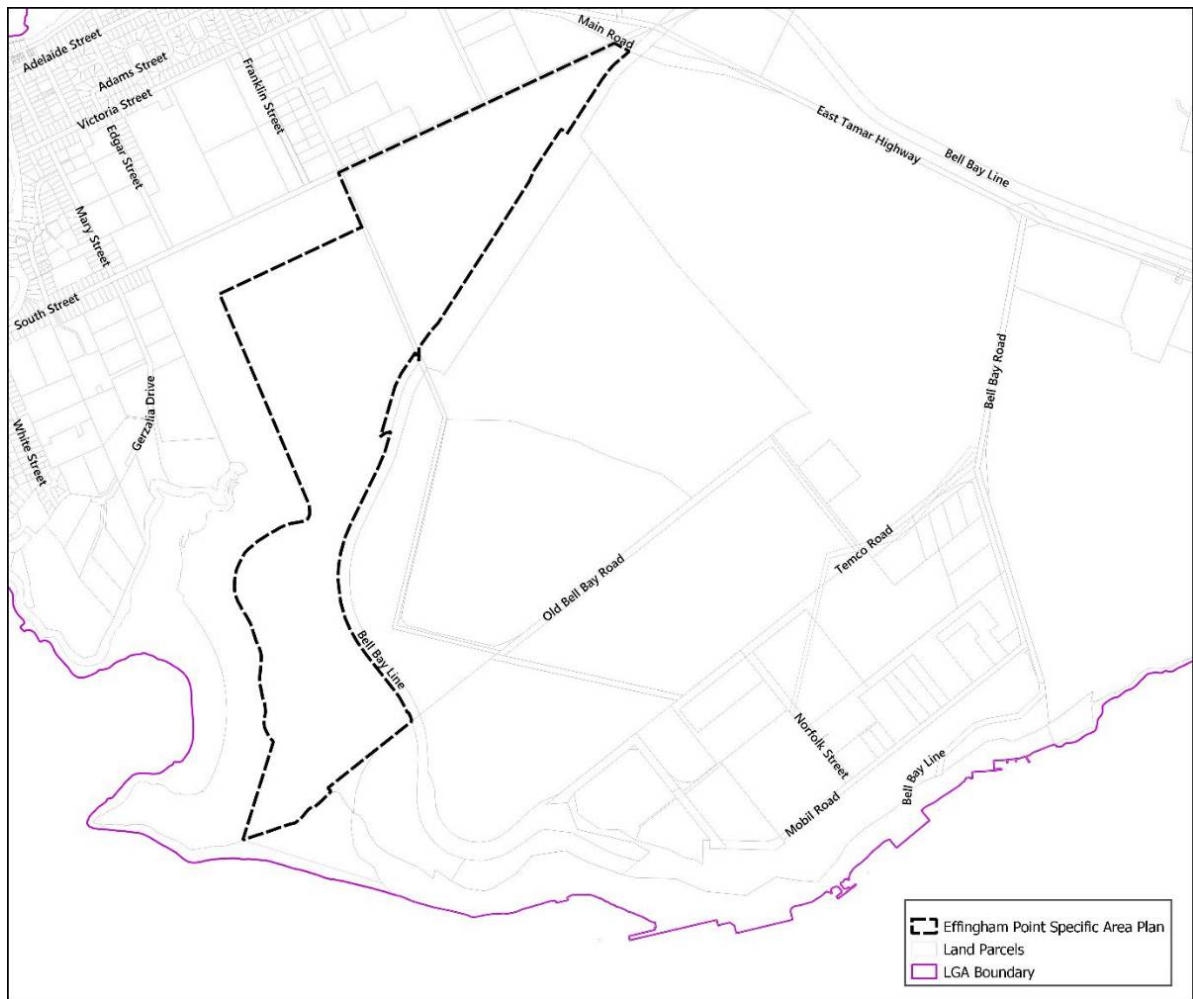
**GEO-S1.8 Development Standards for Subdivision**

This clause is not used in this specific area plan.

**GEO-S1.9 Tables**

This clause is not used in this specific area plan.

**Figure GEO-S1.1 - Point Effingham Map as required by clause GEO-S1.2.1**



### 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><b>A1</b> Each lot, or a lot proposed in a plan of subdivision, must:</p> <ul style="list-style-type: none"> <li>(a) be not less than 8,000m<sup>2</sup> with a minimum lot density, calculated across the site, of 1 lot per hectare and: <ul style="list-style-type: none"> <li>(i) be able to contain a minimum area of 15m x 20m clear of: <ul style="list-style-type: none"> <li>a. all setbacks required by clause 11.4.2 A2 and A3; and</li> <li>b. easements or other titles restrictions that limit or restrict development; and</li> </ul> </li> <li>(ii) existing buildings are consistent with the setback required by clause 11.4.2 A2 and A3;</li> </ul> </li> <li>(b) be required for public use by the Crown, a council or a State authority;</li> <li>(c) be required for the provision of Utilities; or</li> <li>(d) be for the consolidation of a lot with another lot provided each lot is within the same zone.</li> </ul> <p><b>P1</b> 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>	Rural Living Zone - clause 11.5.1 Lot design

			<ul style="list-style-type: none"> <li>(a) the relevant acceptable solutions or performance criteria for development of buildings on the lots;</li> <li>(b) the likely location of buildings on the lots;</li> <li>(c) the likely provision of on-site parking and manoeuvrability for vehicles;</li> <li>(d) the topography of the site;</li> <li>(e) the presence of any natural hazards;</li> <li>(f) adequate provision of private open space;</li> <li>(g) fire hazard management;</li> <li>(h) separation from Rural Resource zoned land;</li> <li>(i) the standard of boundary fences;</li> <li>(j) the ability of vegetation to provide buffering;</li> <li>(k) the existing pattern of development in the area; and</li> <li>(l) any relevant local area objectives.</li> </ul>	
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><b>A1</b></p> <p>Each lot, or a lot proposed in a plan of subdivision, must:</p>	Rural Living Zone - clause 11.5.1 Lot design

			<p>(a) be not less than 8,000m<sup>2</sup> 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><b>P1</b> No Performance Criterion.</p>	
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## GEO-Code Lists

### GEO-C3.0 Road and Railway Assets Code

#### GEO-Table C3.1 Other Major Roads

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

### GEO-C6.0 Local Historic Heritage Code

#### 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 Provisions Schedule.						

#### GEO-Table C6.2 Local Heritage Precincts

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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-C8.0 Scenic Protection Code**

**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> <ul style="list-style-type: none"> <li>(i) co-locating infrastructure in existing corridors where possible and feasible; and</li> <li>(ii) minimising impacts on prominent landscapes when viewed from public roads and residential areas of George Town.</li> </ul>
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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 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"> <li>(i) co-locating infrastructure in existing corridors where possible and feasible; and</li> <li>(ii) minimising impacts on prominent landscapes when viewed from public roads and residential areas of George Town.</li> </ul>
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GEO-C8.1.3	The Buffalo	The prominent topography of The Buffalo	<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>(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 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> <p>(d) To manage the visual impact of linear infrastructure by:</p> <ul style="list-style-type: none"> <li>(i) co-locating infrastructure in existing corridors where possible and feasible; and</li> <li>(ii) minimising impacts on prominent landscapes when viewed from public roads and residential areas of George Town.</li> </ul>
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**GEO-Table C8.2 Scenic Road Corridors**

Reference Number	Scenic Road Corridor Description	Scenic Value	Management Objectives
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<p>GEO-C8.2.1</p>	<p>East Tamar Highway from southern municipal boundary to George Town township.</p>	<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>
<p>GEO-C8.2.2</p>	<p>Batman Highway from western municipal boundary to East Tamar Highway.</p>	<p>(a) Views across open farmland to the Tamar River and distant hills 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>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>

<p>GEO-C8.2.3</p>	<p>Bridport Road from East Tamar Highway to the eastern municipal boundary.</p>	<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>
<p>GEO-C8.2.4</p>	<p>Pipers Brook Road from Bridport Road south to municipal boundary.</p>	<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 contribution industry makes to the local community.</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>

**GEO-C11.0 Coastal Inundation Hazard Code Sub Section**

**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
<i>Environment Protection Policy (Noise) 2009</i>	Environment Division, Department of Environment, Parks, Heritage and the Arts, Hobart	GEO-S1.6.2 P1