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CLARENCE CITY COUNCIL

LOCAL HIGHWAYS STANDARD REQUIREMENTS

BY- LAW

BY- LAW NO. 2 OF 2014

By-Law made under Section 145 of the *Local Government Act 1993* for the purpose of prescribing standard requirements for the construction of local highways and crossings and the regulation of works in highways in the City of Clarence.

PART I – PRELIMINARY

Short Title

1. This By-Law may be cited as the Local Highways Standard Requirements By-Law.

2. The Clarence City Council Local Highways Standard Requirements By-Law No. 1 of 2004 made on 1 September 2004 and notified in the Tasmanian Government Gazette on 6 October 2004 is repealed.

Commencement

3. This By-Law commences on the date it is published in the Tasmanian Government Gazette.

Application

4. This By-Law applies to the municipal area of the City of Clarence.

Interpretation

5. In this By–Law the following definitions apply:

'AADT' means Annual Average Daily Traffic;

'ASD' means approach sight distance as defined in Austroads Guide to Road Design Part 4A: Unsignalised and Signalised Intersections;

'Austroads' means the representative association of the Australian State Road Authorities;

'authorised person is a person appointed by the General Manager for the purposes of this By-Law;

'Authority' means a government body or agency having jurisdiction in relation to any matter referred to in this By-Law;

'awning' means any roof-like shelter fastened to a building which extends over an adjacent highway in order to provide protection from the elements;

'Council' means the Clarence City Council;

'certified engineering drawings and specifications' means drawings and specifications certified by an appropriately qualified engineer

'crossing' means any footpath crossing, pavement or gutter crossing, footpath, culvert, drain or vehicular crossing or nature strip adjacent to any road, highway or way to land in the municipal area that is designed for or is used as a means of access by vehicles or bicycles from any road, highway or way to land in the municipal area;

'design prime mover' is as described in Austroads Publication – "Design Vehicles and Turning Path Templates";

'design semi-trailer' is as described in Austroads Publication – "Design Vehicles and Turning Path Templates";
'design service vehicle' is as described in Austroads Publication – "Design Vehicles and Turning Path Templates";
'design single unit bus' is as described in Austroads Publication – "Design Vehicles and Turning Path Templates";
'design single unit truck' is as described in Austroads Publication – "Design Vehicles and Turning Path Templates";
'ESA' means Equivalent Standard Axle as described in Austroads Publication - "Pavement Design: A Guide to the Structural Design of Road Pavements";
'FOK' means face of kerb;
'footpath crossing' means that part of a footpath or nature strip that is designed for or used as a means of entrance by vehicles from the pavement or gutter crossing to land;
'**General Manager'** means the General Manager appointed by the Council;
'gutter crossing' means that part of a kerb and gutter designed for or used as a means of entrance by vehicles from the pavement to a footpath crossing;
'highway' means a road that is subject to the care, control or management of the Council and includes any street, road, way, mall, road reservation and cul-de-sac under the responsibility of the Council;
'highway reservation' is that portion of the land used, dedicated as, or to be dedicated, as highway;
'industrial highway' means a highway running through or adjacent to land that is zoned for industrial or commercial use or that services such areas;
'infrastructure' means any crossing, footpath, culvert, drain, pipe, underground or overhead services, park, reserve or nature strip adjacent to any road, highway or way to land;
'land' means land in the municipal area;
'lot' means a parcel of land consisting of one or more land titles;
'municipal area' means the City of Clarence as defined by Section 16 of the *Local Government Act 1993*;
'nature strip' means that area of land located between the pavement, including any adjacent kerb, gutter or shoulder, and the property boundary of a lot that has frontage adjoining any highway in the municipal area;
'notice' means a Council notice:

(a) displayed or set up in a public place or adjacent to a public place in the municipal area; or
(b) in a daily newspaper circulating in the municipal area; or
(c) forwarded by Council, General Manager or authorised person to a person to whom this By-Law applies;

'pavement' means the formed area of a highway or carriageway excluding the kerb, gutter and shoulder;
'penalty unit' means a sum prescribed under the provisions of the *Penalty Units and Other Penalties Act 1987*;
'permit' means a permit issued to a person pursuant to this By-Law;
'permit holder' means a person or incorporated body granted a permit pursuant to this By-Law;
'planning permit' means a permit issued by Council in accordance with the *Land Use Planning and Approvals Act 1993*
'public land' means any land owned by or under the control of Council, and any public land in the municipal area,
'subdivision' means a subdivision as defined under the *Local Government (Building and Miscellaneous Provisions) Act 1993*;
'residential street' means a local road as defined within this By-Law;
'road' means a highway and includes:

a) a local highway within the meaning of the Local Government (Highways) Act 1982;
b) highway reservation;
c) any approved and constructed crossing, kerb, footpath, guttering, pavement or earth

surface drain; and

d) a mall;

'road hierarchy' means the Council's classification system for local highways in the municipal area;

'road width' means the width of the roadway from face of kerb to face of kerb.

'rural highway' means all those highways that are not urban highways in the municipal area;

'security' has the meaning set out in Part VI;

'services' includes all service infrastructure located in or above a highway or a road;

'SISD' means Safe Intersection Sight Distance as defined in Austroads Guide to Road Design Part 4A: Unsignalised and Signalised Intersections;

'site' includes any land where building work or works are being carried out, or have been carried out, and includes any area of a highway beyond the title boundaries of privately owned land which involve or are affected by building work or works carried out on adjoining or adjacent privately owned land;

'Standard Requirements' means those standard requirements set out in Part II of this By-law;

'Tasmanian Standard Drawings' means the Tasmanian Standard Drawings issued by the Local Government Association of Tasmania in conjunction with the Institute of Public Works Engineering Australia dated 30 November 2013 as adopted by Council and as amended from time to time;

'through traffic' means vehicles that travel directly between highway nodes without diversion to abutting properties or adjoining highways;

'urban highway' means a highway located within the proclaimed towns of Bellerive, Cremorne, Howrah, Lauderdale, Lindisfarne, Richmond, Rokeby , Seven Mile Beach and Warrane or any areas zoned for the purpose of urban type development under a planning scheme for the municipal area;

'vehicle' has the same meaning as in the *Road Rules 2009*;

'Water Sensitive Urban Design' is as defined within the State Stormwater Strategy issued by the Tasmanian Government;

'works' means:

a) "highway works" as defined under section 3 of the *Local Government (Highways) Act 1982*;
b) any works to be carried out or being carried out in accordance with a permit granted under the *Building Act 2000* or construction works to be carried out or being carried out at a site including subdivisional construction works in accordance with a permit granted pursuant to the *Land Use Planning and Approvals Act 1993*;
c) works for the construction, alteration, opening up, repair or modification of a crossing, highway or road;
d) excavations of the highway including for the installation, maintenance, repair or modification of services;
e) the erection of scaffolding or hoardings;
f) placing freight containers or rubbish skips on the road;
g) depositing soil, rocks, and mud or building materials on the road;
h) using tracked vehicles or construction equipment on the road;
i) the use of the road by any form of crane, or mechanically or hydraulically operated elevated platforms whether self-propelled or mounted on road vehicles;
j) works as defined under Part III of this By-Law; and
k) any other activity that requires the use of the highway or part of the highway, for the purpose of carrying out works at a site.

Currency of documentation

6. In this By-Law a reference to an Act, regulation, standard, code, publication or document includes a reference to any amended, updated, superseded, or altered Act, regulation, standard, code, publication or document.

Delegations

7. Where under this By-Law a matter may be determined by the General Manager, the General Manager may, in accordance with the *Local Government Act 1993*, delegate to an employee of Council, performance of those functions.

PART II – STANDARD REQUIREMENTS FOR HIGHWAYS IN SUBDIVISIONS

Standard Requirements

8. The provisions of this Part are Standard Requirements, and this includes the Tasmanian Standard Drawings, with respect to the dimensions and configuration and mode of construction of highways and works.

Road Hierarchy

9. (1) Each proposed highway or part of a highway is to be classified according to the road hierarchy described in this clause and is to meet the requirements of the road hierarchy unless the General Manager approves alternative requirements.

(2) The General Manager may require traffic and/or planning information to be provided for proposed and/or existing highways prior to determining a road's classification in the road hierarchy.

(3) The road hierarchy is made up of the following highway classifications:

'arterial road':

i. means an urban highway that collects vehicles from major and minor collectors and provides links between major activities, local areas, regional areas, and/or the State road network;
ii. are not normally to be directly connected to a residential street; and
iii. the nodes of collector roads with arterial roads are to be staggered and separated by a distance of at least 150m unless the General Manager permits otherwise.

'sub-arterial road':

i. is an urban highway that collects vehicles from residential streets and collectors and directs vehicles to arterial roads or local activities; and
ii. the nodes of residential streets or collectors are to be staggered and separated by a distance of at least 100m unless the General Manager permits otherwise.

'collector road' means an urban highway that collects vehicles from adjoining residential streets and directs vehicles to sub-arterials, arterial roads or activities;

'local road' means an urban highway primarily providing access to abutting properties and is normally subject to through traffic;

'rural arterial':

i. means a rural highway with an AADT of more than 2000 that collects vehicles from abutting properties, rural collectors or urban highways and links local or regional areas; and
ii. the nodes of rural collectors with rural arterials are to be staggered and separated by a distance of at least 150m unless the General Manager permits otherwise.

'rural collector':

i. means a rural highway Class S4 with an AADT of less than 2000 that services rural properties;
ii. is subject to low volumes of through traffic; and
iii. directs vehicles to rural arterials, urban highways or local points of destination.

'commercial/industrial collector road'

i. means an industrial highway that collects vehicles from abutting properties and industrial streets and links them to arterial roads or rural arterials; and
ii. the nodes of industrial streets with industrial collectors are to be staggered and separated

by a distance of at least 100m unless the General Manager permits otherwise.

'commercial/industrial local road' means an industrial highway that primarily provides access to abutting properties and is generally not subject to through traffic.

'residential street' means an urban highway primarily providing access to abutting properties and is not normally subject to through traffic. The travel distance from a property on a residential street to a node with a major or minor collector is normally to be less than 200m.

(4) Roads in retail shopping areas may be subject to special requirements as determined by the General Manager.

General Geometric Design Requirements

10. (1) The geometric lay out for all highways in the municipal area is to be in accordance with current geometric design and traffic-engineering practice as set out in the appropriate publications issued by Austroads, current Tasmanian Standard Drawings and in accordance with this By-Law.

(2) The requirements for footpaths, crossings and kerb and gutter are to be in accordance with Part IV of this By-Law.

(3) The design vehicle speed is to be as determined by the General Manager but generally is to be in accordance with the speed limits set by the Transport Commission.

(4) The minimum requirements for horizontal and vertical alignments are to be determined by the stopping sight distance relative to the design vehicle speed adopted.

(5) The General Manager may require highway reservation widths to be increased in terrain requiring cut or fill embankments or where curves need to be widened to meet the requirements of this By-Law or to ensure that sight distance requirements can be met.

(6) The junctions and intersections of highways are to be designed to provide SISD and ASD in accordance with Austroads' Guide to Traffic Engineering Practice, Part 4A – Unsignalised and Signalised Intersections.

(7) Crossings to land adjacent to a highway are to be located and designed to provide SISD wherever possible. Where this is not possible, a crossing to a single dwelling may be designed to provide ASD as measured in Figure 3.2 of AS 2890.1, Parking Facilities – Off Street Car Parking.

(8) Prior to approving or refusing any plans and specifications the General Manager may require a traffic impact analysis of a design proposal and/or formal approval of the design from the Transport Commission or relevant State Government authority .

(9) The incorporation in a design of vehicle management devices such as traffic signals, speed humps, roundabouts, traffic islands, slow points, kerb outstands, statutory signs or line-marking are to be approved by the Transport Commission or relevant State Government authority.

Specific geometrical Design for Urban Highways

11. (1) Unless otherwise approved by the General Manager, and subject to clause 14, the minimum sealed pavement width of an urban highway is to be as shown in Table 1 below.

Table 1

Road Type	Road length/Number of tenements	Minimum Road Width	Minimum Reservation Width	Minimum footpath requirements
1 - Arterial		14.3m	25.0m	Both sides
2 - Sub- Arterial		11.0m	20.0m	Both sides

2 - Collector	Any Length	11.0m	20.0m	Both sides
3 - Local (through road)	Any length	8.9m	18.0m	One side only
Local (Cul-de-sac)	Length > 150m	8.9m	18.0m	One side only
Local (Cul-de-sac)	Length ≤ 150m and /or No. equivalent tenements ≤ 15	6.9m	15.0m	One side only

(2) Road and reservation widths shown in Table 1 are minimum only and increased road and reservations widths may be required to accommodate any or all of the following:
   a) high numbers of commercial vehicles e.g. buses, semi-Trailers and B-Doubles;
   b) high traffic volumes;
   c) provision for bicycles; and/or
   d) management of drainage or stormwater using Water Sensitive Urban Design principles.

(3) The Council or the General Manager may impose variations to any of the requirements in Table 1 to suit specific project outcomes and to meet any relevant changes in recognised standards.

(4) Intermediate road widths between the following ranges are not permitted:
   a) 6.9m and 8.9m (FOK)
   b) 8.9m and 11.0m

(5) Where special provisions are made along collector or arterial roads to accommodate parking and/or cyclists clear of the through traffic lanes the General Manager may agree to reduce the pavement width required.

(6) The minimum diameter of the roadway of a turning circle in a cul-de-sac is to be 18.0m to the FOK and is to be incorporated in a highway reservation of a minimum width of 25.0m. Tee, Wye or Offset Square turning heads are not allowed.

(7) Curves on residential streets are to be designed so that a design service vehicle can completely negotiate each curve without encroaching onto the kerb and gutter or, in the case of a dual lane road, the right hand side of the road.

(8) Junctions of residential streets onto collector roads are to be designed so at least two vehicles can queue back from the junction, in the residential street, without obstructing a design service vehicle from turning into the residential street from either direction.

(9) Single lane residential streets are to be geometrically designed to provide:
   a) an area for two vehicles to pass every 60m that is in clear sight of adjacent passing areas;
   b) junction facilities with abutting highways that meet the provisions of clause 11(8);
   c) on-street parking clear of the carriageway, in accordance with AS 2890.5, Parking Facilities – On Street Parking, and comprising at least one parking space per lot where the space allocated to a lot is to be within 50m of that lot; and
   d) the carriageway and crossings are to be designed to allow access to and from each lot by a design service vehicle.

(10) Curves on major and minor collector roads are to be designed so that a design single unit truck/bus can completely negotiate each curve without encroaching onto either the right hand side of the road or the kerb and gutter.

(11) Junctions and intersections of minor collector roads or of minor collector roads with major collector roads are to be designed so that a design single unit truck/bus can negotiate each turning manoeuvre without encroaching onto the kerb and gutter or into the opposing travel lane, except to pass directly across it where that is necessary.

(12) Curves on arterial roads are to be designed so that a design prime-mover and semi-trailer can completely negotiate each curve without encroaching onto either the right hand side of the road or the kerb and gutter.

(13) The form of vehicle control and turning manoeuvres to be accommodated at junctions and intersections of major collector roads and any junctions and intersections with arterial roads will be determined by the General Manager.

Specific Geometrical Design - Rural Highways

12. (1) Subject to clause 14 the minimum pavement width of a rural highway is to be in accordance with Standard Drawing TSD-R02 Class 4 or Class 5.

(2) The minimum diameters for any turning circle in any cul-de-sac of rural highways and its associated highway reservation width is to be as set out in clause 11(6).

(3) Curve widening is to be provided on all rural roads in accordance with the relevant section of Austroads' Guide to Road Design Part 3: Geometric Design.

(4) The longitudinal gradient of the pavement is to conform to the maximum and minimum grades as shown for kerb and gutter in clause 31(5), however, provided table drains are constructed at an appropriate grade to allow satisfactory flow, a flatter longitudinal gradient may be approved by the General Manager.

(5) Junctions and intersections of rural collector roads are to be designed so that a design service vehicle can negotiate each turning manoeuvre without encroaching onto the road shoulder or into the opposing travel lane, except to pass directly across it where that is necessary.

(6) The form of vehicle control and turning manoeuvres to be accommodated at junctions and intersections with rural arterial roads will be determined by the General Manager.

(7) The General Manager may require a rural highway to contain footpaths and/or kerb and guttering on both sides of the pavement.

Specific Geometrical Design - Industrial Highways

13. (1) Curves on industrial highways are to be designed so that a design prime mover and semi- trailer can completely negotiate each curve without encroaching onto either the right hand side of the road or the kerb and gutter.

(2) Gutter and footpath crossings and driveways to each lot are to be designed to accommodate the turning manoeuvres of a design single unit truck/bus vehicle, in particular to ensure that left turning vehicles do not need to encroach onto the opposing travel lane.

(3) The minimum sealed pavement width for an industrial local through road or cul-de-sac is to be in accordance with Standard Drawing TSD-R06 and is to be within an 18m wide highway reservation.

(4) The minimum sealed pavement width for an industrial collector is to be 14.3m FOK and is to be within a 24m wide highway reservation.

(5) Junctions and intersections of industrial roads are to be designed so that a design prime mover and semi-trailer can negotiate each turning manoeuvre without encroaching onto the kerb and gutter/road shoulder or into the opposing travel lane, except to pass directly across it where that is necessary.

(6) The minimum diameter of the pavement for any turning circle in a cul-de-sac of an industrial highway is to be 24m and is to be incorporated in a highway reservation of a minimum diameter of 32m.

(7) An industrial highway will also be either an urban or rural highway, and where this By-Law does not detail specific provisions for an industrial highway, the relevant Standard Requirements for an urban or rural highway are to be used.

Provisions for Heavy Vehicles and Climbing Lanes

14. If the highway is considered to require additional pavement width for heavy vehicles, climbing lanes, parking lanes clear of travel lanes or because of the nature and projected volume of traffic, the General Manager may determine the width to be constructed up to a maximum of 14.3m taking account of the terrain traversed, and the geometric design of the highway. In cases where the highway will become part of a bus route or may be subject to regular use by heavy vehicles, the longitudinal gradient along the pavement centreline is not to exceed 10%.

Crossfall

15. (1) The surface of the pavement is to have a crossfall of not less than 3% and not greater than 5%.

(2) If required to suit super-elevation transitions, the General Manager may approve crossfalls flatter than 3%. The maximum super-elevation crossfall is not to be greater than 8% and cross-slopes on turning heads are to be contained within the 3% to 8% range.

Pavement Design and Specification

16. (1) The structural design of the pavement is to be determined by the investigation of the subgrade material encountered on each highway to be constructed and is to comply with the design criteria which the General Manager considers relevant within the then current editions of:

a) The Australian Pavement Research Group's 1998 Report No. 21 - "A Guide to the design of New Pavements for Light Traffic";
b) The Austroads Publication - "Pavement Design: A Guide to the Structural Design of Road Pavements"; (for street pavements where the design traffic loading is beyond 5x105 equivalent standard axles); or
c) Any other publication approved by the General Manager for the purposes of this clause.

(2) Pavements are to be designed for the minimum design life shown in Column 2 of Table 2 below opposite the appropriate highway type in Column 1:

Table 2

Column 1	**Column 2**
Highway Type	Min. Design Life (ESA's)
Urban	
Arterial Road	4.0×10^6
Sub-Arterial	1.0×10^6
Collector	3.0×10^5
Local Road (Dual Lane)	7.0×10^4
Local Road (Single Lane)	3.0×10^4
Rural	
Rural Arterial	1.0×10^6
Rural Collector	3.0×10^5
Industrial	
Industrial Collector	4.0×10^6
Industrial Street	1.0×10^6

(3) All pavement materials used or intended to be used in the sub-base and base courses are to conform to the requirements of Council's standard specification for fine crushed rock.

(4) Pavement designs are to be submitted to the General Manager for approval as certified engineering drawings and specifications showing all relevant details of pavement and subgrade materials.

(5) The General Manager is not required to approve designs for granular pavements where the pavement thickness is less than 300mm.

Wearing Course

17. (1) Subject to clause 17(4) the wearing course of pavements is:
    a) for urban highways to consist of bituminous concrete of a compacted thickness of at least 35mm (AC 10);
    b) for rural highways to be as required for urban highways or either of the following:
        (i) an application of primer followed by one application of bituminous binder and one application of aggregate; or
        (ii) an application of primer followed by one application of bituminous binder and one application of aggregate followed by a further application of bituminous binder covered in turn by smaller sized aggregate.

(2) The rate of application of primer and binder and the rate of application and size of aggregates in each case is to be as approved by the General Manager.

(3) Subject to clause 17(1) all wearing courses are to comply in design and construction procedure to the requirements, as the General Manager considers relevant of the then current edition of any of the following:
    a) Austroads Guide to Pavement Technology Part 3: Pavement Surfacings;
    b) AS 2150 - 2005, Hot Mix Asphalt;
    c) AS 2008 – 1997, Residual Bitumen for Pavements;
    d) AS 1160 – 1996, Bituminous Emulsions for the Construction and Maintenance of Pavements;
    e) AS 2157 – 1997, Cutback Bitumen; and
    f) AS 2758.2 – 1996, Aggregates and Rock for Engineering Purposes – Aggregate for Sprayed Bituminous Surfacing

(4) The General Manager may, subject to the provision of certified engineering drawings and specifications, allow the use of an alternative type of material in the pavement or wearing course provided it is not of a lesser standard than that provided in clauses 16 and 17, and with the standard required for construction being approved by the General Manager.

Variations

18. The General Manager may:
    a) permit a highway referred to in clause 10 to be constructed without complying with the provisions of that clause; or
    b) require a rural highway to contain footpaths and/or kerb and gutter on both or either side of the pavement.

Cuttings and Embankments

19. (1) If a highway includes a nature strip or embankment the nature strip or embankment is to:
    a) if the slope is not steeper than 1 in 4, be covered with a good quality top soil not less than 100mm deep at any point, and be sown with grass or suitable native vegetation of a type and in a manner and location approved by the General Manager;
    b) if the slope is steeper than 1 in 4, be constructed in a manner as required by the General Manager.

(2) A cutting or embankment is to have a slope no steeper than those specified in the following table 3:

Table 3

Material	Vertical	Horizontal
Solid Rock	1	in 0.25
Loose Rock	1	in 1.50
Soil	1	in 1.50
Sand	1	in 3.00

(3) The General Manager is to determine the type of material in which the cutting or embankment is to be constructed. Slopes flatter than those specified in table 3 may be required where, in the opinion of the General Manager, the cutting or embankment constructed to the slope specified in Table 3 may not be stable.

(4) If the General Manager considers necessary, road construction and retaining walls are to be fully contained in the highway reservation.

(5) If the General Manager determines that any highway, or land adjoining the highway, or crossing to that land, requires support, retaining walls, batters and/or other structures, then such supports, retaining walls, batters and other structures are to be certified by a suitably qualified engineer and constructed of such materials and to such design and standards as the General Manager requires. This may include the owner of the land entering into an Agreement under Part 5 of the Land Use Planning and Approvals Act 1993 with Council in relation to the on-going maintenance of the constructed support, retaining wall, batter and other structure to support the owner's land.

(6) Where land adjoining or abutting a highway requires support, retaining walls, batters and/or other structures to support that land, the General Manager may require the owner of that land to be responsible for providing the necessary certified engineering drawings and specifications for the design of the required support, retaining walls, batters and/or other structures to support the owner's land, building or structure which may be required to be carried out at the owner's expense.

Stormwater System

20. (1) A stormwater system of sufficient capacity to drain the highway and all land draining onto the highway is to be designed in accordance with the following:
    a) the requirements of the current edition of "Australian Rainfall and Runoff" produced by Engineers Australia;
    b) overland flow paths are to be provided to supplement all piped systems to ensure sufficient capacity for a 1% Annual Exceedance Probability; and
    c) piped systems are to are to have sufficient capacity for the following Annual Exceedance Probabilities (AEP):
        i. Business, Commercial and Industrial areas – 2% AEP
        ii. All other areas - 5% AEP.

(2) Stormwater systems are also to be designed in accordance with the following:
    a) concrete entry (gully) pits conforming to the Tasmanian Standard Drawings for the collection of water from the kerb and gutter are to be constructed at each low point, tangent point and at other locations required for the satisfactory drainage of the highway;
    b) the length of kerb and gutter draining to an entry pit is to not exceed 90m and the depth of entry pits is to not exceed 1.5m;
    c) concrete junction pits conforming to the Tasmanian Standard Drawings are to be constructed at locations where pipelines intersect or change direction or change gradient;

d) similar type pits for access purposes are to be constructed on straight pipelines; and
e) the maximum distance between any two connected entry pits, junction pits or access pits is to be 90m.

(3) The minimum internal diameter of pipes used for the drainage of stormwater from any highway is to be 300mm.

(4) Calculations upon which the stormwater system design is based including details of catchment areas are to be submitted with the certified engineering drawings and specifications. If practicable, systems are to be designed so that all land served continues to drain to the catchment into which it naturally drains.

(5) Any pipeline constructed to carry off stormwater from a highway may also be used for the drainage of other land and for the piping of watercourses and is to be designed in accordance with this clause.

(6) Pipe drains are to be constructed under the footpath and through the kerb, connecting the gutter with the lowest point of the highway boundary of each separate lot capable of being drained to the highway.

(7) Pipe drains referred to in clause 20(3) are to be constructed of two (2) 100mm minimum diameter heavy duty UPVC sewer pipes from a minimum 450mm x 450 mm sump inside the lot boundary to the kerb, terminating through the kerb with two (2) 100 mm diameter UPVC kerb adaptors; or where particular circumstances require, two (2) steel rectangular hollow sections of 200mm by 75mm minimum dimension.

(8) Unless determined otherwise by the General Manager, sub-surface drains as shown on the Tasmanian Standard Drawings are to be installed behind all kerbs. Sub-surface drains are to discharge in accordance with clause 20(10).

(9) The General Manager may require:
a) cut-off drainage to be constructed to intercept surface or ground water;
b) sub-surface drainage is to be constructed to intercept sub-surface water; and/or
c) the installation of gross pollutant traps on drainage systems discharging to a watercourse.

(10) The General Manager may require the stormwater system to be connected to:
a) the nearest watercourse, an intermittent drainage path or a groundwater recharge pit into which the stormwater runoff may be reasonably drained; or
b) to a point in the Council's stormwater system.

(11) If footpaths, kerbs and/or gutters are not required on either or both sides of the pavement of a highway, table drains and shoulders are to be constructed of such dimensions and design criteria as the General Manager requires.

PART III – DESIGN APPROVAL, CONSTRUCTION AND INSPECTION OF WORKS

Approval of Works

21. (1) All works that are subject to this By-Law are to be detailed by certified engineering drawings and specifications prepared in accordance with this By-Law prior to commencement of any works.

(2) The General Manager may accept certified engineering drawings and specifications subject to any conditions considered necessary to satisfy the Standard Requirements.

(3) The certified engineering drawings and specifications submitted for approval are to be accompanied by such pavement design calculations as are necessary to meet the requirements of those publications set out in this By-Law together with details of the California Bearing Ratio of the subgrade from tests carried out and certified by a laboratory accredited by the National Association of Testing Authority.

(4) Prior to accepting certified engineering drawings and specifications or after accepting certified engineering drawings and specifications but prior to the commencement of works, the General Manager may require test results from a laboratory accredited by the National Association of Testing Authority with respect to any materials to be used in the works.

(5) The General Manager may refuse to accept the use of materials or methods of construction where the General Manager is not satisfied that those materials and methods of construction will satisfy the standards required in this By-Law or where Council is likely to incur unreasonable additional costs in the ongoing maintenance of the works.

(6) Services which are proposed to be located within the highway reservations in subdivisions are to be located and constructed in accordance with the alignment nominated in the Tasmanian Standard Drawings and any other requirements of the Council.

(7) The approval of the General Manager is to be obtained where any variation to the Tasmanian Standard Drawings is proposed.

Non-approved works

22. The General Manager may require works, which do not comply with the Standard Requirements and/or the certified engineering drawings and specifications, or works that have been carried out without prior approval or a permit to:
    a) be completed in accordance with the Standard Requirements by whatever reasonable means the General Manager determines;
    b) cease or be suspended; and/or
    a) be removed and replaced at the expense of the person responsible for carrying out the works, or the person who has carried out the works.

Postponement of Works

23. The General Manager may require postponement of any highway works to enable other works to be undertaken within the highway reservation by Council or by any person or statutory body authorised to undertake those works within the highway reservation.

Notification and Inspection of Works

24. (1) A person is to give not less than a working day prior written notice to the General Manager of the commencement of any, or each, of the following works in newly created subdivisions and in existing highways:
    a) laying pipelines for stormwater drainage;
    b) preparation of subgrade;
    c) construction of sub-base course;
    d) construction of base course;
    e) construction of kerb and gutter;
    f) construction of a crossing;
    g) application of wearing course; and
    h) construction of footpaths, nature strips, crossings and accesses.

(2) The General Manager is entitled to fully inspect, monitor and call for tests of any of these works or any materials to be used in such works to determine compliance with the certified engineering drawings and specifications and the Standard Requirements.

(3) The wearing course is to be completed within 3 working days from the date of approval of the base course by the General Manager.

(4) The surface of the base course is to be maintained in good condition until the application of the wearing course, however, should the above-mentioned period go beyond 3 working days, a further inspection by the General Manager may be required.

(5) Subject to clauses 24(1) and (2), the designs, drawings, plans, specifications, materials, workmanship, method of construction and finish of all works are to be in accordance with the requirements of the General Manager.

(6) No work is to commence on the works until the General Manager has considered the certified engineering drawings and specifications and provided authority for the works to proceed.

Testing and Acceptance of Works

25. (1) The General Manager may require additional testing of the works to be undertaken at the owner's or applicant's expense to determine compliance with the certified engineering drawings and specifications and the Standard Requirements.

(2) A certificate of completion will be issued in accordance with Section 10 of the *Local Government (Highways) Act 1982* upon satisfactory completion of the works in accordance with clause 25(3).

(3) Works are to be completed in accordance with the certified engineering drawings and specifications and the Standard Requirements to the satisfaction of the General Manager prior to acceptance under section 12 of the *Local Government (Highways) Act 1982.*

PART IV – CROSSINGS, KERB AND GUTTER, FOOTPATHS AND NATURE STRIPS

Responsibility of Owners

26. (1) The owner of land is responsible for any damage to a footpath, crossing, infrastructure, or services located within the crossing servicing that land, or located within or above the adjacent nature strip area, caused by any works carried out on the owner's land.

(2) The owner of land is responsible for damage caused to a footpath, crossing, infrastructure, or services within or above the adjacent nature strip area, as a consequence of vehicles using that footpath, crossing, infrastructure, or adjacent area of the highway or road next to the owner's land for vehicle access purposes.

(3) The General Manager may, by notice, direct an owner of land to make good any damage referred to in clause 26(1) or 26(2).

(4) The Council may recover from the owner of land referred to in this clause 26 reasonable costs it has incurred as a consequence of any damage to a footpath, crossing, infrastructure, or damage to services located within the crossing servicing the owner's land, or located within or above the adjacent nature strip area, caused by any works carried out on the owner's land, or any damage caused to a footpath, crossing, infrastructure, or services adjacent to that land as a consequence of vehicles using the footpath, crossing, infrastructure, or adjacent area of the highway or road for vehicle access purposes to that land.

Construction of Crossings by Council

27. (1) Council may construct, repair or remove a crossing that provides access to land in private ownership without cost to the landowner if:

a) the crossing is within an area where road reconstruction works are to be carried out by

Council;
b) Council has recently carried out reconstruction works that have caused damage to the crossing; or
c) the crossing is no longer in use.

Application to Construct Crossing

28. (1) The owner of land is responsible for the costs associated with the construction, repair, maintenance and renewal of any crossing to that land. The crossing is to be constructed, repaired, maintained and renewed in a manner, and to a standard required by the General Manager.

(2) An application for the construction or the alteration of a crossing is to be in writing in an approved form and forwarded to the General Manager by the owner of the land or a person on behalf of the owner with the owner's consent.

(3) The application is to indicate the location of the crossing in relation to the land boundaries and adjacent streets, roads or ways and indicate the type, dimensions and specifications proposed for the crossing.

(4) The application is to be made before or at the same time as an application for a building permit is submitted to Council by the owner or the owner's agent unless otherwise agreed by Council.

(5) The General Manager may issue a permit to construct or alter a crossing to a person on such conditions as the General Manager may direct or require.

(6) A person must not construct or alter a crossing in the municipal area without a permit.

Penalty: Fine not exceeding five (5) penalty units.

Provision and Location of Crossings

29. (1) A crossing in the municipal area is not to be sited within the curved section of kerbing and guttering which joins intersecting streets or roads and is not to be sited within the area where such kerbing and guttering may be planned for future road or street construction.

(2) A new building in the municipal area is to be built so as to make use of an existing crossing in a kerb and gutter where practicable.

(3) If a new building is sited so that an existing crossing is redundant the existing crossing is to be reinstated as normal kerb, gutter and path as part of the cost of providing the new crossing to the new building.

(4) If a new crossing is required in an existing concrete footpath the cost of the new crossing is to include the cost of such replacement, strengthening and regrading of the footpath as the General Manager may direct.

(5) Land on which buildings are to be constructed, or have been constructed are to be provided with a crossing except as otherwise directed or required by the General Manager.

Kerbs and Gutters, Footpaths and Accesses

30. (1) Subject to clause 18, urban highways are to be constructed with footpaths on both sides of the pavement except in residential streets and minor collectors where a footpath is only required to be along one side of the highway.

(2) In cul-de-sacs a footpath is required to be around the full length of the turning head.

(3) Subject to Clause 18, footpaths and kerbs and gutters are not required in rural highways.

Design of Kerbs and Gutters

31. (1) If kerbs and gutters are required then each are to conform to the minimum requirements set out in this clause.

(2) Kerb and gutter is to be formed using a continuous forming machine with concrete having a 28 day compressive strength of 20MPa in accordance with the dimensions shown on the relevant Tasmanian Standard Drawing.

(3) If the General Manager approves, kerb and gutter or kerb of an alternative shape and dimension may be used.

(4) Prior to the construction of kerbs and gutters and kerbs, the pavement sub-base course is to be constructed and compacted to extend at least 150mm behind such kerbs and gutters and kerbs, and the surface shaped and thoroughly compacted with fine crushed rock to provide a base upon which the kerbs and gutters and kerbs can be constructed.

(5) Except as provided in clause 12, kerbs and gutters are to have a longitudinal gradient not flatter than 0.5% and not steeper than 17%. The General Manager may permit a grade of 20% for short lengths of highway up to 70m in special circumstances. The length of highway at the steeper grade limit of 17% is not to exceed 200m.

(6) The General Manager may permit a highway referred to in this clause to be constructed without complying with the provisions of this clause.

Design of Footpaths

32. (1) If footpaths are required then they are required to be formed to the minimum requirements set out in this clause.

(2) Footpaths are to have a minimum width of 1.5m and a crossfall of 2.5% towards the kerb and gutter.

(3) Footpaths may be constructed of:

a) concrete having a minimum 28 day compressive strength of 25MPa, minimum thickness 100mm, reinforced with SL72 mesh placed centrally and dowelled to any contiguous kerb with 300mm long R10 reinforcement placed at 1000mm centres; or

b) such other alternative paving materials and methods of construction as the General Manager may approve.

Design of Gutter Crossings and Footpath Crossings

33. (1) If gutter crossings and footpath crossings are required then each is to be formed to the minimum requirements set out in this clause.

(2) Sufficient work is to be undertaken between the edge of the pavement and the property boundary to provide reasonable vehicular access to the adjacent property.

(3) If footpaths and/or kerbs and gutters are to be constructed, a footpath crossing and/or gutter crossing is to be constructed at the same time for each or any lot having access to or from that section of the highway.

(4) Reasonable vehicular access is to be a paved area consisting of at least:

a) in urban areas if concrete footpaths are constructed, 150mm thick concrete having a

28 day compressive strength of 25Mpa and reinforced with SL72 mesh placed centrally:

b) in rural areas, fine crushed rock to a compacted depth of 200mm with a wearing course either of 30mm bituminous concrete or a one or two coat seal as required in Clause 17(1)(b);
c) in commercial and industrial subdivisions the minimum requirement is to be as determined by the General Manager;
d) such crossings are not to exceed a grade of 20% and in urban areas this is to be from the back of the footpath;
e) single crossings are to have a minimum useable width of 3.6m and in rural areas have 6.0m (minimum) radius on both sides to allow for the turning movement of vehicles.

(5) The following requirements for gutter crossings to provide for vehicles apply:

a) gutter crossings are to conform to the dimensions shown on the relevant Tasmanian Standard Drawing and be in a location as shown on the approved plans;
b) a gutter crossing in a concrete kerb and gutter in the municipal area is to be of the dish or open invert type unless otherwise approved by the General Manager;
c) all gutter crossings are to provide adequate width for all required vehicle movements at the crossing;
d) single gutter crossings are to be not less than 3.6 m wide at the back of the crossing, and the General Manager may approve greater widths;
e) if it is considered necessary by the General Manager gutter crossings are to be reinforced with SL72 mesh placed 30mm from the bottom of the concrete.

(6) The following requirements for footpath crossings apply:

a) if concrete footpaths are constructed, footpath crossings are to be thickened to 150mm for a width of 5.6m at all standard length vehicular crossings and reinforced with SL72 mesh placed centrally; and
b) for bituminous concrete footpaths, footpath crossings are to have the FCR base increased to a minimum of 220mm compacted thickness for a width of 5.6m at all standard length vehicular crossings.

Use of Land Adjoining a Highway

34. (1) The General Manager may, by notice, require the owner of land or the person carrying out works on land to make appropriate provision for the protection of a crossing, footpath, services, road or highway.

(2) A person must not deposit mud or other material on a road, or drive a vehicle which has excess mud or other material on its tyres or elsewhere so that that mud or other materials is left on the road.

Penalty: a fine not exceeding 5 penalty units.

(3) The General Manager may, by notice, require the owner of the site or the person carrying out works at the site to remove any mud or materials left on a road by vehicles that ingress or egress to a highway from that site.

PART V – WORKS IN HIGHWAYS OR ADJACENT TO HIGHWAYS

Permit for Works

35. (1) Where required, a person must obtain a permit from Council and all required permits and approvals from other Authorities before carrying out works in or on a highway, or road, or which affects a highway or road, or using or developing a road reservation

Penalty: a fine not exceeding 5 penalty units.

(2) The General Manager may issue a permit for works, on such reasonable conditions as the General Manager may require.

(3) A permit issued pursuant to this By-Law is not assignable or transferable to any person except with the written consent of the General Manager.

(4) Notwithstanding the issue by the Council of a planning permit to undertake works associated with development, a permit is required to be obtained from Council to undertake those highway works under this By-Law. The submission of design drawings for approval to Council will be recognised as an application for a permit under this clause. The approving of the design drawings for those highway works will recognise Council's permit under this clause.

Works on Highways

36. (1) A permit which provides for works on a highway may specify:
   a) the steps to be taken by the permit holder to protect the highway from damage;
   b) the Standard Requirements and conditions applicable to any works to be permitted within the highway reservation;
   c) the standard for reinstatement of any damage caused to a highway by works;
   d) the details of any fees required by Council to cover the cost of inspections by an authorised person; or
   e) any other matters which the authorised person requires the permit holder to satisfy in carrying out the works.

(2) The Department of State Growth's Code of Practice for Traffic Control for Works on Roads or its successor is to form part of the permit.

(3) Any referenced Tasmanian Standard Drawing or specification is to form part of a permit.

(4) A person who has been granted a permit for works must comply with all conditions and requirements of that permit and relevant notices.

> Penalty: a fine not exceeding 5 penalty units and in the case of a continuing offence, a further fine not exceeding 2 penalty units for each day during which the offence continues.

(5) If a permit holder refuses or fails to carry out the works in accordance with a permit, the authorised person may, following written notice to the permit holder, suspend, cancel or terminate the permit.

> Penalty: a fine not exceeding 5 penalty units and in the case of a continuing offence, a further fine not exceeding 2 penalty units for each day during which the offence continues.

(6) The Council may arrange for the works referred to in clause 36(5) to be carried out and completed if the permit holder refuses or fails to carry out the works in accordance with the permit or in accordance with the requirements of a notice, and Council may recover any costs or expenses incurred by Council in completing those works from the permit holder.

Works not Approved

37. (1) If works are being carried out by a person on a highway, road, site or any land adjacent to that land without a permit or other approval from Council or an Authority an authorised person may give notice to the person undertaking the works that within a required time:
   a) the works affecting the highway or road are to cease or be suspended;
   b) the highway, road, site or land is to be made safe;
   c) any obstruction of the highway is to be removed;
   d) any works which are not approved are to be removed and the highway reinstated to the condition that it was in immediately prior to those works being carried out; or

e) any damage caused by those works is to be made good to a standard acceptable to the General Manager.

Suspension or Cancellation of Permit

38. (1) The General Manager may suspend or cancel any permit under this By-Law if the permit holder fails to observe or comply with the terms and conditions of the permit or the provisions of this By-Law or the requirements of a notice.

(2) If a permit issued under this By-Law is to be suspended or cancelled, then the General Manager may serve a written notice upon the permit holder stating that the permit is suspended or cancelled and giving the reasons for the suspension or cancellation.

(3) Service of a notice of suspension or cancellation of a permit under this By-Law is effected by serving a written notice:

a) on the permit holder personally ; or
b) by certified or ordinary mail.

(4) The suspension or cancellation of any permit issued pursuant to this By-Law is to take effect from the time that the notice of such suspension or cancellation is served on the permit holder.

(5) A permit granted by the Council under this By-Law is to lapse if the requirements of the permit are not carried out within the time required by the permit or a notice.

Execution of Works

39. (1) The General Manager may require a permit holder or person to whom this By-Law applies to execute such work and to use such materials as the General Manager may direct.

(2) The General Manager may, by notice, require and direct that any work to be carried out under this clause is to be executed or carried out only by a person with appropriate qualifications.

(3) The General Manager may, by notice, require and direct that any work to be carried out under this clause is to be carried out by the General Manager if the person to whom this clause refers fails or refuses to carry out that work and any expenses incurred by Council in carrying out that work are to be recoverable from that person by the Council in a manner considered appropriate by the General Manager.

Application to use or develop nature strip

40. (1) The owner of land may, without the prior consent of Council, sow grass or plant low lying vegetation within the nature strip adjacent to the owner's land.

(2) An application for the use and/or development of a nature strip beyond what is permitted under clause 40(1) is to be in writing in an approved form and forwarded to the General Manager by the owner of the land or a person on behalf of the owner with the owner's consent.

(3) The application is to indicate the location of the nature strip in relation to the owner's land and indicate the type of use and/or development proposed for the nature strip.

(4) The General Manager may grant or refuse a permit to develop or use a nature strip.

(5) In granting a permit the General Manager may impose such conditions as the General Manager may direct or require.

(6) General Manager may require the owner of land to enter into an appropriate agreement with the Council to specify the construction and maintenance requirements of the development of the

nature strip.

(7) A person must not develop or use a nature strip in the municipal area unless authorised under this clause or in accordance with a permit.

Penalty: a fine not exceeding 5 penalty units.

Application to place awning to overhang road

41. (1) An owner of land is to make written application to Council to install an awning that overhangs any part of a road.

(2) The application is to provide appropriate design drawings that specify the location of a proposed awning in relation to the owner's land and the road.

(3) The General Manager may grant or refuse a permit to install an awning.

(4) Subject to appropriate development and building approvals being granted and having regard for the requirements of those approvals, the General Manager may issue a permit to install an awning on such conditions as the General Manager may direct or require.

(5) The owner of land is responsible for the costs associated with the construction and maintenance of an awning.

(6) General Manager may require the owner of land to enter into an appropriate agreement to specify the construction and maintenance requirements of the awning.

(7) A person must not install an awning that overhangs any part of a road in the municipal area unless authorised and installed in accordance with a permit issued under this clause.

Penalty: a fine not exceeding 5 penalty units.

PART VI –SECURITY

Requirement for Bonds and Deposits

42. (1) As security, the General Manager may require a person to whom this By-Law applies to deposit with Council, or enter into a bond or guarantee with Council for payment to Council of such costs as the General Manager requires:

a) for the cost of any works to be carried out;
b) to remedy any damage which may occur or has occurred to any Council crossing, services, infrastructure, pavement, road or highway as a result of any works or non-approved works being carried out;
c) to provide security against any reasonable costs which the Council may incur as a result of the execution of any works; or
d) as a condition of a permit.

(2) Council may require the security referred to in this clause to be reduced or increased if the General Manager considers the amount of the security should be changed.

(3) The security must be:

a) in a form and substance wholly satisfactory to Council; and
b) in the case of a bank guarantee expressed to be payable unconditionally on demand by the Council without the permission of the permit holder or any other person and provided by a bank approved by the Council or authorised person.

(4) The security may be drawn against or utilised by the Council for such amounts the Council

requires for:

a) the reimbursement to the Council for any cost, expense, liability, damage or loss incurred by the Council arising out of or in relation to any failure or refusal by a person to whom this By-Law applies to carry out, perform and fulfil any of that person's obligations under the By-Law or a permit to the satisfaction of the Council or authorised person in accordance with the requirements of a permit or other approval; and/or
b) payment to the Council of any amount due and owing to the Council by a person to whom this By-Law applies that arises out of any condition of a permit or other approval.

Retention of Bonds and Deposits

43. The General Manager may determine that all or part of the security referred to in this Part is to be retained by Council as a result of the Council incurring any expense in relation to any failure or refusal by any person to whom this By-Law applies to carry out the works as directed or required or carry out those works in accordance with a permit.

Release of Bonds and Deposits

44. Security provided to the Council in accordance with this clause or available to the Council or the balance of the security after the deduction of the Council's expenses are to be forwarded to the person to whom this By-Law applies following final inspection and approval by the General Manager of the works carried out.

PART VII ENFORCEMENT

Enforcement

45. (1) An authorised person may remove any person from a road, highway or crossing or other public land referred to in this By-Law if the authorised person reasonably believes that the person is offending against any provision of this By-Law or acting in contravention of a permit issued to a permit holder or acting without a permit or acting contrary to a notice. The authorised person may also remove anything which has been placed on, made, constructed or left on that land by a person without the approval of the General Manager.

(2) A police officer may assist an authorised person to carry out any of the actions specified in this clause and may, in doing so, arrest any person who is on that land and whom the police officer reasonably believes is offending against any provision of this By-Law.

Issue of Notices for the Repair of Damage

46. (1) If a road or any other property controlled or maintained by the Council has sustained damage that has been:

a) caused by works at a site with or without a permit; or
b) by vehicles being driven between the pavement and privately owned land other than by means of a properly constructed crossing,

the General Manager may give notice to the owner of the land abutting or adjoining a damaged footpath, crossing, pavement, infrastructure, road or other land owned or under the control of Council where that damage has in the reasonable opinion of the General Manager occurred as a result of works carried out on the owner's land or by vehicles driven between the pavement and privately owned land other than by means of a properly constructed crossing, require that the damage be repaired within the time and in accordance with any specifications specified in the notice.

Compliance with Notice

47. A permit holder or a person to whom this By-Law applies must comply with any notice served on,

or given to that person by an authorised person, a police officer, or the General Manager.

Penalty: Fine not exceeding five (5) penalty units.

Offences

48. Any person who contravenes or fails to comply with any of the relevant provisions of this By-Law or notice is guilty of an offence under this By-Law and liable on conviction to the penalty set out in the relevant provision.

Infringement Notices

49. (1) In this clause – "specified offence" means an offence against the clause specified in column 1 of Schedule 1.

(2) An infringement notice may be issued in respect of a specified offence and the monetary penalty set out adjacent to the offence in Column 3 of Schedule 1 is the penalty payable under the infringement notice for that offence.

(3) Payment of an infringement notice issued under this by-law must be made to the General Manager within 28 days of the issue of the infringement notice to avoid the infringement notice being referred to the Director, Monetary Penalties Enforcement Service.

(4) An authorised officer may –

a) issue an infringement notice to a person who the authorised officer has reason to believe is guilty of a specified offence; and
b) issue one infringement notice in respect of more than one specified offence.

(5) The *Monetary Penalties Enforcement Act 2005* applies to an infringement notice issued under this By-Law.

(6) In addition to any other method of service, an infringement notice alleging that a vehicle has been used in relation to a specified offence may be served by affixing it to that vehicle.

Recovery of Expenses

50. In addition to any penalty imposed in relation to any failure by a person to comply with any of the provisions of this By-Law, any expenses incurred by the Council as a consequence of that contravention are to be recoverable by the Council as a debt payable by that person.

Provision of Name and Address

51. If required to do so by an authorised person, General Manager or a police officer, in relation to a matter arising under this By-Law, a person must provide his or her name or address to the authorised person, General Manager or a police officer when required to do so.

Penalty: a fine not exceeding 2 penalty units.

SCHEDULE 1 – INFRINGEMENT NOTICE OFFENCE

Column 1	Column 2	Column 3
CLAUSE	**GENERAL DESCRIPTION OF OFFENCE**	**PENALTY (Penalty Units)**
28	Construct a crossing without a permit	3
34 (4)	Deposit or allow mud or other material to be left on a road	3
35(1)	Carry out works on a road without a permit	3
36(4)	Fail to comply with conditions of a permit and relevant notices	3
36 (5)	Refuse or fail to carry out works in accordance with a permit	3
40	Use or develop nature strip without authorisation	1
41(7)	Install an awning that overhangs any part of a road in the municipal area unless authorised and installed in accordance with a permit issued under clause 41	3
47	Fail to comply with a notice issued under the By-Law	3
51	Fail to provide name	1

Certified as being in accordance with the law by:

CShea.

Clare Amy Shea, Registered Legal Practitioner

Dated this 16th day of December 2014 at Rosny Park

Certified as being in accordance with the *Local Government Act 1993* by:

Andrew Paul, General Manager

Dated this 16th day of December 2014 at Rosny Park

The common seal of the Clarence City Council has been hereunto affixed pursuant to a resolution of the Council passed on the 18th day of August 2014 in the presence of:

Andrew Paul, General Manager

Dated this 16th day of December 2014 at Rosny Park