

# Kingborough



## COUNCIL MEETING AGENDA

NOTICE is hereby given that an Ordinary meeting of the Kingborough Council will be held in the Kingborough Civic Centre, 15 Channel Highway, Kingston on  
Monday, 21 October 2024 at 5.30pm

# Kingborough Councillors 2022 - 2026



**Mayor**  
**Councillor Paula Wriedt**



**Deputy Mayor**  
**Councillor Clare Glade-Wright**



**Councillor Aldo Antolli**



**Councillor David Bain**



**Councillor Gideon Cordover**



**Councillor Kaspar Deane**



**Councillor Flora Fox**



**Councillor Amanda Midgley**



**Councillor Mark Richardson**



**Councillor Christian Street**



# QUALIFIED PERSONS

In accordance with Section 65 of the *Local Government Act 1993*, I confirm that the reports contained in Council Meeting Agenda No. 19 to be held on Monday, 21 October 2024 contain advice, information and recommendations given by a person who has the qualifications or experience necessary to give such advice, information or recommendations.



Dave Stewart  
CHIEF EXECUTIVE OFFICER  
being the General Manager as appointed by the  
Kingborough Council pursuant to section 61 of the  
*Local Government Act 1993* (TAS)

Tuesday, 15 October 2024

# Table of Contents

Item	Page No.
Open Session	
1 Audio Recording	1
2 Acknowledgement of Traditional custodians	1
3 Attendees	1
4 Apologies	1
5 Confirmation of Minutes	1
6 Workshops held since Last Council Meeting	1
7 Declarations of Interest	2
8 Transfer of Agenda Items	2
9 Questions without Notice from the Public	2
10 Questions on Notice from the Public	2
10.1 Power Outlets at the Hub	2
11 Questions without Notice from Councillors	2
12 Questions on Notice from Councillors	3
12.1 United Nations Sustainable Development Goals	3
12.2 Updates on Issues Raised by Councillors During Debates	3
13 Officers Reports to Planning Authority	4
13.1 DAS-2024-2 - Development Application for Staged Subdivision of 8 lots into 3 lots and 4 Balance Lots, Demolition of Existing Buildings and Combined Commercial Development (General Retail and Hire, Food Services, Business and Professional Services), Signage, Associated Works and Infrastructure, and Vegetation Removal AT 182 and 202 Channel Highway, 11 Spring Farm Lane, Lot 501 Spring Farm Road (CT 175960/501), Spring Farm Road, Spring Farm Lane and Channel Highway Road Reservations and Various Road Lots (CT 164731/100, CT 62794/3, CT 164731/101, CT 252331/2, CT 252331/1, CT 156869/1), Kingston	4
14 Petitions still being Actioned	141
15 Petitions Received in Last Period	141
15.1 Pedestrian and Accessible Crossing to Meredith's Orchard	141
16 Officers Reports to Council	141
16.1 Margate Main Street Masterplan	141
16.2 Land Transfer - Kingborough Sports Precinct	196
16.3 Land Lease - Leslie Vale Oval	199
16.4 Active Transport Positive Provision Policy	202



## Table of Contents *(cont.)*

Item		Page No.
	16.5 Customer Service Charter	209
	16.6 Financial Report - September 2024	223
	16.7 Appendices	281
17	Notices of Motion	281
18	Confirmation of Items to be Dealt with in Closed Session	281

### Appendix

A	Infrastructure Works Report July 2024 to September 2024	284
B	Audit Panel Chair's Report	298
C	Chief Executive Officer's Activities 26 August 2024 to 11 October 2024	303
D	Current and Ongoing Minute Resolutions (Open Session)	304

## **GUIDELINES FOR PUBLIC QUESTIONS**

### **Section 31 of the *Local Government (Meeting Procedures) Regulations 2015***

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Questions from the public may either be submitted to the General Manager in writing or asked verbally at an Ordinary Council meeting. Any question asked must only relate to the activities of Council [Section 31(2)(b)].

This guideline is provided to assist the public with the requirements of Public Question Time as set out in the *Local Government (Meeting Procedures) Regulations 2015* as well as determinations made by Council. You are reminded that the public question forum is designed to accommodate questions only and neither the questions nor answers will be debated.

#### **Questions on Notice**

Written questions on notice must be received at least seven (7) days before an Ordinary Council meeting [Section 31(1)] and must be clearly headed 'Question/s on Notice'. The period of 7 days includes Saturdays, Sundays and statutory holidays but does not include the day on which notice is given or the day of the Ordinary Council meeting [Section 31(8)].

#### **Questions Without Notice**

The Chairperson of an Ordinary Council meeting must ensure that, if required, at least 15 minutes is made available for public questions without notice [Section 31(3)]. A question without notice must not relate to any matter that is listed on the agenda for that meeting.

A question by any member of the public and an answer to that question is not to be debated at the meeting [Section 31(4)]. If a response to a question cannot be provided at the meeting, the question will be taken on notice and will be included in the following Ordinary Council meeting agenda, or as soon as practicable, together with the response to that question.

There is to be no discussion, preamble or embellishment of any question asked without notice, and the Chairperson may require that a member of the public immediately put the question.

The Chairperson can determine whether a question without notice will not be accepted but must provide reasons for refusing to accept the said question [Section 31 (6)]. The Chairperson may require a question without notice to be put on notice and in writing.

The Chairperson may rule a question inappropriate, and thus inadmissible if in his or her opinion it has already been asked, is unclear, irrelevant, offensive or relates to any matter which would normally be considered in Closed Session. The Chairperson may require that a member of the public immediately put the question.



**AGENDA of an Ordinary Meeting of Council**  
**Kingborough Civic Centre, 15 Channel Highway, Kingston**  
**Monday, 21 October 2024 at 5.30pm**

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**1 AUDIO RECORDING**

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The Chairperson will declare the meeting open, welcome all in attendance and advise that Council meetings are recorded and made publicly available on its website. In accordance with Council's policy the Chairperson will request confirmation that the audio recording has commenced.

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**2 ACKNOWLEDGEMENT OF TRADITIONAL CUSTODIANS**

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The Chairperson will acknowledge the traditional custodians of this land, pay respects to elders past and present, and acknowledge today's Tasmanian Aboriginal community.

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**3 ATTENDEES**

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**Councillors:**

Mayor Councillor P Wriedt  
Deputy Mayor Councillor C Glade-Wright  
Councillor A Antolli  
Councillor D Bain  
Councillor G Cordover  
Councillor K Deane  
Councillor F Fox  
Councillor A Midgley  
Councillor M Richardson  
Councillor C Street

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**4 APOLOGIES**

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**5 CONFIRMATION OF MINUTES**

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**RECOMMENDATION**

That the Minutes of the open session of the Council Meeting No. 18 held on 7 October 2024 be confirmed as a true record.

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**6 WORKSHOPS HELD SINCE LAST COUNCIL MEETING**

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Date	Topic	Detail
14 October	Environment Reports	Workshop to discuss the 2023 AGM motion relating to environmental reports and to consider recommendations.

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**7 DECLARATIONS OF INTEREST**

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In accordance with Regulation 8 of the *Local Government (Meeting Procedures) Regulations 2015* and Council's adopted Code of Conduct, the Mayor requests Councillors to indicate whether they have, or are likely to have, a pecuniary interest (any pecuniary benefits or pecuniary detriment) or conflict of interest in any item on the Agenda.

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**8 TRANSFER OF AGENDA ITEMS**

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Are there any items, which the meeting believes, should be transferred from this agenda to the closed agenda or from the closed agenda to the open agenda, in accordance with the procedures allowed under Section 15 of the *Local Government (Meeting Procedures) Regulations 2015*.

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**9 QUESTIONS WITHOUT NOTICE FROM THE PUBLIC**

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**10 QUESTIONS ON NOTICE FROM THE PUBLIC**

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*Council has determined that questions on notice or questions taken on notice from a previous meeting should not contain lengthy preambles or embellishments and should consist of a question only. To this end, Council reserves the right to edit questions for brevity so as to table the question only, with some context if need be, for clarity.*

**10.1 Power Outlets at the Hub**

At the Council meeting on 7 October 2024, **Mr Mark Donnellon** asked the following question without notice to the Chief Executive Officer, with a response that the question would be taken on notice:

*On Saturday, 21 September at 6:00pm, my friend Rick Gunton, who's with us today, was on his way home on his e-skateboard in need of a charge and found that all of the power outlets at the Hub and Kingston Park, including the BBQ shelters and toilet block, were either blocked or disabled and then was unable to charge his personal mobility device and went home without power. Why have all of the power outlets from Kingston Park, including those mentioned, been blocked or disabled?*

**Officer's Response:**

The power outlets at the Hub and in Kingston Park were installed to support community events and were not intended to be a power source to charge personal devices. Installation of the outlets included provision to lock off the power supply and this action may be taken in response to vandalism and/or antisocial behaviour at the facility. Power outlets on some of the BBQs in the park have been covered/disabled due to ongoing vandalism.

*Daniel Smee, Director Governance, Recreation & Property Services*

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**11 QUESTIONS WITHOUT NOTICE FROM COUNCILLORS**

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## 12 QUESTIONS ON NOTICE FROM COUNCILLORS

*Council has determined that questions on notice or questions taken on notice from a previous meeting should not contain lengthy preambles or embellishments and should consist of a question only. To this end, Council reserves the right to edit questions for brevity so as to table the question only, with some context if need be, for clarity.*

### 12.1 United Nations Sustainable Development Goals

**Cr Cordover** submitted the following question on notice:

1. *How is the Kingborough Council dealing with the United Nations Sustainable Development Goals (SDGs)?*
2. *If engaged, what are Kingborough Council's SDG priorities by rank?*
3. *What role will the SDGs, and any of their relevant regional-specific socio-economic and environmental priorities, play in developing the next iteration of the Kingborough Council Strategic Plan?*

#### **Officer's Response:**

Kingborough Council's Strategic Plan and associated initiatives broadly align with several of the UN United Nations Sustainable Development Goals (SDGs), however the linkage between the Strategic Plan and the SDGs is not formally documented or measured.

Council may consider the role of the SDGs, along with other key factors such as legislative requirements, in the development of the next Kingborough Council Strategic Plan. A benefit of this approach would be the delivery of a more holistic and sustainable plan for the community. To assess the relevance of each SDG, Council would need to undertake a review of existing strategic documents against the SDGs and their associated indicators using established guidelines such as SDG Compass 2015.

Council notes that the State Government is currently developing a Tasmanian Sustainability Strategy which will likely include the adaptation of the SDGs into key focus areas. This Strategy, when finalised, will be important in informing any future sustainability objectives, strategies, and initiatives at Kingborough Council.

*Deleeze Chetcuti, Director Environment, Development & Community Services*

### 12.2 Updates on Issues Raised by Councillors During Debates

At the Council meeting held on 7 October 2024, **Cr Antolli** requested clarification on the following issue, with a response that an answer would be provided:

*Clarification was requested about the process for development applications to include Aboriginal Heritage Reports.*

#### **Officer's Response:**

A verbal response will be provided during the meeting.

*Dave Stewart, Chief Executive Officer*

**OPEN SESSION ADJOURNS**

## PLANNING AUTHORITY IN SESSION

### 13 OFFICERS REPORTS TO PLANNING AUTHORITY

- 13.1 DAS-2024-2 - DEVELOPMENT APPLICATION FOR STAGED SUBDIVISION OF 8 LOTS INTO 3 LOTS AND 4 BALANCE LOTS, DEMOLITION OF EXISTING BUILDINGS AND COMBINED COMMERCIAL DEVELOPMENT (GENERAL RETAIL AND HIRE, FOOD SERVICES, BUSINESS AND PROFESSIONAL SERVICES), SIGNAGE, ASSOCIATED WORKS AND INFRASTRUCTURE, AND VEGETATION REMOVAL AT 182 AND 202 CHANNEL HIGHWAY, 11 SPRING FARM LANE, LOT 501 SPRING FARM ROAD (CT 175960/501), SPRING FARM ROAD, SPRING FARM LANE AND CHANNEL HIGHWAY ROAD RESERVATIONS AND VARIOUS ROAD LOTS (CT 164731/100, CT 62794/3, CT 164731/101, CT 252331/2, CT 252331/1, CT 156869/1), KINGSTON**

**File Number:** DAS-2024-2

**Author:** Timothy Donovan, Senior Planner

**Authoriser:** Tasha Tyler-Moore, Manager Development Services

<b>Applicant:</b>	ERA Planning and Environment
<b>Owner:</b>	Tipalea Private No. 27 Pty Ltd, Kingborough Council and the Crown
<b>Subject Site:</b>	182 and 202 Channel Highway, 11 Spring Farm Lane, Lot 501 Spring Farm Road (CT 175960/501), Spring Farm Road, Spring Farm Lane and Channel Highway Road Reservations and Various Road Lots (CT 164731/100, CT 62794/3, CT 164731/101, CT 252331/2, CT 252331/1, CT 156869/1), Kingston.
<b>Proposal:</b>	Staged subdivision of 8 lots into 3 lots and 4 balance lots, demolition of existing buildings and combined commercial development (general retail and hire, food services, business and professional services), signage, associated works and infrastructure, and vegetation removal
<b>Planning Scheme:</b>	Kingborough Interim Planning Scheme 2015 <i>Assessment is based on KIPS2015 and provisions of PD8 (which commenced 22 Feb 2022)</i>
<b>Zoning:</b>	Commercial Environmental Management Utilities
<b>Codes:</b>	E1.0 Bushfire Prone Areas E5.0 Road and Railway Assets E6.0 Parking and Access E7.0 Stormwater Management E10.0 Biodiversity E17.0 Signs
<b>Use Class/Category:</b>	Subdivision; General Retail and Hire; Food Services; Business and Professional Services.
<b>Discretions:</b>	Commercial Zone <ul style="list-style-type: none"> <li>• Cl. 23.4.1 Building height - A1</li> <li>• Cl. 23.4.2 Setback - A1</li> </ul>



	<ul style="list-style-type: none"> <li>• Cl. 23.4.3 Design - A1</li> <li>• Cl. 23.4.4 Passive Surveillance – A1</li> <li>• Cl. 23.4.7 Fencing - A1</li> <li>• Cl. 23.4.8 Environmental Values - A1</li> <li>• Cl. 23.5.1 – Subdivision – A2, A6</li> </ul> <p>Utilities Zone</p> <ul style="list-style-type: none"> <li>• Cl. 28.3.5 Discretionary Use - A1</li> <li>• Cl. 28.4.3 Landscaping A1</li> <li>• Cl. 28.4.5 Fencing – A1</li> <li>• Cl. 28.5.1 Subdivision- A1</li> </ul> <p>Environmental Management Zone</p> <ul style="list-style-type: none"> <li>• Cl. 29.4. 3 Design - A1</li> </ul> <p>E5.0 Road and Railway Assets Code</p> <ul style="list-style-type: none"> <li>• Cl. E.5.5.1 – Existing road accesses and junctions – A3</li> </ul> <p>E6.0 Parking and Access Code</p> <ul style="list-style-type: none"> <li>• Cl. E6.6.3 – Number of Motorcycle Parking Spaces – A1</li> <li>• Cl. E6.6.4 – Number of Bicycle Parking Spaces – A1</li> </ul> <p>E10.0 Biodiversity Code</p> <ul style="list-style-type: none"> <li>• Cl. E10.7.1 – Buildings and works – A1</li> <li>• Cl. E10.8.1 – Subdivision - A1</li> </ul> <p>E17.0 Signs Code</p> <ul style="list-style-type: none"> <li>• Cl. E.17.6.1 Use of Signs – A1</li> <li>• Cl. E.17.7.1 Standards for Signs A1, A2</li> </ul>
<b>Public Notification:</b>	Public advertising was undertaken between 21 August 2024 and 3 September 2024 in accordance with section 57 of the <i>Land Use Planning and Approvals Act 1993</i> .
<b>Representations:</b>	<p>10 submissions were received during the Public Advertising period. The following issues were raised:</p> <ul style="list-style-type: none"> <li>• Contrary to Zone Purpose</li> <li>• Impacts on the Environmental Management Zone land and significant tree removal contrary to Biodiversity Code</li> <li>• Traffic impacts on Channel Highway and the roundabout</li> <li>• Concerns with stormwater drainage impacts</li> <li>• There are differences between current proposal and previously approved proposals on site in relation to traffic and access requirements</li> <li>• Need for Social Housing</li> <li>• Council has no authority under law to act and decide the application</li> </ul>
<b>Recommendation:</b>	Approval with conditions.

## 1. PROPOSAL

### 1.1 Description of Proposal

The application is for a combined subdivision and subsequent development for a shopping complex with retail and commercial uses.

The proposal involves the demolition of existing dwellings and associated outbuildings on No. 202 Channel Highway and 11 Spring Farm Lane, and development for general retail and hire (supermarket, shop, beauty salon), food services (café, takeaway food premises), business and professional services (consulting room, medical centre), signage (including pylon, awning fascia, roof and wall signs), and associated works including landscaping, accessways, infrastructure and footpaths.

The proposal also includes the staged subdivision of 13 separate titles, including private land and road reserves, into 3 lots and 4 balance lots. The private land includes No. 202 Channel Highway and 11 Spring Farm Lane, and part of the Council land at 182 Channel Highway. The subdivision component involves the following:

- 202 Channel Highway being subdivided into two lots with proposed Lot 2 to be given to Council for Public Open Space.
- Lot 1 will then be amalgamated with No 11 Spring Farm Lane.
- The Road lots that are located on and adjacent to Spring Farm Lane and including Spring Farm Lane will be amalgamated with the private land.
- 2,600sqm of land from No 182 Channel Highway (Council land) between Spring Farm Road and Spring Farm Lane to be amalgamated with Lot 1.

It is intended that the land subject to works forming the retail complex (excluding the works associated with upgrades to external infrastructure) will be owned solely by the proponent. Currently, the ownership of land that forms the subject site is split between the proponent, Kingborough Council, and the Crown. The proposed subdivision will facilitate the transfer of land ownership, such that the land subject to works is owned by the proponent. Kingborough Council will acquire the land owned by the Crown, and subsequently transfer that land to the proponent, as detailed in the Plan of Subdivision (see Figures below).

A summary of the proposed development is provided below in the Table below:

Item	Provision
Total site area	20,363 m <sup>2</sup>
Total ground floor area	6,729 m <sup>2</sup>
Total first floor area	787 m <sup>2</sup>
Overall building height	9.11 m above ngl
Car parking spaces	375 spaces (incl. 6 accessible)
Motorcycle parking spaces	4 spaces
Bicycle parking spaces	8 spaces
Hours of operation	24 hours, Monday to Sunday
Vegetation removal	Removal of 120 trees

The proposed development includes the following:

- Two main buildings with 20 tenancies, as well as storage, amenity, and services/communication space supporting the tenancies.
- Outdoor dining spaces.
- Vehicle access from Channel Highway and Spring Farm Road.
- Parking and circulation areas including access and including:
  - accessible spaces
  - 4 electric vehicle bays and 4 future electric vehicle bays
  - 5 click and collect spaces
  - 4 motorcycle spaces
  - 8 bicycle spaces

There are 78 signs proposed on the site. All signs will be located in the Commercial zone, except for one sign that is located in the Utilities Zone. There are no signs proposed in the Environmental Management zone.

The following sign types are proposed:

- Awning fascia signs
- Pole/pylon sign
- Transom signs
- Wall signs

In total, there are 41 wall signs proposed, 11 awning fascia signs, 4 transom signs, and 22 signs on the one pylon.

The application involves the loss of 28 high conservation value trees within the Commercial Zone. These trees are all *Eucalyptus amygdalina* (black peppermint) or *E. obliqua* (stringybark). 90 other trees which do not meet the threshold of a high conservation value tree are also proposed for removal.

There are a further five (5) high conservation value trees proposed for retention within the Commercial Zone as well as a further six (6) non-high conservation value trees for retention.

When lodged the application included details of 2 stages. This was for:

- Stage 1 for all development contained within 11 Spring Farm Lane and 202 Channel Highway (Proposed Lot 1 under subdivision plan); and
- Stage 2 for the balance of proposed development contained within proposed Lot 3 under the subdivision plan.

However, in light of the situation with other property matters dealing with the Spring Farm Lane road closure and sale of Council land to the proponent the Staging is no longer proposed.



**Figure 1 - Proposed ground floor plan**

## VISUALISATION



**Figure 2 - Architectural Visualization Drawing**





**Figure 3 - Resultant Titles Proposed Subdivision Plan**



**Figure 4 - Subdivision of titles to allow transfer of land from the Crown (purple) to Kingborough Council (green).(Ref: Supporting Planning Report ERA 19 August 2024)**



**Figure 5 - Subdivision of titles to allow transfer of land from Kingborough Council to the proponent (pink) (Ref: Supporting Planning Report ERA 19 August 2024)**

## 1.2 Description of Site

The site is comprised of a number of titles including private, Council and Crown land at the time of lodgement. The application includes two private titles at 202 Channel Highway and 11 Spring Farm Lane, and part of the Council land at 182 Channel Highway that forms part of the title containing the Council Works Depot. The whole site is bound by the Channel Highway, Spring Farm Road and the Southern Outlet (Kingston Bypass).

Due to the extent of the works (road and access and service infrastructure) associated with the development there are a number of other titles are also included in the application. These are owned by the Crown and Kingborough Council and are mostly LGA subdivision roads and acquired road lots, and a Council reserve.

The subject site is relatively flat and contained two houses, associated gardens and outbuildings. (NOTE: there has been demolition activity on the two sites which were the subject of other Permits. The full extent of these demolition works are not known at the date of this report). The land is characterised by modified native vegetation of four different vegetation communities. The site has a split zoning of Commercial, Environmental Management and Utilities, with the surrounding road reserve zoned Utilities. The site is also located within the Biodiversity Protection Area and Bushfire Prone Area overlays under the planning scheme.

The site is within 1.5km of the Kingston centre and has a split zoning with the land fronting Channel Highway and Spring Farm Lane in the Commercial Zone and the rear of the site on the Southern Outlet (Kingston Bypass) in the Environmental Management Zone. Spring Farm Lane is in the Utilities Zone. The Council land is zoned Commercial and fronts Channel Highway, Spring Farm Lane and Spring Farm Road and the Southern Outlet.

The site contains a number of title restrictions, easements and covenants including:

- a 20.12m wide pipeline (drainage) easement in favour of TasWater running through the eastern portion of the site within CT 164731/202 and CT 164731/100.



- a 3.0m wide Telstra easement crossing the site which runs parallel and adjacent to the drainage easement.
- CT 175960/501 is designated as public open space land and is also subject to a 3m wide pipeline and services easement and a 2m wide electricity infrastructure easement.
- A fencing provision also applies to CT 164731/202, CT 164731/101 and CT 175960/501 stating that the Vendor will not be required to fence.

The subject site has identified Aboriginal Cultural Heritage values of high significance. A permit was historically issued that allowed for works to disturb the relics on the site under Section 14 of the former Aboriginal Relics Act 1975, issued by the Minister (Permit No. 3). The permit period for this work was from 4 June 2015 to 31 December 2017 or completion of the Approved works. This permit has now expired.

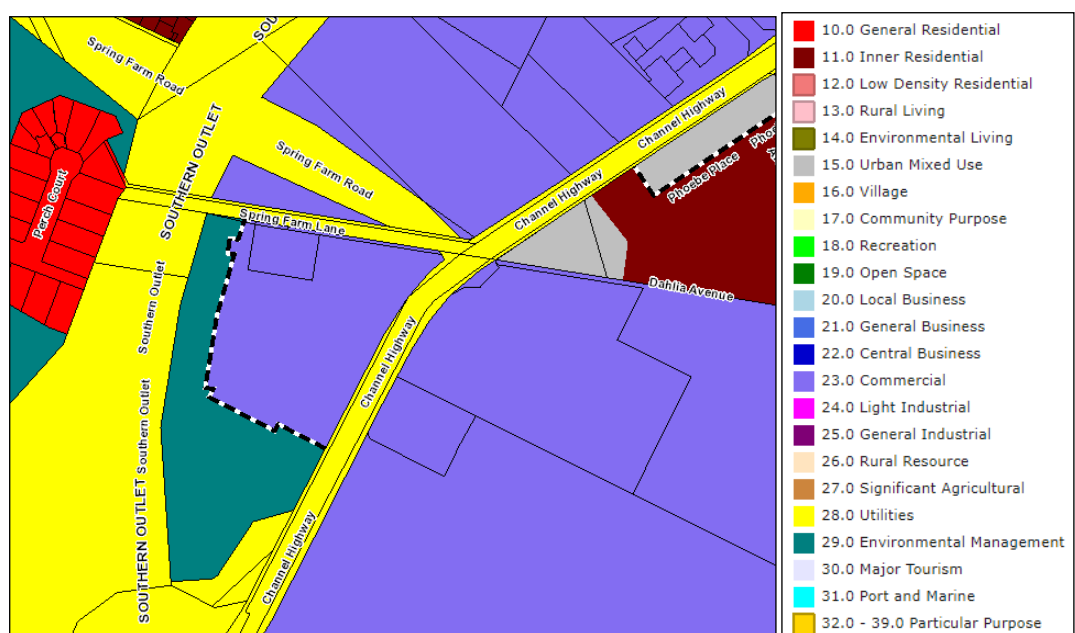
The full list of titles involved are presented in the table below.

No	Address	Title	Land Owner/Authority	Description of Location
1.	202 Channel Highway, Kingston	CT 164731/202	Tipalea Private No. 27 Pty Ltd	Primary subject Site.
2.	11 Spring Farm Lane, Kingston	CT 62794/4	Tipalea Private No. 27 Pty Ltd	Primary subject Site.
3.	LGA subdivision road CT 164731/100	CT 164731/100	Kingborough Council	Road next to Spring Farm Lane
4.	LGA subdivision road CT 62794/3	CT 62794/3	Kingborough Council	Road next to Spring Farm Lane
5.	LGA subdivision road CT 164731/101	CT 164731/101	Kingborough Council	Road next to Spring Farm Lane
6.	182 Channel Highway, Kingston (CT 160089/6)	CT 160089/6	Kingborough Council	Primary subject Site (part of Council Depot land)
7.	Acquired Road	-	The Crown	Spring Farm Lane
8.	Subdivision Road	-	The Crown	situated between Spring Farm Lane and 182 Channel Highway
9.	Acquired road	CT 252331/2	The Crown	Located next to the roundabout Channel Highway
10.	Acquired road	CT 252331/1	The Crown	Adjacent to Channel Highway
11.	Lot 501 Spring Farm Road, Kingston	CT 175960/501	Kingborough Council	Between Spring Farm Road and Hollyhock Drive
12.	Acquired road	CT 156869/1	The Crown	Spring Farm Road and Southern Outlet
13.	Road	-	The Crown	Channel Highway

**Table 1 – List of Titles comprising the subject site**



**Figure 6 - Aerial Image of Subject Site outlined in orange (Ref: Supporting Planning Report, ERA 25 July 2024)**



**Figure 7 - Zoning Map**



**Figure 8 - Existing Titles Proposed Subdivision Plan**

### 1.3 Background

#### PSA-2015-4 and DA-2015-494

In 2018 a rezoning and associated development application, subject to section 43A of the Land Use Planning and Approvals Act 1993 was approved on the subject site, which saw the land being zoned from Environmental Living to a split zoning of Environmental Management and Commercial (PSA-2015-4).

The associated development was for the approval of a Bulky Goods Sales use, involving the demolition of two buildings, the construction of two new buildings, one for two motor vehicle sales dealerships and sales centre, the other containing two separate tenancies (DA-2015-494).

The amendment, PSA-2015-4, was approved by the Tasmanian Planning Commission on 12/12/2018, together with a Planning Permit for DA-2015-494.

#### DA-2019-111

A Planning Permit, DA-2019-111, was issued on 3/06/2019 for 6 commercial tenancies (general retail and hire, bulky goods), demolition of 2 dwellings, signage, car parking, vehicle access, and road works.

No works have been undertaken for either DA Permits (DA-2015-494 or DA-2019-111), however the rezoning occurred. Both permits have since lapsed and can no longer be acted upon.

#### DAS-2021-1

A combined subdivision and development application DAS-2021-1 was lodged on 15/01/2021 for:

Subdivision creating five lots; construction of buildings and associated approved uses for bulky good sales, food services, vehicle fuel sales and services and associated convenience store, display of signage; vegetation removal; and infrastructure upgrade (external to the site).

A Planning Permit, DAS-2021-1, was issued on 15/12/2021 and an appeal, 163/21S, was lodged by a representor on 23/12/2021. Following mediation between the parties the applicant and appellant agreed on an amended design in relation to a range of matters including the upgrading of the Channel Highway and the change in the number of lots from 5 to 4.

However, in relation to the extent of the amendments Council advised the applicant on 1/07/2022 that Council had concerns in relation to the removal of Lot 4 and the new interface with the Channel Highway in that location and presentation of the site. In light of the amendments to the Channel Highway road and frontage including the road widening Council considered that the amendments were not minor in accordance with s. 56(2) of the *Land Use Planning and Approvals Act*.

With an appeal where the parties including Council agree and sign a Consent Agreement, Council is required to make a submission (either section 17(2)(c) of the *Resource Management and Planning Appeal Tribunal Act 1993* or Section 103, Settling of Proceedings, of the *Tasmanian Civil and Administrative Tribunal Act 2020*) to the Tribunal (TASCAT) that the appeal can be settled, and a decision issued by TASCAT in compliance with LUPAA and the Planning Scheme. The amended plans in Council's opinion were not a minor amendment or substantially in compliance with the application lodged and the Council decision. It was therefore difficult for Council to make any submission to TASCAT that the amended application complied to LUPAA due to the significant amendments.

The applicant was advised that they needed to make a submission on the amended plans to TASCAT, under s.22 of the *Resource Management and Planning Appeal Tribunal Act 1993*, to see if they will accept the amended plans. The applicant did not do this and instead lodged a new application DAS-2022-22 incorporating the following amendments:

- Reduced number of lots from 5 to 4
- Reduced number of access points on Channel Highway from 2 to 1
- Allowance for widening of Channel Highway
- Reduced number of fast food outlets from 3 to 2
- Additional landscaping along frontage
- Increased Car parking (now in surplus)

Appeal No 163/21S was determined by TASCAT subsequent to the issue of a Permit for DAS-2022-22 (see below). In light of the issue of Permit DAS-2022-22 an agreement was reached between the parties with respect to resolution of the appeal. In summary

that was that the decision of the planning authority to grant permit DAS-2021-1 is set aside and replaced with a refusal.

The Tribunal on 06/01/2023 issued its Consent Decision on the appeal and advised that:

The decision of the First Respondent made 15 December 2021 to grant a planning permit in respect to development application DAS-2021-1 concerning the property known as 202 Channel Highway and 11 Spring Farm Lane Kingston is set aside and substituted with a decision refusing to grant a permit.

#### DAS-2022-22

A combined subdivision and development application DAS-2022-22 was lodged on 18/07/2022 for:

Subdivision creating four lots; demolition of two dwellings, construction of buildings and associated uses for bulky good sales, food services, vehicle fuel sales and services and associated convenience store, display of signage; vegetation removal; and infrastructure upgrades (external to the site) including roadworks, stormwater, and sewer infrastructure.

A Permit, DAS-2022-22, was issued on 02/11/2022. No works have been undertaken for the Permit which is current until 02/11/2024.

#### DA-2024-186 and BA/214-2024

A Development Application and Building Permit were recently assessed in relation to the demolition of the existing buildings on 202 Channel Highway and 11 Spring Farm Lane, Kingston. The demolition included:

- Single storey dwelling, located at 11 Spring Farm Lane
- Single storey outbuilding (shed), located at 11 Spring Farm Lane
- Pool and associated fencing, located at 11 Spring Farm Lane
- Two single storey outbuildings (sheds), located at 202 Channel Highway
- Single storey dwelling, located at 202 Channel Highway
- Fencing on 11 Spring Farm Lane and 202 Channel Highway

Both properties received a Building Notice (dated 16 May 2024) under section 237 of the *Building Act 2016* from Council. The Building Notices stated that the buildings have been identified by Council as dilapidated and potentially in an unsafe condition and a danger to users of the premises.

Permit DA-2024-186 was issued 15 July 2024. There have been demolition works on the two sites in relation to making the structure safe. Complete demolition has not occurred however the exact extent of demolition is not known at this stage.

#### Disposal of Land - Spring Farm Lane.

The Council at its meeting on 17 July 2023 considered the sale of Council owned land adjoining Spring Farm Road in Kingston. This was in relation to a request by Tipalea Partners Pty Ltd for the acquisition of 2,600sqm of land between Spring Farm Road and Spring Farm Lane and also the adjacent Spring Farm Lane road reserve. This area of land formed part of the Council Depot title that was excised when Spring Farm Road was formed. The acquisition of the area of land and road was to enable Tipalea to improve the efficiency of the design for the proposed shopping centre.





**Figure 9 - proposed Council land (shown in red) and road casement (shown in yellow) acquisition**

The Council resolved (Minute C231/14-2023):

*That authorises the General Manager to negotiate to the sale of 2,600sqm of land between Spring Farm Road and Spring Farm Lane, along with 2,097sqm of road casement that makes up Spring farm Lane to Tipalea Pty Ltd, subject to:*

- (a) Successful transfer of the Spring Farm Lane and associated road reservation from the Crown;*
- (b) A minimum sale price of \$392,000 for both lots;*
- (c) A boundary adjustment being undertaken by Tipalea Pty Ltd to adhere both parcels to their adjoining property; and*
- (d) All costs associated with the transfer being met by Tipalea Pty Ltd.*

The negotiations for this matter are progressing between the Chief Executive Officer and Tipalea Pty Ltd. The process to close the Spring Farm Lane road under the *Local Government (Highways) Act 1982* has commenced with the first Notice advertised in the Mercury on 11 September 2024, and the second notice advertised on 18 September 2024.

The statutory deadline for the public to make any submissions in respect of the closure of the road ended on 16 October 2024. Pending the lodgement of any objections the road closure process is able to be finalised and then the contract negotiations are able to continue.

## **2. ASSESSMENT**

### **2.1 State Policies and Act Objectives**

The proposal is consistent with the outcomes of the State Policies, including those of the Coastal Policy.

The proposal is consistent with the objectives of Schedule 1 of the *Land Use Planning and Approvals Act 1993*.



## 2.2 Strategic Planning

The relevant strategies associated with the Scheme are as follows:

### *Clause 23.1.1 Zone Purpose Statements of the Commercial Zone*

The relevant zone purpose statements of the Commercial Zone are to:

- 23.1.1.1 To provide for large floor area retailing and service industries.
- 23.1.1.2 To provide for a specific mix of activities (describe mix) that cannot be accommodated in other Activity Centres and does not compromise the viability of those Centres.
- 23.1.1.3 To provide for development that requires high levels of vehicle access and car parking for customers.

### *Clause 23.1.2 – Local Area Objectives and Desired Future Character Statements*

There are no Local Area Objectives or Desired Future Character Statements for this Zone.

### *Clause 29.1.1 Zone Purpose Statements of the Environmental Management Zone*

The relevant zone purpose statements of the Environmental Management Zone are to:

- 29.1.1.1 To provide for the protection, conservation and management of areas with significant ecological, scientific, cultural or aesthetic value, or with a significant likelihood of risk from a natural hazard.
- 29.1.1.2 To only allow for complementary use or development where consistent with any strategies for protection and management.
- 29.1.1.3 To facilitate passive recreational opportunities which are consistent with the protection of natural values in bushland and foreshore areas.
- 29.1.1.4 To recognise and protect highly significant natural values on private land.
- 29.1.1.5 To protect natural values in un-developed areas of the coast

### *Clause 29.1.2 – Local Area Objectives and Desired Future Character Statements*

There are no Local Area Objectives or Desired Future Character Statements for this Zone.

### *Clause 28.1.1 Zone Purpose Statements of the Utilities zone*

The relevant zone purpose statements of the Utilities zone are to:

- 28.1.1.1 To provide land for major utilities installations and corridors.
- 28.1.1.2 To provide for other compatible uses where they do not adversely impact on the utility.

### *Clause 28.1.2 – Local Area Objectives and Desired Future Character Statements*

There are no Local Area Objectives or Desired Future Character Statements for this Zone.

The proposal complies with the above-mentioned statements and objectives as the development will provide:

- In the Commercial Zone:
  - A large floor area retail use;
  - a specific mix of activities including retail, food services, professional and business, and medical centres, that cannot be accommodated in other Activity Centres and does not compromise the viability of those Centres; and
  - development that requires high levels of vehicle access and car parking for customers.
- In the Environmental Management Zone:
  - The protection, conservation and management of the area of the site zoned Environmental Management;
  - The possible facilitation of passive recreational opportunities which are consistent with the protection of natural values in the bushland area; and
  - Recognition and protection of highly significant natural values on the current private land.
- In the Utilities Zone:
  - provides land for major utilities installations; and
  - provides for other compatible uses that do not adversely impact on the utility.

### 2.3 Statutory Planning

The subdivision component of the application relies on Performance Criteria to comply with the Planning Scheme Zones and Overlay provisions, and is therefore discretionary.

The buildings and commercial uses are only proposed within the Commercial Zone and Utilities Zone land, and the associated infrastructure to service the site extends over a number of zones including Commercial, Environmental Management and Utilities. The uses are categorised in the Commercial, Environmental Management and Utilities Zones as follows under the Scheme:

USE	COMMERCIAL ZONE	ENVIRONMENTAL MANAGEMENT ZONE	UTILITIES ZONE
Business and professional services	Permitted	Prohibited	Prohibited
Food Services (Café and take away)	Permitted: Only if a take away food premises or café. Otherwise Discretionary	Permitted: Only if a reserve management plan applies Otherwise Prohibited	Prohibited
General retail and hire	Permitted: Only if gross floor area per tenement is no less than 200 m <sup>2</sup> . Otherwise Discretionary	Permitted: Only if a reserve management plan applies Otherwise Prohibited	Discretionary: Only if at Baretta Waste Transfer Station Otherwise Prohibited
Utilities	No Permit Required: Only if minor utilities	Permitted: Only if a reserve management plan applies	No Permit Required: Only if minor utilities

USE	COMMERCIAL ZONE	ENVIRONMENTAL MANAGEMENT ZONE	UTILITIES ZONE
	Otherwise Discretionary	Otherwise Discretionary	Otherwise Permitted
Vehicle parking (as a separate use and not associated with another use)	Discretionary	Permitted: Only if a reserve management plan applies Otherwise Discretionary	Discretionary

In relation to the areas of the development site in the Utilities Zone the application is able to be assessed under Clause 9.7 - Access and Provision of Infrastructure Across Land in Another Zone, and Clause 9.8 - Buildings Projecting onto Land in a Different Zone, in the *Kingborough Interim Planning Scheme 2015*.

### **9.7 Access and Provision of Infrastructure Across Land in Another Zone**

9.7.1 *If an application for use or development includes access or provision of infrastructure across land that is in a different zone to that in which the main part of the use or development is located, and the access or infrastructure is prohibited by the provisions of the different zone, the planning authority may at its discretion approve an application for access or provision of infrastructure over the land in the other zone, having regard to:*

- (a) *whether there is no practical and reasonable alternative for providing the access or infrastructure to the site;*
- (b) *the purpose and provisions of the zone and any applicable code for the land over which the access or provision of infrastructure is to occur; and*
- (c) *the potential for land use conflict with the use or development permissible under the planning scheme for any adjoining properties and for the land over which the access or provision of infrastructure is to occur.*

### **9.8 Buildings Projecting onto Land in a Different Zone**

9.8.1 *If an application for use or development includes a building that projects over land in a different zone, the status of the use for the projecting portion of the building is to be determined in accordance with the provisions of the zone in which the main part of the building is located.*

The application involves provision of vehicular access and provision of infrastructure across land in the Utilities Zone. There are no building projections from the Commercial Zone land over the Utilities Zone land. One of the wall signs projects into the Utilities Zone.

However, the proposed development includes car parking for 32 spaces located on or partly on the Utilities Zone land. The applicant has classified this as “vehicle parking”: which is a discretionary use in the Utilities Zone. The Vehicle Parking Use Class is defined in Table 8.2 of the Planning Scheme as:

*use of land for the parking of motor vehicles. Examples include single and multi-storey car parks.*

It is Council’s view that this Use Class refers to stand alone car parking stations. The car parking provided by the development is parking ancillary to and associated with the

retail and commercial uses proposed. In this regard they have the same status as these uses in the Utilities Zone and that is “Prohibited”.

The report recommends that these spaces be removed from the plans and the car park design be amended accordingly. The reduction in car parking spaces will not impact on compliance with the Parking and Access Code parking requirements. In light of the current application by Council to close the road and for it to be sold to the developer there are mechanisms for the Zone to be amended through a Planning Scheme amendment application.

Council's assessment of this proposal should also consider the issues raised in the representations, the outcomes of any relevant State Policies and the objectives of Schedule 1 of the *Land Use Planning and Approvals Act 1993*.

## 2.4 Use and Development Standards.

The proposal satisfies the relevant Acceptable Solutions of the Scheme (see checklist in Attachment 1), with the exception of the following:

### Commercial Zone

#### CI.23.4.1 Building height

<b>Acceptable Solution A1</b>
Building height no more than 9m.
<b>Performance Criteria P1</b>
Building height must satisfy all of the following: <ul style="list-style-type: none"> <li>(a) be consistent with any Desired Future Character Statements provided for the area;</li> <li>(b) be compatible with the scale of nearby buildings;</li> <li>(c) not unreasonably overshadow adjacent public space;</li> <li>(d) allow for a transition in height between adjoining buildings, where appropriate;</li> <li>e) be no more than 12 m.</li> </ul>
<b>Proposal</b>
The buildings on Lot 1 do not comply with a maximum height of 9.11m.

The proposed variation can be supported pursuant to this Performance Criteria of the Zone for the following reasons:

- There are no Desired Future Character Statements for the area. The Zone Purpose Statements provide for:
  - large floor area retailing and service industries;
  - a specific mix of activities that cannot be accommodated in other Activity Centres and does not compromise the viability of those Centres; and
  - for development that requires high levels of vehicle access and car parking for customers.

The proposed development and the mix of uses including the bulky goods are considered to support the Zone Purpose Statements.

- The maximum height of the development is 9.11 m. This height is located centrally on the site as the main shopping centre buildings are set back from the road

boundaries. The medical centre has a maximum height of 8.5m. The site is located approx. 70 m from a residential zone.

- The site is effectively an island due to its size and location between the Channel Highway and the Southern Outlet (Kingston Bypass). The adjacent development includes the large Bunnings site and the Australian Antarctic Division. These sites contain significant and large bulky buildings. The scale of development is compatible with the local area.
- The location of proposed Lot 1 is to the south and east of proposed Lot 2 that will be transferred to Council as Public Open Space. The proposed shopping centre is set back from the east side boundary. The proposed development will not unreasonably overshadow the adjacent public spaces.
- There are no immediately adjoining buildings.
- Note is made that the Performance Criteria states that height should not exceed 12 m. This is complied with as the maximum height is 9.11m.
- The proposed buildings have been architecturally designed with respect to the site and as a complex and presents as an integrated shopping centre. The external treatments include a range of colours and materials with additional articulation features to provide visual interest.



**Figure 10 - Architectural Visualization Drawing**

**Commercial Zone**  
**Clause 23.4.2 Setback**

**Acceptable Solution**

Building setback from frontage must be parallel to the frontage and must be no more than:

10m, if fronting Channel Highway.

5m, if fronting any other street.

Performance Criteria
<p>Building setback from frontage must satisfy all of the following:</p> <ul style="list-style-type: none"> <li>(a) be consistent with any Desired Future Character Statements provided for the area;</li> <li>(b) be compatible with the setback of adjoining buildings, generally maintaining a continuous building line if evident in the streetscape;</li> <li>(c) enhance the characteristics of the site, adjoining lots and the streetscape;</li> <li>(d) provide adequate opportunity for parking.</li> </ul>
Proposal
<p><b>Not Complying</b> – Front setbacks are greater than 10m from Channel Highway.</p> <p>Lot 1 – 25.6m</p> <p>The setbacks from Spring Farm Road comply:</p> <p>Lot 1 (Medical Centre) - 0.0m</p>

The proposed variation can be supported pursuant to this Performance Criteria of the Zone for the following reasons:

- There are no Desired Future Character Statements for this Zone. The Zone Purpose Statements provide for:
  - large floor area retailing and service industries.
  - a specific mix of activities that cannot be accommodated in other Activity Centres and does not compromise the viability of those Centres; and
  - for development that requires high levels of vehicle access and car parking for customers.

The proposed development and the mix of uses including the bulky goods are considered to support the Zone Purpose Statements.

- The site is effectively an island due to its size and location between the Channel Highway and the Southern Outlet. The adjacent development includes the large Bunnings site, the Australian Antarctic Division, and the Kingborough Council depot complex. These sites are all setback significant distances from the Channel Highway. In this context the proposal is considered to be compatible with the setback of adjoining buildings. There is no continuous building line evident in the streetscape.

Note is made that the existing TasWater and Telstra easements through the site are a significant constraint that impacts on the location of buildings within 10m of the Channel Highway.

- The buildings have been architecturally designed with respect to the site and as a complex and present as an integrated shopping centre. The external treatments include a range of colours and materials with additional articulation features to provide visual interest. The proposed landscaping will assist, including the retention of the existing trees on the site which provide a vegetated backdrop and character to the area. The retention of the Environmental Management Zone land and its tree cover will provide a buffer to the Southern Outlet. The proposal will enhance the characteristics of the site, adjoining lots and the streetscape.
- The proposal provides a total of 375 car parking spaces which is in excess of the required number (294) under the Parking and Access Code. The Traffic Impact

Assessments provided with the application support the parking as providing adequate opportunity for parking in compliance with the relevant standards.

## Commercial Zone

### Clause 23.4.3 Design

#### Acceptable Solution A1

Building design must comply with all of the following:

- (a) provide the main pedestrian entrance to the building so that it is clearly visible from the road or publicly accessible areas on the site;
- (b) for new building or alterations to an existing façade provide windows and door openings at ground floor level in the front façade no less than 40% of the surface area of the ground floor level façade;
- (c) for new building or alterations to an existing facade ensure any single expanse of blank wall in the ground level front façade and facades facing other public spaces is not greater than 30% of the length of the facade;
- (d) screen mechanical plant and miscellaneous equipment such as heat pumps, air conditioning units, switchboards, hot water units or similar from view from the street and other public spaces;
- (e) incorporate roof-top service infrastructure, including service plants and lift structures, within the design of the roof;
- (f) provide awnings over the public footpath if existing on the site or on adjoining lots;
- (g) not include security shutters over windows or doors with a frontage to a street or public place

#### Performance CriteriaP1

Building design must enhance the streetscape by satisfying all of the following:

- (a) provide the main access to the building in a way that addresses the street or other public space boundary;
- (b) provide windows in the front façade in a way that enhances the streetscape and provides for passive surveillance of public spaces;
- (c) treat large expanses of blank wall in the front façade and facing other public space boundaries with architectural detail or public art so as to contribute positively to the streetscape and public space;
- (d) ensure the visual impact of mechanical plant and miscellaneous equipment, such as heat pumps, air conditioning units, switchboards, hot water units or similar, is insignificant when viewed from the street;
- (e) ensure roof-top service infrastructure, including service plants and lift structures, is screened so as to have insignificant visual impact;
- (f) only provide shutters where essential for the security of the premises and other alternatives for ensuring security are not feasible;
- (g) be consistent with any Desired Future Character Statements provided for the area.

#### Proposal

The proposal does not comply with A1(b) and (c). The design of the whole complex is such that there are elements of the proposed buildings that face publicly accessible areas on the site and do not comply with the standards for windows and door openings

and single expanses of blank wall in the ground level front façade and facades facing other public spaces.

The proposal complies with A1(a), (d), (e), (f) and (g).



**Figure 11 - Architectural Visualisation Drawing**

The proposed variation can be supported pursuant to this Performance Criteria of the Zone for the following reasons:

- The main access for each building faces the car parking provided in the front of the buildings. The design of the complex and the signage is adequate to ensure the main pedestrian entrances to the building are clearly visible from the road or publicly accessible areas on the site. All of the main access locations are considered to be intuitive and address the street, the publicly accessible spaces and car parking.
- Windows are provided in all facades where practicable including windows in the main facade where customers enter. This allows for adequate passive surveillance of public spaces.
- The site has an island like configuration being surrounded by three roads. The buildings have an architectural treatment with detailing and glazing to minimise expanses of blank walls. The facades of buildings facing the public customer car parking areas have been specifically designed with their extent of glazing, colours and materials, cladding and articulation.
- Mechanical plant and miscellaneous equipment, such as heat pumps, air conditioning units, switchboards, hot water units or similar, are screened from public view.
- Roof-top service infrastructure, including service plants and lift structures, is screened so as to have insignificant visual impact.
- There are no shutters proposed.



- There are no Desired Future Character Statements for this Zone. The Zone Purpose Statements provide for:
  - large floor area retailing and service industries.
  - a specific mix of activities that cannot be accommodated in other Activity Centres and does not compromise the viability of those Centres; and
  - for development that requires high levels of vehicle access and car parking for customers.

The proposed development and the mix of uses including the bulky goods are considered to support the Zone Purpose Statements.

## Commercial Zone

### Clause 23.4.4 Passive Surveillance

#### Acceptable Solution A1

Building design must comply with all of the following:

- (a) provide the main pedestrian entrance to the building so that it is clearly visible from the road or publicly accessible areas on the site;
- (b) for new buildings or alterations to an existing facade provide windows and door openings at ground floor level in the front façade which amount to no less than 40% of the surface area of the ground floor level facade;
- (c) for new buildings or alterations to an existing facade provide windows and door openings at ground floor level in the façade of any wall which faces a public space or a car park which amount to no less than 30% of the surface area of the ground floor level facade;
- (d) avoid creating entrapment spaces around the building site, such as concealed alcoves near public spaces;
- (e) provide external lighting to illuminate car parking areas and pathways;
- (f) provide well-lit public access at the ground floor level from any external car park.

#### Performance Criteria

Building design must provide for passive surveillance of public spaces by satisfying all of the following:

- (a) provide the main entrance or entrances to a building so that they are clearly visible from nearby buildings and public spaces;
- (b) locate windows to adequately overlook the street and adjoining public spaces;
- (c) incorporate shop front windows and doors for ground floor shops and offices, so that pedestrians can see into the building and vice versa;
- (d) locate external lighting to illuminate any entrapment spaces around the building site;
- (e) provide external lighting to illuminate car parking areas and pathways;
- (f) design and locate public access to provide high visibility for users and provide clear sight lines between the entrance and adjacent properties and public spaces;
- (g) provide for sight lines to other buildings and public spaces

**Proposal**

Not all the buildings meet (b) and (c). The design of the whole complex is such that there are elements of the proposed buildings that face publicly accessible areas on the site and do not comply with the standard.

The proposed variation can be supported pursuant to this Performance Criteria of the Zone for the following reasons:

- The main access for each building faces the car parking provided in the front of the buildings. The design of the complex and the signage is adequate to ensure the main pedestrian entrances to the building are clearly visible from the road or publicly accessible areas on the site. All of the main access locations are considered to be intuitive and address the street, the public accessible spaces and car parking.
- Windows are provided in all facades where practicable including windows in the main facade where customers enter. This allows for adequate passive surveillance of public spaces and also passive surveillance into buildings.
- The site has an island like configuration being surrounded by three roads. The buildings have an architectural treatment with detailing and glazing to minimise expanses of blank walls. The facades of buildings and the facades facing the public customer car parking areas have been specifically designed with their extent of glazing, colours and materials, cladding and articulation.
- External lighting is provided, and it will illuminate the site, particularly the car parking and access ways, and any potential entrapment spaces to ensure safety of customers and staff.
- The public access ways are all highly visible to users. The majority of users will arrive by vehicle and the main entrances to the buildings face the public car parks to provide clear sight lines. Sight lines are also provided between buildings, to the adjoining roads, and also to nearby sites (e.g. Bunnings and AAD).

**Commercial Zone**

**Clause 23.4.7 Fencing**

**Acceptable Solution A1**

Fencing must comply with all of the following:

- (a) fences, walls and gates of greater height than 1.5m must not be erected within 10m of the frontage;
- (b) fences along a frontage must be at least 50% transparent above a height of 1.2m;
- (c) height of fences along a common boundary with land in a residential zone must be no more than 2.1m and must not contain barbed wire.

**Performance Criteria P1**

Fencing must contribute positively to the streetscape and not have an unreasonable adverse impact upon the amenity of land in a residential zone which lies opposite or shares a common boundary with a site, having regard to all of the following:

- (a) the height of the fence;
- (b) the degree of transparency of the fence;
- (c) the location and extent of the fence;
- (d) the design of the fence;
- (e) the fence materials and construction;

- (f) the nature of the use;
- (g) the characteristics of the site, the streetscape and the locality, including fences;
- (h) any Desired Future Character Statements provided for the area.

#### Proposal

**Not Complying** – a fence is proposed along the boundary of proposed Lots 1 and 2. It is shown as being a uniform 2.4m in height and of solid construction. This fence extends to the front boundary on the Channel Highway.

The Planning Report (ERA 19/08/2024) submitted with the application states in relation to the Performance Criteria that:

- The proposed fencing, together with the proposed buildings provides a continuous barrier between the Environmental Management zone and the development. This provides the complex greater control of movement, and thus security.
- A gate is provided in the fence to facilitate movement.
- The proposed fence in 2.4 m high and will not be transparent.
- The proposed fence aligns with the boundary of the Environmental Management zone, between the proposed buildings.
- The fence will be insignificant within the streetscape as it will be perpendicular where visible. There is no residential zone opposite or adjoining the site.

The proposed variation for the entire fence to be 2.4m high is **not** supported pursuant to this Performance Criteria of the Zone for the following reasons:

- While the adjoining land is in the Environmental Management Zone and will be transferred to Council as Public Open Space, a solid timber paling fence is considered to have an adverse impact on the streetscape within the first 10m of the frontage. The streetscape in front of the site will be activated due to the development and the area will experience increasing pedestrian movement.
- The portion of the fence along the south side boundary between proposed Lots 1 and 2 that is adjacent to the car parking area and the access gate and within the first 10m of the frontage, would contribute positively to the streetscape provided it was built in accordance with the principles of the Acceptable Solution including having:
  - at least 50% transparency above a height of 1.2m
  - being of a lesser height than the application proposed 2.4m (i.e. being 1.5m high)
  - being of suitable materials and construction.

A condition is recommended for inclusion in any permit issued for the fence to be redesigned in this location to the satisfaction of the Manager Development Services.

Note is made that a paling fence of minimum height 1.8m is also required along the boundary between Lots 1 and 2 with the exception of the first 10m of the frontage to provide protection and security to the future bushland reserve. The application proposes a 2.4m high fence along this boundary.

#### Commercial Zone

#### Clause 23.4.8 Environmental Values

#### Acceptable Solution A1

No trees of high conservation value will be impacted.

**Performance Criteria P1**

Buildings and works are designed and located to avoid, minimise, mitigate and offset impacts on trees of high conservation value.

**Proposal**

As the proposal involves the removal of 28 high conservation value trees within the Commercial Zone, the development must be assessed against the performance criteria P1.

The proposed development will result in the loss of 28 high conservation value trees within the Commercial Zone (T19, T35-T36, T40, T52, T64-T70, T72-T74, T77-T78, T80-T81, T90, T103-T104, T128-T129 and T137-T141). These trees are all *Eucalyptus amygdalina* (black peppermint) or *E. obliqua* (stringybark) with a dbh >70cm and provide potential hollow dwelling habitat for the swift parrot, blue-winged parrot and masked owl. 90 other trees which do not meet the threshold of a high conservation value tree are also proposed for removal, including T1-T18, T20-T34, T37-T39, T41-T42, T47-T48, T64, T71, T75-76, T79, T82-89, T91, T101-T102, T107-T127, T130-T136 and T142-T147.

There are a further five (5) high conservation value trees proposed for retention within the Commercial Zone (T96-99 and T105), as well as a further six (6) non-high conservation value trees for retention (T92-T95, T100 and T106).



**Figure 12 - Trees 65-70 proposed for removal**

The proposed variation can be supported pursuant to this Performance Criteria for the following reasons:

- Impacts on five (5) trees of high conservation value have been minimised and these trees are proposed for retention within an area of landscaping at the front of the proposed development (T96-99 and T105). An arborist assessment

(Tasmanian Arboriculture Consultants, 8/8/2024) confirms that the extent of incursion into the tree protection zones (TPZ) of these trees is tolerable and the trees are feasible for retention.

- While 28 high conservation value trees within the development footprint are required to be removed to accommodate the proposal, the footprint of the proposal was designed to avoid tree removal to the extent practicable within the scope of the proposal and the zoning as Commercial.
- Impacts on all foraging trees for the swift parrot have been avoided.
- The loss of high conservation value trees is proposed to be offset. This offset is discussed in more detail in the section of the report addressing the Biodiversity Code E10.0.

Conditions are recommended for inclusion in any permit issued approving removal of 28 high conservation value trees within the Commercial Zone subject to implementation of the required offset measures, requiring retention of T92-100 and T105-T106 and requiring implementation of tree protection measures during construction. As many of the trees have the potential to contain hollows and may have wildlife present at the time of clearing, a condition is also recommended for inclusion in any permit issued requiring a wildlife spotter to be present during clearing operations to respond to any displaced wildlife.

### Commercial Zone

#### Clause 23.5 Development Standards for Subdivision

##### Acceptable Solution A2

The design of each lot must provide a minimum building area that is rectangular in shape and complies with all of the following;

- clear of the frontage, side and rear boundary setbacks;
- clear of easements;
- clear of title restrictions that would limit or restrict the development of a commercial building;
- has an average slope of no more than 1 in 10;
- is a minimum of 15 m x 20 m in size.

##### Performance Criteria

The design of each lot must contain a building area able to satisfy all of the following:

- be reasonably capable of accommodating use and development consistent with Zone Purpose, having regard to any Local Area Objectives or Desired Future Character Statements;
- provides for sufficient useable area on the lot for on-site parking and manoeuvring, unless adequate arrangements are made for suitable alternative solutions to future likely demand generated by the development potential of the lot;
- minimises the need for earth works, retaining walls, and cut & fill associated with future development.

##### Proposal

The application has been lodged as a combined application and building areas have not been shown on the subdivision plans.

The proposed variation can be supported pursuant to this Performance Criteria of the Zone for the following reasons:

- Each of the new Lots 1-3 is capable of accommodating use and development consistent with the Zone Purposes. There are no Local Area Objectives or Desired Future Character Statements for this Zone.
- The Zone Purpose Statements provide for:
  - large floor area retailing and service industries.
  - a specific mix of activities that cannot be accommodated in other Activity Centres and does not compromise the viability of those Centres.
  - for development that requires high levels of vehicle access and car parking for customers.

The proposed lots are of sufficient size and configuration to support the Zone Purpose Statements.

- The land is not steep and there is minimal earth works, retaining walls, and cut and fill associated with the proposed development.

### Commercial Zone

#### Clause 23.5 Development Standards for Subdivision

<b>Acceptable Solution A6</b>
No Acceptable Solution
<b>Performance Criteria P6</b>
Public Open Space must be provided as land or cash in lieu, in accordance with the Kingborough Public Open Space Contribution Policy, Policy 6.3, November 2021.
<b>Proposal</b>
<p><b>Not Complying</b> - Requires assessment against the Performance Criteria.</p> <p>The applicant has requested that Lot 2 be dedicated to Council as the public open space contribution. In doing so the application is deemed to acknowledge that the proposal generates an additional need for public open space.</p> <p>The Policy states in s.5.2 that a decision as to whether land or cash-in-lieu is provided will be dependent upon whether the proposed subdivision provides an opportunity to obtain land that meets the aims and objectives of this policy. If the subdivided land is not able to provide a public open space component of substantial community benefit and accordance with the guidelines, then cash-in-lieu will be required.</p>

The proposed variation can be supported pursuant to this Performance Criteria of the Zone for the following reasons:

- The Public Open Space Contribution Policy requires a land contribution of 5% of the land being subdivided. Lot 2 represents approximately 39% of the land being subdivided.
- Clause 5.1 of the Policy requires that the officer's report supporting the decision making of a subdivision application must include a section as to how the relevant parts of the Act and this Policy are applied.
- Clause 6.1 of Kingborough Council's Public Open Space Contribution Policy states that:

In determining the size and location of a land contribution for public open space there must be a demonstrable community benefit that will support active or passive recreation outcomes.

In considering the dedication the following matters are considered:

- The dedication of all of proposed Lot 2 is considered to have a demonstrable community benefit that may support active or passive recreation outcomes.
- The land is not identified in the Kingborough Open Space Strategy 2019 (or subsequent versions).
- The land does not adjoin an existing public open space managed by Kingborough Council or another authority. There are existing and proposed public open space systems in the residential estates to the east and west (Whitewater/ Spring Farm/ Kingston Green) but these are remote from the site and separated by major roads (Channel Highway and Southern Outlet).
- The land will not provide or improve connectivity (e.g. for pedestrians and cyclists) to other existing or prospective open space areas or public destinations.
- The land will not provide or improve permeability through the site or surrounding area.
- The land will provide for a habitat corridor.
- The land will enhance the general amenity and urban character of the area.
- The land has special values (native flora, fauna, and habitat values).
- The land is not considered strategically located to provide for a specific public facility (for example a playground or sport or recreational facility).
- The land is not subject to unmanageable hazards.
- The land can be sustainably managed.
- The land does not comprise stormwater drainage swales and natural water courses that would otherwise form part of the drainage within the subdivision; and
- As the proposal comprises a subdivision that will generate an additional need for public open space, and there is a demonstrable community benefit, it is recommended that the dedication of Lot 2 to Council be accepted as the contribution for public open space in accordance with the Kingborough Public Open Space Contribution Policy, Policy 6.3, November 2021.

## Utilities Zone

### Clause 28.3.5 Discretionary Use

<b>Acceptable Solution A1</b>
No Acceptable Solution
<b>Performance Criteria P1</b>
Discretionary use must not compromise or reduce the operational efficiency of an existing or intended utility having regard to all of the following: (a) the compatibility of the utility and the proposed use; (b) the location of the proposed use in relation to the utility; (c) any required buffers or setbacks; (d) access requirements.



**Proposal**

No Acceptable Solution and requires assessment against the Performance Criteria.

The proposal as submitted includes infrastructure, access and vehicle parking use in the Utilities Zone. These activities are associated with the proposed shopping centre development and subdivision and require discretionary assessment in the Utilities zone, and the performance criteria must be addressed.

In relation to the 32 car parking spaces occurring on the Utilities Zone land the applicant has classified this as “vehicle parking”: which is a discretionary use in the Utilities Zone. The Vehicle Parking Use Class is defined in Table 8.2 of the Planning Scheme as:

*use of land for the parking of motor vehicles. Examples include single and multi-storey car parks.*

It is Council's view that this Use Class refers to stand alone car parking stations. The car parking provided by the development is parking ancillary to and associated with the retail and commercial uses proposed. In this regard they have the same status as these uses in the Utilities Zone and that is “Prohibited”.

It is recommended that these spaces be removed from the plans and the car park design be amended accordingly. The reduction in car parking spaces will not impact on compliance with the Parking and Access Code parking requirements. In light of the current application by Council to close the road and for it to be sold to the developer there are mechanisms for the Zone to be amended through a Planning Scheme amendment application.

The proposed variation can be supported pursuant to this Performance Criteria of the Zone for the following reasons:

- The land in the Utilities Zone will primarily be used for access and will be generally accessible not dissimilar to the current Spring Farm Lane.
- Note is made that the Spring Farm Lane road is currently undergoing closure by Council under the Local Government (Highways) Act 1982. The closed area of road will then become freehold land and it is be sold to the adjacent land owner to form part of the development site. The Utilities zoning of the closed road is likely to be reviewed by Council following the issue of any Permit and the subsequent development of the shopping centre.
- The use of the land for access and infrastructure will not compromise the function of the current Utilities Zone land as a road.
- No buffers, setbacks or access requirements are needed.

**Utilities Zone****Clause 28.4.3 Landscaping****Acceptable Solution A1**

Landscaping is not required along the frontage of a site if the building has nil setback to frontage.

**Performance Criteria P1**

Landscaping must be provided to satisfy all of the following:

- enhance the appearance of the development;
- provide a range of plant height and forms to create diversity, interest and amenity;
- not create concealed entrapment spaces;
- be consistent with any Desired Future Character Statements provided for the area.



**Proposal**

**Not Complying** – No Buildings are located within the Utilities Zone and there is no landscaping along the frontage of the lots in the Utilities Zone.

[Note is made that the application is required to be assessed on the titles at the time of lodgement. The existing site includes several road lots in the Utilities Zone. The application has been assessed on the current title boundaries including frontage to road lots.

The proposed variation can be supported pursuant to this Performance Criteria of the Zone for the following reasons:

- The application includes a conceptual landscaping plan for the site. The landscaping plan includes the retention of existing mature trees, where possible, and introduces new trees, smaller shrubs, and lawn to enhance the appearance of the development and provide a range of plant height and forms.
- The landscaping utilises variation in vegetation height to provide intermittent screening from taller trees together with lower lying species that allow for sightlines across the site. The internal area of the site has clear visibility. The proposed landscaping does not create entrapment spaces.
- There are no Desired Future Character Statements for the area.

**Utilities Zone**

**Clause 28.4.5 Fencing**

**Acceptable Solution A1**

Fencing must comply with all of the following:

- (a) fences and gates of greater height than 2.1 m must not be erected within 10 m of the frontage;
- (b) fences along a frontage must be 50% transparent above a height of 1.2 m;
- (c) height of fences along a common boundary with land in a residential zone must be no more than 2.1 m and must not contain barbed wire.

**Performance Criteria P1**

Fencing must contribute positively to the streetscape and not have an unreasonable adverse impact upon the amenity of land in a residential zone which lies opposite or shares a common boundary with a site, having regard to all of the following:

- (a) the height of the fence;
- (b) the degree of transparency of the fence;
- (c) the location and extent of the fence;
- (d) the design of the fence;
- (e) the fence materials and construction;
- (f) the nature of the use;
- (g) the characteristics of the site, the streetscape and the locality, including fences;
- (h) any Desired Future Character Statements provided for the area.

**Proposal**

Not Complying -

**A1(a) Not Complying** - The fence in the Utilities zoned land is 2.4m high for its entire length including within 0 m of the existing frontages.

**A1(b) Not Complying** – the fence is a paling construction and does not have 50% transparency across the Spring Farm Lane frontage.

[Note: The application is required to be assessed on the titles at the time of lodgement. The existing site includes several road lots in the Utilities Zone. The application has been assessed on the current title boundaries including frontage to road lots. Therefore the proposed fencing that crosses over Spring Farm Lane does not comply with the Acceptable Solutions and requires assessment against the Performance Criteria. Also, the Spring Farm Lane road is currently undergoing closure by Council under the *Local Government (Highways) Act 1982*. The closed area of road will then become freehold land and it is to be sold to the adjacent land owner to form part of the development site. The Utilities zoning of the closed road is likely to be reviewed by Council following the issue of any Permit and the subsequent development of the shopping centre.]

The proposed variation can be supported pursuant to this Performance Criteria of the Zone for the following reasons:

- In light of the proposed road closure, sale of the closed road lots, and the overall design for the site for the shopping centre the fence has been designed to integrate with the overall design and landscaping. In this regard the fence is considered to meet the Performance Criteria in providing a fence that does not detract from the appearance of the site or the locality and provides for passive surveillance.
- There are no Desired Future Character Statements for the area.

#### Utilities Zone

##### Clause 28.5.1 Subdivision

<b>Acceptable Solution A1</b>
Subdivision is for the purpose of providing lots for public open space, a riparian or littoral reserve or utilities.
<b>Performance Criteria P1</b>
Subdivision is for the purpose of providing a lot for an allowable use.
<b>Proposal</b>
<b>Not Complying</b> – The subdivision is being done with the intention of providing land for commercial development, car parking and access.

The proposed variation can be supported pursuant to this Performance Criteria of the Zone for the following reasons:

- The proposed subdivision will amalgamate road lots within the Utilities zone with the existing Commercial zoned lots, to enable the development of Spring Farm Lane for access.

Note is made that the Spring Farm Lane road is currently undergoing closure by Council under the Local Government (Highways) Act 1982. The closed area of road will then become freehold land and it is to be sold to the adjacent land owner to form part of the development site. The Utilities zoning of the closed road is likely to be reviewed by Council following the issue of any Permit and the subsequent development of the shopping centre.

#### Environmental Management Zone

##### Clause 29.4.3 Design

<b>Acceptable Solution A1</b>
The location of buildings and works must comply with any of the following:

- (a) be located on a site that does not require the clearing of native vegetation and is not on a skyline or ridgeline;
- (b) be located within a building area, if provided on the title;
- (c) be an addition or alteration to an existing building;
- (d) as prescribed in an applicable reserve management plan.

#### **Performance Criteria P1**

The location of buildings and works must satisfy all of the following:

- (a) be located in an area requiring the clearing of native vegetation only if:
  - (i) there are no sites clear of native vegetation and clear of other significant site constraints such as access difficulties or excessive slope;
  - (ii) the extent of clearing is the minimum necessary to provide for buildings, associated works and associated bushfire protection measures;
  - (iii) the location of clearing has the least environmental impact;
- (b) be located on a skyline or ridgeline only if:
  - (i) there are no sites clear of native vegetation and clear of other significant site constraints such as access difficulties or excessive slope;
  - (ii) there is no significant impact on the rural landscape;
  - (iii) building height is minimised;
  - (iv) any screening vegetation is maintained.
- (c) be consistent with any Desired Future Character Statements provided for the area or, if no such statements are provided, have regard to the landscape.
- (d) strategies to minimise and mitigate adverse environmental impacts are identified.

#### **Proposal**

The proposal requires clearing of native vegetation, it must be assessed against performance criteria for design for Clause 29.4.3 P1 (a).

While the natural values in the Environmental Management Zone are proposed to be protected via transfer to Council as a bushland reserve, the proposed development relies upon the removal of two (2) high conservation value trees adjacent to the Commercial Zone for services and access (T53 and T61). Therefore, the proposal involves clearing of native vegetation within the Environmental Management Zone. There is currently no reserve management plan for this land. It is noted that the proposal also involves the dispersion of stormwater across the land proposed to be transferred to Council. However, this stormwater solution does not involve works in the Environmental Management Zone.

The proposal also involves works within the Environmental Management Zone on CT 175960/501 for the installation of services. These works will be undertaken via directional drilling and will not impact upon trees. Therefore, the works within CT 175960/501 meet A1 (a).

The proposed variation can be supported pursuant to this Performance Criteria of the Zone for the following reasons:

- There are no sites clear of native vegetation, with the entire site currently vegetated.
- The tree removal is limited to two (2) trees within the Environmental Management Zone and the impact is unavoidable as the structural roots will be severed by services making the trees unsafe to retain.
- There is no significant impact on the landscape.

- The proposal has regard to the landscape by formalising the parking design and its central location on the site to limit impacts on the surrounding landscape.
- The land zoned Environmental Management is proposed to be protected and managed as a bushland reserve and transferred to Council as Public Open Space.
- No buildings or other works within the Environmental Management Zone are proposed and screening vegetation is being maintained.

Conditions are recommended for inclusion in any permit issued requiring engineering drawings demonstrate tree removal within the Environmental Management Zone is limited to T53 and T61, the loss of these trees is offset and tree protection measures are implemented during construction.

## **E5.0 Road and Railway Assets Code**

### **Clause E5.5.1 – Existing road accesses and junctions**

#### **Acceptable Solution A3**

The annual average daily traffic (AADT) of vehicle movements, to and from a site, using an existing access or junction, in an area subject to a speed limit of 60km/h or less, must not increase by more than 20% or 40 vehicle movements per day, whichever is the greater.

#### **Performance Criteria P3**

Any increase in vehicle traffic at an existing access or junction in an area subject to a speed limit of 60km/h or less, must be safe and not unreasonably impact on the efficiency of the road, having regard to:

- (a) the increase in traffic caused by the use;
- (b) the nature of the traffic generated by the use;
- (c) the nature and efficiency of the access or the junction;
- (d) the nature and category of the road;
- (e) the speed limit and traffic flow of the road;
- (f) any alternative access to a road; (g) the need for the use;
- (h) any traffic impact assessment; and
- (i) any written advice received from the road authority.

#### **Proposal**

The annual average daily traffic (AADT) of vehicle movements, to and from a site, using an existing access or junction, will increase by more than 20%. The shopping complex will have an estimated traffic generation of 6,820 vehicles per day, with peak traffic generation of 756 vehicles per hour.

The traffic flow will use two accesses, one onto Channel Highway in a left-in, left-out configuration, and one onto Spring Farm Road. All southbound access will be via Spring Farm Road via the roundabout at Channel Highway.

The Channel Highway has a speed limit of 60 km/h in the vicinity of the site and carries approximately 12,900 vehicle per day with peak flows of approximately 1,100 and 1,200 vehicles per hour, in the AM and PM, respectively. Spring Farm Road has a speed limit of 60 km/h in the vicinity of the site and is anticipated to carry around 4,534 vehicles per day (once the associated subdivision is fully occupied) with peak flows of approximately 143 and 299 vehicles per hour, in the AM and PM, respectively.

The application is supported by a Traffic Impact Assessment report (Midson Traffic Pty Ltd. May 2024).

The proposed variation can be supported pursuant to this Performance Criteria of the Zone for the following reasons:

- The peak hour traffic generation of 756 vehicles per hour is split across multiple access points and effectively utilises an existing roundabout to distribute traffic flow in the network. The traffic generation was modelled and demonstrated that it will not have a significant adverse impact on the traffic efficiency and general operation of the road network.
- The existing road safety performance of the network in the vicinity of the subject site does not indicate that there are any current road safety deficiencies that may be exacerbated by the proposed development.
- The accesses are located in a low-speed environment due to the presence of the existing roundabout, thus reducing crash risk.
- The proposed development is likely to generate a moderate amount of pedestrian activity in the network. The existing footpath infrastructure is considered to be of a high standard in the existing road network to cater for these pedestrian movements. Footpaths are provided on Spring Farm Road adjacent to the site’s access.
- Pedestrian refuges are provided on all legs of the Channel Highway/ Spring Farm Road roundabout to facilitate the movement of pedestrians. There is sufficient available road width in the Channel Highway to provide a pedestrian refuge island near the development’s access, as well as a new footpath and indented bus bay. These enhancements will facilitate a more direct and safe crossing location for pedestrians crossing between the development site and the sites located on the opposite side of the road. This would be subject to detailed design and approval of the Department of State Growth.
- The application has been referred to State Growth for Comment. It is also understood that the applicant has consulted with State Growth when seeking Crown Consent to lodge the application. The design of the proposal has included the requirements of State Growth in relation to the extension of footpaths and a new pedestrian refuge on the Channel Highway, and a new bus bay.
- State Growth have not made any formal comments and do not oppose the development. They have requested that a condition be included to advise the applicant of the need to obtain their Works permit for any works being done within the State roads.
- The Council Development Engineer has assessed the TIA and supports its comments and conclusions and is satisfied that the proposed development meets the Developmental Standards in the Code.

**E5.0 Road and Railway Assets Code**  
**Clause E6.6.3 Number of motorcycle parking spaces**

<b>Acceptable Solution</b>
The number of on-site motorcycle parking spaces provided must be at a rate of 1 space to each 20 car parking spaces after the first 19 car parking spaces except if bulky goods sales, (rounded to the nearest whole number). Where an existing use or development is extended or intensified, the additional number of motorcycle parking spaces provided must be calculated on the amount of extension or intensification, provided the existing number of motorcycle parking spaces is not reduced.
<b>Performance Criteria</b>
The number of on-site motorcycle parking spaces must be sufficient to meet the needs of likely users having regard to all of the following, as appropriate:



- (a) motorcycle parking demand;
- (b) the availability of on-street and public motorcycle parking in the locality;
- (c) the availability and likely use of other modes of transport;
- (d) the availability and suitability of alternative arrangements for motorcycle parking provision.

**Proposal**

**Not Complying** - four dedicated motorcycle parking spaces are provided at the front entrance to the main building. The Code requires the provision of 18 spaces.

The Planning Report (ERA) submitted with the application states in relation to this standard that:

*Given that the car parking provisions is well in excess of the required number of spaces and that these will also be available to motorcycles, it is considered that 4 motorcycle parking spaces will be sufficient to meet the needs of likely users.*

The proposed variation can be supported pursuant to this Performance Criteria of the Zone for the following reasons:

- The extent of motorcycle demand is not known and no information on this is provided in the TIA (Midson, May 2024).
- The area does not provide any dedicated on-street motorcycle parking spaces and on-street parking in the area is limited.
- There is public transport available that uses the Channel Highway and the site is a short distance from the Huntingfield Park and Ride facility.
- The site provides an additional 72 car parking spaces which is considered to be adequate for the additional 14 motorcycle spaces. Note is made that 32 of the car parking spaces in the Utilities zone are not able to be used until the Utilities Zone is amended. That will still leave 40 additional car parking spaces for use by motorcycles.
- The Council's Development Engineer has reviewed the motorcycle parking provided and agrees that there is adequate parking spaces on the site to provide for any likely motorcycle parking demand.

**E5.0 Road and Railway Assets Code**

**Clause E6.6.4 Number of Bicycle Parking Spaces**

**Acceptable Solution A1**

The number of on-site bicycle parking spaces provided must be no less than the number specified in Table E6.2

**Performance Criteria P1**

The number of on-site bicycle parking spaces provided must have regard to all of the following:

- (a) the nature of the use and its operations;
- (b) the location of the use and its accessibility by cyclists;
- (c) the balance of the potential need of both those working on a site and clients or other visitors coming to the site.

**Proposal**

The Code requires a minimum of 31 bicycle spaces (exact number is not able to be calculated in light of unknown mix of tenancies and number of consulting rooms etc). Eight (8) bicycle parking spaces are provided in an area adjacent to the pharmacy.

The planning Report (ERA) submitted with the application states that this number is adequate as the number of bicycle parking spaces is considered appropriate and is similar to bicycle provision in other retail centres. The location of the bicycle parking spaces is in a visible and accessible location directly adjacent to the access along Spring Farm Lane. Spaces will be available to both workers and visitors.

The proposed variation can be supported pursuant to this Performance Criteria of the Zone for the following reasons:

- The proposed development is a large integrated shopping centre. The demand for bicycle parking spaces for customers is limited in light of the nature of the mix of uses and the transport requirements of the customers for safety and convenience. While the site is on the Channel Highway, which does have provision for bicycle lanes, the location of the site is such that the majority of customers will travel by other forms of transport.
- The provision of the 8 bicycle spaces is considered to be adequate in relation to the balance of the potential need of both those working on the site and clients or other visitors coming to the site. The bicycle spaces are adequate for the needs of those working on the site.
- The Council's Development Engineer has reviewed the bicycle parking provided and agrees that there is adequate parking spaces on the site to provide for any likely bicycle parking demand.

#### **E10.0 Biodiversity Code**

##### **Clause E10.7.1 Buildings and works**

##### **Acceptable Solution A1**

Clearance and conversion or disturbance must be within a Building Area on a plan of subdivision approved under this planning scheme.

##### **Performance Criteria P1**

Clearance and conversion or disturbance must satisfy the following:

(a) if low priority biodiversity values:

- (i) development is designed and located to minimise impacts, having regard to constraints such as topography or land hazard and the particular requirements of the development;
- (ii) impacts resulting from bushfire hazard management measures are minimised as far as reasonably practicable through siting and fire-resistant design of habitable buildings;

(b) if moderate priority biodiversity values:

- (i) development is designed and located to minimise impacts, having regard to constraints such as topography or land hazard and the particular requirements of the development;
- (ii) impacts resulting from bushfire hazard management measures are minimised as far as reasonably practicable through siting and fire-resistant design of habitable buildings;
- (iii) remaining moderate priority biodiversity values on the site are retained and improved through implementation of current best practice mitigation strategies and ongoing management measures designed to protect the integrity of these values;
- (iv) residual adverse impacts on moderate priority biodiversity values not able to be avoided or satisfactorily mitigated are offset in accordance with the Guidelines for the use of Biodiversity Offsets in the local planning approval process, Southern Tasmanian Councils Authority, April 2013 and Kingborough Biodiversity Offset Policy 6.10, November 2016.

## (c) if high priority biodiversity values:

- (i) development is designed and located to minimise impacts, having regard to constraints such as topography or land hazard and the particular requirements of the development;
- (ii) impacts resulting from bushfire hazard management measures are minimised as far as reasonably practicable through siting and fire-resistant design of habitable buildings;
- (iii) remaining high priority biodiversity values on the site are retained and improved through implementation of current best practice mitigation strategies and ongoing management measures designed to protect the integrity of these values;
- (iv) special circumstances exist;
- (v) residual adverse impacts on high priority biodiversity values not able to be avoided or satisfactorily mitigated are offset in accordance with the Guidelines for the use of Biodiversity Offsets in the local planning approval process, Southern Tasmanian Councils Authority, April 2013 and Kingborough Biodiversity Offset Policy 6.10, November 2016.
- (vi) clearance and conversion or disturbance will not substantially detract from the conservation status of the biodiversity value(s) in the vicinity of the development

**Proposal**

There is clearance and conversion or disturbance and the site does not contain a Building Area on a plan of subdivision approved under this planning scheme.

Based on the Natural Values Assessment (NVA) (North Barker Ecosystem Services, 13 August 2024) submitted as part of the application documentation, the site contains 3.19 hectares of native vegetation, including:

- 0.43 hectares of *Eucalyptus ovata* forest and woodland (DOV);
- 1.45 hectares of *Eucalyptus amygdalina* forest and woodland on sandstone (DAS); and
- 1.31 hectares of *Eucalyptus obliqua* dry forest and woodland (DOB).

This vegetation contains the following habitat values:

- 2.93 hectares of potential swift parrot breeding habitat;
- 0.43 hectares of potential swift parrot foraging habitat;
- 1.587 hectares of potential *Chaostola* skipper habitat;
- Potential masked owl nesting habitat; and
- Eastern barred-bandicoot habitat.

While not identified in the NVA, all potential breeding habitat for the swift parrot is also considered to provide potential breeding habitat for the recently listed blue-winged parrot.

The proposed subdivision and subsequent development will result in the loss of almost all remnant native vegetation within the Commercial Zoned portion of the site (with the exception of a small cluster of trees in the north east corner) and 53% of the native vegetation on the site including:

- 1 ha of DAS, representing 69% of the DAS on the site. DAS is a threatened native vegetation community and a high priority biodiversity value.
- 0.68 ha of *Eucalyptus obliqua* dry forest (DOB), representing 52% of the DOB on the site. While DOB as a vegetation community is a low priority biodiversity value, areas of this vegetation support high and moderate priority biodiversity values in the form of significant habitat for the swift parrot and potential habitat for the *Chaostola* skipper as detailed below.

- 1.28 ha of potential swift parrot and blue-winged parrot nesting habitat, comprising 30 trees with a dbh >70cm and representing 44% of swift parrot nesting habitat on the site. This habitat is located within the DOB and DAS and, while made up of individual trees of very high conservation value, collectively constitutes significant habitat for the swift parrot as defined in the Fauna Technical Note No. 3. and is therefore a high priority biodiversity value.
- 0.99 ha of *Chaostola* skipper habitat and eastern barred bandicoot habitat on the site, representing 62% of this habitat, which constitute moderate priority biodiversity values.

In total, 47% of the remnant native vegetation is proposed to be retained, including:

- all the *Eucalyptus ovata* forest and woodland (DOV) and swift parrot foraging habitat (a threatened native vegetation community and a high priority biodiversity value);
- 0.45 ha or 31% of the DAS (a threatened native vegetation community and a high priority biodiversity value);
- 1.65 ha or 56% of the potential swift parrot and blue-winged parrot nesting habitat (including 44 trees with a dbh >70cm and a high priority biodiversity value);
- 0.599 ha or 38% of the *Chaostola* skipper habitat;
- 47% of eastern barred bandicoot habitat (a moderate priority biodiversity value); and
- all identified masked owl habitat, noting a hollow with an entrance >15cm and located within the development footprint was observed by Council staff during the assessment. This hollow was not identified in the NVA, potentially because it was not visible during the field surveys due to a branch still being attached to the tree.

The area proposed to be retained is located within the Environmental Management Zone and is proposed to be protected and managed via transferral to Council to be managed in perpetuity as a bushland reserve.

As the proposed development involves clearance and conversion of vegetation within a Biodiversity Protection Area and there is no building area on the title, the proposal must be assessed under the performance criteria E10.7.1 P1.



**Figure 13 - Photo of part of proposed Lot 2 to be transferred to Council as a Reserve**

The proposed variation can be supported pursuant to this Performance Criteria of the Zone. The proposed development is assessed against the performance criteria E10.71 P1 (c) and E10.8.1 P1 (c) as follows:

- The proposed subdivision, buildings and works are designed and located to avoid and minimise impacts on the priority biodiversity values by locating boundaries to avoid significant trees and concentrating the development in the more degraded areas of the site, and away from the most significant area of vegetation (the DOV) and identified masked owl habitat.
- The BHMP provides for the regeneration of the native vegetation within Lot 2 as 'Forest' and contains the hazard management area within the development footprint. As a consequence, there are no additional impacts from bushfire hazard management measures.
- Priority biodiversity values outside the area impacted by the subdivision, buildings and works are proposed to be retained and protected via transferral of Lot 2 to Council as a bushland reserve. This reserve will include a conservation management plan identifying specific strategies for ongoing maintenance of the values within the reserved area. As the transferral of land is not proposed until at least 12 months, a Part 5 Agreement is proposed as an interim protection measure. Covenants are also recommended for inclusion on the title to Lot 2 to ensure this land is managed as a bushland reserve in perpetuity. To improve the condition of the vegetation within this reserve, it is recommended that suitable large logs from felled trees are stockpiled during clearing and strategically placed in the reserve in accordance with the endorsed conservation management plan. A condition is recommended for inclusion in any permit to this effect.
- Special circumstances exist for impacts on the DAS, as the extent of values being impacted is limited relative to what is proposed to be retained and protected on and in the vicinity of the development, including nearby Algona Reserve, Hawthorn Reserve and Peter Murrell Reserve. Whether the loss of swift parrot and blue-winged parrot breeding habitat satisfies exceptional circumstances is more complex to assess as such habitat is very limited in extent within a 5km radius. However, given the proposal retains over 50% of the mature habitat on the site, and there is further mature habitat retained within nearby Whitewater Park and Coffee Creek, the extent of impact is accepted as being relatively limited. Therefore, special circumstances are demonstrated for impacts on the high priority biodiversity values.
- The proposal involves an in-situ offset package that includes protection and management in perpetuity of 1.65 hectares of DOV, DAS and DOB as a bushland reserve to be managed by Council, with the residual impact offset via a financial contribution. As detailed below, it is considered that this offset package adequately compensates for impacts on priority biodiversity values in accordance with the Guidelines for the Use of Biodiversity Offsets in the Local Planning Approval Process, Southern Tasmanian Councils Authority 2013 and Council Policy 6.10 (November 2023), subject to the inclusion of appropriate conditions. Therefore, this clause is satisfied.
- As the proposal retains the highest conservation value vegetation on the site and does not directly impact on any threatened species, provided the clearing and works are undertaken outside of the breeding season of the swift and blue-winged parrots, or alternatively it is confirmed swift and blue-winged parrots are not utilising the site at the time of works, the clearance and conversion of high priority values will not substantially detract from the conservation status of the biodiversity values in the vicinity of the development.

*Offset proposal*

The proposed offset involves the retention and improvement of 1.65 hectares of predominantly remnant vegetation on the site as a bushland reserve to be transferred to Council. This area includes all of the DOV, part of the DOB and part of the DAS. The offset area also includes a small area of agricultural land (FAG) which will regenerate to DOV over time. As the extent of vegetation able to be retained on site is insufficient to satisfy the requirements of Council's Biodiversity Offset Policy, a financial contribution is required to meet the shortfall.

To determine the overall offset required and therefore the extent of the shortfall requiring a financial contribution, the relevant replacement ratios in the Biodiversity Offset Policy must be applied. As discussed above, the different areas of vegetation on the site support multiple values, some of which are a high priority, some of which are a moderate priority and some of which are low. This makes calculating the replacement ratios complex in order to ensure each value is offset but there is no double dipping where values are counted twice. Calculating the shortfall in the offset and therefore the financial contribution required is also made more complex by the fact that some patches of vegetation can be classified as significant habitat or on an individual tree basis. In this instance, the vegetation is appropriately classified as significant habitat as it meets the criteria for breeding habitat for the swift parrot, which requires offsetting on a per hectare basis at a ratio of 5:1, taking into consideration the quality of the habitat retained relative to the quality impacted. However, the offset calculated in the NVA is on a per tree basis. It is noted that the NVA calculates the shortfall in DAS on a per hectare basis, consistent with the Policy. It is also noted that the NVA applies a ratio applied of 4:1 rather than 5:1 for the DAS as specified in the Policy. This is accepted as the condition of the DAS being impacted is less than the in-situ DAS being protected. Applying this offset ratio to the DAS, according to the NVA, the total offset available is 1.88 ha and there is a shortfall of 2.16ha.

However, the land available for the in-situ offset is only 1.658 ha not 1.88 ha, which based on the NVA calculations leaves a shortfall of 2.382 ha. In addition, when the loss of significant habitat is calculated on a per hectare rather than per tree basis, the residual shortfall in the offset required is not 2.16 ha plus the loss of 30 individual trees of high conservation value as identified in Tables 7 and 8 of the Natural Values Assessment but 4.74 ha.

Consistent with this assessment, the total financial contribution required to offset the residual shortfall in the offset of 4.74 ha is \$64,701. As the proposal involves the removal of two (2) high conservation value trees within the proposed offset area, and these trees are within the area identified as being retained and therefore have not been included in the calculations above, an additional offset of \$1140 is required for the loss of these trees, bringing the total offset to \$65,841. This compares to a total offset of \$47,154 as per the calculations in the Natural Values Assessment.

Council's interpretation of the offset requirements was provided to the applicant for their consideration and Council offered to meet with the consultants to discuss and finalise offset requirements. Consistent with previous applications for the site, the final offset condition resulted in agreement that Council would evaluate the updated impact and provide a final offset requirement to be agreed and to ultimately be a condition of approval.

The final offset proposal recommended for inclusion in any permit issued includes:

- the transferral of the offset area to Council to be managed as a bushland reserve;
- development of and implementation of a 5-year conservation management plan;
- fencing of the conservation zone; and
- offsetting the residual loss via a financial contribution of \$65,841.



**E10.0 Biodiversity Code**  
**Clause E10.8.1 – Subdivision**

**Acceptable Solution A1**

Subdivision of a lot, all or part of which is within a Biodiversity Protection Area, must comply with one or more of the following:

- (a) be for the purposes of separating existing dwellings;
- (b) be for the creation of a lot for public open space, public reserve or utility;
- (c) no works, other than boundary fencing works, are within the Biodiversity Protection Area;
- (d) the building area, bushfire hazard management area, services and vehicular access driveway are outside the Biodiversity Protection Area.

**Performance Criteria P1**

Clearance and conversion or disturbance must satisfy the following:

- (a) if low priority biodiversity values:
  - (i) subdivision works are designed and located to minimise impacts, having regard to constraints such as topography or land hazard and the particular requirements of the subdivision;
  - (ii) impacts resulting from future bushfire hazard management measures are minimised as far as reasonably practicable through appropriate siting of any building area;
- (b) if moderate priority biodiversity values:
  - (i) subdivision works are designed and located to minimise impacts, having regard to constraints such as topography or land hazard and the particular requirements of the subdivision;
  - (ii) impacts resulting from future bushfire hazard management measures are minimised as far as reasonably practicable through appropriate siting of any building area;
  - (iii) moderate priority biodiversity values outside the area impacted by subdivision works, the building area and the area likely impacted by future bushfire hazard management measures are retained and protected by appropriate mechanisms on the land title;
  - (iv) residual adverse impacts on moderate priority biodiversity values not able to be avoided or satisfactorily mitigated are offset in accordance with the Guidelines for the use of Biodiversity Offsets in the local planning approval process, Southern Tasmanian Councils Authority, April 2013 and Kingborough Biodiversity Offset Policy 6.10, November 2016.
- (c) if high priority biodiversity values:
  - (i) subdivision works are designed and located to minimise impacts, having regard to constraints such as topography or land hazard and the particular requirements of the subdivision;
  - (ii) impacts resulting from future bushfire hazard management measures are minimised as far as reasonably practicable through appropriate siting of any building area;
  - (iii) high priority biodiversity values outside the area impacted by subdivision works, the building area and the area likely impacted by future bushfire hazard management measures are retained and protected by appropriate mechanisms on the land title;
  - (iv) special circumstances exist;
  - (v) residual adverse impacts on high priority biodiversity values not able to be avoided or satisfactorily mitigated are offset in accordance with the

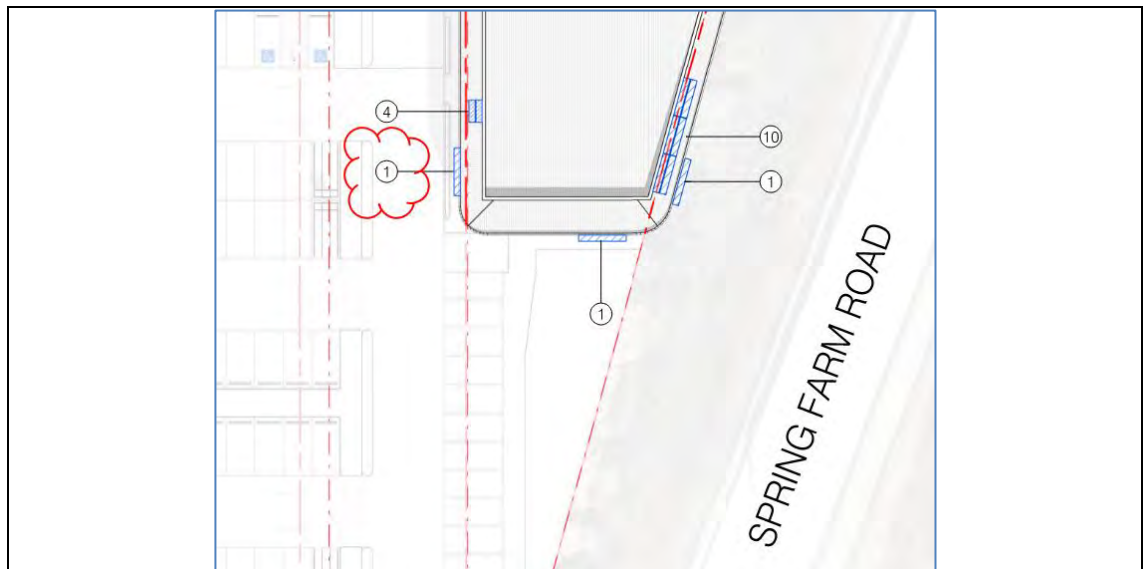
<p>Guidelines for the use of Biodiversity Offsets in the local planning approval process, Southern Tasmanian Councils Authority, April 2013 and Kingborough Biodiversity Offset Policy 6.10, November 2016.</p> <p>(vi) clearance and conversion or disturbance will not substantially detract from the conservation status of the biodiversity value(s) in the vicinity of the development</p>
<b>Proposal</b>
<p><b>Not Complying</b></p> <p>The proposal cannot comply with E10.8.1 A1 as the subdivision is not for the purpose of separating existing dwellings or the creation of a lot for public open space, public reserve or utility and the building areas, bushfire hazard management areas, services and vehicular access are within the Biodiversity Protection Area. Therefore, the proposal must be assessed against P1.</p> <p>It is evident from the characterisation of the values above that the different areas of vegetation on the site support multiple values, (as described above for Clause E10.7.1) with almost all of the vegetation on the site constituting a high priority biodiversity value for at least one value.</p> <p>On this basis, the proposed development is assessed against the performance criteria for E10.8.1 P1.</p>

The proposed variation can be supported pursuant to this Performance Criteria of the Zone. The proposed development has been assessed against the performance criteria E10.71 P1 (c) and E10.8.1 P1 (c) above and is not reproduced again here.

## **E17.0 Signs Code**

### **Clause E17.6.1 Use of Signs**

<b>Acceptable Solution A1</b>
A sign must be a permitted sign in Table E.17.3.
<b>Performance Criteria P1</b>
A sign must be a discretionary sign in Table E.17.3.
<b>Proposal</b>
<p>There are 78 signs proposed on the site. All signs will be located in the Commercial zone, except for one sign that is located in the Utilities Zone. There are no signs proposed in the Environmental Management zone.</p> <p>All the proposed signs are Permitted in the Commercial Zone.</p> <p>One wall sign projects over into the Utilities Zone and it is a Discretionary sign in this zone. The projection is minor being approx. 0.5m. This sign is 4500mm x 1200mm (5.4 m<sup>2</sup>) and is for the Centre signage ("Spring Farm Village").</p>



**Figure 14 - Proposed wall sign (highlighted with red cloud) projecting over Utility Zone.**

The following sign types are proposed:

- Awning fascia signs
- Pole/pylon sign
- Transom signs
- Wall signs

In total, there are 41 wall signs proposed, 11 awning fascia signs, 4 transom signs, and 22 signs on the one pylon.

Due to the size of the proposed development there are a total of 78 signs. The number and type of sign are summarised in the table below

Sign Type	No. of Signs	Description of Sign	Zone Status
1. Wall Sign	6	6 4500mm x 1200mm (5.4 m <sup>2</sup> ) Centre signage, internally illuminated, fixed, acrylic	Permitted (Commercial zone) Discretionary (Utilities zone)
2. Wall sign	1	5000mm x 470mm (2.2 m <sup>2</sup> ) Centre main entry signage, individual letters, not illuminated, fixed, acrylic	Permitted (Commercial zone)
3. Wall sign	8	2200mm x 800mm (1.8 m <sup>2</sup> ) Specialty tenant signage, internally illuminated, fixed, acrylic	Permitted (Commercial zone)
4. Wall sign	12	2000mm x 500mm (1 m <sup>2</sup> ) Low level specialty signage, individual letters, not illuminated, fixed, acrylic	Permitted (Commercial zone)
5. Below awning sign	8	1250mm x 350mm (0.4 m <sup>2</sup> ) Specialty canopy blade signage, internally illuminated, fixed, acrylic.	Permitted (Commercial zone)
6. Below awning sign	3	1450mm x 305mm (0.5 m <sup>2</sup> ) Specialty canopy blade signage, internally illuminated, fixed, acrylic	Permitted (Commercial zone)

Sign Type	No. of Signs	Description of Sign	Zone Status
7. Transom sign	4	3880mm x 340mm (1.3 m <sup>2</sup> ) Under canopy signage, internally, illuminated, fixed, acrylic	Permitted (Commercial zone)
8. Wall sign	7	4145mm x 1680mm (8.7 m <sup>2</sup> ) Main entry supermarket signage, internally illuminated, fixed, acrylic	Permitted (Commercial zone)
9. Pylon sign	2	3200mm x 2200mm (7 m <sup>2</sup> ) Centre pylon signage, internally illuminated, fixed, acrylic	Permitted (Commercial zone)
10. Pylon sign	2	3200mm x 700mm (2.2 m <sup>2</sup> ) Supermarket pylon signage, internally illuminated, fixed, acrylic	Permitted (Commercial zone)
11. Pylon sign	2	4600mm X 1200mm (1.9 m <sup>2</sup> ) Tenancy pylon signage, internally, illuminated, fixed, acrylic.	Permitted (Commercial zone)
12. Pylon sign	16	1500mm x 450mm (0.7 m <sup>2</sup> ) Tenancy pylon signage, internally illuminated, fixed, acrylic	Permitted (Commercial zone)
13. Wall sign	6	3500mm x 650mm (2.2 m <sup>2</sup> ) Tenancy signage, internally illuminated, fixed, acrylic	Permitted (Commercial zone)
14. Wall sign	1	3750mm x 1100mm (4.1 m <sup>2</sup> ) Tenancy signage, fixed, acrylic	Permitted (Commercial zone)

The proposed variation can be supported pursuant to this Performance Criteria of the Zone for the following reasons:

- The wall sign Type 1 which projects over into the Utilities Zone is a discretionary sign.

## E17.0 Signs Code

### Clause E.17.7.1 Standards for Signs

#### Acceptable Solution A1

A sign must comply with the standards listed in Table E.17.2 and be a permitted sign in Table E17.3

#### Performance Criteria P1

A sign not complying with the standards in Table E17.2 or has discretionary status in Table E17.3 must satisfy all of the following:

- be integrated into the design of the premises and streetscape so as to be attractive and informative without dominating the building or streetscape;
- be of appropriate dimensions so as not to dominate the streetscape or premises on which it is located;
- be constructed of materials which are able to be maintained in a satisfactory manner at all times;
- not result in loss of amenity to neighbouring properties;

- (e) not involve the repetition of messages or information on the same street frontage;
- (f) not contribute to or exacerbate visual clutter;
- (g) not cause a safety hazard.

### Proposal

There are 78 signs proposed on the site. All signs will be located in the Commercial zone, except for one sign that is located in the Utilities Zone. There are no signs proposed in the Environmental Management zone.

All the proposed signs are Permitted in the Commercial Zone.

One wall sign projects over into the Utilities Zone and it is a Discretionary sign in this zone. This sign is 4500mm x 1200mm (5.4 m<sup>2</sup>) and is for the Centre signage.

A number of the signs do not meet the size standards as follows:

- Sign type 1 does not meet the standards listed in Table E17.23 due to its area and is not a permitted sign in the Utilities Zone in Table E17.
- Sign type 2 does not meet the standards listed in Table E17.2 due to its area.
- Sign type 5 does not meet the standards listed in Table E17.2 due to its depth and width.
- Sign type 7 does not meet the standards listed in Table E17.2 due to its area.
- Sign type 9 does not meet the standards listed in Table E17.2 due to its height and area.
- Sign type 10 does not meet the standards listed in Table E17.2 due to its area.
- Sign type 11 does not meet the standards listed in Table E17.2 due to its area.

### VISUALISATION



**Figure 15 - Visual presentation of some of the signage.**

The proposed variation can be supported pursuant to this Performance Criteria of the Zone for the following reasons:

- All proposed signs will relate to advertising 'Spring Farm Village' or specific tenancies and there are no third party advertising signs.
- While a significant number of signs is proposed, their dimensions are proportionate to the size of the development - in particular the fascia and canopy scale as well as the number of tenancies. Many of the signs are primarily designed to be legible from within the car park rather than surrounding streets and due to their size and distance from relevant streetscape will not be a prominent element in the

streetscape. The setback of the complex from the Channel Highway will assist in this regard.

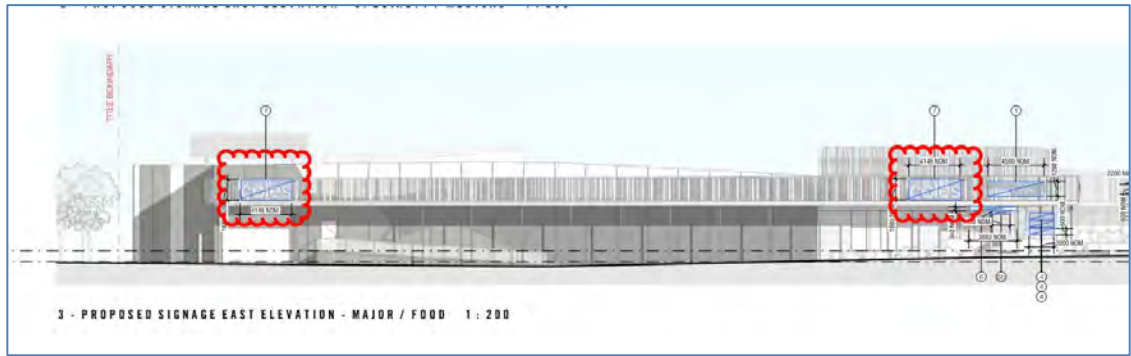
- The main Complex signs will repeat messages; however this is because of the multiple frontages and entrances into the building so that signage can be viewed by site users easily.
- All signs are constructed of materials which are able to be maintained in a satisfactory manner at all times. The wall and awning fascia signs are all designed to be integrated with the buildings with the use of similar colours and consistent messaging and sign types. The pylon signs complement the colours and lettering styles on the awning signs.
- There is no loss of amenity to neighbouring properties. There are no residential uses in close proximity or within sightline of the site. There is considered to be no impact on residential amenity and no loss of amenity to neighbouring commercial properties in light of the setbacks. The immediate neighbouring properties are vacant and expected to remain so. The majority of the signs are internal on the site and will not impact on streetscape. The surrounding sites are large with limited signage so there is no existing level of visual clutter. It is considered that the majority of the signs will not lead to visual clutter in the streetscape. It is also considered that the large trees on the site and the vegetation being retained along the Channel Highway frontage and Spring Farm Road will assist in breaking up the visual impact of the site and its signage.
- Due to the siting and orientation of the buildings, with an inward focus toward the car parking areas, there is a reduced impact to the street and on streetscape. Any repetition of signs will not impact on the street frontage to Channel Highway. Due to the difference in levels between Spring Farm Road and the subject land (which is lower) there are no impacts to the north and this road.
- None of the signs cause a safety hazard and they have been located and constructed, with sufficient clearances for pedestrian movements in accordance with the sign standards maintained.

**E17.0 Signs Code**  
**Clause E.17.7.1 Standards for Signs**

Acceptable Solution A2
<p>The number of signs per business per street frontage must comply with all of the following:</p> <ul style="list-style-type: none"><li>(a) maximum of 1 of each sign type;</li><li>(b) maximum of 1 window sign per window;</li><li>(c) if the street frontage is less than 20 m in length, the maximum number of signs on that frontage is 3;</li><li>(d) if the street frontage is 20 m in length or greater, the maximum number of signs on that frontage is 6.</li></ul> <p>except for the following sign types, for which there is no limit;</p> <ul style="list-style-type: none"><li>(i) Building Site,</li><li>(ii) Name Plate,</li><li>(iii) Newspaper Day Bill,</li><li>(iv) Open/Closed,</li><li>(v) Real Estate,</li><li>(vi) Street Number,</li><li>(vii) Temporary Sign.</li></ul>



<b>Performance Criteria P2</b>
The number of signs per business per street frontage must: (a) minimise any increase in the existing level of visual clutter in the streetscape; and where possible, shall reduce any existing visual clutter in the streetscape by replacing existing signs with fewer, more effective signs; (b) reduce the existing level of visual clutter in the streetscape by replacing, where practical, existing signs with fewer, more effective signs; (c) not involve the repetition of messages or information.
<b>Proposal</b>
The two Coles signs (sign type 7) on the east elevation will not meet A1 as it will be two wall signs on the same street frontage. All other smaller tenancies will have one sign of each type. The applicant advises that the 2 signs are required in order to sufficiently identify the building from different approaches on the Channel Highway due to the width of the street elevation.



**Figure 16 - The 2 Coles signs (highlighted in red cloud) on the east elevation.**

The proposed variation can be supported pursuant to this Performance Criteria of the Zone for the following reasons:

- Due to the siting and orientation of the buildings, with an inward focus toward the car parking areas, there is a reduced impact to the street and on streetscape. Any repetition by these signs will not impact on the street frontage to Channel Highway.
- Their dimensions are proportionate to the size of the development - in particular the fascia scale. The signs are primarily designed to be legible from within the car park rather than surrounding streets. The setback of the fascia containing these signs is approx. 88m from the Channel Highway and 47m from Spring Farm Road.
- The 2 signs have been located to sufficiently identify the building from different approaches into the site. They correspond to the arrival by customers into the site from the Channel Highway access point and the Spring Farm Road access point.

**2.5 Public Consultation and Representations**

The proposal was advertised in accordance with statutory requirements and a total of ten (10) representations were received.

The following issues were raised by the representors against the proposal:

**1. Issue – Contrary to Zone Purpose**

The proposed mix of land uses (i.e. general retail) is not consistent with the purpose of the Commercial Zone. The role/type of commercial development

proposed should be directed to locations within existing Activity Centres that are designated for core retail uses such as Central Business zone or a General Business zone.

The Kingston Plaza Shopping Centre is located in a Central Business zone, while the nearby Woolworths (located at Maranoa Road, Kingston) is subject to a General Business zone.

It has not been demonstrated that further supermarket floor area or 'shopping centres' are required or supported by policy in this location. It is considered that the proposal may have a significant economic impact on the ongoing viability of nearby Activity centres, including the Kingston Plaza Shopping Centre. No economic or demographic analysis has been undertaken to justify the use of the land for a shopping centre, including supermarket floor area proposed, having regard to the potential economic impacts arising to nearby centres.

#### *Response*

The application is proposing uses that are all allowed in the Commercial Zone as Permitted or Discretionary Uses. The Development Standards do not contain any size limitations of these uses. All uses have been assessed against all the Development Stages in the Zones. There is no requirement in the Development Standards for an economic or demographic analysis to be done. The Zone Purposes are not called up in the Development Standards and there are no Desired Future Character Statements for this area.

The applicant has advised that they did engage Consultants to prepare a Trade Area Assessment (TAA). This was not provided with the application for the reasons above. In summary, the TAA demonstrates that the existing activity centre hierarchy will not be compromised by the introduction of a supermarket on the site which is a discretionary use in the zone. The applicant further advises that the main trade area population is currently estimated at just over 58,000 people including 38,000 in the primary sector. There are only three full-line supermarkets (over 3,000 m<sup>2</sup>) and all are located within the primary north sector. Typically, a full-line supermarket is required for every 8,000-10,000 people meaning the trade area could support six full-line stores. Existing supermarkets, therefore, are estimated to be trading strongly. Additionally, the supermarket provision across the main trade area is substantially lower than the Australian average.

#### *2. Issue - Impacts on the Environmental Management Zone land and Significant tree removal contrary to Biodiversity Code.*

Several submissions raised issues with the extent of clearing and impacts on fauna and flora (e.g. orchids, forty spotted pardalote, eastern barred bandicoot, Tasmanian bats, etc).

#### *Response*

This issue is addressed in the report and the assessment checklist. The environmental values have been assessed against the Biodiversity Code and the proposed development complies with the Planning Scheme subject to the dedication of the land zoned Environmental Management and the payment of an offset.

It is acknowledged that a large number of high conservation value trees require removal to accommodate the proposed development. Given the nature of the development and the associated parking, access and bushfire requirements, it is not considered feasible to retain additional trees within the Commercial zoned part of the site. While there will be a loss of trees, the retention of the remaining trees

and requirement for additional financial contribution meet the requirements of the scheme in relation to offsetting this loss.

In relation to the clearing of the Commercial zoned portion of the site it is acknowledged that the proposed clearance may appear to differ from other proposals. However, the difference reflects the split zoned nature of this site. This rezoning resulted in the most significant biodiversity values being zoned Environmental Management to ensure these values were not impacted as a result of future development of the site. These values form part of the retention and offset requirements for development of the Commercial zoned portion of the site in a similar manner to sites zoned entirely Commercial and requiring a proportion of the values to be retained and protected as part of an offset. The underlying zoning and the proportion of the zone cleared is not the issue but rather meets the offset requirements of the Scheme. The assessment of the application confirms these requirements have been satisfied through a combination of in-situ protection and a financial contribution.

3. *Issue – There are differences between current proposal and previously approved proposals on site in relation to traffic and access requirements.*

*Response*

Each application is treated on its merits and assessed under the Planning Scheme standards and requirements. The previous development (DAS-2022-22) was for a different design and layout with 3 separate titles.

4. *Issue – Traffic impacts on Channel Highway and the roundabout.*

- Proposed access onto the Channel Highway is unsafe and all access should be from Spring Farm Lane. Roundabout is unsafe and congested. The proposal would be unsafe and unreasonably impact on the efficiency of the road.
- Traffic data is inaccurate.
- In an emergency such as bushfire the residents of Spring Farm and Whitewater estates are trapped. There needs to be another exit path from these estates to Summerleas Road and definitely no access to the new development from Spring Farm Road and Spring Farm Lane.

*Response*

The application is supported by a Traffic Impact Assessment (Midson, May 2024). The TIA addresses the Road and Railway Assets and the Parking and Access Codes in the Planning Scheme. The application has demonstrated compliance with all Acceptable Solutions and Performance Criteria in the Development Standards. The proposed development only includes one access on Channel Highway that only permits left-in and left-out manoeuvres. The proposed development provides a surplus of on-site car parking spaces to ensure that parking demands do not spill into the surrounding area. The proposed development includes a complete redesign of Spring Farm Lane to provide improved accessibility for vehicles accessing the site.

The application has been referred to the Department of State Growth who have not raised any issues and support the proposal.

The issues with the Spring Farm and Whitewater estates are not relevant to the assessment of this application and are not able to be addressed.

5. *Issue – Impacts on the chaostola skipper.*

There were detailed submissions made on this issue, which in summary include:

- Statements by application regarding chaostola skipper not known nearby to the site.
- Disagreement with statements that the site is not occupied by the chaostola skipper and hence there are no impacts to the species.
- Disagreement that annual slashing of chaostola skipper habitat would prohibit the survival of larvae.
- Surveying for chaostola skipper larval shelters is fraught.

*Response*

The Report and the Assessment Checklist have addressed all issues in relation to impacts on the environment as required by the Biodiversity Code.

In relation to this particular issue the following comments have been provided by the Applicant and the Council's Environmental Planner:

- Records of this species are from the Peter Murrell Reserve which is approximately 2.7 km southeast of 202 Channel Highway. These sites are not considered to be 'nearby' to the proposed development area in a general sense. From an ecological sense, the Peter Murrell individuals are suspected to be somewhat isolated with no direct ability to disperse to or colonise habitat at 202 Channel Highway. The exact dispersal distance of this species is unknown, however is thought to be generally quite limited. The distribution of residential, commercial development and road infrastructure between 202 Channel Highway and the Peter Murrell Reserve is likely to substantially limit movement/dispersal of the species in this case.

There are chaostola skipper records from within 1.5km of the site at 14 Celery Top Drive, arising from a development application for a retirement village. As with the subject land, the site was identified as potential habitat for the chaostola skipper but the likelihood of the species being present was considered low. However, the species was nonetheless recorded as part of a survey for threatened orchids. This illustrates how elusive this species can be and why retention of potential habitat to the extent practicable is recommended. The proposed development will result in the loss of approximately 0.99 hectares or 62% of potential chaostola skipper habitat. The remaining habitat will be retained in the proposed bushland reserve.

- While the species was not observed, this does not provide conclusive evidence the species is not present. Further to this, with an altered management regime, the habitat has the potential to recover and improve. On this basis, the development has been assessed as resulting in the loss of potential chaostola skipper habitat and retained habitat will be managed in a manner which is conducive to the species.
- The larvae have a typically long developmental lifecycle of approximately 2 years. If plants are slashed annually (which they have been historically on that property) then this is too frequent to enable larvae to develop.
- It is agreed that surveys are commonly carried out, but it is also agreed that the species can be difficult to detect. A statement in a survey for the chaostola skipper in Kingborough carried out by the Threatened Species Section in 2012 for Kingborough Council reads:

*It should be noted that that even in large areas of suitable habitat the species is likely to be distributed patchily and may be restricted to small discrete sites. This may lead to hours of searching without any positive sightings, and thus providing false negative results.*

- On this basis, the development has been assessed as resulting in the loss of potential chaostola skipper habitat and retained habitat will be managed in a manner which is conducive to the species.

6. *Issue – Concerns with stormwater drainage impacts*

*Response*

The application has been assessed against the Stormwater Management Code and Council's Development Engineer is satisfied that the development standards have been properly addressed and the stormwater system will be designed, maintained and managed to minimise the risk of failure to the satisfaction of the Council and achieve the stormwater quality and quantity targets in accordance with the State Stormwater Strategy 2010.

7. *Issue – Need for Social Housing*

The Spring Farm land could be used to benefit the people of Kingborough rather than line the pockets of the developers and Coles Group by using the land for medium-density housing (potentially affordable and/or social housing). Alternatively, instead of consisting of the same stores and services could be a place of entertainment. Kingborough is sorely lacking entertainment venues such as a theatre, museums, art galleries, arcades, live music and entertainment venues, outdoor fair and festival grounds, local marketplaces, etc. Kingborough desperately needs infrastructure that allows for cultural and creative development and expression in the community. Young people, especially adolescents, have very few places to go for entertainment and socialisation.

*Response*

Each application is required to be treated on its merits and assessed under the Planning Scheme standards and requirements. The proposed uses are allowed under the Planning Scheme. Council as the Planning Authority is not able to influence what a person seeks to do on their private land.

8. *Issue – Council has no authority under law to act and decide the application.*

*Response*

The Council is acting as the Planning Authority under the *Land Use Planning and Approvals Act 1993*.

## 2.6 Other Matters

### Aboriginal Cultural Heritage

The site has identified Aboriginal Cultural Heritage Values of High Significance. A Permit No P3 for the area known as AH 10965/10966 was issued under s.14 of the *Aboriginal Relics Act 1975* by the Minister (Permit P3) and the allowed period of work was between 4/06/2015 – 31/12/2017. The Permit allowed for works disturbing the relics within the area in accordance with the approved plan.

The works were not undertaken within the permit period. The current proposal revises the extent of the works from that approved in 2015 in that there is a lesser impact on the works as the area to be disturbed is reduced.

The applicant has held discussions with Natural Heritage and Cultural Division, Aboriginal Heritage Tasmania. It is understood that a new permit will be required as there is no means to alter or amend the current permit.

#### TasWater

TasWater have provided a Submission to Planning Authority - TWDA 2024/00210-KIN and it is recommended for inclusion in any permit issued.

#### TasNetworks

TasNetworks have advised that based on the information provided, the development is likely to adversely affect TasNetworks' operations. As with any development of this magnitude, consideration should be given to the electrical infrastructure works that will be required to ensure a supply of electricity can be provided to each lot. To understand what these requirements may entail, it is recommended Council advise the proponent to contact TasNetworks on 1300 137 008 or their Early Engagement team at [early.engagement@tasnetworks.com.au](mailto:early.engagement@tasnetworks.com.au) at their earliest convenience. This is recommended to be included as advice in any permit issued.

### **3. CONCLUSION**

The application has demonstrated compliance to all relevant Acceptable Solutions and Performance Criteria for the Commercial, Environmental Management and Utilities Zones and relevant Codes and is recommended for approval with conditions.

### **4. RECOMMENDATION**

That the Planning Authority resolves that the development application for staged subdivision of 8 lots into 3 lots and 4 balance lots, demolition of existing buildings and combined commercial development (general retail and hire, food services, business and professional services), signage, associated works and infrastructure, and vegetation removal at 182 and 202 Channel Highway, 11 Spring Farm Lane, Lot 501 Spring Farm Road (CT 175960/501), Spring Farm Road, Spring Farm Lane and Channel Highway Road Reservations and Various Road Lots (CT 164731/100, CT 62794/3, CT 164731/101, CT 252331/2, CT 252331/1, CT 156869/1), Kingston for ERA Planning and Environment be approved subject to the following conditions:

1. Before the commencement of works, amended plans, excluding the subdivision proposal plan, Council Plan Reference No. P5 submitted on 14/08/2024, to the satisfaction and approval of the Manager Development Services must be submitted to and approved. When approved, the plans will be endorsed and will then form part of this permit. The amended plans must be generally in accordance with the plans dated 19/12/2023 and 15/07/2024 and prepared by i2C, Council Plan Reference P4 submitted on 08/08/2024, and the plan dated 06/06/2024 prepared by Play Street Architecture, Council Plan Reference P3 submitted on 21/07/2024 and the Civil Drawings prepared by Gandy & Roberts, Council Plan Reference P5 submitted on 14/08/2024, but modified to show:
  - (a) The redesign of the carparking areas and removal of car parking spaces from the land in the Utilities Zone as required by Condition 3 of this permit.
  - (b) Landscaping as required by Condition 9 of this permit.
  - (c) Fencing of Lot 2 as required by Condition 10 of this permit.

Except as otherwise required by this Permit, use and development of the land must be substantially in accordance with the endorsed plans (and/or reports).

This Permit relates to the use of land or buildings irrespective of the applicant or subsequent occupants, and whoever acts on it must comply with all conditions in this



Permit. Any amendment, variation or extension of this Permit requires further planning consent of Council.

2. Prior to the permit coming into effect, the landowner must enter into a Part 5 Agreement with and to the satisfaction of Kingborough Council to the effect that:
  - (a) A \$300,000 bond for the security of the transfer of the Bushland Reserve to Council must be paid prior to commencement of on-site works.
  - (b) The Bushland Reserve on future Lot 2 must be established and managed as an offset in accordance with the endorsed Conservation Management Plan required under condition 5 by the developer from execution of the Part 5 Agreement until such time as the land is transferred to Council.
  - (c) The Bushland Reserve must be transferred to Council prior to the issue of a Certificate of Occupancy for any buildings or within 12 months of the date of issue of this Permit, whichever is the earlier, unless otherwise agreed by Council in writing.
  - (d) No Certificate of Occupancy may be issued for any buildings until such time as the Bushland Reserve on future Lot 2 is transferred to Council for the purposes of public open space and as an offset.

This Part 5 Agreement must be to the satisfaction of the Manager Development Services and generally in accordance with the draft Agreement submitted to Council on 12 September 2024 and as amended by Council on 4 October 2024.

All costs associated with drafting and registering this Part 5 Agreement on the title must be borne by the developer.

For Advice: Please note, planning permits containing a requirement for a Part 5 Agreement are not effective until such time as the Agreement is executed, as specified in s53(6) of the Land Use Planning and Approvals Act 1993. Therefore, the above Agreement must be signed and sealed, and proof of lodgement of the Agreement with the Land Titles Office for registration on the property title provided to Council, prior to the Permit coming into effect and commencement of works. The template, and a checklist for the process of drafting and lodging such an Agreement, may be obtained from Council's planning team.

3. The use of the land zoned Utilities is restricted to use for access and utility infrastructure purposes only, or any other No Permit Required Use, or an approved Permitted or Discretionary Use in accordance with the relevant Planning Scheme in force at the time. The land must not be used for car parking and trolley bays associated with any business and professional services, food services, or general retail and hire use approved on proposed Lot 1.

Prior to the commencement of onsite works, an amended site plan removing any car parking and trolley bays within the Utilities Zone to the satisfaction of the Manager Development Services must be submitted to and approved by Council. When approved, the plans will be endorsed and will then form part of this Permit.

For Advice: The use of car parking and trolley bays associated with any business and professional services, food services, or general retail and hire use on proposed Lot 1 is deemed to be a use ancillary to and associated with those uses which are Prohibited within the Utilities zone. Such uses are not able to be undertaken on the Utilities zoned land until and unless the land is rezoned to a zone that allows these uses to occur and any relevant planning approval is obtained.

4. Approved tree/vegetation removal and modification:
  - (a) Is limited to:
    - (i) 120 trees as shown in Council Plan Reference P4 (submitted on 08/08/2024) and P5 (submitted on 14/08/2024), the Arboriculture Impact Assessment (Tasmanian Arboriculture Consultants, 8/8/2024) and the Natural Values Assessment (North Barker Ecosystem Services, 13 August 2024); and
    - (ii) no more than 1.68 hectares of native vegetation comprising 1 hectare of Eucalyptus amygdalina forest and woodland on sandstone and 0.68 hectares of Eucalyptus obliqua dry forest and woodland as shown in Figure 2 of the Natural Values Assessment (North Barker Ecosystem Services, 13 August 2024), excluding individual trees identified for retention in Council Plan Reference P5 (submitted on 14/08/2024), the Arboriculture Impact Assessment (Tasmanian Arboriculture Consultants, 8/8/2024) and the Natural Values Assessment (North Barker Ecosystem Services, 13 August 2024).
  - (b) Must not occur prior to building approval for Stage One, securing the conservation offset through the execution of the Part 5 Agreement required under condition 2 and payment of the financial contribution required under condition 5 and approval of an 'Application for Approval of Planning Start of Works Notice' required condition 14.
  - (c) Must be undertaken outside the breeding season of the swift parrot and blue-winged parrot (September-January inclusive). Alternatively, clearing may occur during the breeding season provided:
    - (i) a suitably qualified consultant undertakes an activity assessment immediately prior to the commencement of clearing to determine whether breeding activity is evident and identify any mitigation measures that need to be applied to reduce impacts on breeding;
    - (ii) this assessment verifies that the species are not currently breeding within or adjacent to the trees to be removed;
    - (iii) this assessment confirms that any disturbance to the species is tolerable and will not compromise their ability to breed this season; and
    - (iv) the assessment is provided to Council for review and Council approves commencement of clearing, subject to implementation of any mitigation measures identified in the activity assessment.
  - (d) Must be overseen by a wildlife spotter to identify and respond to any displaced wildlife in accordance with the endorsed Construction Environmental Management Plan required under Condition 8.
  - (e) Must include the identification and stockpiling of suitable large logs from felled trees within the development area in accordance with the endorsed Construction Environmental Management Plan required under Condition 8 for later strategic placement in the offset area in accordance with the endorsed Conservation Management Plan required under Condition 5.
5. To offset the loss of 1 hectare of the Eucalyptus amygdalina forest and woodland on sandstone, 1.28 hectares of potential swift parrot and blue-winged parrot nesting habitat and 0.99 hectares of Chaostola skipper habitat and eastern barred bandicoot habitat within the Commercial Zone and two (2) trees of very high conservation value within the Environmental Management Zone, the following offset package must be secured and implemented:

- A. The on-site protection area (the Bushland Reserve) of 1.658 hectares, including 0.43 hectares of *Eucalyptus ovata* forest and woodland, 0.45 hectares of *Eucalyptus amygdalina* forest on sandstone, 0.63 hectares of *Eucalyptus obliqua* dry forest and 0.13 hectares of cleared land with emergent *Eucalyptus ovata* trees, as 'secure conservation land' through:
- (a) Development and implementation of a Conservation Management Plan (CMP) for Lot 2. This plan must be submitted to and approved by the Manager Development Services prior to the commencement of on-site works. This CMP must:
    - (i) provide for the protection for all native vegetation and habitat values within the Bushland Reserve in perpetuity;
    - (ii) identify conservation actions and management prescriptions to ensure that environmental and cultural values are managed for their long-term survival, including but not limited to fencing of the Bushland Reserve, a weed management plan, facilitating natural regeneration, strategic placement of large woody debris from the development site, ensuring ongoing retention and maintenance of individual trees, and ongoing monitoring and reporting for a period of not less than 5 years following implementation of any primary conservation actions;
    - (iii) be drafted by a suitably qualified environmental consultant; and
    - (iv) include a schedule of works specifying timeframes, details and costings for each action.

Once endorsed, this Plan forms part of the permit.

- (b) Interim protection of Lot 2 under a Part 5 Agreement prior to the permit coming into effect in accordance with Condition 2.
- (c) Payment of the costs equivalent to implementing, monitoring and reporting outstanding actions required as part of the Conservation Management Plan at the time of the sealing of the Final Plan of Survey. This payment must be made prior to the sealing of the Final Plan of Survey.
- (d) Transfer of Lot 2 to Council as a permanent Bushland Reserve and Public Open Space upon sealing of the Final Plan of Survey.

- B. The off-site protection of 4.74 hectares of high priority biodiversity values via a financial contribution of \$13,650/ha, totalling \$64,701. In addition, the loss of two (2) very high conservation value trees within the Environmental Management Zone must be offset at a rate of \$570/tree. This offset is to be used for the protection and management of *E. amygdalina* forest on sandstone, swift parrot and blue-winged parrot breeding habitat and *Chaostola* skipper habitat in the vicinity of Kingston. This payment, totalling \$65,841, must be made into Kingborough Council's Environmental Fund prior to the removal of the vegetation and the commencement of any on-site works.

6. All remaining native vegetation identified for retention in Council Plan Reference P4 (submitted on 08/08/2024) and P5 (submitted on 14/08/2024), the Arboriculture Impact Assessment (Tasmanian Arboriculture Consultants, 8/8/2024) and the Natural Values Assessment (North Barker Ecosystem Services, 13 August 2024) must be appropriately protected during and after construction in accordance with the Tree Protection Plan (TPP) contained in Appendix E of the Arboriculture Impact Assessment (Tasmanian Arboriculture Consultants, 8/8/2024). This includes but is not limited to implementation of the following measures:

A. Prior to Construction:

Prior to the commencement of any on-site works (including but not limited to vegetation removal, demolition, excavations, placement of fill, delivery of building/construction materials and/or temporary buildings):

- (i) Appointing a Project Arborist.
- (ii) Conducting a site briefing between the Project Arborist and the project manager and site supervisor or equivalent for the development, including provision of the TPP.
- (iii) Installing tree protection fencing in accordance with the TPP and Condition 7.
- (iv) Tagging of trees for retention with aluminium tags labelled with the corresponding identifying number.
- (v) Pruning of overhanging branches from Trees 49 and 62 in accordance with the TPP by a minimum Australian Qualifications Framework (AQF) level 3 arborist following the guidelines in the Australian Standard 4373-2007 Pruning of amenity trees (Standards Australia 2007).
- (vi) Obtaining Project Arborist input into the landscaping plan required under Condition 9 to ensure landscape design and associated works do not adversely impact retained trees.
- (vii) Providing certification by the Project Arborist of satisfactory implementation of tree protection, tree tagging and pruning measures to the Manager Development Services prior to the commencement of any on-site works.

B. During Construction:

- (a) Maintaining tree protection measures required above for the duration of the construction.
- (b) Removal of the existing shed within the tree protection zone of Tree 49 from within the development area and in a way that does not damage the tree.
- (c) Ensuring the Project Arborist conducts a site audit during construction to check compliance against the TPP and permit conditions.

C. Post Construction:

- (a) Providing written certification by the Project Arborist of satisfactory implementation of the measures identified in B. above to the Manager Development Services upon completion of construction, including implementation of any recommended remediation measures.
- (b) Adhering to the following tree management measures post construction for all areas within the tree protection zone but outside the footprint of the approved works:
  - (i) the existing soil level must not be altered around the tree protection zone of the trees (including the disposal of fill, placement of materials or the scalping of the soil);
  - (ii) the tree protection zone must be free from the storage of fill, contaminates or other materials;

- (iii) machinery and vehicles are not permitted to access the tree protection zone; and
  - (iv) development and associated works are not permitted unless otherwise approved by Council in writing or otherwise in accordance with the law.
- 7. Tree protection fencing required under Condition 6 must:
  - (a) Be located in accordance with Figure E3 in the Tree Protection Plan (TPP) contained in Appendix E of the Arboriculture Impact Assessment (Tasmanian Arboriculture Consultants, 8/8/2024).
  - (b) Exclude the following from the tree protection zones:
    - (i) Machine excavation including trenching.
    - (ii) Machinery movement.
    - (iii) Excavation of silt fencing.
    - (iv) Cultivation.
    - (v) Storage.
    - (vi) Preparation of chemicals, including preparation of cement products.
    - (vii) Parking of vehicles and plant.
    - (viii) Refuelling.
    - (ix) Dumping waste.
    - (x) Placement of fill.
    - (xi) Lighting of fires.
    - (xii) Soil level changes.
    - (xiii) Temporary or permanent installation of utilities and signs.
    - (xiv) Physical damage to the trees.
  - (c) Be constructed in accordance with the following requirements:
    - (i) Utilise 1.8m high temporary chain wire mesh supported by concrete fence and covered with shade cloth, unless otherwise in accordance with the advice of the Project Arborist and approved in writing by Council.
    - (ii) Form a visual and physical barrier.
    - (iii) Include signage securely attached to the fence and visible from all angles within the development site.
- 8. Prior to commencement of any on-site works, a Construction Environmental Management Plan (CEMP) must be submitted to and endorsed by the Manager Development Services. No works are permitted to occur until the plan has been endorsed. The plan must provide details of the following:
  - (a) hours for construction activity in accordance with any other condition of this Permit;
  - (b) measures to control noise, dust, water and sediment laden runoff;

- (c) measures relating to removal of hazardous or dangerous material from the site, where applicable;
- (d) a plan showing the location of parking areas for construction workers and sub-contractor's vehicles on the site, to ensure that vehicles associated with construction activity cause minimum disruption to surrounding premises. No vehicle parking is permitted within the Channel Highway road reservation;
- (e) a Traffic Management Plan showing truck routes to and from the site;
- (f) a plan showing the location and design of a vehicle wash-down bay for construction vehicles on the site;
- (g) measures to ensure that sub-contractors / tradespersons operating on the site are aware of the contents of the CEMP;
- (h) weed management measures in accordance with condition 12;
- (i) the specifications and location of tree and vegetation protection measures in accordance with conditions 6 and 7;
- (j) the extent of cut and fill;
- (k) storage locations for the stockpiling of fill on site;
- (l) demonstration that the stockpiling of fill will not encroach into the Tree Protection Zones of trees identified for retention;
- (m) the location for the disposal of any excess fill off site and demonstration this site is either a certified landfill facility for Level 1 fill or a site that has been approved for the disposal or use of Level 1 fill under a development use permit issued by Council;
- (n) measures to minimise impacts on fauna species during construction including: the timing of works, fauna spotting on site during tree removal, and identification and stockpiling of logs suitable for placement in reserve as large woody debris in accordance with condition 4 and collision risk of fencing;
- (o) waste management during construction works including:
  - (i) collection and storage in appropriate enclosures onsite;
  - (ii) regularly emptying and maintaining the waste storage enclosures so that no litter overflows the construction site onto adjoining land, including roads;
  - (iii) appropriately locating waste storage on the subject site so that it does not impede traffic or parking at any time;
- (p) a site plan showing the location of any site sheds, on-site amenities, building waste storage and the like, noting that Council does not support site sheds on Council road reserves; and
- (q) Contact details of key construction site staff.

Once endorsed, the Plan will form part of the permit and must be implemented to the satisfaction of Council.

9. Prior to commencement of any on-site works, an amended landscaping plan must be submitted to Council for approval. The plan must be prepared by a suitably qualified person in consultation with the Project Arborist, be to the satisfaction of the Manager Development Services, be generally in accordance with the plan dated 06/06/2024



prepared by Play Street Architecture, Council Plan Reference P3 submitted on 21/07/2024 but modified to:

- (a) remove *Melaleuca ericifolia* and replace with a species of local provenance;
- (b) appropriate irrigation systems;
- (c) retention of Trees 92-100 and Trees 105-106 as required in condition 6 and inclusion of these trees in the landscaping;
- (d) the landscape design and associated works do not adversely impact retained trees; and
- (e) perimeter fencing of the boundary between proposed Lots 1 and 2 consistent with the requirements of condition 10.

Once endorsed, the plan will form part of this permit.

For Advice: It is recommended that consideration be given to Council's Landscape Guidelines (Preparing a Landscape Plan), which is available on Council's website.

10. Prior to commencement of any on-site works, a fencing plan developed in consultation with the Project Arborist must be submitted to and endorsed by Council. This plan must provide for fencing as follows:
  - (a) The fence located on the side boundary between proposed Lots 1 and 2, between the proposed building and the Channel Highway frontage must be redesigned so that it does not detract from the appearance of the site or the locality and provides for passive surveillance to include:
    - (i) a maximum height of 1.5m;
    - (ii) at least 50% transparency above a height of 1.2m; and
    - (iii) does not contain barbed wire or chain mesh.
  - (b) The remainder of the boundary between Lots 1 and 2 must be fenced with a minimum 1.8m high paling fence.
  - (c) All fencing must not impact upon environmental or cultural values within Lot 2.

Once endorsed this plan will form part of the Permit.

11. Prior to the commencement of on-site works, engineering design drawings must be submitted to Council for approval. The engineering plans and specifications must be prepared and certified by a professional Civil Engineer. Plans must be to satisfaction of the Director Engineering Services and comply with:
  - Austroads Standards and Australian Standards.
  - Australian Rainfall and Runoff Guidelines.
  - The recommendations in the Traffic Impact Assessment Review by Midson Traffic, dated May 2024.
  - Engineering plans and requirements approved by the Department of State Growth for road and road reservations in the Channel Highway.
  - the Arboriculture Impact Assessment (Tasmanian Arboriculture Consultants, 8/8/2024).

The Plans must include, but are not limited to:

- (a) Road/access design plans, including:
  - (i) Design of the internal road network (including parking areas, aisles and loading bays), in accordance with the approved plans including junctions, vehicular crossovers to all lots, footpaths, and associated stormwater drainage system; and
  - (ii) Design of external adjoining roads (Channel Highway and Spring Farm Road access) including pavement design to suit the ultimate traffic loads.
- (b) A lighting plan for the parking and access areas in accordance with Code E6.0 'Parking and Access' Code of the Kingborough Interim Planning Scheme 2015.
- (c) Design (including supporting documentation and hydraulic calculations) of the proposed stormwater infrastructure including:
  - (i) A water sensitive urban design system that achieves the acceptable stormwater quality and quantity targets, required in Table E7.1 of the Kingborough Interim Planning Scheme 2015 including MUSIC modelling;
  - (ii) The reticulated stormwater system sized to accommodate at least the estimated 5% AEP flow based on a future fully-developed catchment;
  - (iii) Overland flow paths sized to accommodate the estimated 1% AEP (Annual Exceedance Probability) flow based on a future fully-developed catchment;
- (d) Demonstration that the services alignment between 202 Channel Highway and Lot 501 Hollyhock Drive (CT 175960/501) is consistent with the approved plans and services along this alignment are installed via drilling rather than trenching; and
- (e) Inclusion of a Vegetation and Tree Protection Plan (which must be overlayed on the design plans indicating areas of cut, trenching, lines, poles, pits etc) which:
  - (i) identifies the species, diameter, tree protection zone and location of trees identified for retention in the approved plans within the vicinity of all civil works;
  - (ii) verifies that Trees 92-100 and Trees 105-106, all native vegetation within the Environmental Management Zone on CT 164731/202 (excluding Trees 53 and 61) and all trees within the Bypass Corridor and Lot 501 Hollyhock Drive (CT 175960/501), are to be retained in accordance with the Arboriculture Impact Assessment (Tasmanian Arboriculture Consultants, 8/8/2024) and the Natural Values Assessment (North Barker Ecosystem Services, 13 August 2024);
  - (iii) demonstrates that the total extent of encroachment into the tree protection zones of these trees is no greater than shown in Council Plan Reference P5 (submitted on 14/08/2024) and the Arboriculture Impact Assessment (Tasmanian Arboriculture Consultants, 8/8/2024); and
  - (iv) includes the tree and vegetation protection measures required in conditions 6 and 7.

Once endorsed the plans will form part of the permit.

12. Declared weeds under the Weed Management Act 1999, environmental weeds and/or weeds listed in the Kingborough Weed Management Strategy are present on the site, including but not limited to gorse, blackberry, boneseed, Spanish heath and Montpelier

broom. To prevent the spread of weeds elsewhere and manage the weeds within the site, the following weed management measures must be undertaken to the satisfaction of the Manager Development Services:

A. Prior to Construction:

Prior to the commencement of on-site works (including but not limited to native vegetation and/or tree removal, demolition, excavations, placement of fill, delivery of building/construction materials and/or temporary buildings) the following is required:

- (a) a Weed Management Plan by a suitably qualified person must be submitted to and approved by the Manager Development Services. The plan is limited to land within the Commercial and Utilities zones and footprint of the subdivision and development works and must include:
  - (i) a list and site plan of all declared weeds under the Weed Management Act 1999, environmental weeds and/or weeds listed in the Kingborough Weed Management Strategy present on the site;
  - (ii) timeframes and methods of primary, secondary and follow up treatments for these weeds;
  - (iii) weed hygiene measures to minimise the spread of weeds to and from the site during on site works; and
  - (iv) an implementation, monitoring and reporting plan (including timeframes and costings for each action).

Once endorsed the plan will form part of the permit and must be complied with to the satisfaction of the Manager Development Services, unless otherwise agreed in writing by the Manager of Development Services.

- (b) Primary treatment of all declared, environmental and/or listed weeds on land within the Commercial and Utilities zones and footprint of the subdivision and development works must be undertaken prior to the commencement of on-site works and the removal of any native vegetation.

B. During and Post Construction:

Weed management measures must be implemented in accordance with the endorsed plan to the satisfaction of the Manager Development Services.

- 13. Works within Stage Two as shown on the Staging Plan (Council Plan Reference P4, submitted on 08/08/2024) must not commence unless and until all the lots within Stages One and Two are consolidated and the new title to Lot 1 is issued in accordance with the approved plan of subdivision (Council Plan Reference P5, submitted in 14/08/2024).
- 14. Prior to the commencement of any on-site works for each stage, including vegetation removal or modification, demolition, construction, excavations, placement of fill, delivery of building/construction materials and/or temporary buildings, an 'Application for Approval of Planning Start of Works Notice' must be lodged with Council's Planning Department.

This application must be lodged a minimum of 14 days prior to commencement of on-site works for each stage and works for each stage must not commence until this notice has been approved by the Manager Development Services.

For Advice: This Planning Start of Works Notice is not the same as the Form 39 Building Start Works Notice. As such, lodgement of a Form 39 will not satisfy this condition and

a separate 'Application for Approval of Planning Start of Works Notice' must be lodged with Council's Planning Department. A copy of the application form is available on Council's website.

15. Prior to undertaking any works in the Channel Highway road reserve a Works permit is required from the Department of State Growth in accordance with Section 16 of the Roads and Jetties Act 1935. The application is to be accompanied by detailed engineering drawings that include confirmation of the linemarking for the median turn lane and any islands/pedestrian crossing facilities on the Channel Highway.

*For Advice: Application for permits can be found at [https://www.transport.tas.gov.au/roads\\_and\\_traffic\\_management/permits\\_and\\_booking](https://www.transport.tas.gov.au/roads_and_traffic_management/permits_and_booking). Applications must be received by the Department of State Growth at least 20 business days before the expected start date for works, to allow enough time to assess the application.*

*The application is to comply with any conditions listed on the Crown Landowner Consent.*

16. The design of the buildings must, to the satisfaction of the Manager Development Services:
  - (a) screen mechanical plant and miscellaneous equipment such as heat pumps, air conditioning units, switchboards, hot water units or similar from view from the street and other public spaces as much as practical; and
  - (b) incorporate roof-top service infrastructure, including service plants and lift structures, within the design of the roof.
17. The measures contained within the certified subdivision Bushfire Hazard Report and associated Bushfire Hazard Management Plan (BHMP) v2.0 (ERA Planning Pty Ltd, 2 July 2024) must be implemented in relation to any future development on Lot 1 involving development in a Building Class 1, 2, 3, 8 or 9, or a Class 10a building within 6m of a Class 1, 2, 3, 8 or 9 building, unless superseded by an alternative BHMP certified by an accredited person or TFS, and only if this alternative BHMP demonstrates that the hazard management measures are wholly contained within Lot 1 and do not rely upon any management of vegetation within Lot 2 as shown on the Final Plan of Survey, based on the classification of vegetation on Lot 2 as forest.
18. Prior to sealing of the Final Plan of Survey, fencing must be constructed between the boundary of proposed Lots 1 and 2 in accordance with the endorsed fencing plan required under condition 10.
19. Prior to sealing of the Final Plan of Survey for the subdivision Certificates of Completion issued under the Building Act 2016 for the demolition of the existing buildings on the land approved under BA/214-2024 and PA/205-2024 must be issued.
20. A Right of Way in favour of Lot 2 over proposed Lot 1 from the Channel Highway to the gate located on the western boundary between proposed Lots 1 and 2, generally in accordance with the endorsed subdivision proposal plan (Council Reference No. P5 submitted on 14/08/2024) and to the satisfaction of the Manager Development Services, must be included on the Final Plan of Survey submitted for signing and sealing by Council.
21. The Schedule of Easements submitted for sealing with the Final Plan of Survey must include a restrictive covenant on Lot 1 to the effect that any bushfire hazard management measures on Lot 1 must not rely upon any management of vegetation within Lot 2 as shown on the Final Plan of Survey, based on the classification of vegetation on Lot 2 as forest.

22. The Schedule of Easements submitted for sealing with the Final Plan of Survey must include restrictive covenants for Lot 2 to the following effect:
- (a) no habitable buildings are to be constructed on any part of this lot;
  - (b) no other buildings, structures or other works are to occur on any part of this lot unless for the purposes of natural and cultural values management or passive recreation and in accordance with any endorsed management plan for the reserve; and
  - (c) the lot must not be used for any purpose except as a biodiversity offset reserve, natural and cultural values management and for public open space purposes.
23. Prior to the issue of a Certificate of Practical Completion of the public infrastructure for each approved stage of the subdivision, the developer must lodge a maintenance bond or bank guarantee equivalent to 10% of the total contract sum (including GST) of the public infrastructure works. This is to cover the satisfactory rectification of all defects and defective works during the statutory 52 weeks maintenance period.

*Note: Council will be entitled to call upon the bond and bank guarantee funds to complete or rectify any outstanding defective works after the expiry of the maintenance period.*

24. The maintenance period for completion of public infrastructure for each stage of the subdivision will be considered complete when:
- (a) All defects and any defective works have been rectified to the satisfaction of the Director Engineering Services; Note: Council will be entitled to call upon the bond and bank guarantee funds to complete or rectify any outstanding defective works after the expiry of the maintenance period;
  - (b) the statutory 52-week maintenance period has ended and, the supervising Engineer requests a joint onsite inspection with the Council's authorised representative to confirm that all outstanding defects and defective works have been satisfactorily completed.

At the satisfactory completion of any outstanding defects and defective works Council will issue a notice of satisfactory 'Final Inspection' and the public assets will be taken over by Council.

After takeover of the public infrastructure assets, it is the supervising engineer's responsibility to request in writing release of all Bond or Bank Guarantee monies.

25. Prior to the occupation of any of the new buildings the following works must be completed in accordance with the endorsed plans to the satisfaction of the Council:
- (a) All lots are to be consolidated in accordance with the endorsed Subdivision Proposal Plan, Plan 2 of 3 - Resultant Titles, Proposed Subdivision, Rogerson & Birch Surveyors, Plan Ref TIPAL02 15118-00, dated 6/03/2024 v. D – (Council Plan Reference P5 submitted 14/08/2024).
  - (b) The parking areas (including signage and access).
  - (c) The garden and landscape areas in accordance with the endorsed Landscaping Plan required under condition 9.
  - (d) Fencing in accordance with the endorsed Fencing Plan required under condition 10.
  - (e) Drainage works undertaken and completed.
  - (f) Channel Highway and Spring Farm Road upgraded including any new footpaths.

26. Prior to occupation of any of the new buildings, all waste material generated during construction works must be completely removed from the site.
27. Prior to the use commencing, a Waste Management Plan must be prepared to the satisfaction of the Manager Development Services. Once satisfactory, the plan will be endorsed and form part of the Permit. Implementation of the Plan must be to the satisfaction of the Manager Development Services. The Plan must provide the following details of a regular private waste (including recyclables) collection service for the subject land including:
  - Location of the bins for each tenancy (must not occupy parking, turning or access areas).
  - The type/s and number of waste bins.
  - Screening of bins, if visible from outside the site or areas visible by the public.
  - Type/size of trucks.
  - Frequency of waste collection.
  - Hours of collection (to comply with EPA Regulations).
  - Notation that the waste collection is a private service managed by the owner/occupants.

The endorsed Waste Management Plan must not be amended without prior written consent of the Manager Development Services.
28. The landscaping areas shown on the endorsed plans must be used for landscaping and no other purpose (i.e. parking, storage of goods, trafficable area) and any landscaping must be maintained to the satisfaction of the Manager Development Services.
29. The loading and unloading of vehicles and the storage of materials must be contained within the property boundaries and must not encroach on any part of any road reserve or public open space area.
30. Goods, materials or equipment must not be stored or displayed outside the buildings, unless otherwise approved in writing by Council.
31. Graffiti on the site which is visible to the public must be removed promptly to the satisfaction of the Manager Development Services.
32. The conditions as determined by TasWater, and set out in the attached Appendix A, form part of this permit.

#### ADVICE

- A. In accordance with section 53(5) of the *Land Use Planning and Approvals Act 1993* this permit lapses after a period of two years from the date on which it is granted if the use or development in respect of which it is granted is not substantially commenced within that period.
- B. A Final Plan of Survey must be submitted to Council for sealing, together with a Schedule of Easements, a copy of the survey notes, and a copy of the balance plan (where applicable). Payment of Council's fee for sealing the Final Plan of Survey and Schedule of Easements must be made upon submission of plans.

- C. The approval in this permit is under the *Land Use Planning and Approvals Act 1993* and does not provide any approvals under other Acts including, but not limited to *Building Act 2016*, *Urban Drainage Act 2013*, *Food Act 2003* or Council by-laws.

If your development involves demolition, new buildings or alterations to buildings (including plumbing works or onsite wastewater treatment) it is likely that you will be required to get approvals under the *Building Act 2016*. Change of use, including visitor accommodation, may also require approval under the *Building Act 2016*. Advice should be sought from Council's Building Department or an independent building surveyor to establish any requirements.

- D. The developer should obtain a Plumbing Permit for the development prior to commencing construction.
- E. The Developer should not allocate any property address numbers for the proposed lots.

New property addresses have been allocated as follows:

Lot No.	Allocated Property Address
1	202 Channel Highway, Kingston (no change)
2	204 Channel Highway, Kingston
3	182 Channel Highway, Kingston (no change)

- F. TasNetworks have advised that based on the information provided, the development is likely to adversely affect TasNetworks' operations. As with any development of such scale, consideration needs to be given to whether existing electricity supply arrangements to the site will remain sufficient. The proponent is advised to make contact with TasNetworks Early Engagement team to explore that issue further at their earliest convenience. The Early Engagement team can be contacted at [Early.Engagement@tasnetworks.com.au](mailto:Early.Engagement@tasnetworks.com.au)

## ATTACHMENTS

1. Subdivision and Development Plans
2. Assessment Checklist
3. TasWater Submission to Planning Authority Notice



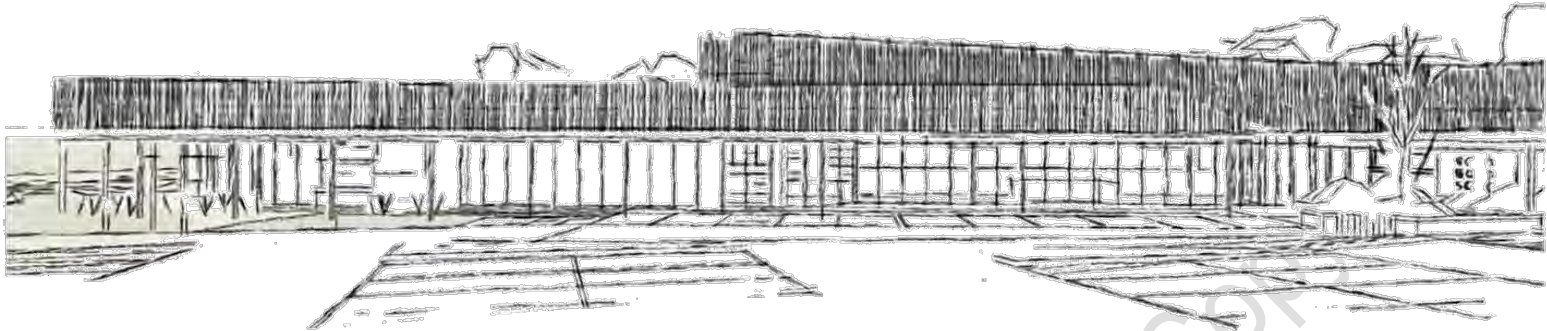
**Kingborough Council**

Development Application: DAS-2024-2

Plan Reference No: P4

Date Received: 08/08/2024

Date placed on Public Exhibition: 21/8/2024



# SPRING FARM VILLAGE TOWN PLANNING

202 CHANNEL HWY, KINGSTON, TAS, 7050

JULY 2024



Kingborough Council

Development Application: DAS-2024-2

Plan Reference No: P4

Date Received: 08/08/2024

Date placed on Public Exhibition: 21/8/2024



# CONTENTS

## 01

### SITE ANALYSIS

DA11	LOCATION PLAN
DA12	COMMUNITY PLAN
DA13	ACTIVITY PLAN
DA14	CONTEXT PLAN
DA15	SITE CONDITIONS
DA16	CLIMATE
DA17	BIOREGION

## 02

### DESIGN RESPONSE

DA21	DESIGN RESPONSE
DA22	DESIGN RESPONSE
DA23	MATERIALITY
DA24	DESIGN IDEOLOGY
DA25	CLIMATE ANALYSIS
DA26	MOVEMENT ANALYSIS
DA27	AMENITY OVERVIEW

## 03

### VISUALISATION

## 04

### ARCHITECTURAL DRAWINGS

DA41	EXISTING CONTEXT PLAN
DA42	EXISTING CONDITIONS PLAN
DA43	DEMOLITION PLAN
DA44	PROPOSED SITE PLAN
DA44A	PROPOSED STAGING PLAN
DA45	PROPOSED GROUND FLOOR PLAN
DA45A	PROPOSED MEDICAL GROUND FLOOR PLAN
DA46	PROPOSED LEVEL 01 PLAN
DA47	PROPOSED ROOF PLAN
DA48	PROPOSED ELEVATIONS
DA49	PROPOSED ELEVATIONS
DA50	PROPOSED ELEVATIONS
DA51	PROPOSED SECTIONS
DA52	SHADOW DIAGRAMS
DA53	PROPOSED LIGHTING PLAN
DA54	TASMANIAN PLANNING SCHEME ZONING
S01	PROPOSED SIGNAGE PLAN
S02	PROPOSED SIGNAGE ELEVATIONS
S03	PROPOSED SIGNAGE ELEVATIONS



**Kingborough Council**  
Development Application: DAS-2024-2  
Plan Reference No: P4  
Date Received: 08/08/2024  
Date placed on Public Exhibition: 21/8/2024



Our vision is to create a vibrant, sustainable neighbourhood activity centre in Kingston, Tasmania. We aim to combat the issues of residents' dependence on Hobart for employment by attracting diverse businesses. We will enhance the public realm by emphasising pedestrian and cyclist-friendly spaces, encouraging less private-vehicle usages. By incorporating green spaces and nature-inspired design, we will establish a unified identity and a strong connection to nature. Through strategic public and private investment, we will revitalise the centre, unlocking its potential and creating a thriving hub of community life that fosters economic independence, active transportation, and a welcoming environment for residents and visitors alike.



**ATTRACTS INVESTMENT** **WALKABLE**

Document Set ID: 4593820  
Version: 1, Version Date: 31/03/2024

project 2023-084	drawing no. DA02	issue 1
scale @ A1	designed FMO	checked JWR





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# SPRING FARM VILLAGE



Document Set ID: 4503020  
Version: 1, Version Date: 39/08/2024

project <b>2023-084</b>	drawing no. <b>DA03</b>	issue <b>1</b>
scale @A1	designed <b>FMO</b>	checked <b>JWR</b>

**Kingborough Council**  
Development Application: DAS-2024-2  
Plan Reference No: P4  
Date Received: 08/08/2024  
Date placed on Public Exhibition: 21/8/2024

**SITE ANALYSIS**  
**01**

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# COMMUNITY PLAN

## LOCAL CONNECTIONS:

Kingston, Tasmania is a charming beachside town with a rich history and natural beauty. Nestled on the banks of the River Derwent, it offers a vibrant community and a welcoming atmosphere.

With a range of amenities, including shopping centres, restaurants, and parks, Kingston provides a convenient and fulfilling lifestyle. Its stunning surroundings, such as beaches, forests, and Mount Wellington, offer abundant opportunities for outdoor activities.

Kingborough Council

Development Application: DAS-2024-2

Plan Reference No: P4

Date Received: 08/08/2024

Date placed on Public Exhibition: 21/8/2024



TO HOBART:				
X01	X07	X08	X13	
407	408	409	410	
411	412	413	415	
416	417	500	709	
710	712	714	716	
718	719	X710		

- BUS ROUTES
- MAIN ROADS
- ARTERIAL ROADS
- 1KM RADIUS
- LOCAL BUSES
- EDUCATION
- LANDMARKS
- ACTIVITIES









CONTEXT PLAN

Kingborough Council

Development Application: DAS-2024-2

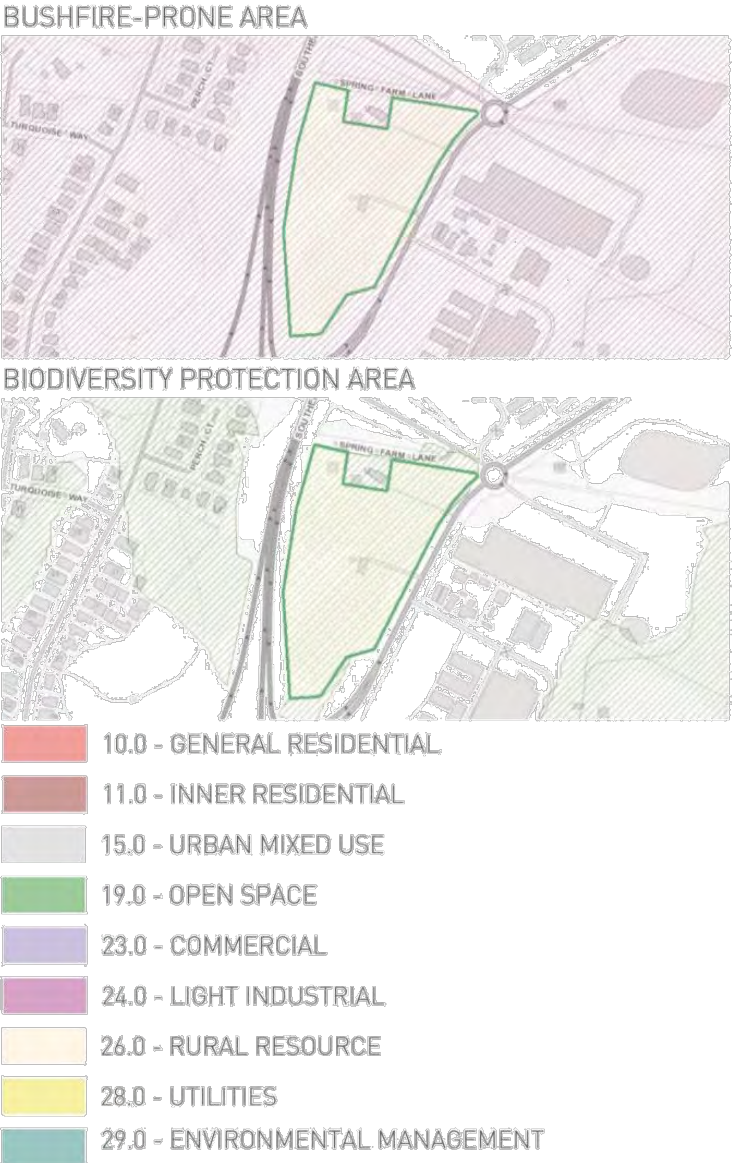
Plan Reference No: P4

Date Received: 08/08/2024

Date placed on Public Exhibition: 21/8/2024



PLANNING SCHEME OVERLAYS:



Document Set ID: 4803820  
Version: 1, Version Date: 21/08/2024



project	2023-084	drawing no.	DA14	issue	1
scale @ A1		designed	FMO	checked	JWR



# SITE CONDITIONS

## STREETSCAPE:

The site is situated at a prominent gateway intersection within Kingston - forming the entry to the residential estate on Spring Farm Rd to the west, and vehicles entering Kingston from the Southern Outlet arterial road from the south. This presents the development a dual-frontage to be addressed. Surrounding the site are a series of existing large format commercial properties to the east, and the Australian Antarctic Division to the southeast. Through the environmental protection zone, the development benefits from existing vegetation screening the interface to the Southern Outlet road.



Kingborough Council

Development Application: DAS-2024-2

Plan Reference No: P4

Date Received: 08/08/2024

Date placed on Public Exhibition: 21/8/2024



1. View from Spring Farm Road, looking East at site.



2. View from Channel Highway, looking South-West towards site.



3. View from Channel Highway, looking North with the project site on the left.



4. View from Southern Outlet and Channel Highway southern roundabout.



5. View from Southern Outlet, looking North with the project site on the right.



6. View from Spring Farm Lane, looking South into site.

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project 2023-084	drawing no. DA15	issue 1
scale @ A1	designed FMO	checked JWR



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Plan Reference No: P4

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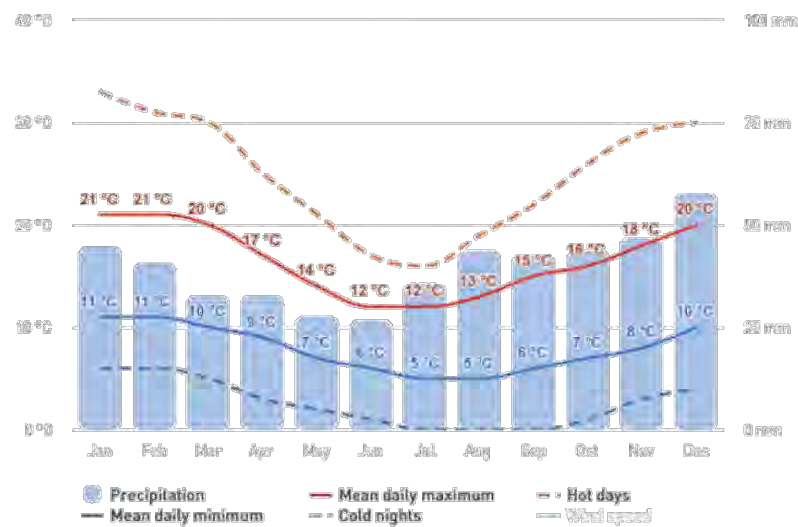
Date placed on Public Exhibition: 21/8/2024



# CLIMATE

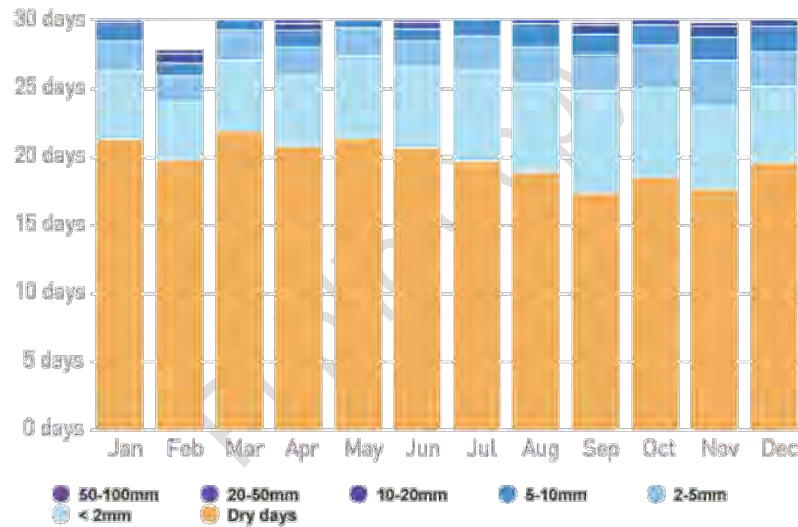
## KINGSTON, TAS:

### TEMPERATURE AVERAGES:



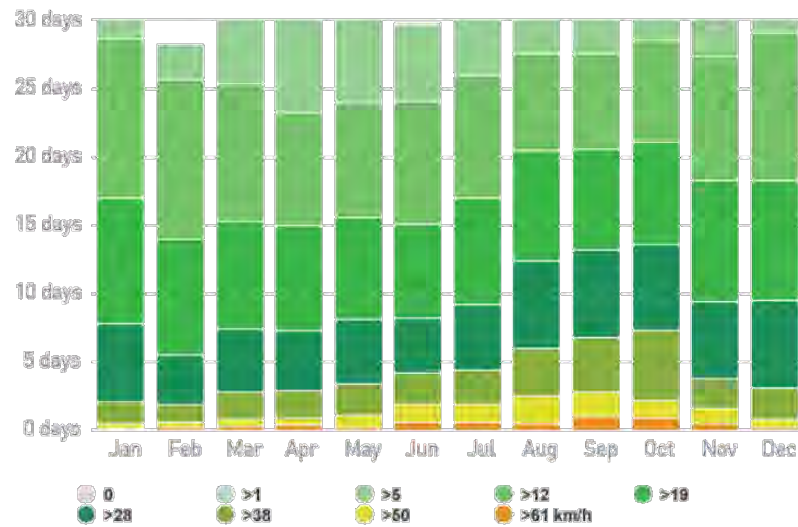
- Winter in Kingston can see temperatures below 2°C
- Average temperatures throughout summer are approximately 11-21°C

### AVERAGE PRECIPITATION:



- Annual rainfall is approx. 1500mm in the coast region of Kingston (lower than the 3000mm received in the mountain regions of Tasmania)
- The wettest season tend to be in the Winter months of June, July and August however it is common to expect high rainfall during September

### AVERAGE WIND SPEEDS:



- Kingston, due to it's location, is moderately windy throughout the year
- Prevailing winds in Kingston are most commonly northwesterly however strong easterly winds due to atmospheric pressure cycles and surrounding climates are not uncommon

Document Set ID: 4803882  
Version: 1, Version Date: 20/08/2024

project 2023-084  
scale @ A1  
drawing no. DA16  
designed FMO  
issue 1  
checked JWR







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Plan Reference No: P4

Date Received: 08/08/2024

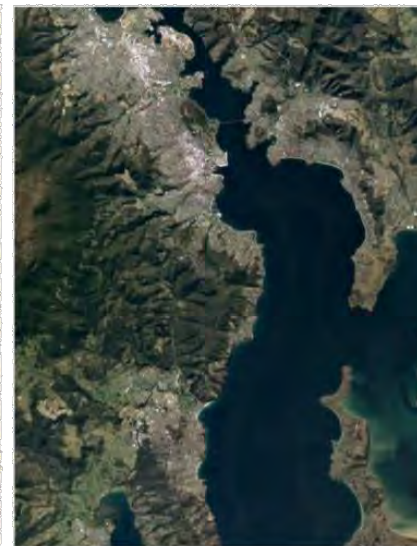
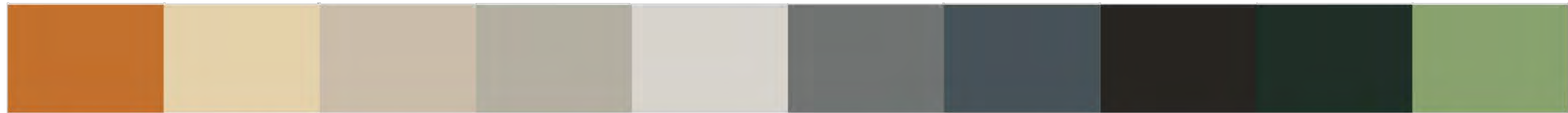
Date placed on Public Exhibition: 21/8/2024

**DESIGN RESPONSE**  
**02**

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Plan Reference No: P4  
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Version: 1, Version Date: 09/08/2024

project	drawing no.	issue
2023-084	DA21	1
scale @ A1	designed	checked
	FMO	JWR



Kingborough Council

Development Application: DAS-2024-2

Plan Reference No: P4

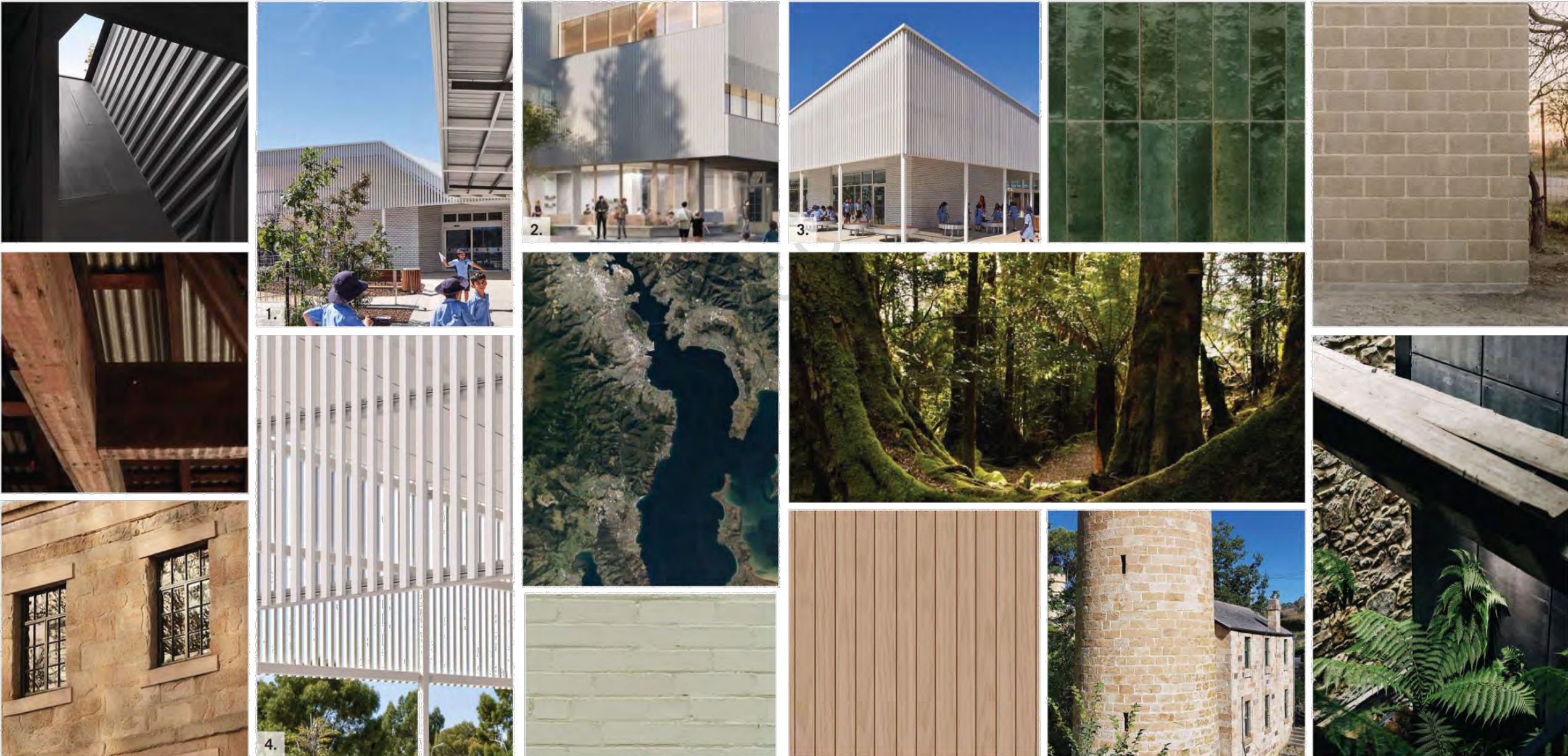
Date Received: 08/08/2024

Date placed on Public Exhibition: 21/8/2024



DESIGN RESPONSE

ARCHITECTURE AND MATERIALITY



1. Glowrey Catholic Primary School - Baldasso Cortese | 2. UTAS - Wardle Studio | 3. Glowrey Catholic Primary School - Baldasso Cortese | 4. Glowrey Catholic Primary School - Baldasso Cortese

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Version: 1, Version Date: 19/08/2024

project	2023-084	drawing no.	DA22	issue	1
scale	@ A1	designed	FMO	checked	JWR



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Development Application: DAS-2024-2  
Plan Reference No: P4  
Date Received: 08/08/2024  
Date placed on Public Exhibition: 21/8/2024



1.

2.

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12.

214, 209, 206	227, 209, 179
179, 176, 161	201, 188, 171
112, 115, 114	137, 161, 112
194, 112, 045	031, 046, 039
072, 083, 087	038, 037, 033

Document Set ID: 4503820  
Version: 1, Version Date: 09/08/2024

project 2023-084	drawing no. DA23	issue 1
scale @ A1	designed FMO	checked JWR





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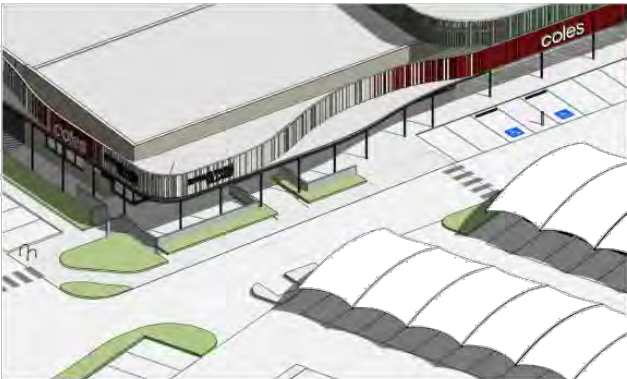
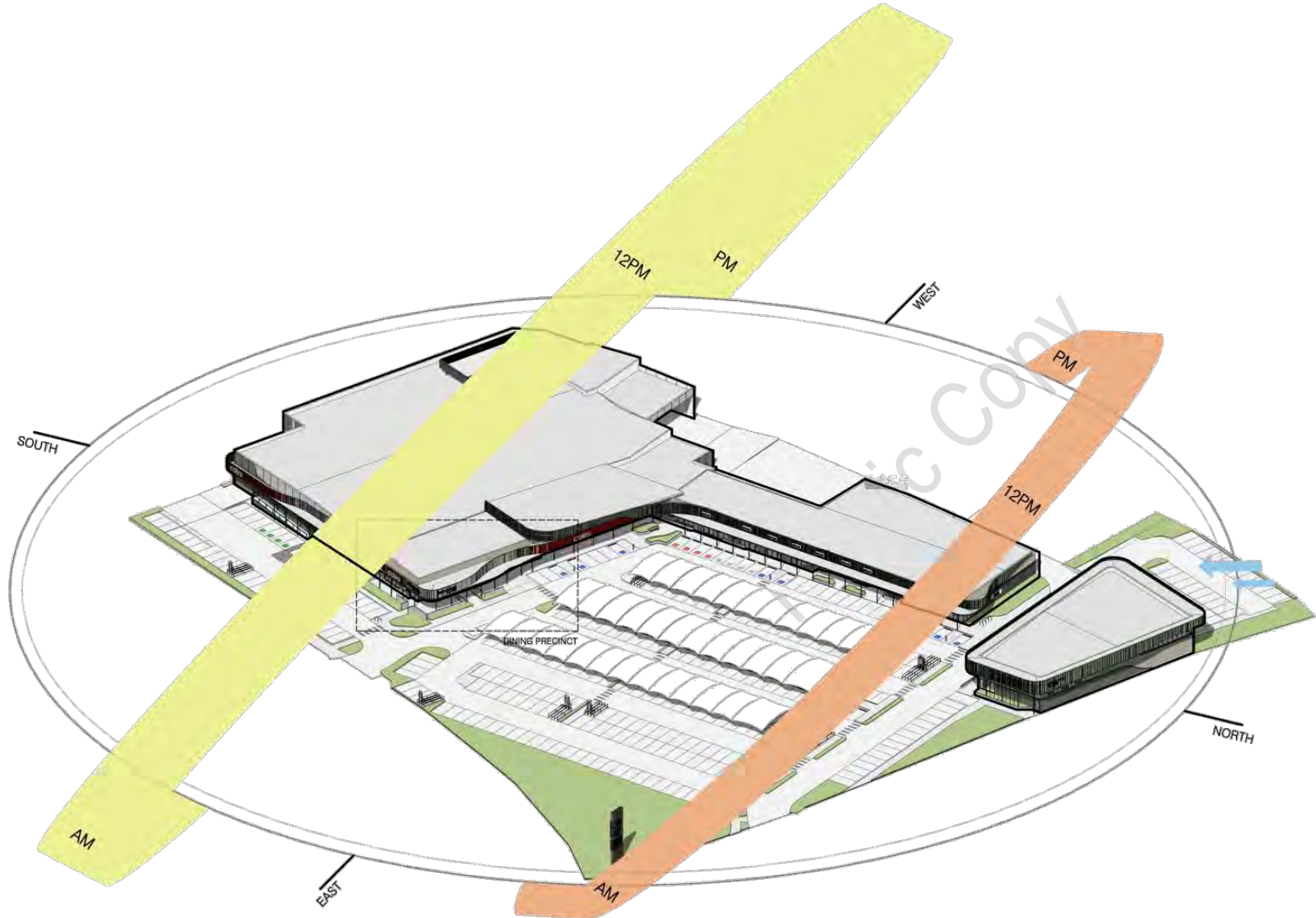
Plan Reference No: P4

Date Received: 08/08/2024

Date placed on Public Exhibition: 21/8/2024



# CLIMATE ANALYSIS



DINING PRECINCT

- PREVAILING WINDS
- SUN - SUMMER
- SUN - WINTER

Document Set ID: 4603820	Version: 1, Version Date: 08/08/2024
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project 2023-084	drawing no. DA25	issue 1
scale @ A1 1 : 100	designed FMO	checked JWR



Kingborough Council

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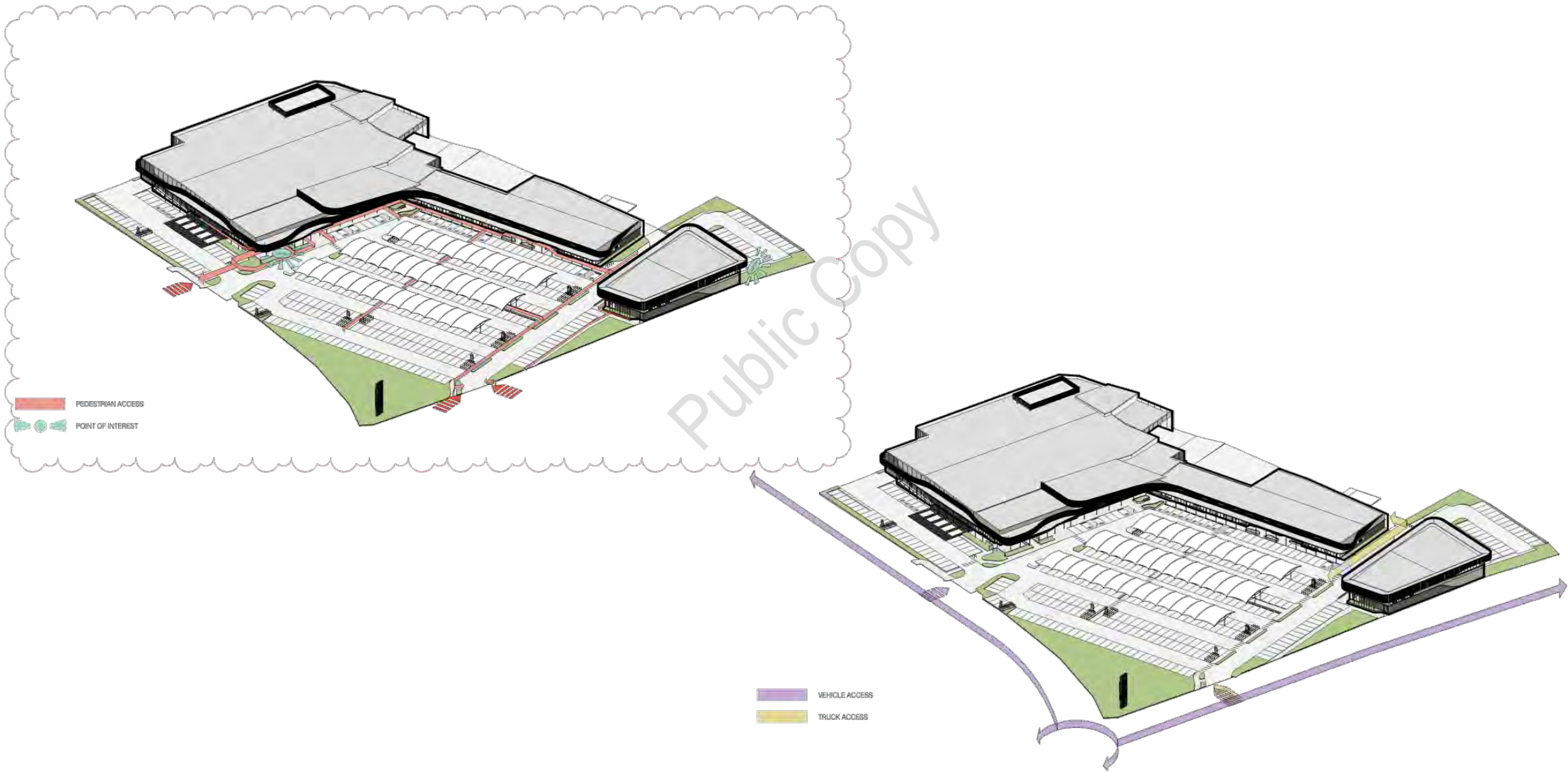
Plan Reference No: P4

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# MOVEMENT ANALYSIS



Document Set ID: 4503820  
Version: 1, Version Date: 19/08/2024

project	2023-084	drawing no.	DA26	issue	2
scale @ A1	1:100	designed	FMO	checked	JWR

Kingborough Council

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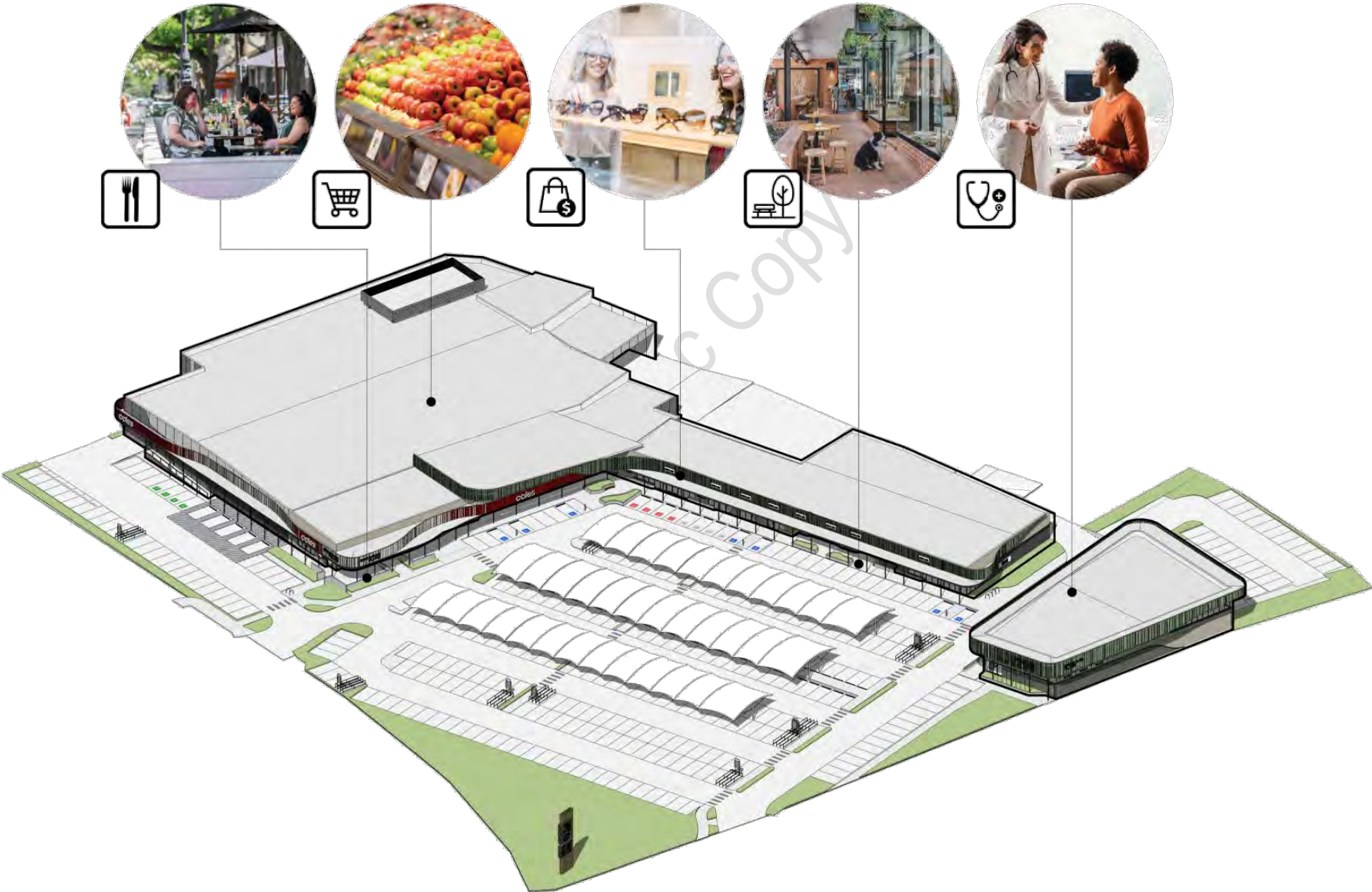
Plan Reference No: P4

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# AMENITY OVERVIEW



Document Set ID: 4893820  
Version: 1, Version Date: 08/08/2024

project	drawing no.	issue
2023-084	DA27	1
scale @ A1	designed	checked
N.T.S.	FMO	JWR

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Plan Reference No: P4  
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**VISUALISATION**  
**03**

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## VISUALISATION



Document Set ID: 4503020  
Version: 1, Version Date: 39/08/2024

project <b>2023-084</b>	drawing no. <b>DA31</b>	issue <b>1</b>
scale @A1	designed <b>FMO</b>	checked <b>JWR</b>







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Development Application: DAS-2024-2

Plan Reference No: P4

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VISUALISATION



Document Set ID: 4803820  
Version: 1, Version Date: 19/08/2024

project	drawing no.	issue
2023-084	DA33	1
scale @ A1	designed	checked
	FMO	JWR



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Development Application: DAS-2024-2  
Plan Reference No: P4  
Date Received: 08/08/2024  
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Document Set ID: 4803820  
Version: 1, Version Date: 19/08/2024

project <b>2023-084</b>	drawing no. <b>DA34</b>	issue <b>1</b>
scale @ A1	designed <b>FMQ</b>	checked <b>JWR</b>









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## VISUALISATION



Document Set ID: 4503020  
Version: 1, Version Date: 39/08/2024

project <b>2023-084</b>	drawing no. <b>DA36</b>	issue <b>1</b>
scale @A1	designed <b>FMO</b>	checked <b>JWR</b>

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ARCHITECTURAL DRAWINGS  
04

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Plan Reference No: P4  
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Date placed on Public Exhibition: 21/8/2024

no.	date	ISSUE / revision	by
1	15/05/2024	ISS - 001 (Issue - Change)	18/05
2	17/05/2024	ISS - 001 (Issue - Change)	18/05

Document Set ID: 4503020  
Version: 1, Version Date: 31/08/2024



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## EXISTING CONTEXT PLAN

project	2023-084	drawing no.	DA41	issue	2
scale @ A1	1 : 750	designed	FMO	checked	WOO



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Plan Reference No: P4

Date Received: 08/08/2024

Date placed on Public Exhibition: 21/8/2024





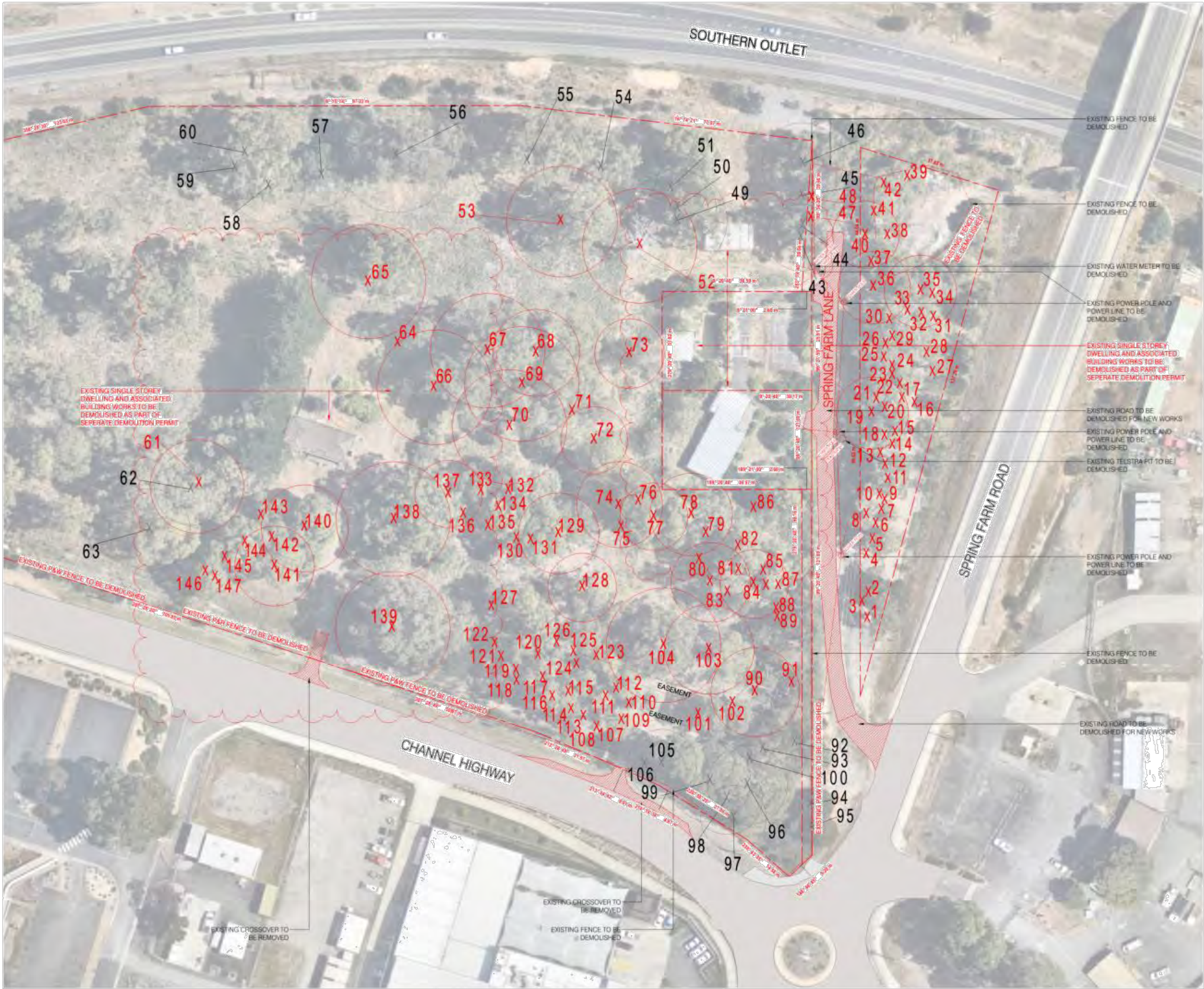
Kingborough Council

Development Application: DAS-2024-2

Plan Reference No: P4

Date Received: 08/08/2024

Date placed on Public Exhibition: 21/8/2024



Project Name	Spring Farm Village
Project Number	2023-084
Project Location	202 Channel Hwy, Kingston, TAS, 7050
Project Status	Development Application
Project Date	08/08/2024
Project Author	Kingborough Council
Project Reviewer	Kingborough Council
Project Approver	Kingborough Council
Project Date	08/08/2024
Project Version	1.0

SPRING FARM VILLAGE  
202 CHANNEL HWY, KINGSTON, TAS, 7050



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DEMOLITION PLAN  
TOWN PLANNING

Project	2023-084	Drawing No.	DA43	Issue	3
Scale	1:500	Design	FMO	Checked	WOO



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Development Application: DAS-2024-2

Plan Reference No: P4

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DEVELOPMENT SUMMARY	
TOWN PLANNING	
superlot area	20363.0 m²
GROUND	(+) new
USE	
Supermarket	4232.0 m²
Pharmacy (Specialty)	500.0 m²
Specialty	925.0 m²
Food	353.0 m²
Medical (Building 2)	586.0 m²
Dentist (Building 2)	120.0 m²
Dog Wash (Building 2)	13.0 m²
total ground floor area	6729.0 m²
LEVEL 01	(+) new
USE	
Commercial (Building 2)	787.0 m²
total level 01 floor area	787.0 m²
PARKING PROVIDED	
total parking	375 cars prov.
motorcycle parking	4
NOTE: ALL EXISTING AREAS ARE APPROXIMATE ONCE FULL SITE RE-ESTABLISHMENT SURVEY IS BE UNDERTAKEN TO CONFIRM ALL AREAS	

NOTES:  
REFER TO ARCHITECT SUPPORTING INFORMATION ON TREE RETENTION, PROTECTION AND REMOVAL.  
REFER TO CIVIL ENGINEER DRAWINGS FOR FURTHER INFORMATION ON WORKS AND SITE DETAILS.

1	1:2019	DA	DA44
2	1:2019	DA	DA44
3	1:2019	DA	DA44
4	1:2019	DA	DA44
5	1:2019	DA	DA44
6	1:2019	DA	DA44
7	1:2019	DA	DA44
8	1:2019	DA	DA44
9	1:2019	DA	DA44
10	1:2019	DA	DA44

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Version: 1, Version Date: 19/08/2024

SPRING FARM VILLAGE  
202 CHANNEL HWY, KINGSTON, TAS, 7050



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PROPOSED SITE PLAN  
TOWN PLANNING

project	2023-084	drawing no.	DA44	issue	3
scale @ A1	1:500	designed	FMO	checked	WOO



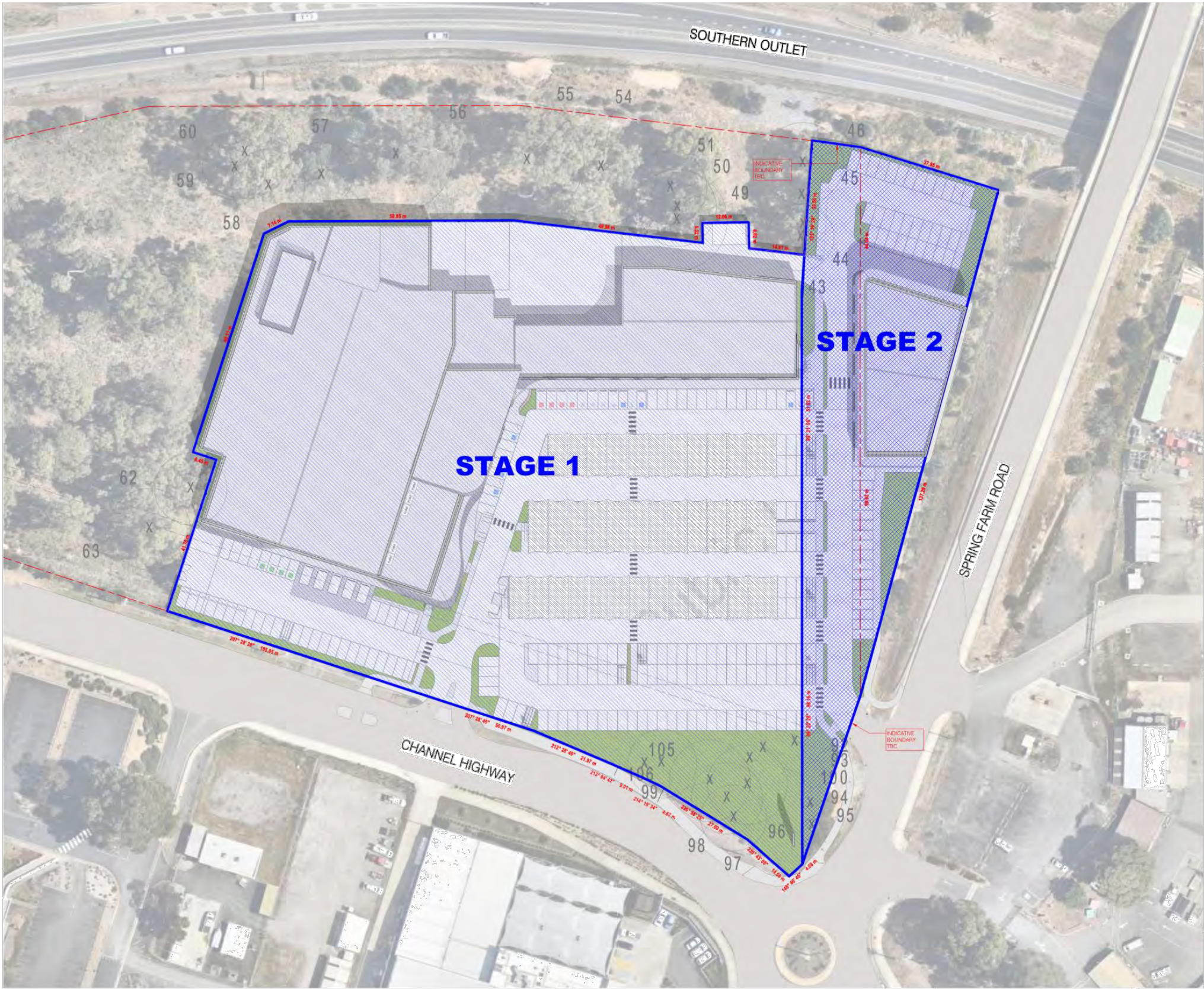
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Plan Reference No: P4

Date Received: 08/08/2024

Date placed on Public Exhibition: 21/8/2024



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SPRING FARM VILLAGE  
202 CHANNEL HWY, KINGSTON, TAS, 7050



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PROPOSED STAGING PLAN  
TOWN PLANNING

project	2023-084	drawing no.	DA44A	issue	2
scale @ A1	1:500	designed	FMO	checked	WOO



Kingborough Council

Development Application: DAS-2024-2

Plan Reference No: P4

Date Received: 08/08/2024

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DEVELOPMENT SUMMARY	
TOWN PLANNING	
superlot area	20363.0 m²
GROUND	(+) new
USE	
Supermarket	4232.0 m²
Pharmacy (Specialty)	500.0 m²
Specialty	925.0 m²
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Medical (Building 2)	586.0 m²
Dentist (Building 2)	120.0 m²
Dog Wash (Building 2)	13.0 m²
total ground floor area	6729.0 m²
LEVEL 01	(+) new
USE	
Commercial (Building 2)	787.0 m²
total level 01 floor area	787.0 m²
PARKING PROVIDED	
total parking	375 cars prov.
motorcycle parking	4
NOTE: ALL EXISTING AREAS ARE APPROXIMATE ONLY. FULL SITE RE-ESTABLISHMENT SURVEY TO BE UNDERTAKEN TO CONFIRM ALL AREAS.	

NOTES:  
REFER TO ARCHITECT SUPPORTING INFORMATION ON TREE RETENTION, PROTECTION AND REMOVAL.  
REFER TO CIVIL ENGINEER DRAWINGS FOR FURTHER INFORMATION ON WORKS AND SITE DETAILS.

1	10/08/24	DA45	DA45	DA45
2	12/08/24	DA45	DA45	DA45
3	13/08/24	DA45	DA45	DA45
4	14/08/24	DA45	DA45	DA45
5	15/08/24	DA45	DA45	DA45
6	16/08/24	DA45	DA45	DA45
7	17/08/24	DA45	DA45	DA45
8	18/08/24	DA45	DA45	DA45
9	19/08/24	DA45	DA45	DA45
10	20/08/24	DA45	DA45	DA45

Document Set ID: 4803820  
Version: 1, Version Date: 19/08/2024

SPRING FARM VILLAGE  
202 CHANNEL HWY, KINGSTON, TAS, 7050



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PROPOSED GROUND FLOOR PLAN  
TOWN PLANNING

project	2023-084	drawing no.	DA45	issue	4
scale @ A1	1:500	designed	FMO	checked	WOO



Kingborough Council

Development Application: DAS-2024-2

Plan Reference No: P4

Date Received: 08/08/2024

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Project	2023-084
Scale	1:100
Drawn	FMO
Checked	WOO
Issue	2

SPRING FARM VILLAGE  
202 CHANNEL HWY, KINGSTON, TAS, 7050



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PROPOSED MEDICAL GROUND FLOOR PLAN  
TOWN PLANNING

REMARK: LAYOUT INDICATIVE ONLY, TO BE CONFIRMED

Project	2023-084	Drawing no.	DA45A	Issue	2
Scale	1:100	Designed	FMO	Checked	WOO



Kingborough Council

Development Application: DAS-2024-2

Plan Reference No: P4

Date Received: 08/08/2024

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DEVELOPMENT SUMMARY	
TOWN PLANNING	
superlot area	20363.0 m²
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USE	
Supermarket	4232.0 m²
Pharmacy (Specialty)	500.0 m²
Specialty	925.0 m²
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total ground floor area	6729.0 m²
LEVEL 01	(+) new
USE	
Commercial (Building 2)	787.0 m²
total level 01 floor area	787.0 m²
PARKING PROVIDED	
total parking	375 cars prov.
motorcycle parking	4
NOTE: ALL EXISTING AREAS ARE APPROXIMATE ONCE FULL SITE RE-ESTABLISHMENT SURVEY IS UNDERTAKEN TO CONFIRM ALL AREAS	

NOTES:  
REFER TO AIRPORT SUPPORT FOR INFORMATION ON TREE RETENTION, PROTECTION AND REMOVAL.  
REFER TO CIVIL ENGINEER DRAWINGS FOR FURTHER INFORMATION ON WORKS AND SITE DETAILS.

Document Set ID: 4803820

Version: 1, Version Date: 19/08/2024

SPRING FARM VILLAGE  
202 CHANNEL HWY, KINGSTON, TAS, 7050



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PROPOSED LEVEL 01 PLAN

TOWN PLANNING

project	2023-084	drawing no.	DA46	issue	2
scale @ A1	1:500	designed	FMO	checked	WOO



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Development Application: DAS-2024-2

Plan Reference No: P4

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1	1:2019	DA - Planning & Design	DA1
2	1:2019	DA - Planning & Design	DA2
3	1:2019	DA - Planning & Design	DA3
4	1:2019	DA - Planning & Design	DA4
5	1:2019	DA - Planning & Design	DA5
6	1:2019	DA - Planning & Design	DA6
7	1:2019	DA - Planning & Design	DA7
8	1:2019	DA - Planning & Design	DA8
9	1:2019	DA - Planning & Design	DA9
10	1:2019	DA - Planning & Design	DA10

Document Set ID: 4803820  
Version: 1, Version Date: 19/08/2024

**SPRING FARM VILLAGE**  
202 CHANNEL HWY, KINGSTON, TAS, 7050



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**PROPOSED ROOF PLAN**  
TOWN PLANNING

project	2023-084	drawing no.	DA47	issue	3
scale	A1	designed	FMO	checked	WOO
1:500					

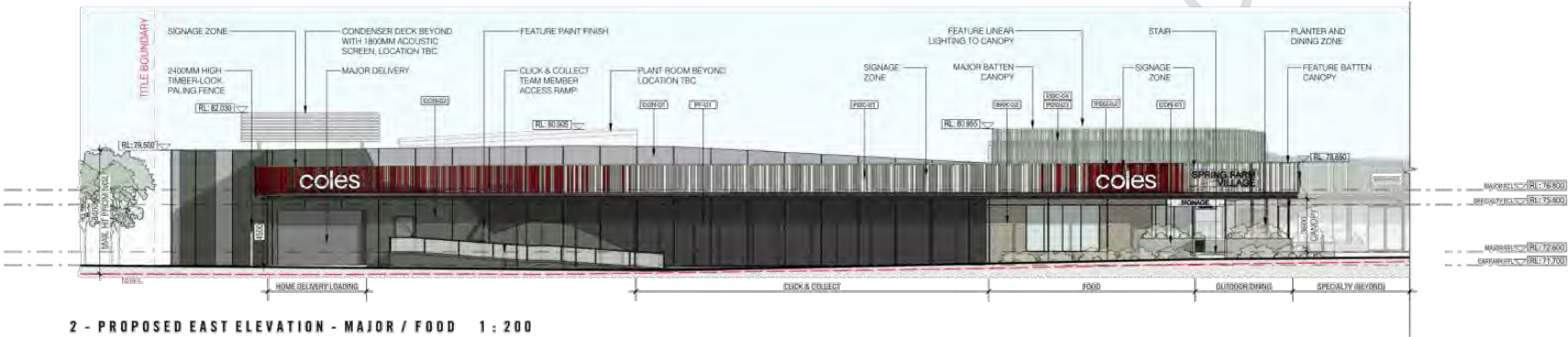




1 - PROPOSED NORTH ELEVATION 1:200



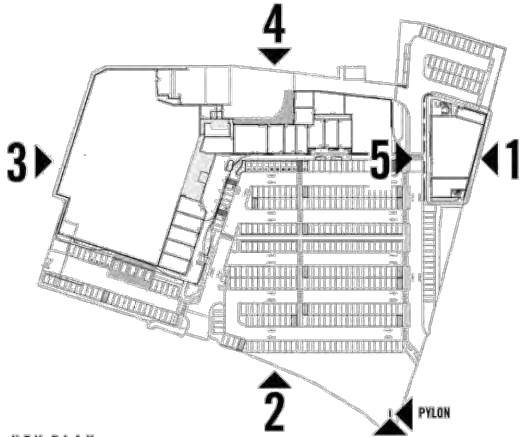
2 - PROPOSED EAST ELEVATION - SPECIALTY / MEDICAL 1:200



2 - PROPOSED EAST ELEVATION - MAJOR / FOOD 1:200

**Kingborough Council**  
Development Application: DAS-2024-2  
Plan Reference No: P4  
Date Received: 08/08/2024  
Date placed on Public Exhibition: 21/8/2024

MATERIAL SCHEDULE		
IMAGE	TAG	DESCRIPTION
	BRK-01	BRICK VENEER - DARK GREEN FINISH
	BRK-02	BRICK VENEER - NEUTRAL FINISH
	CON-01	PRECAST CONCRETE
	CON-02	PRECAST CONCRETE WITH PAINT FINISH - DARK GREEN
	PDC-01	POWDERCOAT FINISH - WHITE
	PDC-02	POWDERCOAT FINISH - RED
	PDC-03	POWDERCOAT FINISH - GREEN
	PDC-04	POWDERCOAT FINISH - LIGHT GREEN
	PF-01	PAINT FINISH - DARK GREY
	TILE-01	EMERALD GREEN GLOSSY TILE
	TIMB-01	TIMBER BOARDS - NEUTRAL FINISH
	TIMB-02	TIMBER BOARDS - NEUTRAL FINISH



KEY PLAN

**PROPOSED ELEVATIONS**  
TOWN PLANNING

Project: 2023-084 Drawing no: DA48 Issue: 2  
Scale: As Indicated Designed: FMO checked: WOO

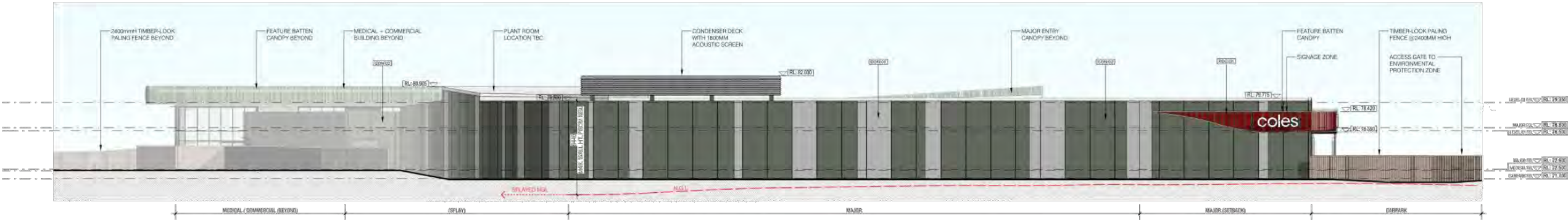
Document Set ID: 4853820  
Version: 1, Version Date: 28/08/2024

**SPRING FARM VILLAGE**  
202 CHANNEL HWY, KINGSTON, TAS, 7050

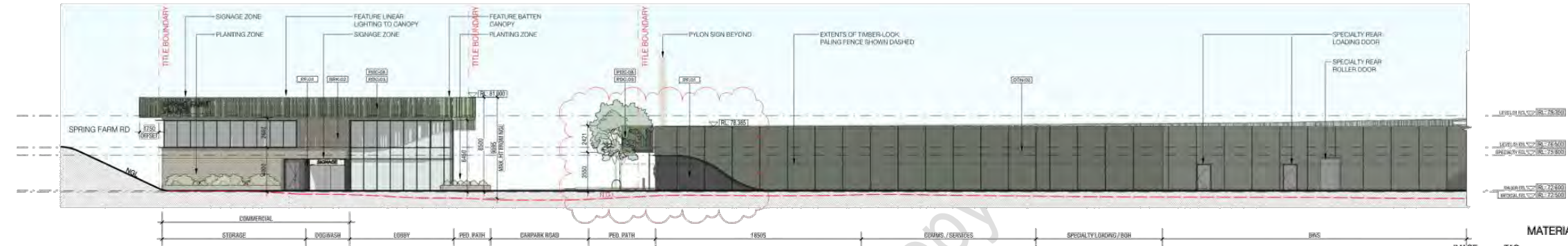


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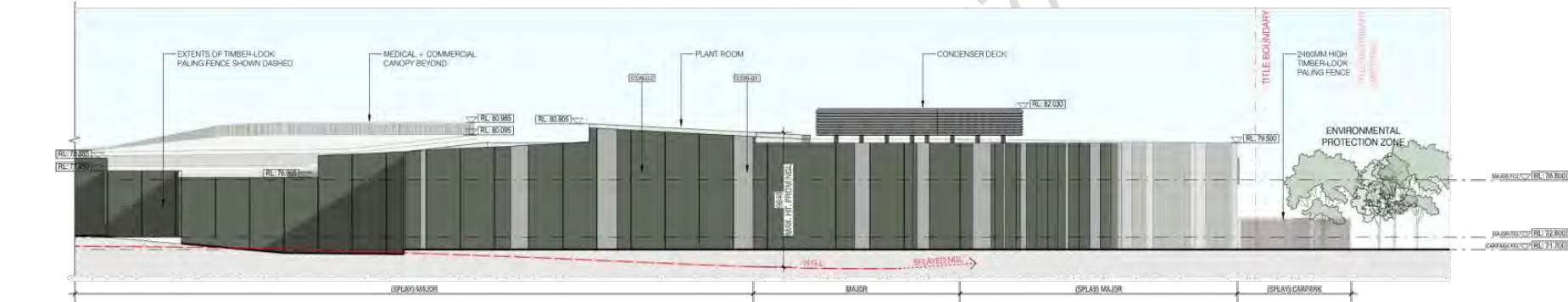




3 - PROPOSED SOUTH ELEVATION 1 : 200

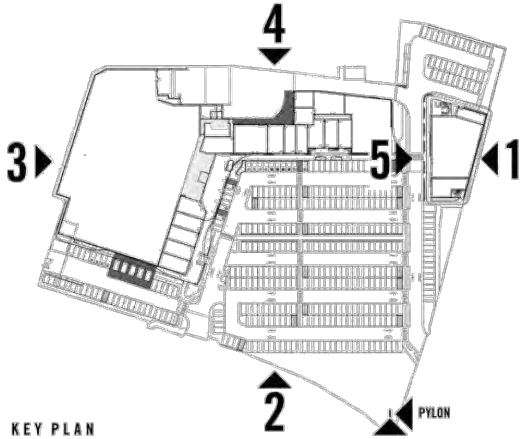


4 - PROPOSED WEST ELEVATION - PART A 1 : 200



4 - PROPOSED WEST ELEVATION - PART B 1 : 200

**Kingborough Council**  
Development Application: DAS-2024-2  
Plan Reference No: P4  
Date Received: 08/08/2024  
Date placed on Public Exhibition: 21/8/2024



KEY PLAN

MATERIAL SCHEDULE		
IMAGE	TAG	DESCRIPTION
	BRK-01	BRICK VENEER - DARK GREEN FINISH
	BRK-02	BRICK VENEER - NEUTRAL FINISH
	CON-01	PRECAST CONCRETE
	CON-02	PRECAST CONCRETE WITH PAINT FINISH - DARK GREEN
	PDC-01	POWDERCOAT FINISH - WHITE
	PDC-02	POWDERCOAT FINISH - RED
	PDC-03	POWDERCOAT FINISH - GREEN
	PDC-04	POWDERCOAT FINISH - LIGHT GREEN
	PF-01	PAINT FINISH - DARK GREY
	TILE-01	EMERALD GREEN GLOSSY TILE
	TIMB-01	TIMBER BOARDS - NEUTRAL FINISH
	TIMB-02	TIMBER BOARDS - NEUTRAL FINISH

NO.	REVISION	DATE	BY	CHKD.
1	ISSUED FOR TENDERS	08/08/2024	DA49	
2	ISSUED FOR TENDERS	08/08/2024	DA49	
3	ISSUED FOR TENDERS	08/08/2024	DA49	
4	ISSUED FOR TENDERS	08/08/2024	DA49	
5	ISSUED FOR TENDERS	08/08/2024	DA49	
6	ISSUED FOR TENDERS	08/08/2024	DA49	
7	ISSUED FOR TENDERS	08/08/2024	DA49	
8	ISSUED FOR TENDERS	08/08/2024	DA49	
9	ISSUED FOR TENDERS	08/08/2024	DA49	
10	ISSUED FOR TENDERS	08/08/2024	DA49	

**SPRING FARM VILLAGE**  
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**PROPOSED ELEVATIONS**  
TOWN PLANNING

project 2023-084  
scale @ A1  
As indicated

drawing no. DA49  
designed FMO  
checked WOO

issue 2  
checked WOO

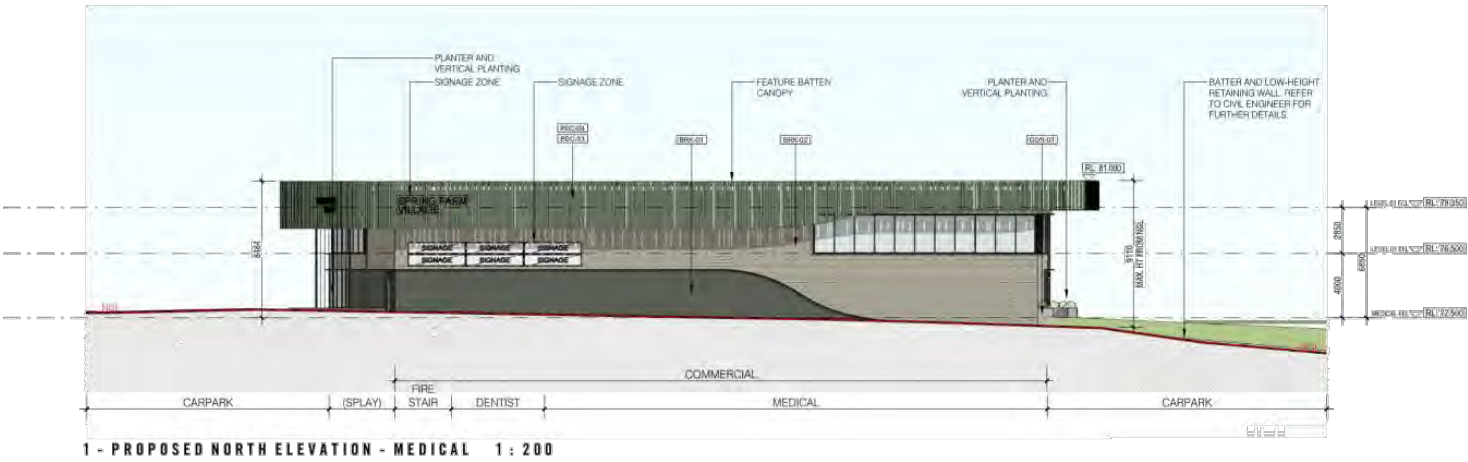
Kingborough Council

Development Application: DAS-2024-2

Plan Reference No: P4

Date Received: 08/08/2024

Date placed on Public Exhibition: 21/8/2024



- PYLON MATERIALS**
- PF-01 PAINT FINISH - DULUX MONUMENT
  - PF-02 PAINT FINISH - DULUX MILDURA
  - PDC-01 POWDERCOAT FINISH - DULUX DOVER WHITE
  - TIMB-02 100x140mm VERTICAL TIMBER BATTENS

MATERIAL SCHEDULE		
IMAGE	TAG	DESCRIPTION
	BRK-01	BRICK VENEER - DARK GREEN FINISH
	BRK-02	BRICK VENEER - NEUTRAL FINISH
	CON-01	PRECAST CONCRETE
	CON-02	PRECAST CONCRETE WITH PAINT FINISH - DARK GREEN
	PDC-01	POWDERCOAT FINISH - WHITE
	PDC-02	POWDERCOAT FINISH - RED
	PDC-03	POWDERCOAT FINISH - GREEN
	PDC-04	POWDERCOAT FINISH - LIGHT GREEN
	PF-01	PAINT FINISH - DARK GREY
	TILE-01	EMERALD GREEN GLOSSY TILE
	TIMB-01	TIMBER BOARDS - NEUTRAL FINISH
	TIMB-02	TIMBER BOARDS - NEUTRAL FINISH

Document Set ID: 4603820  
Version: 1, Version Date: 28/08/2024

SPRING FARM VILLAGE  
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PROPOSED ELEVATIONS

TOWN PLANNING

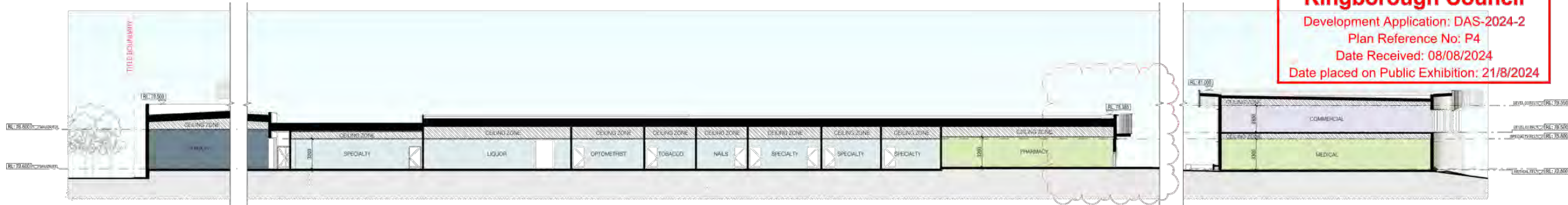
Project 2023-084  
Scale @ A1  
As indicated

Drawing no. DA50  
Designed FMO

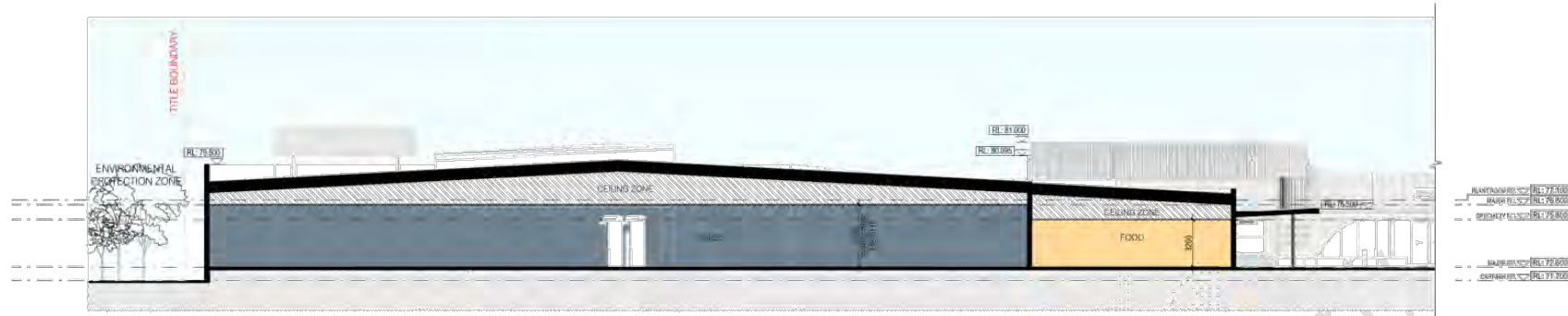
Issue 1  
Checked WOO



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Development Application: DAS-2024-2  
Plan Reference No: P4  
Date Received: 08/08/2024  
Date placed on Public Exhibition: 21/8/2024



SECTION A - MAJOR / SPECIALTY / MEDICAL 1:200



SECTION B - MAJOR / FOOD PRECINCT 1:200



SECTION C - MAJOR / LOADING 1:200



SECTION D - SPECIALTY / LOADING 1:200



Document Set ID: 4803820	Version: 1, Version Date: 19/08/2024
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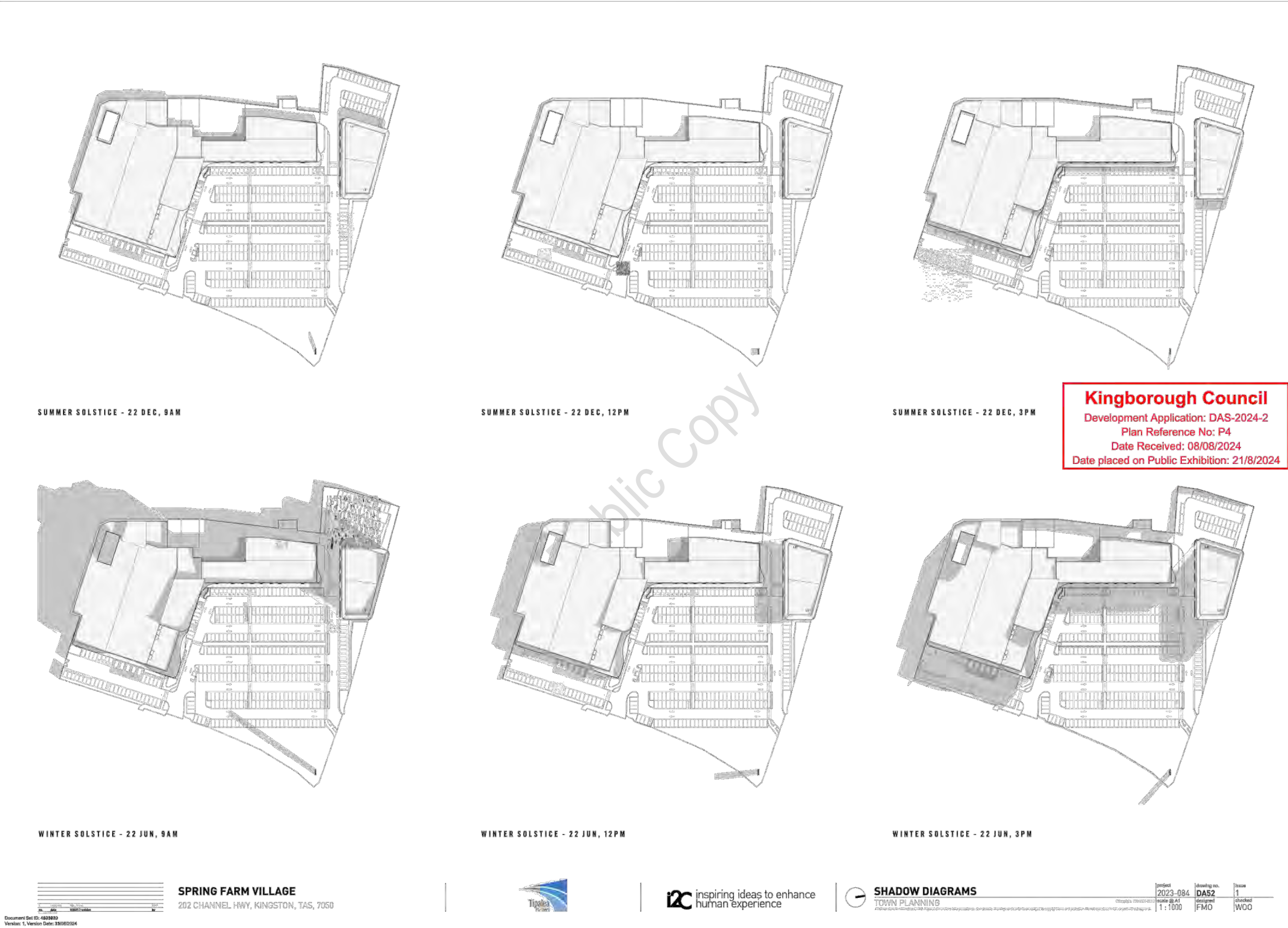
**SPRING FARM VILLAGE**  
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**PROPOSED SECTIONS**  
TOWN PLANNING

project 2023-084	drawing no. DA51	issue 2
scale @ A1 As indicated	designed FMO	checked WOO





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Development Application: DAS-2024-2

Plan Reference No: P4

Date Received: 08/08/2024

Date placed on Public Exhibition: 21/8/2024



- POLE MOUNTED LUMINAIRE
- WEATHERPROOF BATTEN UNDERSHADE SAIL FRAME
- LUMINAR FIXED TO VERTICALS OF SHADE SAIL FRAME
- BOLLARD
- FLOODLIGHT ON BUILDING FACADE AT HIGH LEVEL

PROPOSED LIGHTING PLAN

Document Set ID: 4603820	Version: 1, Version Date: 28/08/2024
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PROPOSED LIGHTING PLAN  
TOWN PLANNING

project 2023-084	drawing no. DA53	issue 2
scale @ A1 1:500	designed FMO	checked WOO



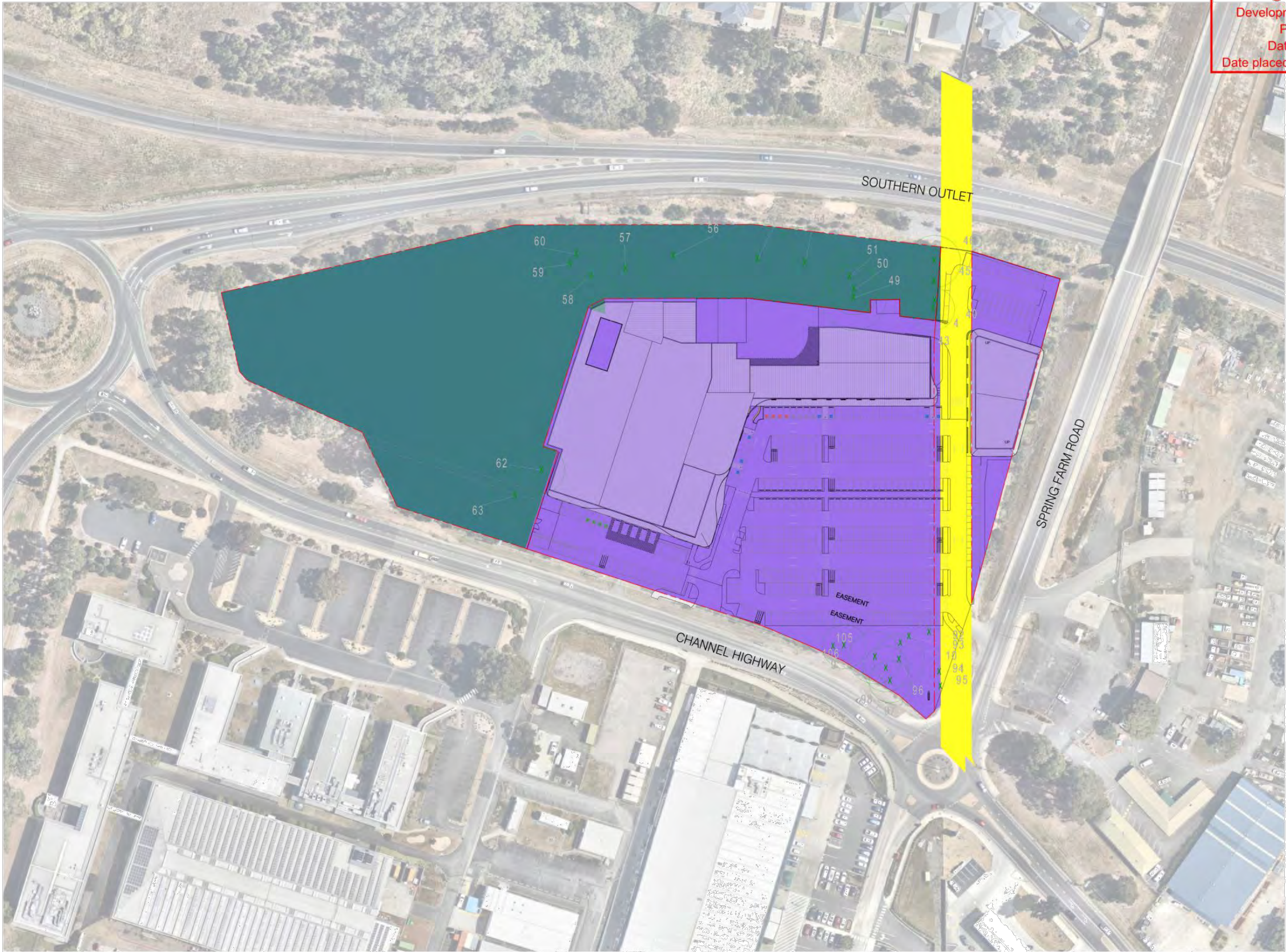
Kingborough Council

Development Application: DAS-2024-2

Plan Reference No: P4

Date Received: 08/08/2024

Date placed on Public Exhibition: 21/8/2024



- 23.0 COMMERCIAL
- 28.0 UTILITIES
- 29.0 ENVIRONMENTAL MANAGEMENT

TASMANIAN PLANNING SCHEME ZONING 1 : 750

Document Set ID: 4803820

Version: 1, Version Date: 19/08/2024

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TASMANIAN PLANNING SCHEME ZONING

TOWN PLANNING

project	2023-084	drawing no.	DA54	issue	1
scale	As indicated	designed	FMO	checked	WOO





IMAGE	TAG	NO.	SIZE (mm)	AREA	DESCRIPTION
	1	6	4500 x 1200	5.4m <sup>2</sup>	CENTRE SIGNAGE, INTERNALLY ILLUMINATED, FIXED, ACRYLIC
	2	1	5000 x 470	2.2m <sup>2</sup>	CENTRE MAIN ENTRY SIGNAGE INDIVIDUAL LETTERS, NOT ILLUMINATED, FIXED, ACRYLIC
	3	8	2200 x 800	1.8m <sup>2</sup>	SPECIALTY TENANT SIGNAGE, INTERNALLY ILLUMINATED, FIXED, ACRYLIC
	4	12	2000 x 500	1.0m <sup>2</sup>	LOW LEVEL SPECIALTY SIGNAGE INDIVIDUAL LETTERS, NOT ILLUMINATED, FIXED, ACRYLIC
	5a	8	1250 x 350	0.4m <sup>2</sup>	SPECIALTY CANOPY BLADE SIGNAGE, INTERNALLY ILLUMINATED, FIXED, ACRYLIC
	5b	3	1450 x 305	0.5m <sup>2</sup>	SPECIALTY CANOPY BLADE SIGNAGE, INTERNALLY ILLUMINATED, FIXED, ACRYLIC
	6	4	3880 x 340	1.3m <sup>2</sup>	UNDER CANOPY SIGNAGE, INTERNALLY ILLUMINATED, FIXED, ACRYLIC
	7	7	4145 x 1680	8.7m <sup>2</sup>	MAIN ENTRY SUPERMARKET SIGNAGE, INTERNALLY ILLUMINATED, FIXED, ACRYLIC
	9a	2	3200 x 2200	7.0m <sup>2</sup>	CENTRE PYLON SIGNAGE, INTERNALLY ILLUMINATED, FIXED, ACRYLIC
	9b	2	3200 x 700 (TBC)	2.2m <sup>2</sup>	SUPERMARKET PYLON SIGNAGE, INTERNALLY ILLUMINATED, FIXED, ACRYLIC
	9c	2	4600 x 1200 (TBC)	1.9m <sup>2</sup>	TENANCY PYLON SIGNAGE, INTERNALLY ILLUMINATED, FIXED, ACRYLIC
	9d	16	1500 x 450 (TBC)	0.7m <sup>2</sup>	TENANCY PYLON SIGNAGE, INTERNALLY ILLUMINATED, FIXED, ACRYLIC
	10	6	3500 x 650	2.2m <sup>2</sup>	TENANCY SIGNAGE, INTERNALLY ILLUMINATED, FIXED, ACRYLIC
	11	1	3750 x 1100	4.1m <sup>2</sup>	TENANCY SIGNAGE, FIXED, ACRYLIC

PROPOSED SIGNAGE PLAN 1 : 500

Year	State	ISSUE / Revision	By
21	INDONESIA	ISS - P33: Sustainable Development	3-2017
22	INDONESIA	ISS - P33: Energy	2-2017
23	INDONESIA	7: Energy related energy related	
24	INDONESIA	ISS - P33: Energy	3-2017

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## PROPOSED SIGNAGE PLAN

project	drawing no.	issue
2023-084	S01	3
scale @ A1	designed	checked
As indicated	FMO	JWR



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Development Application: DAS-2024-2  
Plan Reference No: P4  
Date Received: 08/08/2024  
Date placed on Public Exhibition: 21/8/2024



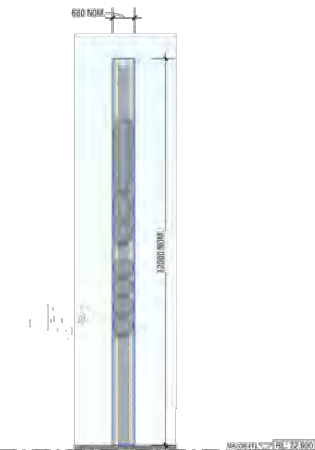
1 - PROPOSED SIGNAGE NORTH ELEVATION 1 : 200



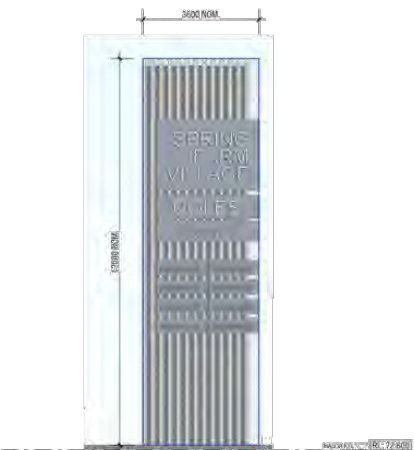
2 - PROPOSED SIGNAGE EAST ELEVATION - SPECIALTY / MEDICAL 1 : 200



3 - PROPOSED SIGNAGE EAST ELEVATION - MAJOR / FOOD 1 : 200



4 - TYPICAL PYLON ELEVATION B 1 : 100



5 - TYPICAL PYLON SIGN - ELEVATION 1 : 100

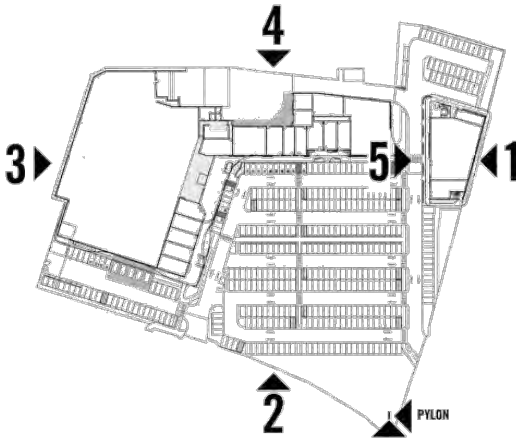


IMAGE	TAG	NO.	SIZE (mm)	AREA	DESCRIPTION
	1	6	4500 x 1200	5.4m²	CENTRE SIGNAGE, INTERNALLY ILLUMINATED, FIXED, ACRYLIC
	2	1	5000 x 470	2.2m²	CENTRE MAIN ENTRY SIGNAGE INDIVIDUAL LETTERS, NOT ILLUMINATED, FIXED, ACRYLIC
	3	8	2200 x 800	1.8m²	SPECIALTY TENANT SIGNAGE, INTERNALLY ILLUMINATED, FIXED, ACRYLIC
	4	12	2000 x 500	1.0m²	LOW LEVEL SPECIALTY SIGNAGE INDIVIDUAL LETTERS, NOT ILLUMINATED, FIXED, ACRYLIC
	5a	8	1250 x 350	0.4m²	SPECIALTY CANOPY BLADE SIGNAGE, INTERNALLY ILLUMINATED, FIXED, ACRYLIC
	5b	3	1450 x 305	0.5m²	SPECIALTY CANOPY BLADE SIGNAGE, INTERNALLY ILLUMINATED, FIXED, ACRYLIC
	6	4	3880 x 340	1.3m²	UNDER CANOPY SIGNAGE, INTERNALLY ILLUMINATED, FIXED, ACRYLIC
	7	7	4145 x 1680	8.7m²	MAIN ENTRY SUPERMARKET SIGNAGE, INTERNALLY ILLUMINATED, FIXED, ACRYLIC
	9a	2	3200 x 2200	7.0m²	CENTRE PYLON SIGNAGE, INTERNALLY ILLUMINATED, FIXED, ACRYLIC
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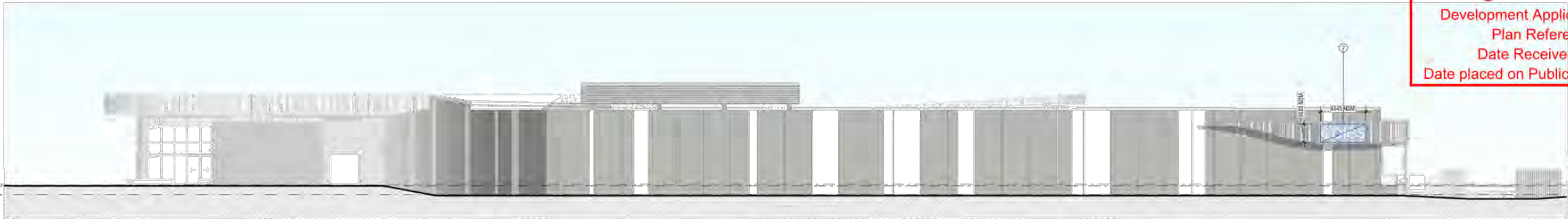
Kingborough Council

Development Application: DAS-2024-2

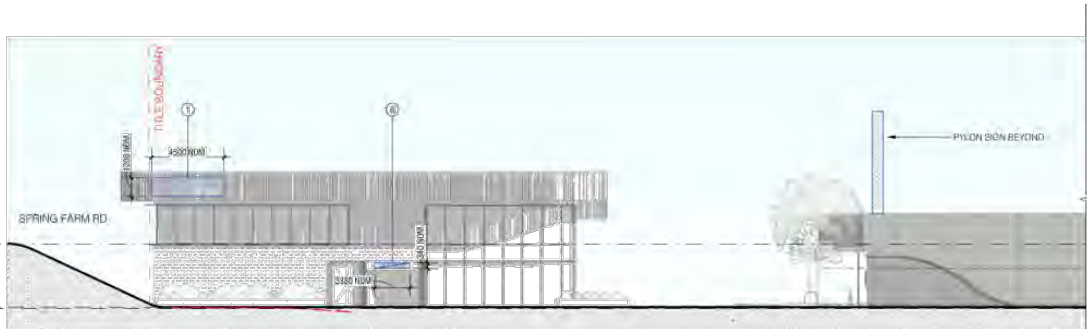
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Date Received: 08/08/2024

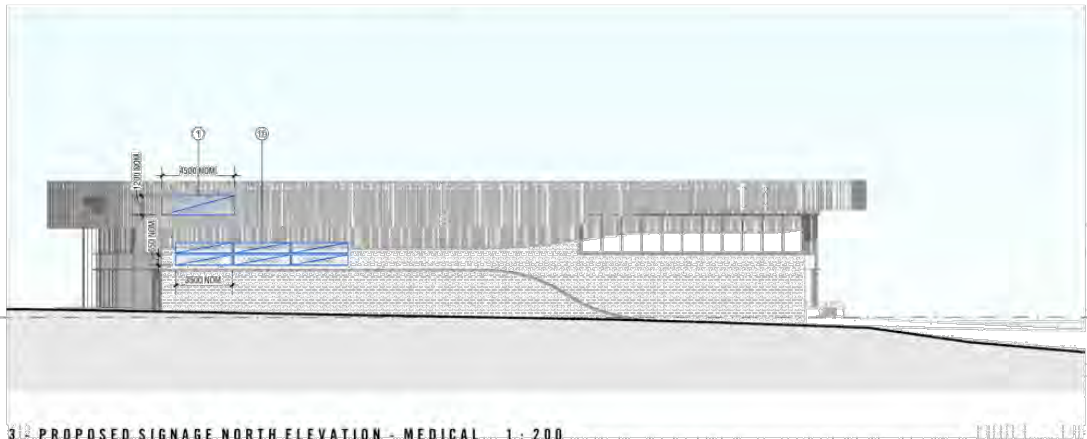
Date placed on Public Exhibition: 21/8/2024



1 - PROPOSED SIGNAGE SOUTH ELEVATION 1 : 200



2 - PROPOSED SIGNAGE WEST ELEVATION 1 : 200



3 - PROPOSED SIGNAGE NORTH ELEVATION - MEDICAL 1 : 200



4 - PROPOSED SIGNAGE SOUTH ELEVATION - MEDICAL 1 : 200

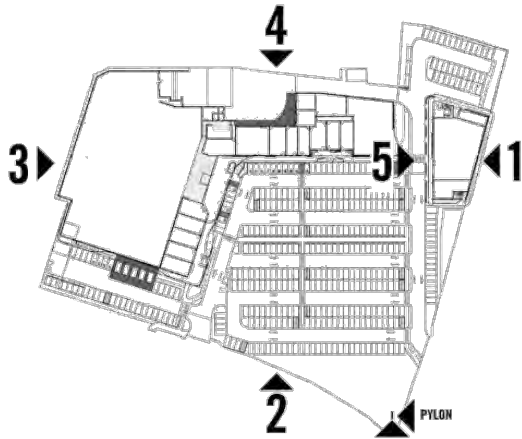


IMAGE	TAG	NO.	SIZE (mm)	AREA	DESCRIPTION
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	2	1	5000 x 470	2.2m²	CENTRE MAIN ENTRY SIGNAGE INDIVIDUAL LETTERS, NOT ILLUMINATED, FIXED, ACRYLIC
	3	8	2200 x 800	1.8m²	SPECIALTY TENANT SIGNAGE, INTERNALLY ILLUMINATED, FIXED, ACRYLIC
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	5b	3	1450 x 305	0.5m²	SPECIALTY CANOPY BLADE SIGNAGE, INTERNALLY ILLUMINATED, FIXED, ACRYLIC
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	9a	2	3200 x 2200	7.0m²	CENTRE PYLON SIGNAGE, INTERNALLY ILLUMINATED, FIXED, ACRYLIC
	9b	2	3200 x 700 (TBC)	2.2m²	SUPERMARKET PYLON SIGNAGE, INTERNALLY ILLUMINATED, FIXED, ACRYLIC
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	10	6	3500 x 650	2.2m²	TENANCY SIGNAGE, INTERNALLY ILLUMINATED, FIXED, ACRYLIC
	11	1	3750 x 1100	4.1m²	TENANCY SIGNAGE, FIXED, ACRYLIC

Document Set ID: 48038820  
Version: 1, Version Date: 30/08/2024

SPRING FARM VILLAGE  
202 CHANNEL HWY, KINGSTON, TAS, 7050

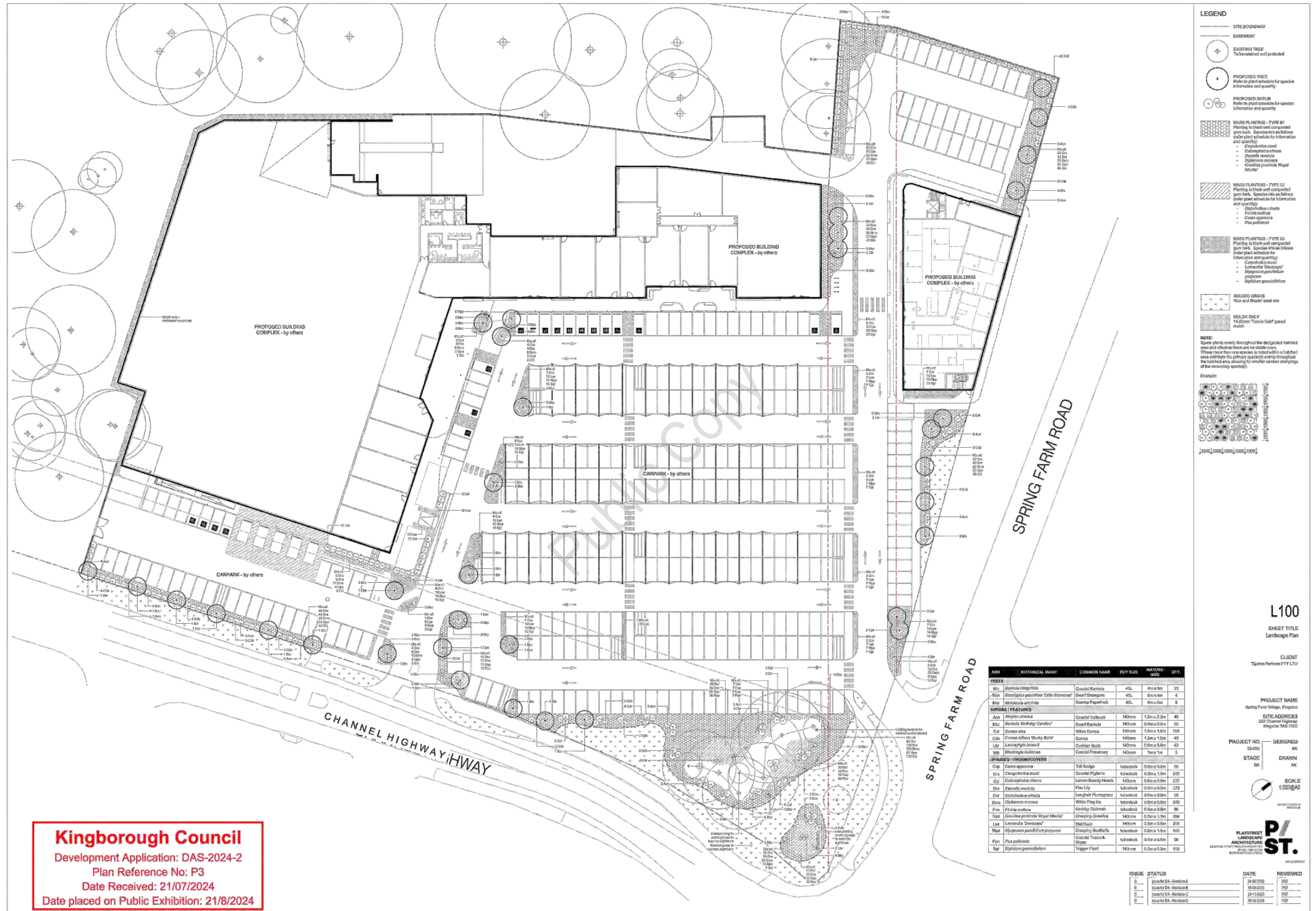


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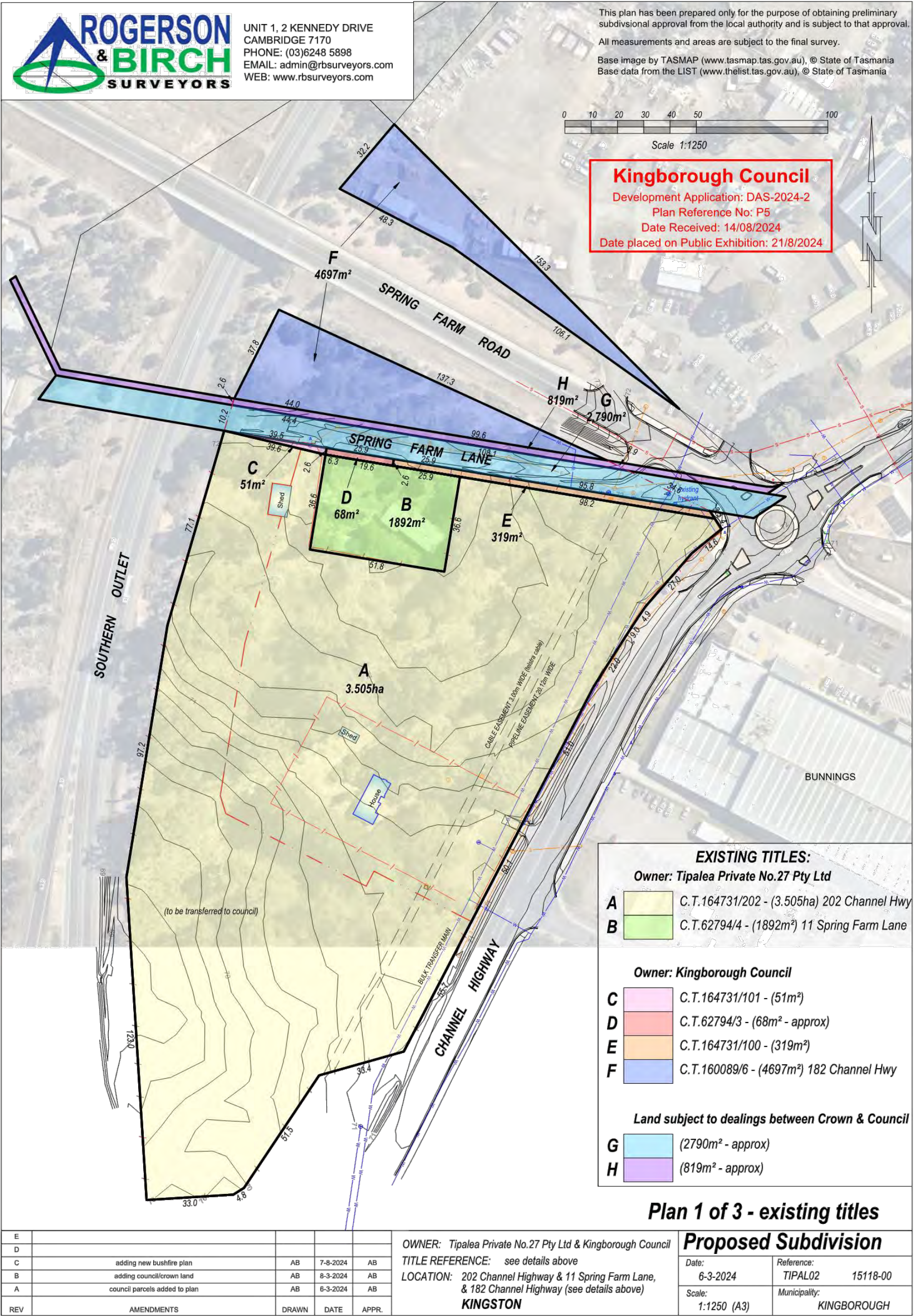
PROPOSED SIGNAGE ELEVATIONS  
TOWN PLANNING

project	2023-084	drawing no.	503	issue	1
scale	As Indicated	designed	FMO	checked	JWR

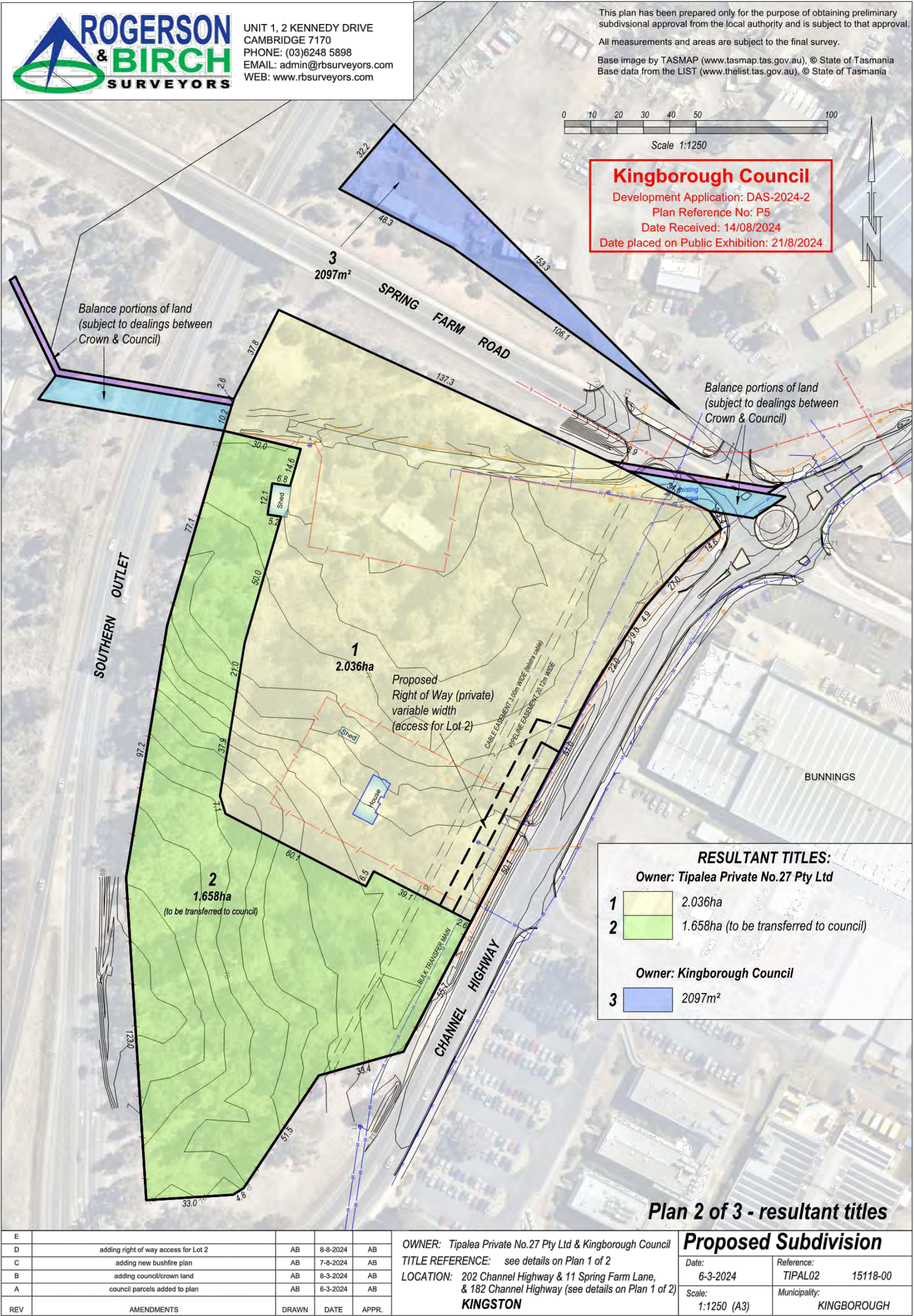




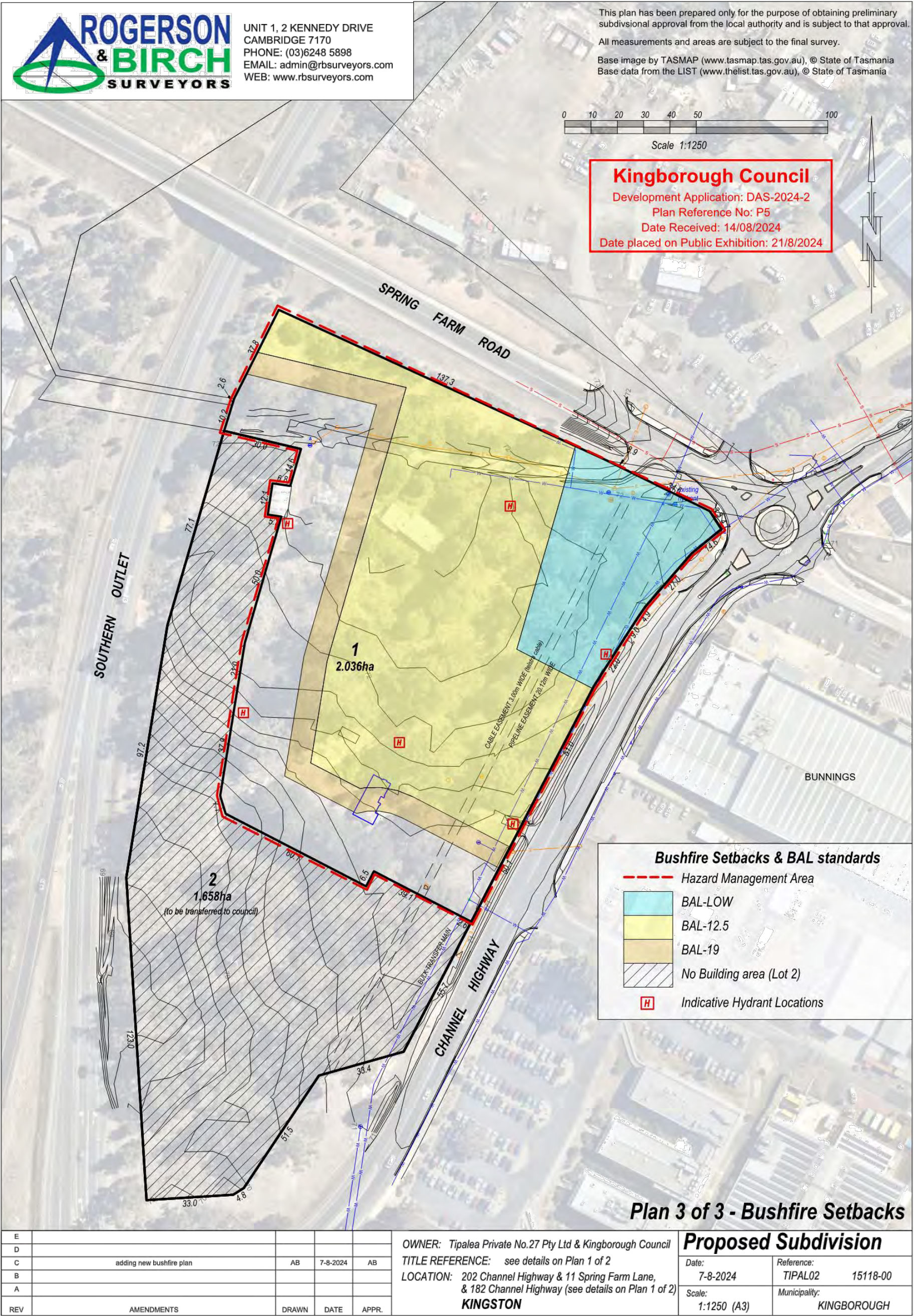














## Assessment Checklist for Development Applications for Subdivision and Use and/or Development

### Commercial Zone Provisions

Checklist is based on KIPS2015 and provisions of PD8 (which commenced 22 Feb 2022)

Clause	Compliance/Comments
<b>23.3 Use Standards</b>	
<b>Cl. 23.3.1 Hours of Operation</b> <ul style="list-style-type: none"> <li><b>A1</b> – Hours of operation of a use within 50 m of a residential zone must be within: <ul style="list-style-type: none"> <li>(a) 6.00 am to 10.00 pm Mondays to Saturdays inclusive;</li> <li>(b) 7.00 am to 9.00 pm Sundays and Public Holidays.</li> </ul> </li> </ul>	<b>A1 – NA</b> - The site is not within 50m of a residential zone. Nearest residential zone (Perch Court) is 68m.
<b>Cl. 23.3.2 Noise</b> <ul style="list-style-type: none"> <li><b>A1</b> - Noise emissions measured at the boundary of a residential zone must not exceed the following: <ul style="list-style-type: none"> <li>(a) 55dB(A) (LAeq) between the hours of 7.00 am to 7.00 pm;</li> <li>(b) 5dB(A) above the background (LA90) level or 40dB(A) (LAeq), whichever is the lower, between the hours of 7.00 pm to 7.00 am;</li> <li>(c) 65dB(A) (LAmx) at any time.</li> </ul> </li> </ul> <p>Measurement of noise levels must be in accordance with the methods in the Tasmanian Noise Measurement Procedures Manual, second edition, July 2008, issued by the Director of Environmental Management, including adjustment of noise levels for tonality and impulsiveness.</p> <p>Noise levels are to be averaged over a 15 minute time interval.</p>	<b>A1 – Complies</b> - The site does not adjoin a residential zone and the nearest residential zoned land is located 68m away. The Southern Outlet and the Channel Highway lie between the residential zones and the site. It is expected that the proposed development will have no additional impact on noise emission measured at the residential zone boundary due to the substantial noise associated with the Southern Outlet and the Channel Highway. Noise levels are not expected to be a nuisance in light of the range of commercial and professional uses proposed on the site.
<b>Cl. 23.3.3 External Lighting (</b> <ul style="list-style-type: none"> <li><b>A1</b> - External lighting within 50m of a residential zone must comply with all of the following: <ul style="list-style-type: none"> <li>(a) be turned off between 11:00pm and 6:00am, except for security lighting;</li> <li>(b) security lighting must be baffled to ensure they do not cause emission of light outside the zone.</li> </ul> </li> </ul>	<b>A1 - NA</b> - The site is not within 50 m of a residential zone. Nearest residential zone is 68m away.
<b>Cl. 23.3.4 Commercial Vehicle Movements</b> <ul style="list-style-type: none"> <li><b>A1</b> – Commercial vehicle movements, (including loading and unloading and garbage removal) to or from a site within 50 m of a residential zone must be within the hours of: <ul style="list-style-type: none"> <li>(a) 6.00 am to 10.00 pm Mondays to Saturdays inclusive;</li> <li>(b) 7.00 am to 9.00 pm Sundays and Public Holidays.</li> </ul> </li> </ul>	<b>A1 – NA</b> – The site is not within 50 m of a residential zone. Nearest residential zone is 68m away.
<b>Cl. 23.3.5 Outdoor Work Areas</b> <p><b>A1</b> - Outdoor work areas and noise-emitting services such as air conditioning equipment, pumps and</p>	<b>A1 – Complies</b> – site is not located within 50 m of a residential zone. Nearest residential zone is 68m away.



Clause	Compliance/Comments
ventilations fans must not be located within 50 m of a residential zone.	
<b>23.4 Development Standards for Buildings and Works</b>	
<b>Cl.23.4.1 Building height</b> <ul style="list-style-type: none"> <li><b>A1</b> - Building height no more than 9m.</li> <li><b>A2</b> - Building height within 10m of a residential zone must be no more than 8.5m.</li> </ul>	<b>A1 - Not Complying</b> – The buildings on Lot 1 do not comply with a maximum height of 9.11m. <b>A2</b> – Complies – no residential zone within 10m.
<b>Cl. 23.4.2 Setback</b> <ul style="list-style-type: none"> <li><b>A1</b> – Building setback from frontage must be parallel to the frontage and must be no more than: 10m, if fronting Channel Highway. 5m, if fronting any other street.</li> <li><b>A2</b> - Building setback from a residential zone must be no less than: <ul style="list-style-type: none"> <li>(a) 5m;</li> <li>(b) half the height of the wall, whichever is the greater.</li> </ul> </li> </ul>	<b>A1 - Not Complying</b> – Front setbacks are greater than 10m from Channel Highway. Lot 1 – 25.6m The setbacks from Spring Farm Road comply: Lot 1 (Medical Centre) - 0.0m <b>A2</b> – Complies – no residential zone adjoining.
<b>Cl. 23.4.3 Design</b> <ul style="list-style-type: none"> <li><b>A1</b> – Building design must comply with all of the following: <ul style="list-style-type: none"> <li>(a) provide the main pedestrian entrance to the building so that it is clearly visible from the road or publicly accessible areas on the site;</li> <li>(b) for new building or alterations to an existing façade provide windows and door openings at ground floor level in the front façade no less than 40% of the surface area of the ground floor level façade;</li> <li>(c) for new building or alterations to an existing facade ensure any single expanse of blank wall in the ground level front façade and facades facing other public spaces is not greater than 30% of the length of the facade;</li> <li>(d) screen mechanical plant and miscellaneous equipment such as heat pumps, air conditioning units, switchboards, hot water units or similar from view from the street and other public spaces;</li> <li>(e) incorporate roof-top service infrastructure, including service plants and lift structures, within the design of the roof;</li> <li>(f) provide awnings over the public footpath if existing on the site or on adjoining lots;</li> <li>(g) not include security shutters over windows or doors with a frontage to a street or public place.</li> </ul> </li> <li><b>A2</b> – Walls of a building on land adjoining a residential zone must comply with all of the following: <ul style="list-style-type: none"> <li>(a) be coloured using colours with a light reflectance value not greater than 40 percent;</li> <li>(b) if within 50 m of a residential zone, must not have openings in walls facing the residential zone,</li> </ul> </li> </ul>	A1(a) – Complies – the main pedestrian entrances to the building are all clearly visible. A1(b) – <b>Not Complying</b> – The design of the whole complex is such that there are elements of the proposed buildings that face publicly accessible areas on the site and do not comply with the standard. A1(c) - <b>Not Complying</b> - The design of the whole complex is such that there are elements of the proposed buildings that face publicly accessible areas on the site and do not comply with the standard. A1(d) – Complies - screened mechanical plant and miscellaneous equipment. A condition on this is recommended for inclusion in any permit issued. A1(e) – Complies - A condition on this is recommended for inclusion in any permit issued. A1(f) – Complies – there are no awnings existing on the site or on adjoining lots. There are a range of awnings across the site that provide suitable cover for pedestrians. It is not appropriate to require awnings along the public footpaths. A1(g) - Complies – No shutters. A2 – Complies - No adjoining residential zone.

Clause	Compliance/Comments
unless the line of sight to the building is blocked by another building.	
<p><b>Cl. 23.4.4 Passive Surveillance</b></p> <ul style="list-style-type: none"> <li><b>A1</b> - Building design must comply with all of the following:           <ul style="list-style-type: none"> <li>(a) provide the main pedestrian entrance to the building so that it is clearly visible from the road or publicly accessible areas on the site;</li> <li>(b) for new buildings or alterations to an existing facade provide windows and door openings at ground floor level in the front façade which amount to no less than 40% of the surface area of the ground floor level facade;</li> <li>(c) for new buildings or alterations to an existing facade provide windows and door openings at ground floor level in the façade of any wall which faces a public space or a car park which amount to no less than 30% of the surface area of the ground floor level facade;</li> <li>(d) avoid creating entrapment spaces around the building site, such as concealed alcoves near public spaces;</li> <li>(e) provide external lighting to illuminate car parking areas and pathways;</li> <li>(f) provide well-lit public access at the ground floor level from any external car park.</li> </ul> </li> </ul>	<p><b>A1 – Not Complying</b> – Not all the buildings meet (b) and (c). The design of the whole complex is such that there are elements of the proposed buildings that face publicly accessible areas on the site and do not comply with the standard.</p>
<p><b>Cl. 23.4.5 Landscaping</b></p> <ul style="list-style-type: none"> <li><b>A1</b> – Landscaping along the frontage of a site is not required if all of the following apply:           <ul style="list-style-type: none"> <li>(a) the building extends across the width of the frontage, (except for vehicular access ways);</li> <li>(b) the building has a setback from the frontage of no more than 1 m.</li> </ul> </li> <li><b>A2</b> – Along a boundary with a residential zone landscaping must be provided for a depth no less than 2m.</li> </ul>	<p><b>A1 – Complies –</b></p> <p>The buildings fronting the Channel Highway have a setback greater than 1m and they do not extend across the frontage of the site. Extensive landscaping is provided along the frontage except for the vehicular access ways.</p> <p>Extensive landscaping is proposed around the south and east perimeter of the site and within the car parking areas. There is also a feature area on the corner of the Channel Highway and Spring Farm Road, including the retention of a significant tree, garden beds and footpaths. This will enhance the appearance of the development.</p> <p>The Medical Centre has a zero setback from Spring Farm Road but it does not extend across the width of the frontage. Extensive Landscaping is provided along the balance of the frontage.</p> <p>A proposed landscaping plan is provided. The landscaping plan includes the retention of existing mature trees, where possible, and introduces new trees, smaller shrubs, and lawn to enhance the appearance of the development and provide a range of plant height and forms.</p> <p>A condition is recommended for inclusion in any permit issued to ensure that the landscaping is provided to the appropriate standard.</p> <p><b>A2 – Complies - no boundary with a residential zone.</b></p>
<p><b>Cl.23.4.6 Outdoor Storage areas</b></p>	<p><b>A1 – Complies –</b> outdoor storage complies with standard.</p>



Clause	Compliance/Comments
<ul style="list-style-type: none"> <li>A1 – Outdoor storage areas for non-residential uses must comply with all of the following:               <ul style="list-style-type: none"> <li>(a) be located behind the building line;</li> <li>(b) all goods and materials stored must be screened from public view;</li> <li>(c) not encroach upon car parking areas, driveways or landscaped areas.</li> </ul> </li> </ul>	<p>A condition on this is recommended for inclusion in any permit issued.</p>
<p><b>CI.23.4.7 Fencing</b></p> <ul style="list-style-type: none"> <li><b>A1</b> – Fencing must comply with all of the following:               <ul style="list-style-type: none"> <li>(a) fences, walls and gates of greater height than 1.5m must not be erected within 10m of the frontage;</li> <li>(b) fences along a frontage must be at least 50% transparent above a height of 1.2m;</li> <li>(c) height of fences along a common boundary with land in a residential zone must be no more than 2.1m and must not contain barbed wire.</li> </ul> </li> </ul>	<p><b>A1 – Not Complying</b> – a fence is proposed along the boundary of proposed Lots 1 and 2. It is shown as being 2.4m in height and of solid construction. This fence extends to the front boundary on the Channel Highway.</p>
<p><b>CI.23.4.8 Environmental Values</b></p> <p>A1 – No trees of high conservation value will be impacted.</p>	<p><b>A1 – Not Complying</b></p> <p>As the proposal involves the removal of 28 high conservation value trees within the Commercial Zone, the development must be assessed against the performance criteria P1.</p>
<p><b>23.5 Development Standards for Subdivision</b></p>	
<p><b>Clause 23.5.1 – Subdivision</b></p> <p><b>A1</b> – The size of each lot must be no less than:</p> <p>1,000 m<sup>2</sup>.</p> <p>except if for public open space, a riparian reserve or utilities.</p> <p><b>A2</b> – The design of each lot must provide a minimum building area that is rectangular in shape and complies with all of the following;</p> <ul style="list-style-type: none"> <li>(a) clear of the frontage, side and rear boundary setbacks;</li> <li>(b) clear of easements;</li> <li>(c) clear of title restrictions that would limit or restrict the development of a commercial building;</li> <li>(d) has an average slope of no more than 1 in 10;</li> <li>(e) is a minimum of 15 m x 20 m in size.</li> </ul> <p><b>A3</b> – The frontage for each lot must be no less than:</p> <p>25 m.</p> <p><b>A4</b> – No Acceptable Solution.</p>	<ul style="list-style-type: none"> <li><b>A1</b> – Complies – all new lots in the zone are over 1000m<sup>2</sup> <ul style="list-style-type: none"> <li>Lot 1 – 2.036ha</li> <li>Lot 3 – 2097m<sup>2</sup></li> </ul> </li> </ul> <p>The other lots shown on the Plan are in other zones assessed below in the checklist.</p> <p><b>A2 – Not Complying</b> - The application has been lodged as a combined subdivision and development application and building areas have not been shown on the subdivision plans.</p> <p><b>A3</b> – Complies</p> <ul style="list-style-type: none"> <li>Lot 1 – 230m frontage to Channel Highway</li> <li>Lot 3 – 154m frontage to Spring Farm Road</li> </ul> <p><b>A4</b> – NA – no new roads proposed within the subdivision.</p>
<p><b>A5</b> – Each lot must be connected to services adequate to support the likely future use and development of the land.</p>	<p><b>A5</b> – Complies – full services are provided and connected to support the likely future use and development of the land.</p>

Clause	Compliance/Comments
<b>A6</b> – No Acceptable Solution [Public Open Space].	<b>A6</b> – <b>Not Complying</b> - Requires assessment against the Performance Criteria.
<b>A7</b> – No trees of high conservation value will be impacted.	<b>A7</b> – Complies – No trees of high conservation value are impacted by the subdivision. Rather they are impacted by the proposed development. Therefore, the proposal complies with A7.

## Utilities Zone Provisions

Checklist is based on KIPS2015 and provisions of PD8 (which commenced 22 Feb 2022)

28.3 Use Standards	
<b>28.3.1 Hours of Operation</b> <b>A1.</b> Hours of operation of a use within 50 m of a residential zone must be within 7.00 am to 7.00 pm, except if: (i) for office and administrative tasks; or (ii) a Utilities use	<b>A1</b> – NA - The site is not within 50 m of a residential zone.
<b>CI.28.3.2 Noise</b> <b>A1.</b> Noise emissions measured at the boundary of a residential zone must not exceed the following: (a) 55 dB(A) (LAeq) between the hours of 7.00 am to 7.00 pm; (b) 5dB(A) above the background (LA90) level or 40dB(A) (LAeq), whichever is the lower, between the hours of 7.00 pm to 7.00 am; (c) 65dB(A) (LAmax) at any time. Measurement of noise levels must be in accordance with the methods in the Tasmanian Noise Measurement Procedures Manual, second edition, July 2008, issued by the Director of Environmental Management, including adjustment of noise levels for tonality and impulsiveness. Noise levels are to be averaged over a 15 minute time interval.	<b>A1</b> – Complies
<b>CI.28.3.3 External Lighting</b> <b>A1.</b> External lighting (not including street lighting) within 50 m of a residential zone must comply with all of the following: (a) be turned off between 10:00 pm and 6:00 am, except for security lighting; (b) security lighting must be baffled to ensure they do not cause emission of light outside the zone.	<b>A1</b> – NA - The site is not within 50 m of a residential zone.
<b>CI.28.3.4 Commercial Vehicle Movements</b> <b>A1.</b> Commercial vehicle movements, (including loading and unloading and garbage removal) to or from a site within 50 m of a residential zone must be within the hours of: (a) 7.00 am to 7.00 pm Mondays to Fridays inclusive; (b) 9.00 am to 5.00 pm Saturdays; (c) Nil Sundays and Public Holidays	<b>A1</b> – NA - The site is not within 50 m of a residential zone.



<p><b>CI.28.3.5 Discretionary Use</b>  <b>A1</b> No Acceptable Solution.</p>	<p><b>A1 – Not Complying</b> - No Acceptable Solution and requires assessment against the Performance Criteria.</p>
<p><b>28.4 Development Standards for Buildings and Works</b></p>	
<p><b>CI.28.4.1 Building Height</b>  <b>A1</b> - Building height must be no more than: 10 m.  <b>A2</b> - Building height within 10 m of a residential zone must be no more than 8.5 m.</p>	<p><b>A1 – Complies</b> – No Buildings are located within the Utilities Zone.  <b>A2 - NA</b></p>
<p><b>28.4.2 Setback</b>  <b>A1.</b> Building setback from frontage must be no less than: 10 m.  <b>A2.</b> Building setback from a residential zone must be no less than: (a) 5 m; (b) half the height of the wall, whichever is the greater.</p>	<p><b>A1 – Complies</b> – No Buildings are located within the Utilities Zone.  <b>A2 - NA</b></p>
<p><b>28.4.3 Landscaping</b>  <b>A1.</b> Landscaping is not required along the frontage of a site if the building has nil setback to frontage.  <b>A2.</b> Along a boundary with a residential zone landscaping must be provided for a depth no less than: 10 m.</p>	<p><b>A1 – Not Complying</b> – No Buildings are located within the Utilities Zone.  <b>A2 - NA</b></p>
<p><b>28.4.4 Outdoor Storage Areas</b>  <b>A1.</b> Outdoor storage areas for non-residential uses must comply with all of the following:  (a) be located behind the building line;  (b) all goods and materials stored must be screened from public view;  (c) not encroach upon car parking areas, driveways or landscaped areas.</p>	<p><b>A1 – Complies</b> – There are no outdoor storage areas shown on the plans.  A condition on this is recommended for inclusion in any permit issued.</p>
<p><b>CI.28.4.5 Fencing</b>  <b>A1</b> -Fencing must comply with all of the following:  (a) fences and gates of greater height than 2.1 m must not be erected within 10 m of the frontage;  (b) fences along a frontage must be 50% transparent above a height of 1.2 m;  (c) height of fences along a common boundary with land in a residential zone must be no more than 2.1 m and must not contain barbed wire.</p>	<p><b>A1 – Not Complying</b>  The application is required to be assessed on the titles at the time of lodgement. The existing site includes several road lots in the Utilities Zone. The application has been assessed on the current title boundaries including frontage to road lots. Therefore, the proposed fencing that crosses over Spring Farm Lane does not comply with the Acceptable Solutions and requires assessment against the Performance Criteria.  <b>A1(a)</b> Complies - The fence in the Utilities zoned land is 2.4m high.  <b>A1(b) Not Complying</b> – the fence is a paling construction and does not have 50% transparency across the Spring Farm Lane frontage.  <b>A1(c) - NA</b></p>
<p><b>CI.28.4.6</b> - Buildings and works avoid and minimise adverse environmental impacts.  <b>A1</b> – Impact on trees</p>	<p><b>A1 – Complies</b>  The development includes parking and access works and installation of services within the Utilities Zone. There are a number of trees which are potentially of high conservation value on the western side of the Kingston Bypass, where services are proposed to be located. However, no high conservation value trees within the Utilities Zone are</p>

	impacted by the proposed development, as these services will be installed via directional drilling. Therefore, providing the services are installed via directional drilling, the works within the Utilities Zone do not impact on any trees of high conservation value.
<b>28.5 Development Standards for Subdivision</b>	
<b>Cl. 28.5.1 Subdivision</b> <ul style="list-style-type: none"> <li><b>A1</b> - Subdivision is for the purpose of providing lots for public open space, a riparian or littoral reserve or utilities.</li> <li><b>A2</b> - The frontage for each lot must be no less than 15 m.</li> <li><b>A3</b> - Services capable of adequately serving the intended purpose must be connected to each lot.</li> <li><b>A4</b> - No trees of high conservation value will be impacted.</li> </ul>	<b>A1 – Not Complying</b> – The subdivision is being done with the intention of providing land for commercial development. <b>A2 – Complies</b> – The utilities land will form part of Lot 1 with a frontage in excess of 15m. <b>A3 – Complies</b> - The utilities land will form part of Lot 1 with full services and infrastructure. <b>A4 – Complies</b> - No trees of high conservation value in the Utilities Zone are impacted by the lot design. Rather they are impacted by the subdivision works. Therefore, the proposal complies with A4.

### Environmental Management Zone Provisions

Checklist is based on KIPS2015 and provisions of PD8 (which commenced 22 Feb 2022)

<b>29.3 Standards</b>	
<b>Cl.29.3.1 Use Standards for Reserved Land</b> <b>A1.</b> Use is undertaken in accordance with a reserve management plan.	<b>A1 – NA – Not a Reserve.</b>
<b>29.4 Development Standards for Buildings and Works</b>	
<b>Cl.29.4.1 Building Height</b> <b>A1</b> - Building height comply with any of the following: (a) as proscribed in an applicable reserve management plan; (b) be no more than 7.5 m	<b>A1 – NA – No buildings proposed in the Zone.</b>
<b>Cl.29.4.2 Setback</b> <ul style="list-style-type: none"> <li><b>A1</b> - Building setback from frontage must comply with any of the following:                (a) as proscribed in an applicable reserve management plan;                (b) be no less than 30 m.</li> <li><b>A2</b> - Building setback from side and rear boundaries must comply with any of the following:                (a) as proscribed in an applicable reserve management plan;                (b) be no less than 30 m.</li> <li><b>A3</b> - Buildings and works must be setback from land zoned Environmental Living no less than 30 m.</li> <li><b>A4</b> - Building setback for buildings for sensitive use (including residential use) must comply with all of the following:                (a) be sufficient to provide a separation distance from land zoned Rural Resource no less than 100 m;</li> </ul>	<b>A1 – NA – No buildings in the Zone.</b> <b>A2 - NA – No buildings in the Zone.</b> <b>A3 – Complies</b> – No land zoned Environmental Living within 30m. <b>A4 – NA - No buildings in the Zone.</b>



(b) be sufficient to provide a separation distance from land zoned Significant Agriculture no less than 200 m.	
<p><b>CI.29.4. 3 Design</b></p> <ul style="list-style-type: none"> <li><b>A1</b> - The location of buildings and works must comply with any of the following:           <ul style="list-style-type: none"> <li>(a) be located on a site that does not require the clearing of native vegetation and is not on a skyline or ridgeline;</li> <li>(b) be located within a building area, if provided on the title;</li> <li>(c) be an addition or alteration to an existing building;</li> <li>(d) as prescribed in an applicable reserve management plan.</li> </ul> </li> <li><b>A2</b> - Exterior building surfaces must be coloured using colours with a light reflectance value not greater than 40 percent.</li> <li><b>A3</b> - Fill and excavation must comply with all of the following:           <ul style="list-style-type: none"> <li>(a) height of fill and depth of excavation is no more than 1 m from natural ground level, except where required for building foundations;</li> <li>(b) extent is limited to the area required for the construction of buildings and vehicular access.</li> </ul> </li> </ul>	<p><b>A1 – Not Complying</b> - The proposal requires clearing of native vegetation, there is no building area provided on the title, is not for addition or alteration to an existing building, and is not prescribed in an applicable reserve management plan.</p> <p><b>A2 – complies</b> - No buildings in the Zone</p> <p><b>A3 - Complies</b></p>
<b>29.5 Development Standards for Subdivision</b>	
<p><b>CI.29.5.1 Subdivision</b></p> <ul style="list-style-type: none"> <li><b>A1</b> - Subdivision must comply with any of the following:           <ul style="list-style-type: none"> <li>(a) be for the purpose of providing for public open space, a reserve, or a Utilities, Emergency services, or Community meeting and entertainment use class, by or on behalf of the State Government, a Council, a statutory authority, or a corporation all the shares of which are held by or on behalf of the State or by a statutory authority.</li> <li>(b) be for lots proscribed in an applicable reserve management plan.</li> </ul> </li> </ul>	<p><b>A1(a)</b> - Complies – the Environmental Management Zoned land is proposed to be protected and managed as a bushland reserve and transferred to Council as Public Open Space.</p> <p><b>A1(b)</b> NA</p>

## Code Provisions

Clause	Compliance/Comments
<b>E1.0 Bushfire-Prone Areas Code</b>	
<p><b>Clause E1.5.1 - Vulnerable Uses</b></p> <ul style="list-style-type: none"> <li><b>A1</b> – No acceptable solution (requires assessment against performance criteria)</li> <li><b>A2</b> - An emergency management strategy, endorsed by the TFS or accredited person, that provides for mitigation measures to achieve and maintain a level of tolerable risk that is specifically developed to address the characteristics, nature and scale of the use considering:</li> </ul>	<p><b>A1 NA</b> - as the proposed development does not contain a vulnerable use.</p>

Clause	Compliance/Comments
<p>(a) the nature of the bushfire-prone vegetation including the type, fuel load, structure and flammability;</p> <p>(b) the ability of occupants of the vulnerable use to:</p> <p>(i) protect themselves and defend property from bushfire attack;</p> <p>(ii) evacuate in an emergency; and</p> <p>(iii) understand and respond to instructions in the event of a bushfire; and</p> <p>(c) any bushfire protection measures available to reduce risk to emergency service personnel.</p> <ul style="list-style-type: none"> <li>• <b>A3</b> - A bushfire hazard management plan that contains appropriate bushfire protection measures that is certified by the TFS or an accredited person</li> </ul>	
<p><b>Cl.E1.5.2 - Standards for hazardous uses</b></p> <ul style="list-style-type: none"> <li>• <b>A1</b> – No acceptable solution (requires assessment against performance criteria)</li> <li>• <b>A2</b> – Emergency Management Strategy</li> <li>• <b>A3</b> – Bushfire Hazard Management Plan</li> </ul>	<p><b>A1- NA</b> - as the proposed development does not contain a hazardous use.</p>
<p><b>Clause E1.6.1 - Subdivision: Provision of hazard management areas</b></p> <p><b>A1</b> – (a) TFS or an accredited person certifies that there is an insufficient increase in risk from bushfire to warrant the provision of hazard management areas as part of a subdivision; or</p> <p>(b) The proposed plan of subdivision:</p> <p>(i) shows all lots that are within or partly within a bushfire-prone area, including those developed at each stage of a staged subdivision;</p> <p>(ii) shows the building area for each lot;</p> <p>(iii) shows hazard management areas between bushfire-prone vegetation and each building area that have dimensions equal to, or greater than, the separation distances required for BAL 19 in Table 2.4.4 of Australian Standard AS 3959 – 2009 Construction of buildings in bushfire-prone areas; and</p> <p>(iv) is accompanied by a bushfire hazard management plan that addresses all the individual lots and that is certified by the TFS or accredited person, showing hazard management areas equal to, or greater than, the separation distances required for BAL 19 in Table 2.4.4 of Australian Standard AS 3959 – 2009 Construction of buildings in bushfire-prone areas; and</p> <p>(c) If hazard management areas are to be located on land external to the proposed subdivision the application is accompanied by the written consent of the owner of that land to enter into an agreement under section 71 of the Act that will be registered on the title of the neighbouring property providing for the affected land to be managed in accordance with the bushfire hazard management plan.</p>	<p><b>A1 – Complies</b></p> <p>The application is accompanied by a Certificate under s51(2)(d) of the <i>Land Use Planning and Approvals Act 1993</i> certified by an accredited bushfire practitioner which demonstrates that the proposed subdivision meets Clause E1.6.1 A1 (b) in that it provides hazard management areas equal to or greater than that the separation distances required for BAL-19 for all lots.</p> <p>A bushfire hazard management plan was also submitted with the application demonstrating that the proposal complies with A1 (b) as follows:</p> <ul style="list-style-type: none"> <li>• the plan shows all lots that are located within a bushfire prone area;</li> <li>• the plan identifies a compliant building area for each lot;</li> <li>• the bushfire hazard management area (HMAs) for each lot is equal to or greater than the separation distances required for BAL-19; and</li> <li>• the application is accompanied by a BHMP certified by an accredited person and showing hazard management areas equal to or greater than the separation distances required for BAL-19, with HMAs to be established prior to the sealing of titles in each respective stage, as shown on the BHMP and Interim Hazard Management Area plan.</li> </ul> <p>To ensure the bushfire hazard management requirements are satisfied, a condition should be included in any permit issued requiring the measures contained within the certified subdivision Bushfire Hazard Report and associated Bushfire Hazard Management Plan (BHMP) v2.0 (ERA Planning Pty Ltd, 2 July 2024) must be implemented in relation to any future development on Lot 1 involving development in a Building Class 1, 2, 3, 8 or 9 or a</p>



Clause	Compliance/Comments
	<p>Class10a building within 6m of a Class 1, 2,3, 8 or 9 building.</p> <p>As no bushfire measures have been considered for Lot 2 on the basis that it is managed as a bushland reserve, the following covenants are also recommended for inclusion in the Schedule of Easements:</p> <ul style="list-style-type: none"> <li>For Lot 1, any bushfire hazard management measures on Lot 1 must not rely upon any management of vegetation within Lot 2 as shown on the Final Plan of Survey, based on the classification of vegetation on Lot 2 as forest.</li> <li>For Lot 2, no habitable buildings are to be constructed on this lot.</li> </ul>
<p><b>Clause E1.6.2 - Subdivision: Public and fire fighting access</b></p> <p><b>A1</b> – (a) TFS or an accredited person certifies that there is an insufficient increase in risk from bushfire to warrant specific measures for public access in the subdivision for the purposes of fire fighting; or</p> <p>(b) A proposed plan of subdivision showing the layout of roads, fire trails and the location of property access to building areas is included in a bushfire hazard management plan that:</p> <p>(i) demonstrates proposed roads will comply with Table E1, proposed private accesses will comply with Table E2 and proposed fire trails will comply with Table E3; and</p> <p>(ii) is certified by the TFS or an accredited person.</p>	<p><b>A1</b> – Complies</p> <p>As no bushfire measures have been considered for Lot 2 on the basis that it is managed as a bushland reserve, the following covenants are also recommended for inclusion in the Schedule of Easements:</p> <ul style="list-style-type: none"> <li>For Lot 1, any bushfire hazard management measures on Lot 1 must not rely upon any management of vegetation within Lot 2 as shown on the Final Plan of Survey, based on the classification of vegetation on Lot 2 as forest.</li> <li>For Lot 2, no habitable buildings are to be constructed on this lot.</li> </ul>
<p><b>Clause E1.6.3 - Subdivision: Provision of water supply for fire fighting purposes</b></p> <p><b>A1</b> – In areas serviced with reticulated water by the water corporation:</p> <p>(a) TFS or an accredited person certifies that there is an insufficient increase in risk from bushfire to warrant the provision of a water supply for fire fighting purposes;</p> <p>(b) A proposed plan of subdivision showing the layout of fire hydrants, and building areas, is included in a bushfire hazard management plan approved by the TFS or accredited person as being compliant with Table E4; or</p> <p>(c) A bushfire hazard management plan certified by the TFS or an accredited person demonstrates that the provision of water supply for fire fighting purposes is sufficient to manage the risks to property and lives in the event of a bushfire.</p>	<p><b>A1</b> – Complies</p> <p>The subdivision complies with A1 (b) as a proposed plan of subdivision showing the layout of fire hydrants, and building areas, is included in a bushfire hazard management plan and this plan has been approved by an accredited person as being compliant with Table E4.</p> <p>No fire hydrants are required at the subdivision stage but will be installed as part of the building approval process if required.</p>
<p><b>A2</b> – In areas that are not serviced by reticulated water by the water corporation:</p> <p>(a) The TFS or an accredited person certifies that there is an insufficient increase in risk from bushfire to warrant provision of a water supply for fire fighting purposes;</p>	<p><b>A2</b> – NA</p>

Clause	Compliance/Comments
<p>(b) The TFS or an accredited person certifies that a proposed plan of subdivision demonstrates that a static water supply, dedicated to fire fighting, will be provided and located compliant with Table E5; or</p> <p>(c) A bushfire hazard management plan certified by the TFS or an accredited person demonstrates that the provision of water supply for fire fighting purposes is sufficient to manage the risks to property and lives in the event of a bushfire.</p>	
<b>E5.0 Road and Railway Assets Code</b>	
<p><b>Clause E5.5.1 – Existing road accesses and junctions</b></p> <p><b>A1</b> – The annual average daily traffic (AADT) of vehicle movements, to and from a site, onto a category 1 or category 2 road, in an area subject to a speed limit of more than 60km/h, must not increase by more than 10% or 10 vehicle movements per day, whichever is the greater.</p>	A1 – NA
<p><b>A2</b> – The annual average daily traffic (AADT) of vehicle movements, to and from a site, using an existing access or junction, in an area subject to a speed limit of more than 60km/h, must not increase by more than 10% or 10 vehicle movements per day, whichever is the greater.</p>	A2 – NA
<p><b>A3</b> – The annual average daily traffic (AADT) of vehicle movements, to and from a site, using an existing access or junction, in an area subject to a speed limit of 60km/h or less, must not increase by more than 20% or 40 vehicle movements per day, whichever is the greater.</p>	<p><b>A3 – Not Complying</b></p> <p>The annual average daily traffic (AADT) of vehicle movements, to and from a site, using an existing access or junction, will increase by more than 20%.</p>
<p><b>E5.5.2 Exiting level crossings</b></p> <p><b>A1</b> – Where use has access across part of a rail network, the annual average daily traffic (AADT) at an existing level crossing must not be increased by greater than 10% or 10 vehicle movements per day, whichever is the greater.</p>	A1 – NA
<p><b>Clause E5.6.1 - Development adjacent to roads and railways</b></p> <p><b>A1.1</b> – Except as provided in A1.2, the following development must be located at least 50m from the rail network, or a category 1 road or category 2 road, in an area subject to a speed limit of more than 60km/h:</p> <ul style="list-style-type: none"> <li>(a) new buildings;</li> <li>(b) other road or earth works; and</li> <li>(c) building envelopes on new lots.</li> </ul>	A1.1 – NA
<p><b>A1.2</b> – Buildings, may be:</p> <ul style="list-style-type: none"> <li>(a) located within a row of existing buildings and setback no closer than the immediately adjacent building; or</li> <li>(b) an extension which extends no closer than: <ul style="list-style-type: none"> <li>(i) the existing building; or</li> <li>(ii) an immediately adjacent building.</li> </ul> </li> </ul>	A1.2 – NA



Clause	Compliance/Comments																		
<b>Clause E5.6.2 - Road access and junctions</b> <b>A1</b> – No new access or junction to roads in an area subject to a speed limit of more than 60km/h.	<b>A1</b> – NA																		
<b>A2</b> – No more than one access providing both entry and exit, or two accesses providing separate entry and exit, to roads in an area subject to a speed limit of 60km/h or less.	<b>A2</b> – Complies – The proposal will provide one access from the Channel Highway and one access from Spring Farm Road. There is no access to the Southern Outlet.																		
<b>Clause E5.6.3 – New level crossings</b> <b>A1</b> – No acceptable solution (requires assessment against performance criteria)	<b>A1</b> – NA																		
<b>Clause E5.6.4 - Sight distance at accesses, junctions and level crossings</b> <b>A1</b> – Sight distances at: (a) an access or junction must comply with the Safe Intersection Sight Distance shown in Table E5.1; and (b) rail level crossings must comply with AS1742.7 Manual of uniform traffic control devices - Railway crossings, Standards Association of Australia.	<b>A1</b> – Complies																		
<b>E6.0 Parking and Access Code</b>																			
<b>Clause E6.6.1 - Number of car parking spaces</b> <b>A1</b> - The number of on-site car parking spaces must be: (a) no less than the number specified in Table E6.1; except if: (i) 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>A1</b> – Complies The development provides a total of 375 on-site car parking spaces. The Code requires the following: <table border="1"> <tr> <td>Supermarket 4,232 m<sup>2</sup></td><td>141.1</td></tr> <tr> <td>Pharmacy 500 m<sup>2</sup></td><td>16.7</td></tr> <tr> <td>Specialty retail stores 925 m<sup>2</sup></td><td>30.8</td></tr> <tr> <td>Food services 353 m<sup>2</sup></td><td>53.0</td></tr> <tr> <td>Medical centre 586 m<sup>2</sup></td><td>29.3</td></tr> <tr> <td>Dentist 120 m<sup>2</sup></td><td>6.0</td></tr> <tr> <td>Dog wash 13 m<sup>2</sup></td><td>0.4</td></tr> <tr> <td>Commercial 787 m<sup>2</sup></td><td>26</td></tr> <tr> <td><b>TOTAL 7,516 m<sup>2</sup></b></td><td><b>303</b></td></tr> </table>	Supermarket 4,232 m <sup>2</sup>	141.1	Pharmacy 500 m <sup>2</sup>	16.7	Specialty retail stores 925 m <sup>2</sup>	30.8	Food services 353 m <sup>2</sup>	53.0	Medical centre 586 m <sup>2</sup>	29.3	Dentist 120 m <sup>2</sup>	6.0	Dog wash 13 m <sup>2</sup>	0.4	Commercial 787 m <sup>2</sup>	26	<b>TOTAL 7,516 m<sup>2</sup></b>	<b>303</b>
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<b>Cl. E6.6.2 Number of Accessible Car Parking Spaces for People with a Disability.</b> <b>A1</b> -Car parking spaces provided for people with a disability must comply to standards and numbers.	<b>A1</b> – Complies The BCA Code classifies the shopping centre as a 'Class 6' building. This requires 1 disabled parking space for every 50 car parking spaces required. This is a requirement for 6 disabled spaces. The development provides a total of 6 disabled parking spaces and therefore complies.																		
<b>Cl. E6.6.3 Number of Motorcycle Parking Spaces</b> <b>A1</b> The number of on-site motorcycle parking spaces provided must be at a rate of 1 space to each 20 car parking spaces after the first 19 car parking spaces except if bulky goods sales, (rounded to the nearest whole number). Where an existing use or development is extended or intensified, the additional number of motorcycle parking spaces	<b>A1</b> – <b>Not Complying</b> Four (4) dedicated motorcycle parking spaces are provided at the front entrance to the main building. A1 requires the provision of 18 spaces.																		

Clause	Compliance/Comments
provided must be calculated on the amount of extension or intensification, provided the existing number of motorcycle parking spaces is not reduced.	
<b>Cl. E6.6.4 Number of Bicycle Parking Spaces</b> <b>A1</b> - The number of on-site bicycle parking spaces provided must be no less than the number specified in Table E6.2.	<b>A1 – Not Complying</b> The Code requires a minimum of 31 bicycle spaces (exact number is not able to be calculated in light of unknown mix of tenancies and number of consulting rooms etc). Eight (8) bicycle parking spaces are provided in an area adjacent to the pharmacy.
<b>Clause E6.7.1 - Number of vehicular accesses</b> <b>A1</b> – The number of vehicle access points provided for each road frontage must be no more than 1 or the existing number of vehicle access points, whichever is the greater.	<b>A1 – Complies</b> – The proposal will provide one access from the Channel Highway and one access from Spring Farm Road. There is no access to the Southern Outlet.
<b>Clause E6.7.2 - Design of vehicular accesses</b> <b>A1</b> – Design of vehicle access points must comply with all of the following: (a) in the case of non-commercial vehicle access; the location, sight distance, width and gradient of an access must be designed and constructed to comply with section 3 – “Access Facilities to Off-street Parking Areas and Queuing Areas” of AS/NZS 2890.1:2004 Parking Facilities Part 1: Off-street car parking; (b) in the case of commercial vehicle access; the location, sight distance, geometry and gradient of an access must be designed and constructed to comply with all access driveway provisions in section 3 “Access Driveways and Circulation Roadways” of AS2890.2 - 2002 Parking facilities Part 2: Off-street commercial vehicle facilities.	<b>A1 – Complies</b>
<b>Clause E6.7.3 - Vehicular passing areas along an access</b> <b>A1</b> – Vehicular passing areas must: (a) be provided if any of the following applies to an access: (i) it serves more than 5 car parking spaces; (ii) is more than 30 m long; (iii) it meets a road serving more than 6000 vehicles per day (b) be 6 m long, 5.5 m wide, and taper to the width of the driveway; (c) it meets a road serving more than 6000 vehicles per day; (d) have the first passing area constructed at the kerb; (e) be at intervals of no more than 30 m along the access.	<b>A1 – Complies</b> All internal driveways provide for two way traffic.
<b>Clause E6.7.4 - On-site turning</b> <b>A1</b> – On-site turning must be provided to enable vehicles to exit a site in a forward direction, except where the access complies with any of the following:	<b>A1 – Complies</b>



Clause	Compliance/Comments
(a) it serves no more than two dwelling units;	
<b>Clause E6.7.14 - Access to a road</b> <b>A1</b> – Access to a road must be in accordance with the requirements of the road authority.	<b>A1</b> – Complies The proposed accesses meet both Council and the Department of State Growth requirements. The developer will be required to obtain Works Approval from the Department of State Growth for any works on the State (Crown) road system. A condition on this is recommended for inclusion in any permit issued.
<b>E7.0 Stormwater Management Code</b>	
<b>Clause E7.7.1 - Stormwater drainage and disposal</b> <b>A1</b> – Stormwater from new impervious surfaces must be disposed of by gravity to public stormwater infrastructure.	<b>A1</b> – Complies
<b>A2</b> – A stormwater system for a new development must incorporate water sensitive urban design principles R1 for the treatment and disposal of stormwater if any of the following apply: (a) the size of new impervious area is more than 600 m <sup>2</sup> ; (b) new car parking is provided for more than 6 cars; (c) a subdivision is for more than 5 lots.	<b>A2</b> – Complies
<b>A3</b> – A minor stormwater drainage system must be designed to comply with all of the following: (a) be able to accommodate a storm with an ARI of 20 years in the case of non-industrial zoned land and an ARI of 50 years in the case of industrial zoned land, when the land serviced by the system is fully developed; (b) stormwater runoff will be no greater than pre-existing runoff or any increase can be accommodated within existing or upgraded public stormwater infrastructure.	<b>A3</b> – Complies – the stormwater drainage system has been designed in accordance with the required standards.
<b>A4</b> – A major stormwater drainage system must be designed to accommodate a storm with an ARI of 100 years.	<b>A4</b> – NA
<b>E10.0 Biodiversity Code</b>	
<b>Clause E10.7.1 Buildings and works</b> <b>A1</b> – Clearance and conversion or disturbance must be within a Building Area on a plan of subdivision approved under this planning scheme.	<b>A1</b> – <b>Not Complying</b> – As the proposed development involves clearance and conversion of vegetation within a Biodiversity Protection Area and there is no building area on the title, the proposal must be assessed under the performance criteria E10.7.1 P1.
<b>Clause E10.8.1 – Subdivision</b> <b>A1</b> - Subdivision of a lot, all or part of which is within a Biodiversity Protection Area, must comply with one or more of the following: (a) be for the purposes of separating existing dwellings;	<b>A1</b> – <b>Not Complying</b> (a) Not Complying – the subdivision is not for the purposes of separating existing dwellings (b) Not Complying - The subdivision will result in one lot for public open space however there are 2 other lots. One is for the proposed commercial

Clause	Compliance/Comments
(b) be for the creation of a lot for public open space, public reserve or utility; (c) no works, other than boundary fencing works, are within the Biodiversity Protection Area; (d) the building area, bushfire hazard management area, services and vehicular access driveway are outside the Biodiversity Protection Area.	purposes and the other will remain as part of the Council Depot land. (c) Complies - no works, other than boundary fencing works, are within the Biodiversity Protection Area. (d) Complies - the building area, bushfire hazard management area, services and vehicular access driveway are outside the Biodiversity Protection Area.
<b>A2</b> - Subdivision is not prohibited by the relevant zone standards.	<b>A2</b> – Complies

**E17.0 Signs Code**

The application includes a range of signs in light of the size and extent of the shopping centre development with multiple tenancies. The number and type of signs are:

Sign Type	No. of Signs	Description of Sign	Zone Status
1. Wall Sign	6	6 4500mm x 1200mm (5.4 m2) Centre signage, internally illuminated, fixed, acrylic	Permitted (Commercial zone) Discretionary (Utilities zone)
2. Wall sign	1	5000mm x 470mm (2.2 m2) Centre main entry signage, individual letters, not illuminated, fixed, acrylic	Permitted (Commercial zone)
3. Wall sign	8	2200mm x 800mm (1.8 m2) Specialty tenant signage, internally illuminated, fixed, acrylic	Permitted (Commercial zone)
4. Wall sign	12	2000mm x 500mm (1 m2) Low level specialty signage, individual letters, not illuminated, fixed, acrylic	Permitted (Commercial zone)
5. Below awning sign	8	1250mm x 350mm (0.4 m2) Specialty canopy blade signage, internally illuminated, fixed, acrylic.	Permitted (Commercial zone)
6. Below awning sign	3	1450mm x 305mm (0.5 m2) Specialty canopy blade signage, internally illuminated, fixed, acrylic	Permitted (Commercial zone)
7. Transom sign	4	3880mm x 340mm (1.3 m2) Under canopy signage, internally, illuminated, fixed, acrylic	Permitted (Commercial zone)
8. Wall sign	7	4145mm x 1680mm (8.7 m2) Main entry supermarket signage, internally illuminated, fixed, acrylic	Permitted (Commercial zone)
9. Pylon sign	2	3200mm x 2200mm (7 m2) Centre pylon signage, internally illuminated, fixed, acrylic	Permitted (Commercial zone)
10. Pylon sign	2	3200mm x 700mm (2.2 m2) Supermarket pylon signage, internally illuminated, fixed, acrylic	Permitted (Commercial zone)
11. Pylon sign	2	4600mm X 1200mm (1.9 m2) Tenancy pylon signage, internally, illuminated, fixed, acrylic.	Permitted (Commercial zone)
12. Pylon sign	16	1500mm x 450mm (0.7 m2) Tenancy pylon signage, internally illuminated, fixed, acrylic	Permitted (Commercial zone)
13. Wall sign	6	3500mm x 650mm (2.2 m2) Tenancy signage, internally illuminated, fixed, acrylic	Permitted (Commercial zone)
14. Wall sign	1	3750mm x 1100mm (4.1 m2) Tenancy signage, fixed, acrylic	Permitted (Commercial zone)



Clause	Compliance/Comments
<p><b>E17.6.1 Use of Signs</b></p> <ul style="list-style-type: none"> <li>A1 A sign must be a permitted sign in Table E.17.3.</li> <li>A2 - A sign associated with the sale of goods or services must relate directly to the use of the building or site to which it is affixed.</li> <li>A3 - A sign must not contain flashing lights, moving parts or moving or changing messages or graphics, except if a Statutory Sign.</li> </ul> <p>A4 -An illuminated sign must not be located within 30 metres of a residential use, except if a Statutory Sign</p>	<p>A1 – <b>Not Complying</b></p> <p>All the proposed signs are Permitted in the Commercial Zone.</p> <p>One wall sign projects over into the Utilities Zone and it is a Discretionary sign in this zone.</p> <p>A2 – Complies – all signs are associated with the sale of goods or services directly related to the use of the building or site. There are no third party signs proposed.</p> <p>Note is made that the main Pylon sign on Lot 1 on the corner will contain tenancy signs for a range of uses and tenancies. It is considered that this complies as it is part of the “site” as defined in the Planning Scheme.</p> <p>A3 – Complies - No proposed signs will contain flashing lights, moving parts or moving or changing messages or graphics.</p> <p>A4 – Complies – There are no illuminated signs within 30 metres of a residential use.</p>
<p><b>E.17.7.1 Standards for Signs</b></p> <ul style="list-style-type: none"> <li><b>A1</b> A sign must comply with the standards listed in Table E.17.2 and be a permitted sign in Table E17.3.</li> <li><b>A2</b> – The number of signs per business per street frontage must comply with all of the following: <ul style="list-style-type: none"> <li>(a) maximum of 1 of each sign type;</li> <li>(b) maximum of 1 window sign per window;</li> <li>(c) if the street frontage is less than 20 m in length, the maximum number of signs on that frontage is 3;</li> <li>(d) if the street frontage is 20 m in length or greater, the maximum number of signs on that frontage is 6.</li> </ul> <p>except for the following sign types, for which there is no limit;</p> <ul style="list-style-type: none"> <li>(i) Building Site,</li> <li>(ii) Name Plate,</li> <li>(iii) Newspaper Day Bill,</li> <li>(iv) Open/Closed,</li> <li>(v) Real Estate,</li> <li>(vi) Street Number,</li> <li>(vii) Temporary Sign.</li> </ul> </li> <li>A3 Signs must not obscure or prevent or delay a driver from seeing a Statutory Sign or a Tourist Information Sign.</li> <li>A4 -Signs must not resemble Statutory Signs because of the same or similar shape, size, design, colour, letter size or lighting.</li> </ul>	<p>A1 – <b>Not Complying</b> – There are a number of signs that do not comply with the standards and one sign is not a permitted sign in the Utilities. Zone.</p> <ul style="list-style-type: none"> <li>Sign type 1 (wall sign) does not meet the standards listed in Table E17.2 due to its area and is not a permitted sign in Table E17.3</li> <li>Sign type 2 (wall sign) does not meet the standards listed in Table E17.2 due to its area.</li> <li>Sign type 5 (below awning sign) does not meet the standards listed in Table E17.2 due to its depth and width.</li> <li>Sign type 7 (wall sign) does not meet the standards listed in Table E17.2 due to its area.</li> <li>Sign type 9 (pylon sign) does not meet the standards listed in Table E17.2 due to its height and area.</li> <li>Sign type 10 (wall sign) does not meet the standards listed in Table E17.2 due to its area.</li> <li>Sign type 11 (wall sign) does not meet the standards listed in Table E17.2 due to its area.</li> </ul> <p>A2 – <b>Not Complying</b> –the two Coles signs (sign type 7) on the east elevation will not meet A1 as it will be two wall signs on the same street frontage. All other smaller tenancies will have one sign of each type.</p> <p>A3 Complies - Signs do not obscure or prevent or delay a driver from seeing a Statutory Sign or a Tourist Information Sign.</p> <p>A4 Complies - Signs do not resemble Statutory Signs.</p>

*Note: Codes not listed in this Checklist have been assessed as not being relevant to the assessment of this application.*



## Submission to Planning Authority Notice

### Application details

Council Planning Permit No.	DAS-2024-2
Council notice date	21/02/2024
TasWater Reference No.	TWDA 2024/00210-KIN
Date of response	Not sent
TasWater Contact	AI Cole
Trade Waste Contact	S.James - 136992
Phone No.	0439605108

### Response issued to

Council name	KINGBOROUGH COUNCIL
Contact details	kc@kingborough.tas.gov.au

### Development details

Address	202 CHANNEL HWY, KINGSTON
Property ID (PID)	3278681
Description of development	Subdivision- 3 lots -Staged ,Demolish Ex Dwellings & Combined Commercial Development (Retail & food services), Associated Works & Infrastructure

Prepared by	Drawing/document No.	Revision No.	Issue date
Rogerson & Birch	Plan of Subdivision / TIPAL02 15118-00 / Shts 1 & 2	D	08/03/2024
i2C Architects	Existing Context & Conditions / DA41 & 42	1	19/12/2023
i2C Architects	Demolition & Site / DA43 & 44	2	17/06/2024
i2C Architects	Staging Plan / DA44A	1	19/12/2023
i2C Architects	Ground Floor Plans DA45 & 45A	2	17/06/2024
i2C Architects	L1 Floor Plan / DA46	1	19/12/2023
Gandy & Roberts	Sewer & Water Civil Plan / C050	D	30/07/2024

Tasmanian Water & Sewerage Corporation Pty Ltd  
 GPO Box 1393 Hobart, TAS 7001  
[development@taswater.com.au](mailto:development@taswater.com.au)  
 ABN: 47 162 220 653

Page 1 of 5





### Conditions

Pursuant to the *Water and Sewerage Industry Act 2008 (TAS)* Section 56P(1) TasWater imposes the following conditions on the permit for this application:

#### CONNECTIONS, METERING & BACKFLOW

1. A suitably sized water supply with metered connections and sewerage system and connections to each lot of the development must be designed and constructed to TasWater's satisfaction and be in accordance with any other conditions in this permit.  
*Advice: TasWater will not accept direct fire boosting from the network unless it can be demonstrated that the periodic testing of the system will not have a significant negative effect on our network and the minimum service requirements of other customers serviced by the network. To this end if break tanks are required, the rate of flow into the break tank must be controlled so that peak flows to fill the tank do not also cause negative effect on the network.*
2. Any removal/supply and installation of water meters and/or the removal of redundant and/or installation of new and modified property service connections must be carried out by TasWater at the developer's cost.
3. Prior to commencing use of the development, any water connection utilised for the development must have a backflow prevention device and water meter installed, to the satisfaction of TasWater.

#### TRADE WASTE

4. Prior to the commencement of operation the developer/property owner must obtain Consent to Discharge Trade Waste from TasWater.
5. The developer must install appropriately sized and suitable pre-treatment devices prior to gaining Consent to Discharge.
6. The Developer/property owner must comply with all TasWater conditions prescribed in the Trade Waste Consent

#### ASSET CREATION & INFRASTRUCTURE WORKS (Sewer Extension)

7. Prior to applying for a Certificate for Certifiable Work/Engineering Design Approval, the developer must physically locate all existing infrastructure to provide sufficient information for accurate design and physical works to be undertaken.
8. Plans submitted with the application for Engineering Design Approval must, to the satisfaction of TasWater show, all existing, redundant and/or proposed property services and mains.
  - a. Included in the application for Engineering Design Approval, must be a detailed report demonstrating exactly how the bored sewer will be guaranteed to meet the nominated grade and TasWater's Construction Requirements to make it fit for purpose and hand over (for example standard plans MRWA-S-208 and Sect 21.6.3 of WSA 02-2014-3.1).
9. Prior to applying for a Permit to Construct the new infrastructure the developer must obtain from TasWater Engineering Design Approval for new TasWater infrastructure. The application for Engineering Design Approval must include engineering design plans prepared by a suitably qualified person showing the hydraulic servicing requirements for water and sewerage to TasWater's satisfaction.
10. Prior to works commencing, a Permit to Construct must be applied for and issued by TasWater. All infrastructure works must be inspected by TasWater and be to TasWater's satisfaction.



11. Prior to undertaking any works related to water and sewerage, physical markers must be in place that clearly identify where water and/or sewer connections are to be made in accordance with any approved plan to TasWater's satisfaction.
12. In addition to any other conditions in this permit, all works must be constructed under the supervision of a suitably qualified person in accordance with TasWater's requirements.
13. Prior to the issue of a Consent to Register a Legal Document all additions, extensions, alterations or upgrades to TasWater's water and sewerage infrastructure required to service the development, are to be completed generally as shown on, and in accordance with, the plans listed in the schedule of drawings/documents, and are to be constructed at the expense of the developer to the satisfaction of TasWater, with live connections performed by TasWater.
14. After testing, to TasWater's requirements, of newly created works, the developer must apply to TasWater for connection of these works to existing TasWater infrastructure, at the developer's cost.
15. At practical completion of the water and sewerage works and prior to applying to TasWater for a Certificate of Water and Sewerage Compliance (Building and/or Plumbing), the developer must obtain a Certificate of Practical Completion from TasWater for the works that will be transferred to TasWater. To obtain a Certificate of Practical Completion:
  - a. Written confirmation from the supervising suitably qualified person certifying that the works have been constructed in accordance with the TasWater approved plans and specifications and that the appropriate level of workmanship has been achieved.
  - b. Submit evidence demonstrating that the bored sewer has been constructed to the approved grade thus meeting the relevant standards. The evidence must include, but not be limited to electronic testing – CCTV light ring and measurement software as per Sect 21.6.3 of WSA 02-2014-3.1 and MRWA 21.11.1.
  - c. A request for a joint on-site inspection with TasWater's authorised representative must be made.
  - d. Security for the twelve (12) month defects liability period to the value of 10% of the works must be lodged with TasWater. This security must be in the form of a bank guarantee.
  - e. Work As Constructed drawings and documentation must be prepared by a suitably qualified person to TasWater's satisfaction and forwarded to TasWater.

Upon TasWater issuing a Certificate of Practical Completion, the newly constructed infrastructure is deemed to have transferred to TasWater.

16. After the Certificate of Practical Completion has been issued, a 12-month defects liability period applies to this infrastructure. During this period all defects must be rectified at the developer's cost and to the satisfaction of TasWater. A further 12-month defects liability period may be applied to defects after rectification. TasWater may, at its discretion, undertake rectification of any defects at the developer's cost. Upon completion, of the defects liability period the developer must request TasWater to issue a "Certificate of Final Acceptance". TasWater will release any security held for the defect's liability period.
17. The developer must take all precautions to protect existing TasWater infrastructure. Any damage caused to existing TasWater infrastructure during the construction period must be promptly reported to TasWater and repaired by TasWater at the developer's cost.
18. Ground levels over the TasWater assets and/or easements must not be altered without the written approval of TasWater.
19. A construction management plan must be submitted with the application for TasWater Engineering Design Approval. The construction management plan must detail how the new TasWater sewerage infrastructure will be constructed while maintaining current levels of services provided by TasWater to the community. The construction plan must also include a





risk assessment and contingency plans covering major risks to TasWater during any works. The construction plan must be to the satisfaction of TasWater prior to TasWater's Engineering Design Approval being issued.

#### FINAL PLANS, EASEMENTS & ENDORSEMENTS

20. Prior to the Sealing of the Final Plan of Survey, a Consent to Register a Legal Document must be obtained from TasWater as evidence of compliance with these conditions when application for sealing is made.

*Advice: Council will refer the Final Plan of Survey to TasWater requesting Consent to Register a Legal Document be issued directly to them on behalf of the applicant.*

21. Pipeline easements, to TasWater's satisfaction, must be created over any existing or proposed TasWater infrastructure and be in accordance with TasWater's standard pipeline easement conditions and requirements.
22. Prior to the issue of a TasWater Consent to Register a Legal Document, the applicant must submit a .dwg file, prepared by a suitably qualified person to TasWater's satisfaction, showing:
  - a. the exact location of the existing water/sewerage infrastructure,
  - b. the easement protecting that infrastructure.

The developer must locate the existing TasWater infrastructure and clearly show it on the .dwg file. Existing TasWater infrastructure may be located by a surveyor and/or a private contractor engaged at the developers cost.

#### 56W CONSENT

23. Prior to the issue of the Certificate for Certifiable Work (Building) and/or (Plumbing) by TasWater the applicant or landowner as the case may be must make application to TasWater pursuant to section 56W of the Water and Sewerage Industry Act 2008 for its consent in respect of that part of the development if applicable which is built within a TasWater easement or over or within two metres of TasWater infrastructure.

#### DEVELOPER CHARGES

24. Prior to TasWater issuing a Certificate(s) for Certifiable Work (Building) and/or (Plumbing), the applicant or landowner as the case may be, must pay a developer charge totalling \$19,330.51 (Stage 1) and \$15,370.24 (Stage 2) to TasWater for water infrastructure for 13.002 (Stage 1) and 8.748 (Stage 2) additional Equivalent Tenements, indexed by the Consumer Price Index All groups (Hobart) from the date of this Submission to Planning Authority Notice until the date it is paid to TasWater.
25. Prior to TasWater issuing a Certificate(s) for Certifiable Work (Building) and/or (Plumbing), the applicant or landowner as the case may be, must pay a developer charge totalling \$34,447.74 (Stage 1) and \$23,055.35 (Stage 2) to TasWater for sewerage infrastructure for 19.606 (Stage 1) and 13.122 (Stage 2) additional Equivalent Tenements, indexed by the Consumer Price Index All groups (Hobart) from the date of this Submission to Planning Authority Notice until the date it is paid to TasWater.
26. In the event Council approves a staging plan, prior to TasWater issuing a Certificate(s) for Certifiable Work (Building) and/or (Plumbing) for each stage, the developer must pay the developer charges commensurate with the number of Equivalent Tenements in each stage, as approved by Council.

#### DEVELOPMENT ASSESSMENT FEES

27. The applicant or landowner as the case may be, must pay a development assessment fee of \$1,307.93 and a Consent to Register a Legal Document fee of \$256.99 to TasWater, as



approved by the Economic Regulator and the fees will be indexed, until the date paid to TasWater. The payment is required within 30 days of the issue of an invoice by TasWater.

#### Advice

##### General

For information on TasWater development standards, please visit

<https://www.taswater.com.au/building-and-development/technical-standards>

For application forms please visit

<https://www.taswater.com.au/building-and-development/development-application-form>

##### Developer Charges

For information on Developer Charges please visit the following webpage –

<https://www.taswater.com.au/building-and-development/developer-charges>

##### Water Submetering

As of July 1 2022, TasWater's Sub-Metering Policy no longer permits TasWater sub-meters to be installed for new developments. Please ensure plans submitted with the application for Certificate(s) for Certifiable Work (Building and/or Plumbing) reflect this. For clarity, TasWater does not object to private sub-metering arrangements. Further information is available on our website ([www.taswater.com.au](http://www.taswater.com.au)) within our Sub-Metering Policy and Water Metering Guidelines.

##### Service Locations

Please note that the developer is responsible for arranging to locate the existing TasWater infrastructure and clearly showing it on the drawings. Existing TasWater infrastructure may be located by a surveyor and/or a private contractor engaged at the developers cost to locate the infrastructure.

- (a) A permit is required to work within TasWater's easements or in the vicinity of its infrastructure. Further information can be obtained from TasWater.
- (b) TasWater has listed a number of service providers who can provide asset detection and location services should you require it. Visit <https://www.taswater.com.au/building-and-development/service-locations> for a list of companies.
- (c) Sewer drainage plans or Inspection Openings (IO) for residential properties are available from your local council.

#### Declaration

The drawings/documents and conditions stated above constitute TasWater's Submission to Planning Authority Notice.



## OPEN SESSION RESUMES

### 14 PETITIONS STILL BEING ACTIONED

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There are no petitions still being actioned.

### 15 PETITIONS RECEIVED IN LAST PERIOD

---

#### 15.1 PEDESTRIAN AND ACCESSIBLE CROSSING TO MEREDITH'S ORCHARD

A petition containing **156** signatures has been received by Council petitioning Council to:

Bring forward the proposal for a SAFE pedestrian and accessible crossing from the current Margate - Snug multi-user track from 4/5 years to immediate as this is a need now for the community.

#### RECOMMENDATION

That the petition containing 156 signatures be received and referred to the appropriate Department for a report to Council.

### 16 OFFICERS REPORTS TO COUNCIL

---

#### 16.1 MARGATE MAIN STREET MASTERPLAN

**File Number:** 17.280

**Author:** Anthony Verdouw, Executive Officer Engineering Services

**Authoriser:** David Reeve, Director Engineering Services

#### Strategic Plan Reference

**Key Priority Area:** 2 Deliver quality infrastructure and services.

**Strategic Outcome:** 2.2 Infrastructure development and service delivery are underpinned by strategic planning to cater for the needs of a growing population.

#### 1. PURPOSE

- 1.1 The purpose of this report is to summarise community feedback in relation to the Draft Margate Main Street Masterplan 2024-2044 and provide the Masterplan for final Council endorsement.

#### 2. BACKGROUND

- 2.1 At its meeting on 1 July 2024 Council resolved that the Draft Margate Main Street Masterplan 2024-2044 (the Masterplan) be released for community feedback.

#### 3. STATUTORY REQUIREMENTS

- 3.1 There are no statutory requirements associated with this matter.

#### 4. DISCUSSION

- 4.1 The Masterplan presents a collective vision for the future of Margate's Main Street and surrounds. It outlines a comprehensive framework and design principles to guide the evolution and development of the town centre going forward.
- 4.2 Community feedback on the Masterplan was invited via written submissions from 2 July 2024 to 30 July 2024.
- 4.3 At the close of the engagement period, eighteen (18) community members and four (4) organisations had lodged submissions.
- 4.4 A summary of the feedback received has been included in the Masterplan (Draft Plan: page 16), addressing the key themes.
- 4.5 Overall, the feedback highlighted the importance of safety, accessibility and the need to get the balance right between traffic management and traffic flow and improving public space and pedestrian access.
- 4.6 A copy of every submission in full has been provided to Councillors separately to this report. Of note:
  - 4.6.1 Six (6) letters were received from local residents noting concerns with the possible extension of Dayspring Drive through to the Channel Highway. Although no plans are proposed at this stage by adjacent landowners, the extension of Dayspring Drive is secured in the Kingborough Interim Planning Scheme 2015 as a particular Purpose Zone (Future Road) and this will be considered by the Planning Authority if a development application for the land is lodged.
  - 4.6.2 A number of comments addressed the issue of traffic flow and traffic volumes requesting that a bypass be considered in the Masterplan. However, a bypass is unlikely in the foreseeable future as it would have a significant cost and have significant impacts on the surrounding community, due to the fragmented nature of subdivision and multiple landownerships in the area.
  - 4.6.3 There were mixed views regarding roundabouts on the main street with some participants suggesting they negatively impact traffic flow and others in support because they facilitate U-turns and can slow traffic to potentially create a safer pedestrian environment.
- 4.7 In response to the feedback some minor amendments have been made across the Masterplan, including:
  - 4.7.1 A small amendment to the concept trail network (Draft Plan: page 21) with proposed footpath extending up Sandfly Road to Nierinna Road junction.
  - 4.7.2 Proposed Channel Highway crossing point locations adjusted to align with Department of State Growth plans (Draft Plan: page 22).
  - 4.7.3 Additional details for recommended on-road parking lengths to improve ease of on-road parking and assist minimising additional congestion (Draft Plan: page 35).
  - 4.7.4 Indicative planting palette amended per the recommendations from Council's Biodiversity Officer (Draft Plan: page 42).

#### 5. FINANCE

- 5.1 Implementation of the concept proposals in the Masterplan have both capital and operational budget considerations for Council. Any capital projects would need to be submitted on a case-by-case basis as capital project bids for Council consideration.



- 5.2 Big picture concepts outlined in the Masterplan would require significant external funding commitments and support from relevant stakeholders.

## 6. ENVIRONMENT

- 6.1 One of the four strategy principles informing the Masterplan is environmental strategies to enhance the local environment and encourage more sustainable transport options in and around the Margate town centre.

## 7. COMMUNICATION AND CONSULTATION

- 7.1 The Masterplan was made available for public comment for a period of four weeks between 2 July to 30 July 2024. The community consultation was promoted on social media on 3 July and again on 24 July and in the Kingborough Chronicle on 9 July.
- 7.2 Twenty-two (22) submissions were received and have been reviewed before finalising the Masterplan.
- 7.3 If endorsed by Council the Masterplan will be made publicly available on Council's website.

## 8. RISK

- 8.1 There is a risk that the local community mistake the Masterplan to be funded and ready for implementation. This is not the case and needs to be clearly communicated going forward.
- 8.2 There are also no specific timelines for implementing project proposals at this stage as funding commitments would need to be secured before Council progresses individual proposals.

## 9. CONCLUSION

- 9.1 Community feedback indicates broad support for the Masterplan, with feedback received regarding enhancements to cycling, pedestrian infrastructure, and traffic management, with a strong emphasis on safety, accessibility and traffic congestion. There was a call for careful planning to balance traffic flow with the creation of community spaces and long-term development needs.
- 9.2 Final Council endorsement of the Masterplan will provide a foundation and design principles for developments in Margate and will direct Council in relation to advocacy actions, project priorities, resource allocation, and pursuit of grant opportunities to make ongoing improvements over an extended period.
- 9.3 The Masterplan has been reviewed in response to community feedback, with a summary page outlining feedback incorporated in the Masterplan for reference. It is recommended that the Masterplan now be endorsed by Council.

## 10. RECOMMENDATION

That the *Draft Margate Main Street Master Plan (2024-2044)* as attached to this report be endorsed.

## ATTACHMENTS

### 1. Draft Margate Main Street Masterplan 2024-2044



A local centre, connected to the region



Kingborough

Margate Main Street  
Masterplan 2024 - 2044



MARGATE MAIN STREET  
MASTERPLAN

KINGBOROUGH COUNCIL  
April 2024

PREPARED FOR



CONSULTANT TEAM



**Hobart**  
L2, 89 Macquarie Street  
Hobart TAS 7000  
+61 4 31 454 492

ACKNOWLEDGMENT

Kingborough Council pays respect to all First Peoples, including the Muwinina (mu wee nee nah) and Nununi (nu nu nee) people who cared for and nourished this Country for thousands of years. We recognise the Tasmanian Aboriginal peoples as the continuing Custodians of their land, skies and waterways on this island of Lutruwita (lu-tru-wee-tah) Tasmania. We pay respect to Elders past and present, and we acknowledge the survival and deep spiritual connection of the Tasmanian Aboriginal peoples to their Country, which spans for generations.

Margate is situated on the western banks of timtumili minanya (River Derwent). With views to kunanyi / Mount Wellington, its position provides a great opportunity for contemplation and reflection within, and on, Country.

The Masterplan establishes a commitment to collaborating with Tasmanian Aboriginal peoples as we imagine and realise new places that hold space for truth-telling, interpretation and connection with this ancient landscape.

Revision:	Status:	Date:	By:	Checked:
A	Draft Report	17/05/24	FD & OH	AH
B	Final Report	23/08/24	FD & OH	AH

CONTENTS

01 THE PROJECT STORY

01.1 INTRODUCTION	05
01.2 THE SITE	06
01.3 OPPORTUNITIES + CHALLENGES	10
01.4 HEALTHY STREETS	14
01.5 COMMUNITY BRIEF	15
01.6 VISION + PRINCIPLES	18

02 THE MASTERPLAN

02.1 BROADER STRATEGIES	21
02.2 CONCEPT PLAN	21
02.3 CONNECTION STRATEGIES	22
02.4 ENVIRONMENT STRATEGIES	24
02.5 ACTIVATION STRATEGIES	26
02.6 LIVABILITY STRATEGIES	28

03 TOOLKITS

03.1 STREET TOOLKIT	31
03.2 FOOTPATH IMPROVEMENTS	34
03.3 PUBLIC SPACE	36
03.4 ACTIVATION	37
03.5 ART & INTERPRETATION	38
03.6 STORMWATER MANAGEMENT	39
03.7 MATERIAL PALETTE	40
03.8 FURNITURE PALETTE	41
03.9 PLANTING PALETTE	42
03.10 URBAN DESIGN FRAMEWORK	44

04 REALISING THE PLAN

04.1 IMPLEMENTATION	49
04.2 EVALUATING THE CONCEPT	52
04.3 NEXT STEPS	53







# 01.1 INTRODUCTION

## THE PROCESS SO FAR



The Margate Main Street Masterplan (the Plan) charts a collective vision for the future of Margate’s Main Street and its environs. It offers a comprehensive framework to steer the evolution of this pivotal community hub. By leveraging existing assets and addressing various constraints, the Plan aims to ensure a vibrant and sustainable future for the local area. Developed in collaboration with the community, stakeholders, and the Department of State Growth, the Plan aims to:

- Cultivate a more vibrant and connected street for residents, businesses, and visitors.
- Strike a balance between the needs of the Main Street (place) and the Channel Highway (movement).
- Support the requirements of existing users and the evolving community of Margate.
- Enhance accessibility and inclusivity for all users and abilities.
- Establish high-quality public spaces and amenities.
- Identify and plan investments to realise the vision for Margate as set out in this document.

The Plan represents one of Margate’s most significant town-shaping opportunities. It addresses the pressing need to improve amenity of the town, presenting a chance to reimagine this vital service centre strategically situated in a growing residential community and region. Kingborough Council has worked to develop a comprehensive plan for the Main Street that is flexible over time to address specific needs of community, broader strategic initiatives and market drivers.

To ensure the Plan serves the current and future needs of Margate, Council has engaged community and stakeholders to develop and refine this initial, proposed Plan. This Plan is a product of many needs and aspirations. It is driven by the priorities of the local community

and stakeholders. The Plan is a high-level visionary document that reimagines the Main Street as a place where services can thrive together. The Main Street will be an inviting and accessible place that reflects community spirit. To realise this vision, the Masterplan is guided by four over-arching principles:

1. Balance local and regional access
2. Enhance the local amenity and natural environment
3. Capture the industrious community spirit
4. Support a growing centre

These principles set the stage for a series of movement and place strategies where connections and access to community services, jobs, education, arts and culture, green space, recreation, play and other key community amenities are all available within one place. This change will occur in many phases.

The Plan identifies multiple spaces and places that will assist in reinforcing Margate’s Centre. For all these initiatives more detailed planning and design will be required at later stages.

The concepts outlined in this Plan require significant investment commitments and buy in from all levels of Government. The Plan is a starting point and will inform the investigation and feasibility analysis of appropriate delivery models, including potential grant funding opportunities, State investment, Council’s annual capital works budgeting, and possible public-private partnerships. This will be an essential step in ensuring the shared vision for the precinct can continue to evolve. Council will work to develop and refine these plans over many years to come, in collaboration with the Department of State Growth, community and street stakeholders.

This document is divided into four sections, with each section containing descriptive text and visualisations to explain and visualise the proposed redevelopment of the Main Street. The following outlines the content of each section.

**Chapter 1: The Project Story** provides an overview of the site and contextualises the significant opportunity at hand. It also details the historical significance of Margate and situates the Main Street within the current regional and local context. This section also describes the engagement processes and feedback that informed the Plan to date. It summarises a community vision and guiding principles.

**Chapter 2: The Masterplan** outlines the objectives and strategies for the Main Street’s connections, environment, activation, and livability. This also considers the broader township strategies that will contribute towards reinforcing the centre and supporting the community.

**Chapter 3: The Toolkits** step into the detail and outline the components that will be required to see the successful transition of the Main Street.

**Chapter 4: Realising the Plan** outlines a high-level conceptual phasing strategy and identifies the order of physical and public infrastructure elements to achieve the full construction of the Main Street vision, if future investment is secured.



01.2 THE SITE

REGIONAL TO LOCAL POSITIONING

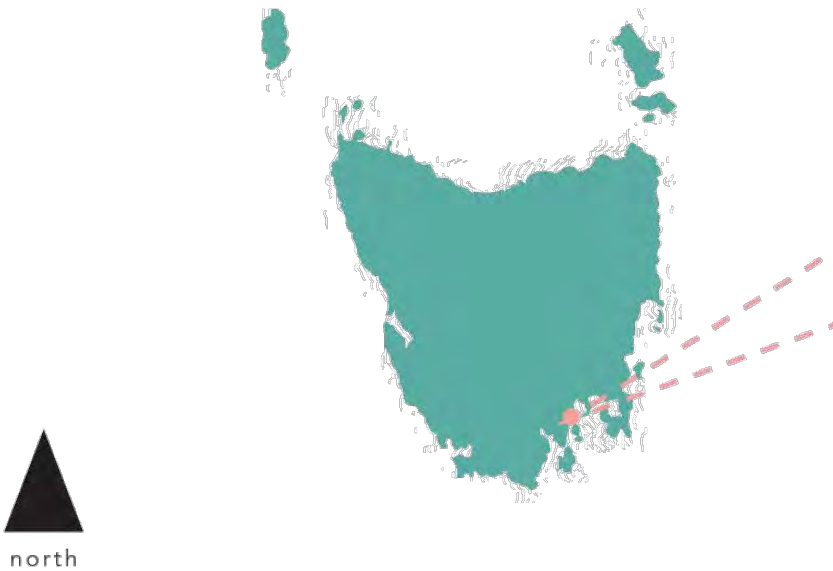
THE CHANNEL GATEWAY

Margate, nestled in Tasmania’s Kingborough local government area along the shores of North West Bay, offers a charming blend of coastal beauty, rural tranquility and industrious minds.

Margate is located on a low spur of the Snug Tier, above the coastal flats and salt marshes at the outlet of the Margate Rivulet.

Margate is the first of the Channel towns lying 19 kilometres south of Hobart. Surrounded by rolling hills, vineyards, and orchards, Margate is renowned for its picturesque vistas and rich agricultural heritage.

The Channel Highway currently supports a commercial strip development that services the Channel communities and the growing number of local residents who regularly commute to the urban centres of Kingston and Hobart. The movement functions of the highway are prioritised above any other uses for the street as a public space. It is currently the dominant element of the movement system and the public domain.







THE MAIN STREET STUDY AREA

Margate has a well developed residential area to the east of the Main Street along Beach Road and a growing community to the west predominately accessed from Van Morey Road.

The majority of Margate’s facilities and commercial offerings occur as a strip development along the Channel Highway.

Major public infrastructure:

- |                           |                |
|---------------------------|----------------|
| 1. Margate Primary School | 6. Pharmacy    |
| 2. Channel Museum         | 7. Childcare   |
| 3. War Memorial           | 8. Post Office |
| 4. Recreation Grounds     |                |
| 5. Margate Hall           |                |

Key commercial offerings:

- |                            |                           |
|----------------------------|---------------------------|
| 9. Plant nursery           | 15. Service Station       |
| 10. Op Shop                | 16. Supermarket           |
| 11. Bottle Shop and Tavern | 17. Salon and Gifts       |
| 12. New development        | 18. Bakery and Restaurant |
| 13. Salon                  | 19. Op Shop               |
| 14. Dentist                | 20. Physio                |
|                            | 21. Pizza                 |



01.2 THE SITE

A STORY THROUGH TIME

Margate lies on the unceded lands of the South East Nation. Before colonisation, there were at least seven known clans as part of the South East Nation. The land now known as Margate provided rich hunting and harvesting grounds across the seasons between inland, coastal and island sites.



Figure 1: John Glover, 1834

60,000 YEARS +



Figure 2: Brunel D'Entrecasteaux Ship

In the early 1800's European explorers like Robert Brown and George Prideaux Harris ventured into the North West Bay area, encountering its rich natural resources. The French explorer Brunel D'Entrecasteaux and later Nicolas Baudin anchored in the bay, establishing temporary bases for scientific exploration.

BEFORE EUROPEAN SETTLEMENT AT NORTH WEST BAY, THE AREA WAS EXPLOITED BY HUNTING PARTIES FROM HOBART TOWN.



Figure 3: Early records by Nicolas Baudin

1803



Figure 4: Early farm settlements in Margate

The British government allocated land grants to retired marines in the North West Bay area, laying the foundation for permanent European settlement. These early settlers established farms and sawmills, contributing to the development of the region's agricultural and timber industries.

Figure 5: Convict worker



1814

1818-1866

During the convict era Margate emerged as a hub for timber production, with a sawing station operating in the area. The establishment of coal mining operations and a tramway further boosted economic activity in Margate, leading to its growth as a port town.

Margate continued to thrive as a center for agriculture, shipbuilding, and maritime trade after the decline of the transportation of convicts to Tasmania. The opening of the Margate Post Office and primary school signaled the town's growing importance as a local administrative and educational center.

1866-1922



Figure 6: 1906-1922, the Sandfly Colliery Tramway ran from Margate Wharf to the coal mine at Kaoota. The jetty was about 80 metres long, and could service ships drawing 7 metres.



Figure 7: Margate Primary School

In recent years, there has been development occurring in and around the centre of Margate with new residential and commercial buildings being constructed. With limited public investment in the past 20 years Margate may have lost some of the community essence that once defined the Main Street, and is now in need of enhancement to meet contemporary standards, community needs and sustainable longevity.

2024



Figure 8: Margate Tavern

1922-2020



Figure 9: Margate Today

Over the years and in more recent times Margate evolved into a residential and recreational community, known for its picturesque location along the D'Entrecasteaux Channel. Celebrations and festivals commemorate Margate's rich history and heritage, highlighting its transition from a colonial outpost to a small town servicing the needs of people south of Kingston and broader catchment area.

2024+

This Plan will be founded on Margate's rich histories, its current context, and its future aspiration. It will find connections to Country, to histories, to its industrious community, rich culture, and unique natural environment.



# 01.3 OPPORTUNITIES + CHALLENGES

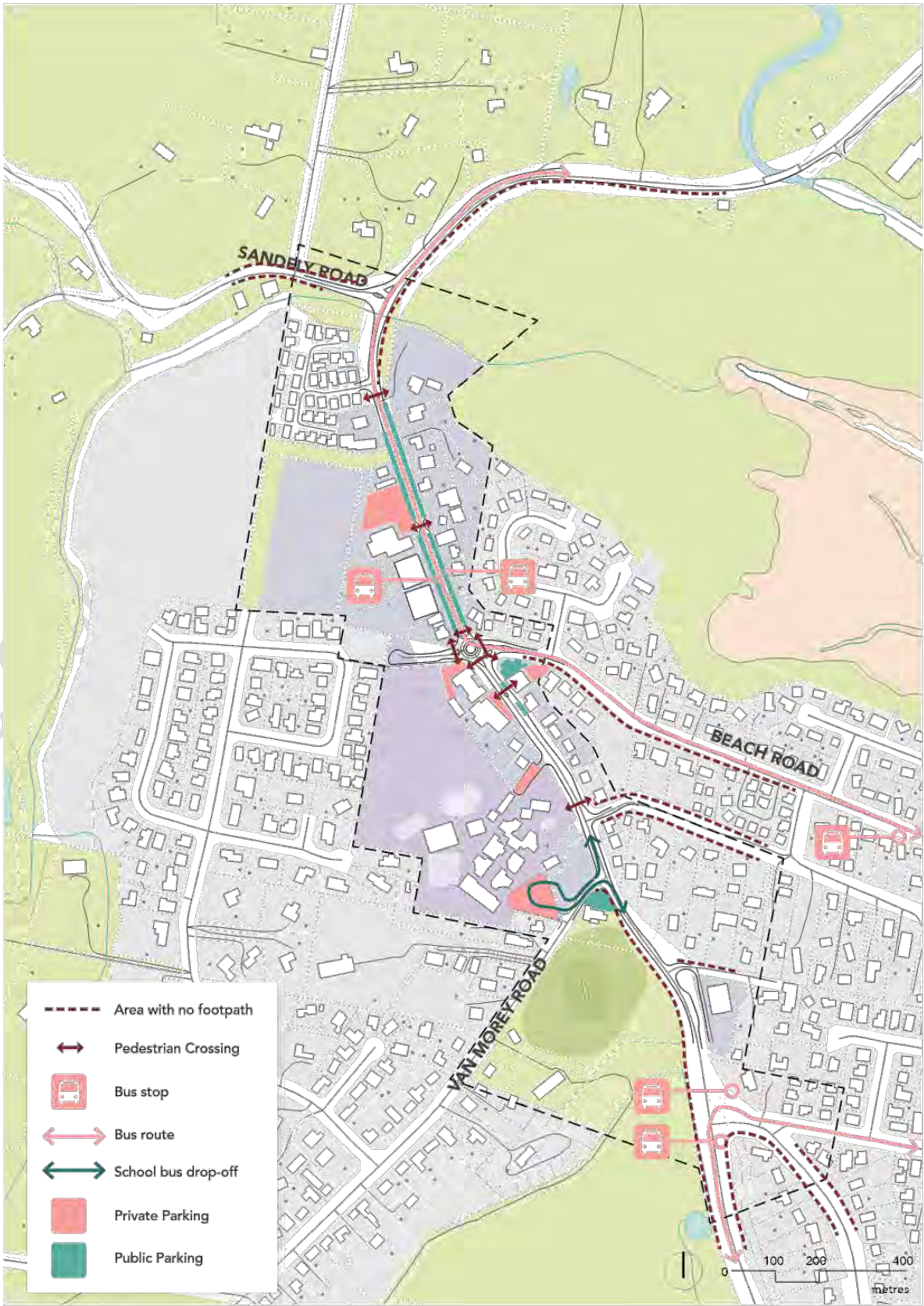
## MOVEMENT & ACCESS

### Opportunities

- Improve safety at unsignalised intersections with slower turning speeds.
- For people riding bikes there is an opportunity to provide a safe, off-road facility.
- Road space available to provide mid-block crossings.
- Reduce traffic speeds through physical design and regulatory interventions, including but not limited to speed limit changes, tree planting, pedestrian priority areas, etc.
- Opportunities for wider or new paths on both sides of the street for people walking and riding
- Street lighting design could be improved with more focus on people walking and riding
- More seating, drinking fountains, bike hoops, signage and wayfinding will make the street more attractive to walk and cycle.
- Opportunity to encourage more people to catch the bus by providing shelter, shade and crossing opportunities.

### Constraints

- Through traffic volumes are unlikely to reduce for the foreseeable future and as such these movements need to be safely accommodated.
- The Highway is a heavy vehicle route. These vehicles support and range of economic needs to the south of Margate. This means these vehicles will need to be considered and safely accommodated in the plan.
- The traffic volume means that providing mid-block crossings will necessitate changes to the rhythm of traffic flow.
- The roundabout hinders people walking and the desire for visitors to stop and shop. Although the roundabout will remain tactics can be explored to soften the impact of the roundabout and to improve safety for people walking north-south.
- The available road reserve width is constrained in some locations, attributing cost and geometric constraints to provide landscaped separation between people and vehicles
- Providing adequate space for successful tree planting may be challenging in some locations.





OPEN SPACE & GREENING

Opportunities

- Increasing tree canopy will make the street more attractive, pleasant and enjoyable for visitors.
- There is an opportunity to improve connections between key destinations along the Main Street and across Margate.
- Build on the existing native planting scheme through community and business partnerships.
- Take inspiration from the surrounding landscape character to establish a unique identity for Margate.
- New planting can soften the impact of hard infrastructure and road noise.
- Harness the value of stormwater for passive irrigation of planting and trees.
- Council owned car parking area could provide opportunities for enhanced public spaces along the Main Street.

Constraints

- Providing adequate space for successful tree planting may be challenging in some locations.
- There are many landowners making developing linear green space and connections across private and public owned land challenging and will require community partnership and/or potential land acquisition in some areas.
- Finding space for increased street greening whilst balancing vehicle parking and movement.
- Balancing passive surveillance and clear key views along the street whilst introducing planting.
- In some areas open space is tucked away from the Main Street limiting their visibility and access through trails and wayfinding.
- Create connections with the rivulet and salt marsh to improve the biodiversity and quality of the urban ecosystem.





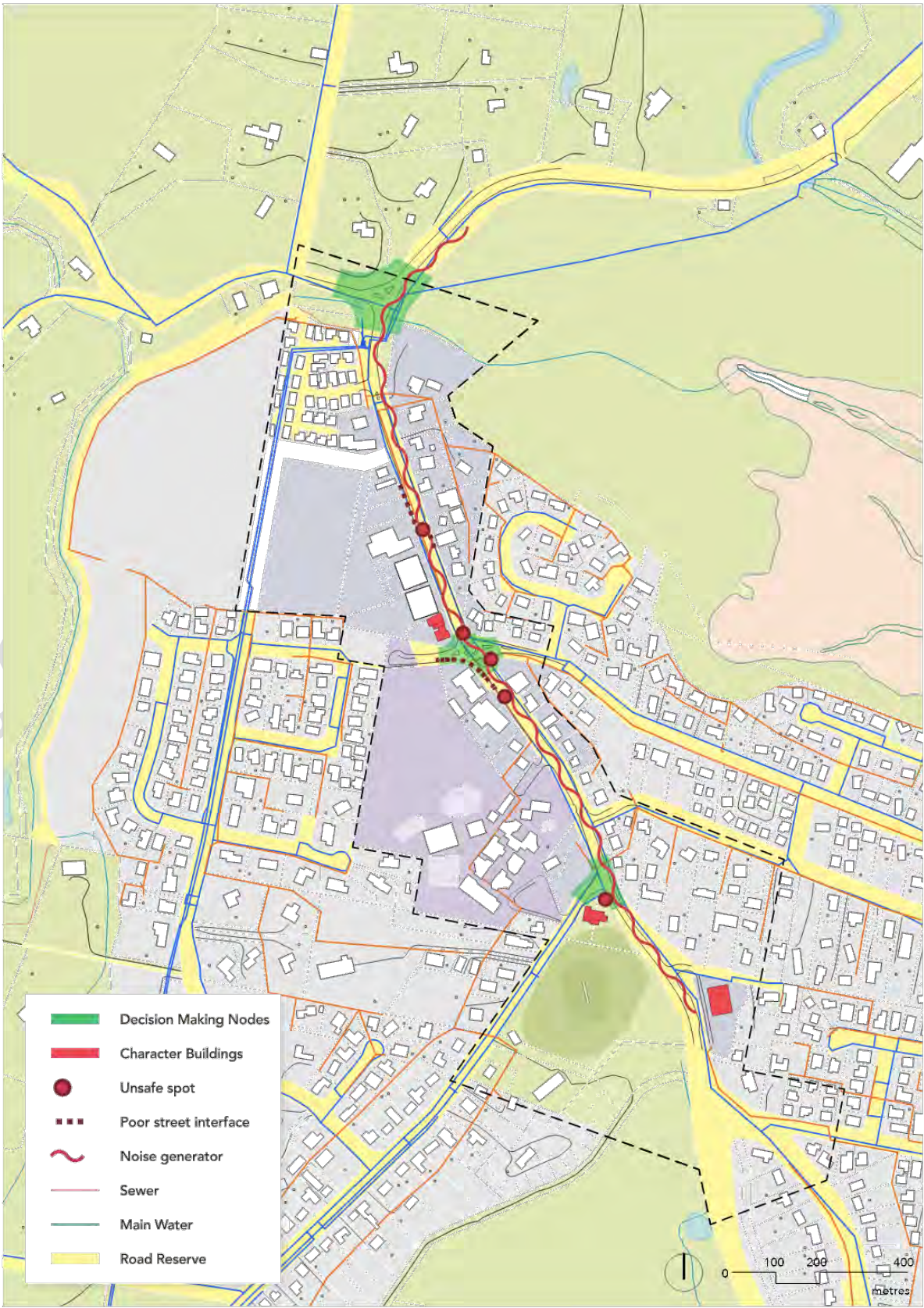
PLACE & EXPERIENCE

Opportunities

- Utilise plants to filter stormwater run-off before outletting into the bay.
- Improve the efficiency and quality of lighting.
- The character of Margate is somewhat degraded along the Main Street there is an opportunity to re-establish a new character moving forward.
- Take inspiration from the local character architecture in public realm material choices.
- Design places for cultural expression, social interaction, and public demonstration.
- Integrate green infrastructure strategies to improve air and water quality, can reduce stress levels, and improve mental health.
- Design and locate furniture to meet desirable street activity patterns and needs.
- Signage, way finding, cultural interpretations and art.

Constraints

- Traffic volumes and noise can be softened with slower speeds and more greening, but will always be apparent along the Main Street.
- Removing the roundabout would vastly improve the street environment and make Margate a much nicer place. Unfortunately this is currently considered prohibitively expensive
- Meeting highway lighting standards whilst improving night time place making can have competing agendas. Ensure safe and quality lighting to support a sense of place.
- Working with existing service both underground and overhead will limit the integration of tree planting.





BUILT FORM & DEVELOPMENT

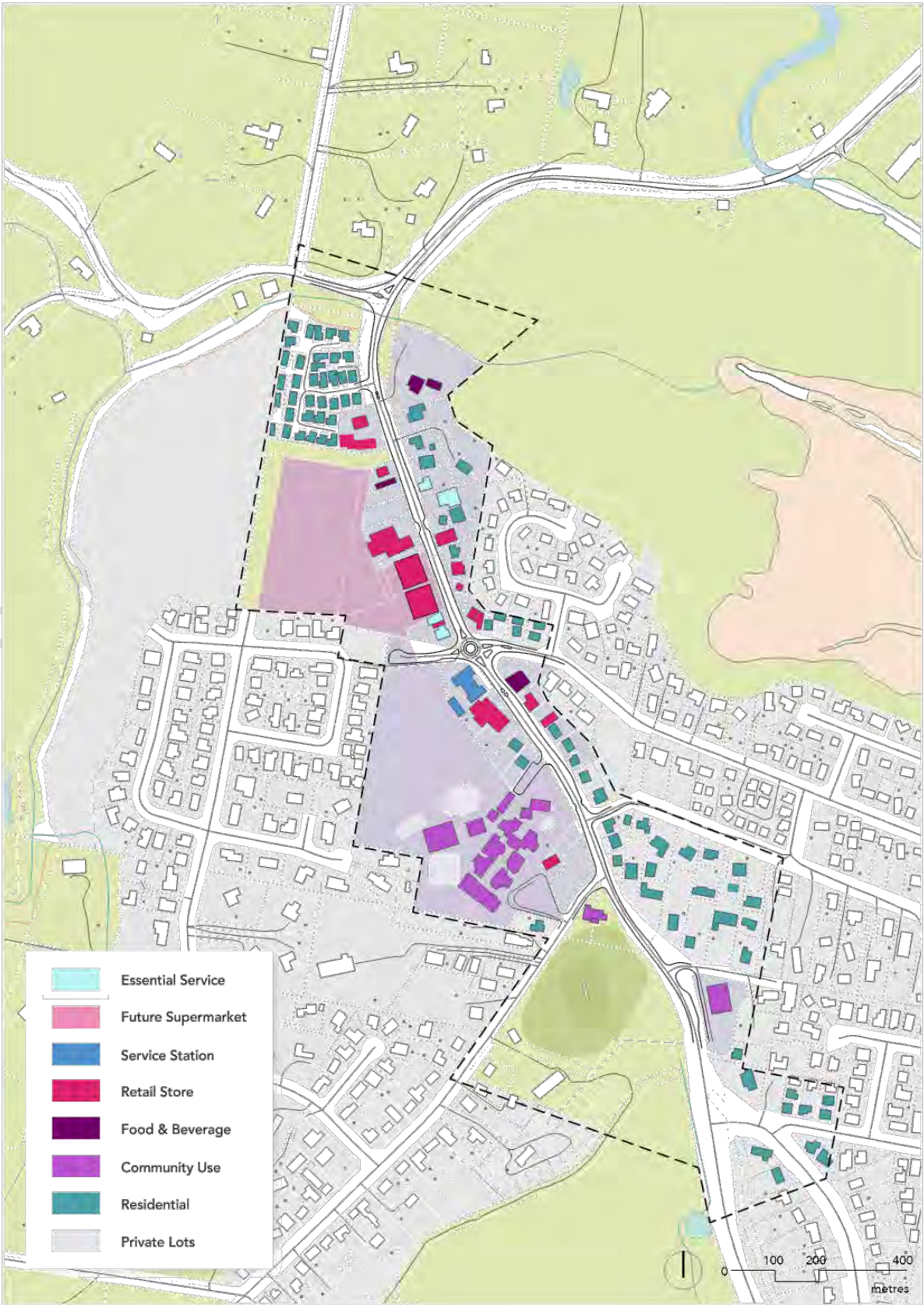
Opportunities

- Encouraging land use changes to provide active frontages, density and investment through a Specific Area Plan in the Planning Scheme with unique controls for development along the Main Street.
- Investigate future development areas that can support a growing community around a vibrant center.
- Opportunity to promote new building typologies within the center and to improve building and broader urban design outcomes through a design guideline that is embedded in the planning scheme..
- Opportunity to design and utilise existing public spaces to entice people to stay and spend more time in Margate, generating higher revenues for businesses and higher value for homeowners.
- Provide sustainable connections between communities and important destinations and services.
- Locate dedicated space and facilities within the street to entice a variety of economic activities while keeping the space safe, healthy, vibrant, and accessible.

- Design the street to respond to the human scale, building edges, street lighting, wayfinding, and signage.
- Provide clear paths, space for street furniture, and together with landowners develop a strategy to designate areas for ground floor uses to extend into the street at strategic locations.

Constraints

- Unknown impact of the proposed retail development on the Main Street. The future supermarket may draw activity and economic vitality away from the Main Street.
- Encouraging private development that enhances the experience and envisaged character of the center.
- Ensuring private public realm interfaces including, paving, signage and entries contribute to a coherent streetscape identity.
- The planning scheme provides limited guidance to improve urban outcomes. Investigate options for a Specific Area Plan in the Planning Scheme to ensure that future development aligns with the Plans vision.





# 01.4 HEALTHY STREETS ASSESSMENT

## WHAT IS HEALTHY STREETS?

The Healthy Streets Approach aims to help achieve healthier, more inclusive places where people choose to walk, cycle and use public transport. First developed in the United Kingdom, the approach has been applied to streets across Australia. This approach prioritises people and their health in decision making for streetscapes aiming to provide more opportunity for physical activity in our everyday lives.

## HEALTHY STREETS ASSESSMENT

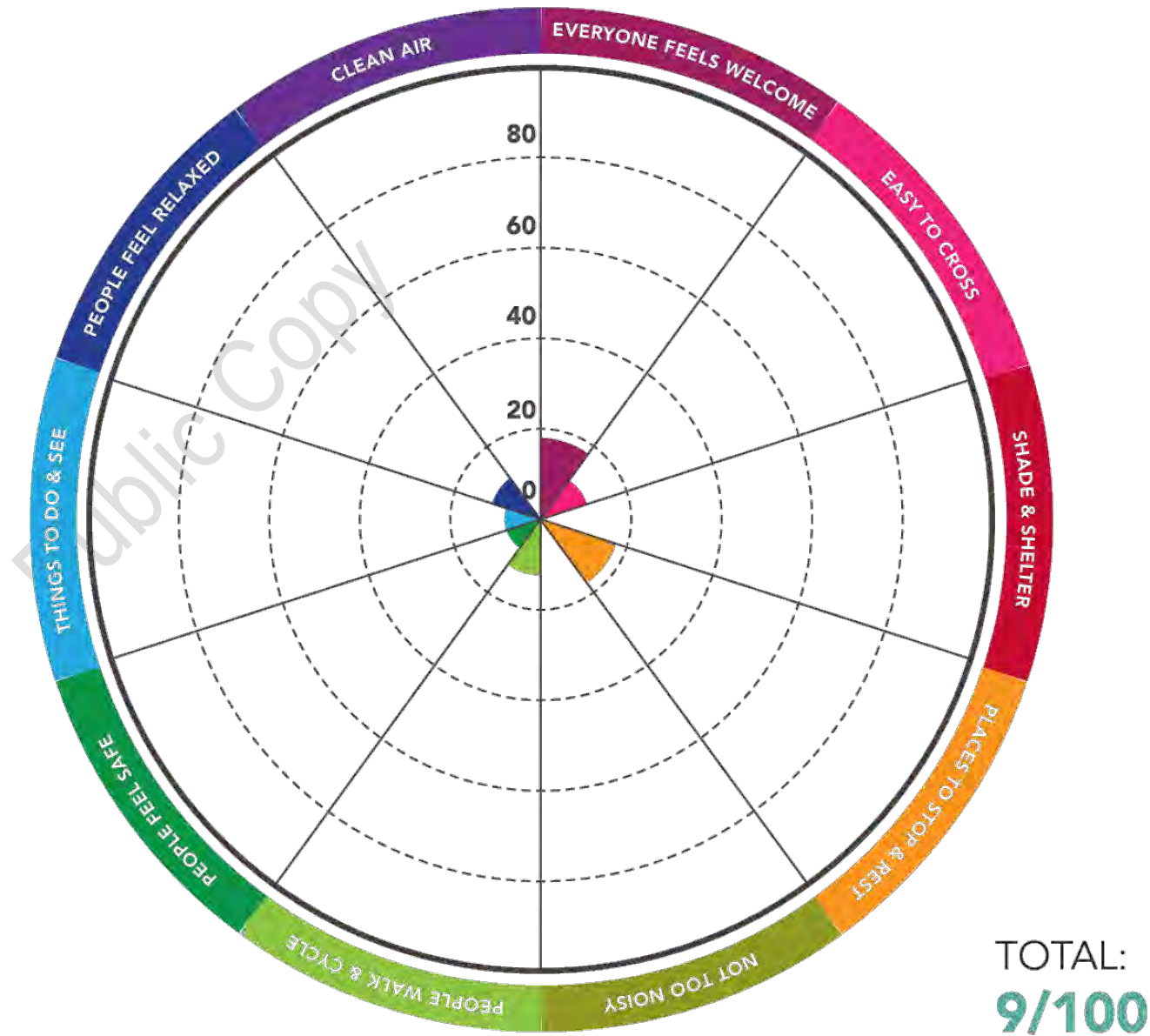
The Healthy Streets Approach draws on a set of ten evidence-based indicators which together contribute to a healthy street:

- Everyone feels welcome
- Easy to cross
- Shade and shelter
- Places to stop and rest
- Not too noisy
- People walk and cycle
- Things to do and see
- People feel relaxed
- Clean air

Through thorough on-site analysis across different times of the week and weekends, and using desktop research, such as traffic data analysis, each indicator is quantitatively tested against a series of metrics and allocated a score between 0 (poor performance) and 100 (high performance).

## FINDINGS SUMMARY

The graph shows the current performance of Margate Main Street with each Healthy Streets indicator. Overall, the street does not rate well against the indicators of a Healthy Street with an overall score of 9 out of 100.



01.5 COMMUNITY BRIEF

WHAT WE HEARD



PARTICIPANTS

The development of the Plan has been informed by local community members, Councillors, Kingborough’s community committee groups, and immediate stakeholders including businesses, the local school, and residents.

PROCESS

The engagement process occurred across two main phases;

1. Pre-design consultation: Early engagement to identify community and stakeholder issues, needs, and aspirations to inform the Plans vision, principle and strategies. The early engagement stage was undertaken via a stakeholder workshops inviting stakeholders to be creative and think of big ideas that could improve Margate’s Main Street. In addition an online survey was undertaken through Council’s engagement website to help understand the broader community hopes and dreams.
2. Draft Master Plan consultation: Consultation was undertaken, providing an opportunity for community and stakeholders to review and refine the draft Plan and concept proposals.

PHASE 1 - PRE-DESIGN ENGAGEMENT

Early engagement has been crucial to understanding what makes Margate special, and which areas most need to be upgraded or improved.

A healthy street puts people at the centre of decision making and streetscape design. When asking the community how they would score the existing Main Street on health, they scored it below 2.5 stars across all 10 indicators, confirming that the community believe the Main Street is not a healthy street.

Indicator Scoring Outcomes



- 31% believe the Main Street needs updated public transport and cycling facilities.
- 44% believe the Main Street is not traffic safe.
- 23% believe the Main Street needs sufficient parking.
- 50% believe the Main Street needs more tree planting and vegetation.
- 11% believe the Main Street is unattractive.
- 37% believe the Main Street needs shelter and seating areas.

Big Ideas for the Future

- At the stakeholder workshop, locals came together to identify 10 big ideas for the future of Margate, as follows:
1. Develop a gateway to the town that reveals the towns relationship to water.
  2. Explore alternative uses for the Council owned car park such as a pocket park, a place for art, Country - first nations stories, and the village flavour.
  3. In consultation with State Growth, develop a holistic ‘Mobility Strategy’ for the Council area to assist traffic flow and accommodate growth. Explore reduced traffic speeds and paved road surfaces.
  4. In consultation with State Growth, provide safe pedestrian crossings along the highway at regular intervals.
  5. Explore ways to create a pedestrian connections, places and spaces away from the highway; laneways, plazas etc.
  6. In consultation with State Growth, investigate improved bus facilites in Margate.
  7. Improve Van Morey Road making it safe and functional.
  8. Create pedestrian links that support safe routes for children to commute to school.
  9. Deliver tree planting along the Main Street providing shade and character to the street.
  10. Implement separated bike lanes that connect from Dru Point to the Main Street, continuing to Snug and beyond through connected trails.



"It would be useful for any wayfinding signage to also keep bike riders in mind and the locations they may be wanting to go to."

OUTCOMES OF PHASE 2 - DRAFT PLAN ENGAGEMENT

The second round of public consultation, provided an opportunity for the community and stakeholders to review the Draft Margate Master Plan that was endorsed by Council on 1 July 2024. In total 21 written responses were received.

Overall the community and stakeholders were supportive of the Draft Master Plan, and provided feedback for its improvement. The feedback highlights the importance of safety, accessibility, and the need for a balance between traffic management and quality public spaces.

SUMMARY

Feedback was received regarding enhancements to cycling, pedestrian infrastructure, and traffic management, with a strong emphasis on safety and accessibility. There was a call for careful planning to balance traffic flow with the creation of community spaces and long-term development needs.

KEY THEMES

Below are the key themes that emerged through the consultation process:

- 1. Cycling and pedestrian infrastructure
- 2. Public space and community use
- 3. Traffic management and signage
- 4. Parking and access
- 5. Scope and Vision

Cycling and Pedestrian Infrastructure

Feedback was supportive of the proposed infrastructure, with a focus on ensuring shared paths are accessible for all users and avoiding conflict points. Members of the community suggested improved wayfinding and signage to assist people riding bicycles.

Public Space and Community Use

There was some doubt about the viability of transforming the main street into a community centre due to traffic noise, with suggestions to create public spaces away from busy roads.

Traffic Management and Signage

There was support for measures such as raised crossings and lower speed limits to improve safety. There were mixed views on roundabouts with some participants suggesting they negatively impacted local traffic and others in support of creating a safer pedestrian environment.

Some participants were concerned that the plan may contribute to congestion, with some advocating for a bypass to redirect heavy traffic away from the town centre. There are currently no plans for a Margate bypass. A bypass is unlikely in the foreseeable future as it would likely have a significant cost and have a significant impact on the surrounding community, and the environment.

Several comments were received with concern about the possible extension of Dayspring Drive. Extension of Dayspring Drive is committed in the Kingborough Interim Planning Scheme 2015 as a Particular Purpose Zone (Future Road) and this will be considered by the Planning Authority when a development application for the land is lodged.

Parking and Access

There was a preference for ground-mounted hoops for secure short-term bicycle parking near shops and other local amenities and recommendations to develop off-street parking to reduce congestion on the main road and enhance the area's overall character.

Scope and Vision

Suggestions to consider connections into areas that are beyond the scope of the plan, to improve access and connections along key pedestrian routes.

Recommendations for a long-term vision that includes future development considerations, such as limiting property access from the Channel Highway and planning for future infrastructure needs.

"I appreciate that this is just outside the boundaries of the Plan, but I'd like you to note that number of people walk from Margate to the church along Sandfly Road."

"Flow-through traffic needs to be the priority for people coming and going from their homes, just trying to make it to work on time and get home to our families."

"The roundabout is the major factor in facilitating safe pedestrian, and motor, traffic, by slowing motor traffic and enabling pedestrian crossing, one lane at a time with central safe spaces."







01.6 VISION + PRINCIPLES

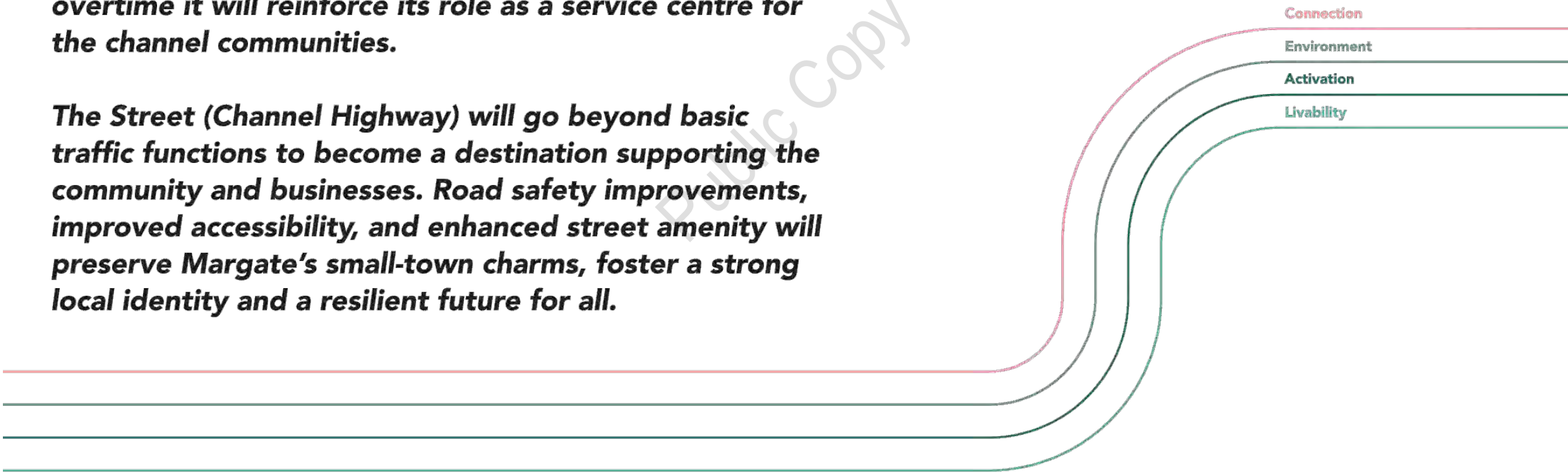
A WAY FORWARD

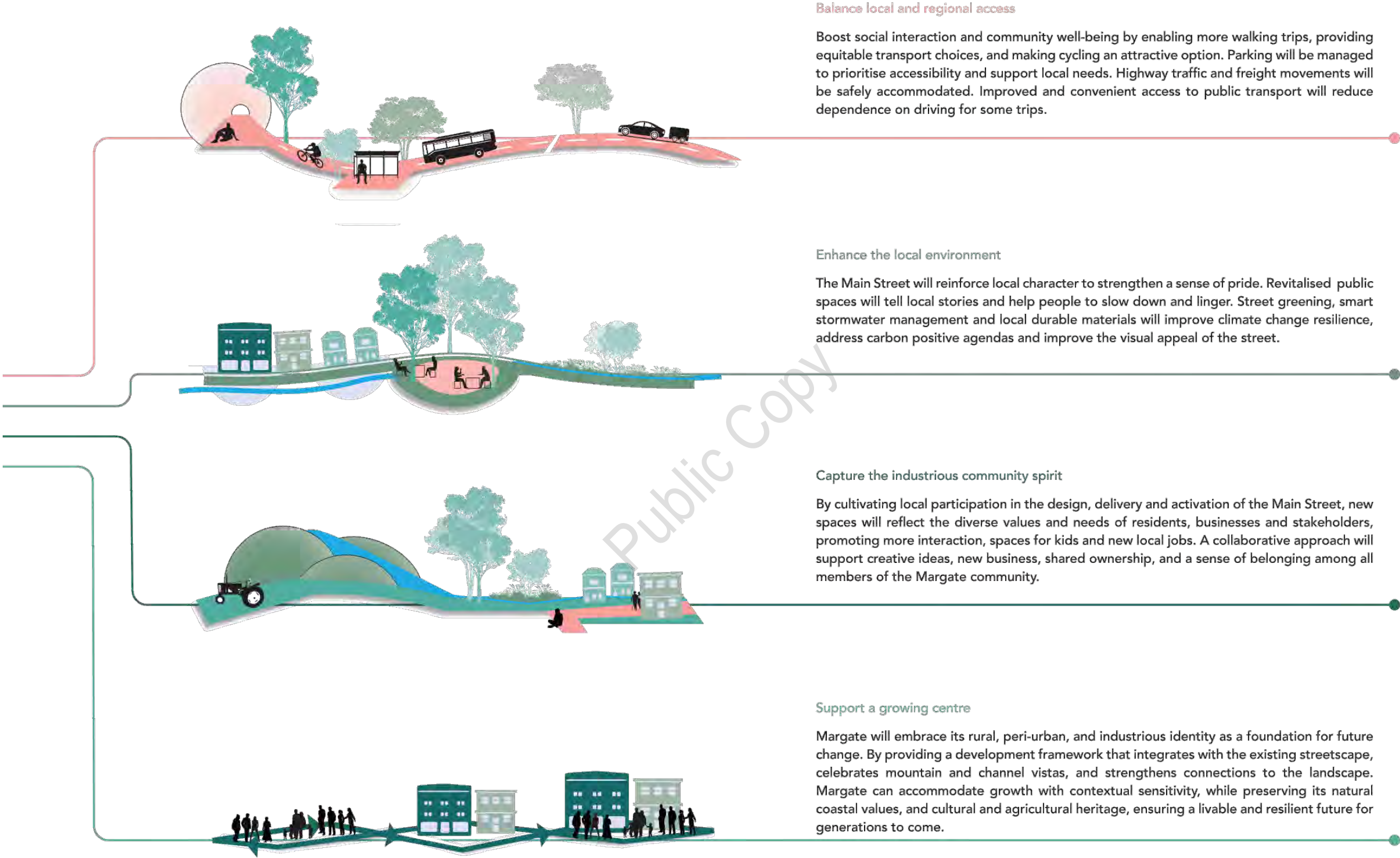
***Margate Main Street will be a vibrant, safe, and friendly community centre, revealing Margate’s unique character, bringing the community together and providing a popular stop for visitors. As Margate grows overtime it will reinforce its role as a service centre for the channel communities.***

***The Street (Channel Highway) will go beyond basic traffic functions to become a destination supporting the community and businesses. Road safety improvements, improved accessibility, and enhanced street amenity will preserve Margate’s small-town charms, foster a strong local identity and a resilient future for all.***

**PRINCIPLES**

The principles guide the delivery of the vision across four key areas, connection, environment, activation and livability. Each principle is supported by a series of strategies that put the principles into action. The strategies are outlined in Part 2 (The Masterplan) of this Plan across two scales - Broader Neighbourhood (refer to Page 19) and the Main Street (refer to page 20-29).









## 02 THE MASTERPLAN



02.1  
BROADER STRATEGIES  
MARGATE TO MAIN STREET

THESE FOUR STRATEGIES APPLY EACH GUIDING PRINCIPLE AT A NEIGHBOURHOOD SCALE TO REBALANCE THE FUNCTIONS OF THE MAIN STREET.

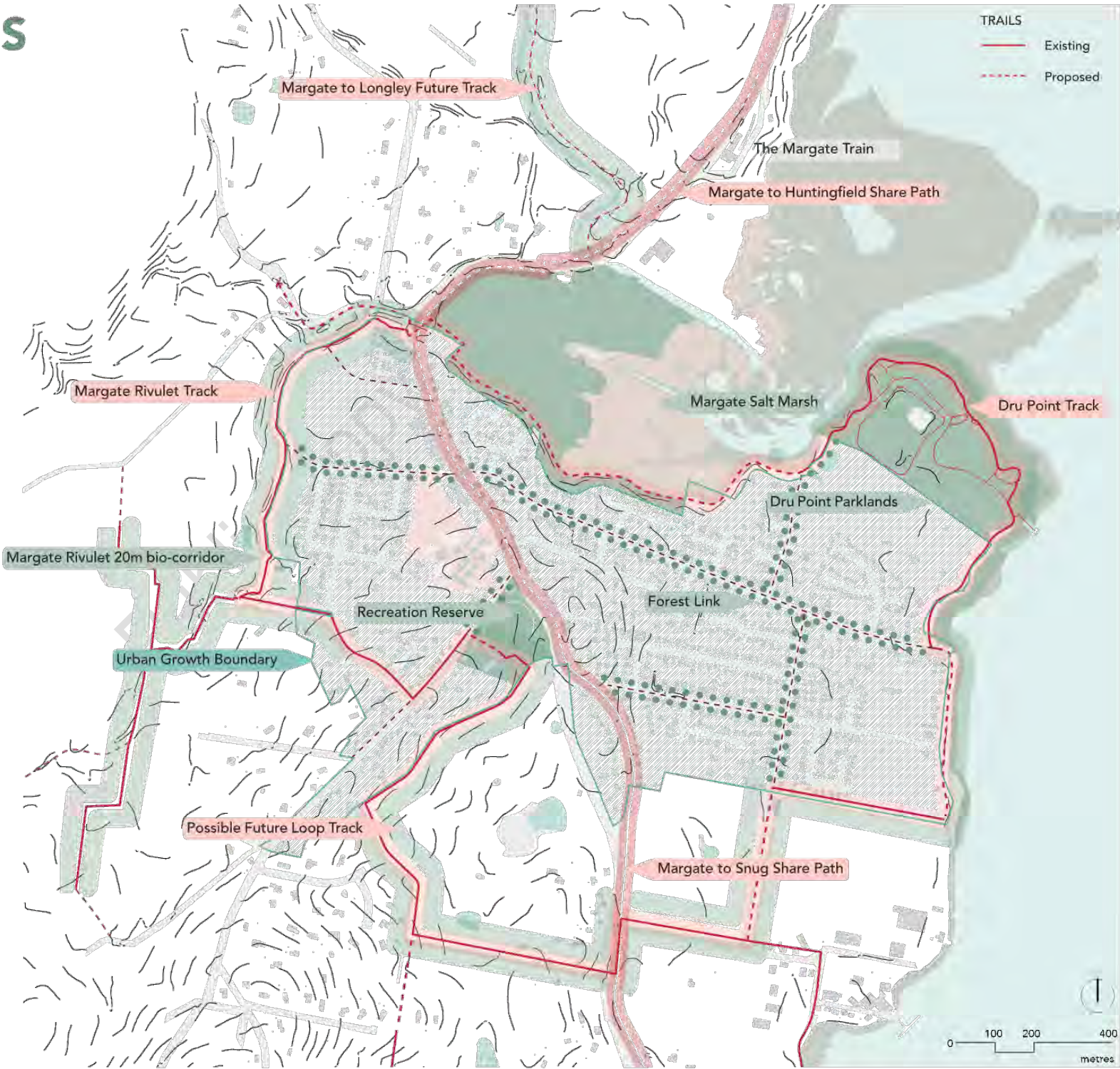
**Connection:** convenient public access to coastal and riparian reserves will be enhanced with an integrated network of tracks and trails. Associated public facilities will be provided both within and surrounding Margate to reduce the reliance on private vehicles to travel to Kingston, Snug and Hobart, alleviate congestion, and provide community health benefits.

**Environment:** measures should be implemented to enhance biodiversity connectivity and protect critical habitats. Establishing bio-corridors with buffer zones along the Margate Rivulet and planting forest link streets will facilitate the movement and protection of native wildlife. Collaboration with landowners will be crucial to identify priority areas for habitat protection and restoration, ensuring the long-term health and resilience of Margate’s natural ecosystems.

**Activation:** Promotion of attractions and recreational facilities within the broader Margate township will elevate local and visitor experience. Providing clear signage to key destinations, including parks, historic landmarks, walking trails, and community facilities is a priority.

**Livability:** Margate is the first of the Channel towns within the municipality and its separate identity to the more suburban areas to the north needs to be protected. The historical and rural connections and settlement patterns surrounding the town should be protected so that Margate retains its essential coastal and agricultural character.

In the centre, main street improvements are required and development should be encouraged that supports a vibrant walkable community heart. The centre should combine residential, commercial, social and recreational experiences, with public amenities within easy reach, promoting a sense of community, safety and convenience.





02.3 CONNECTION STRATEGIES

Balance local and regional access

QUICK WINS

1

Work with State Growth to deliver safer Channel Highway crossings.

2

Deliver side road crossings with pedestrian priority and consider wayfinding and strategic locations.

3

Deliver missing footpaths from Van Morey Road to Crescent Drive and along Sandfly Road.

4

Work with State Growth to investigate a shopping zone speed limit to improve the safety and amenity of the street.

STEPPING STONES

5

Investigate the upgrade of Van Morey Road intersection to improve pedestrian safety and vehicular flow.

6

Work with developers to deliver a street connecting between Dayspring Drive and the Highway.

7

Work with State Growth to deliver improved bus infrastructure.

BIG MOVES

8

Manage on-street parking along the Highway to support easy short term visits.

9

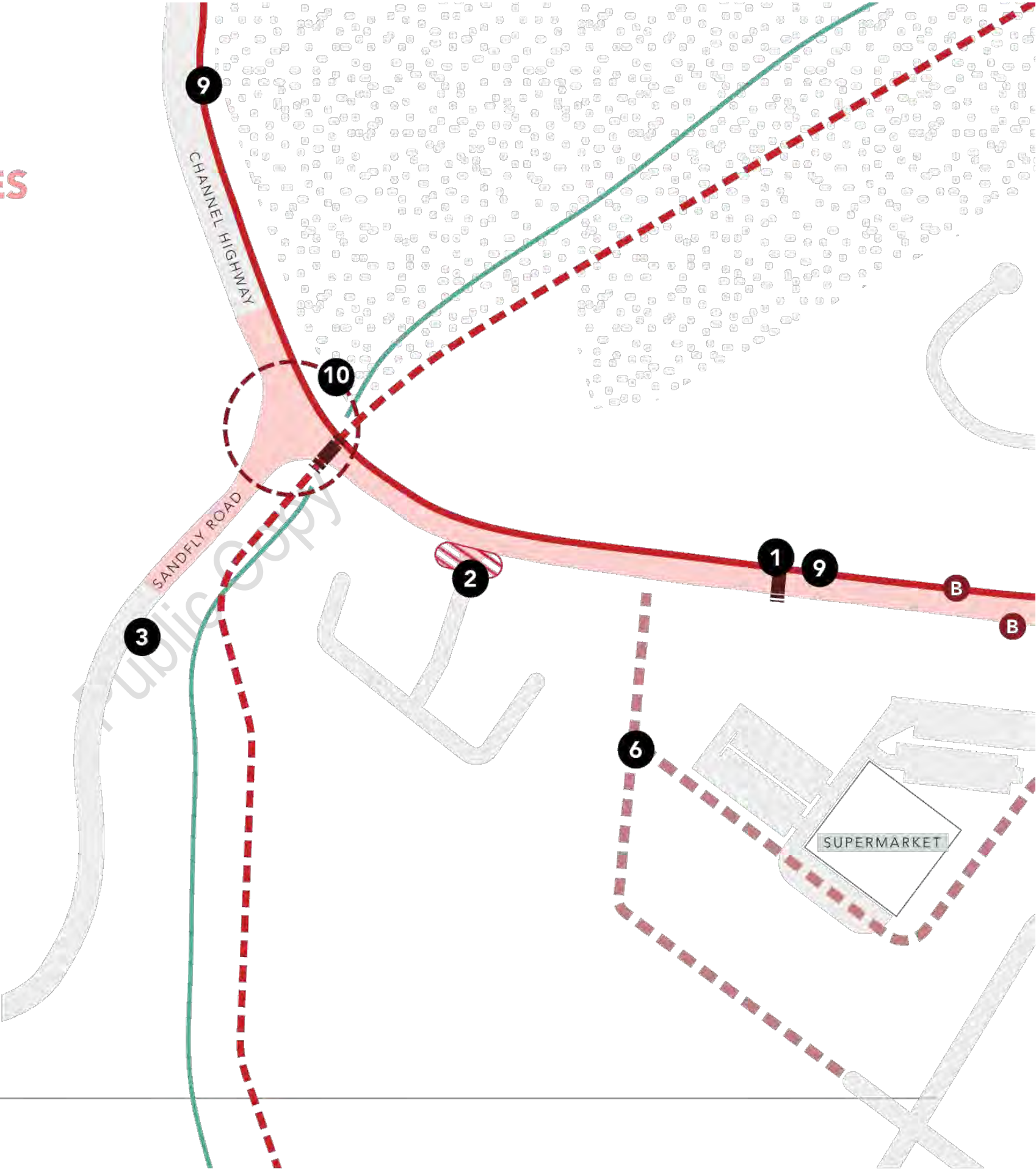
Deliver the Margate Main Street shared path (Snug to Huntingfield).

10

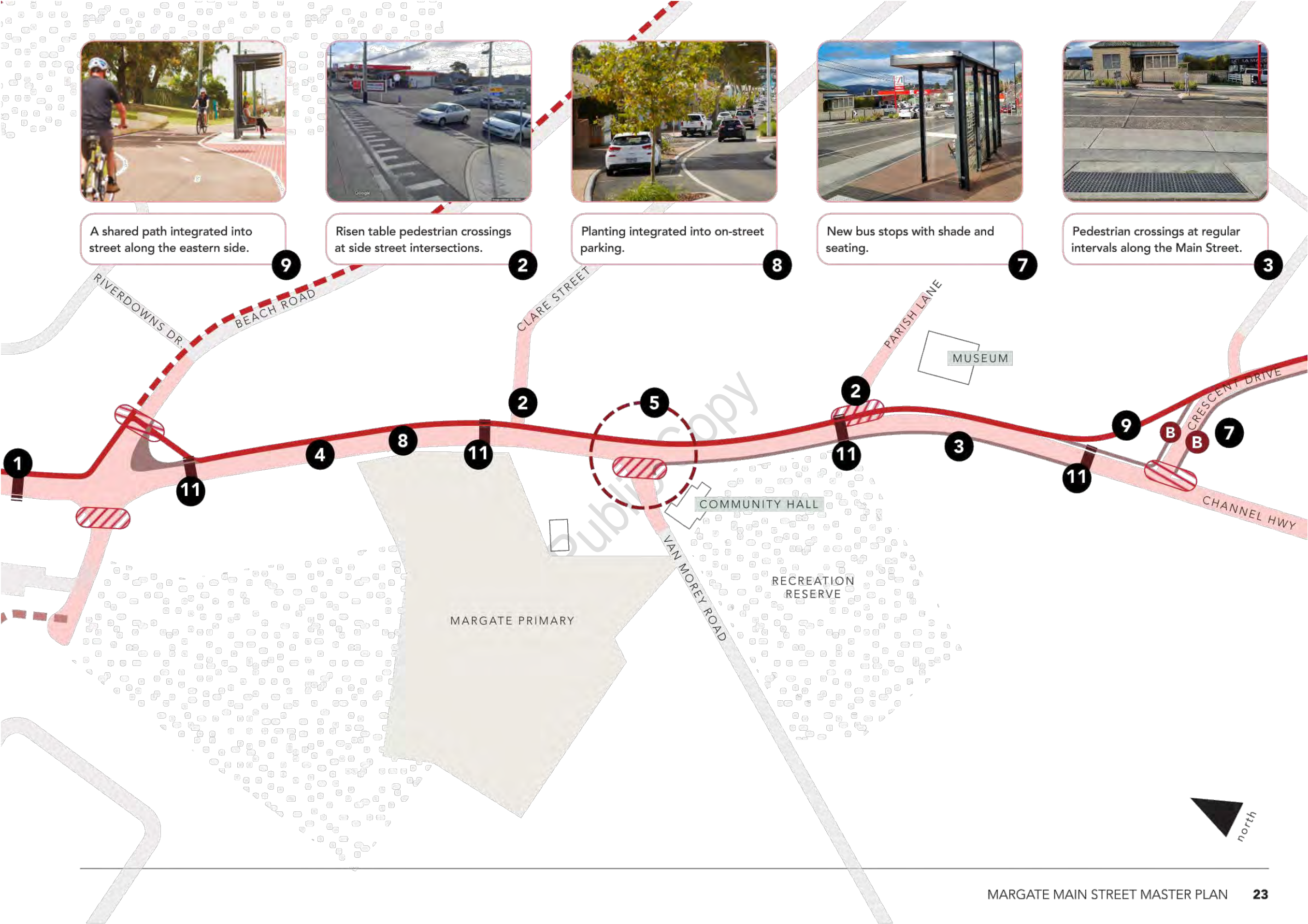
Work with State Growth to deliver traffic signals at the Sandfly Road intersection.

11

Advocate to State Growth for additional crossing points along Channel Highway.









02.4 ENVIRONMENT STRATEGIES

Enhance the local environment

QUICK WINS

1 Upgrade the Community Hall and Recreation Reserve entry for pedestrian safety, community access and visual appeal.

2 Work with State Growth to upgrade and maintain landscaping within the roundabout.

3 Introduce EV charging station to enable charging of electric vehicles away from the main street.

STEPPING STONES

4 Deliver footpath upgrades, including paving, seating, planting, signage and lighting.

5 Define and protect the Margate Rivulet as a connected parklands experience and investigate the potential for a town loop track (Rivulet, Dru-Point and Esplanade).

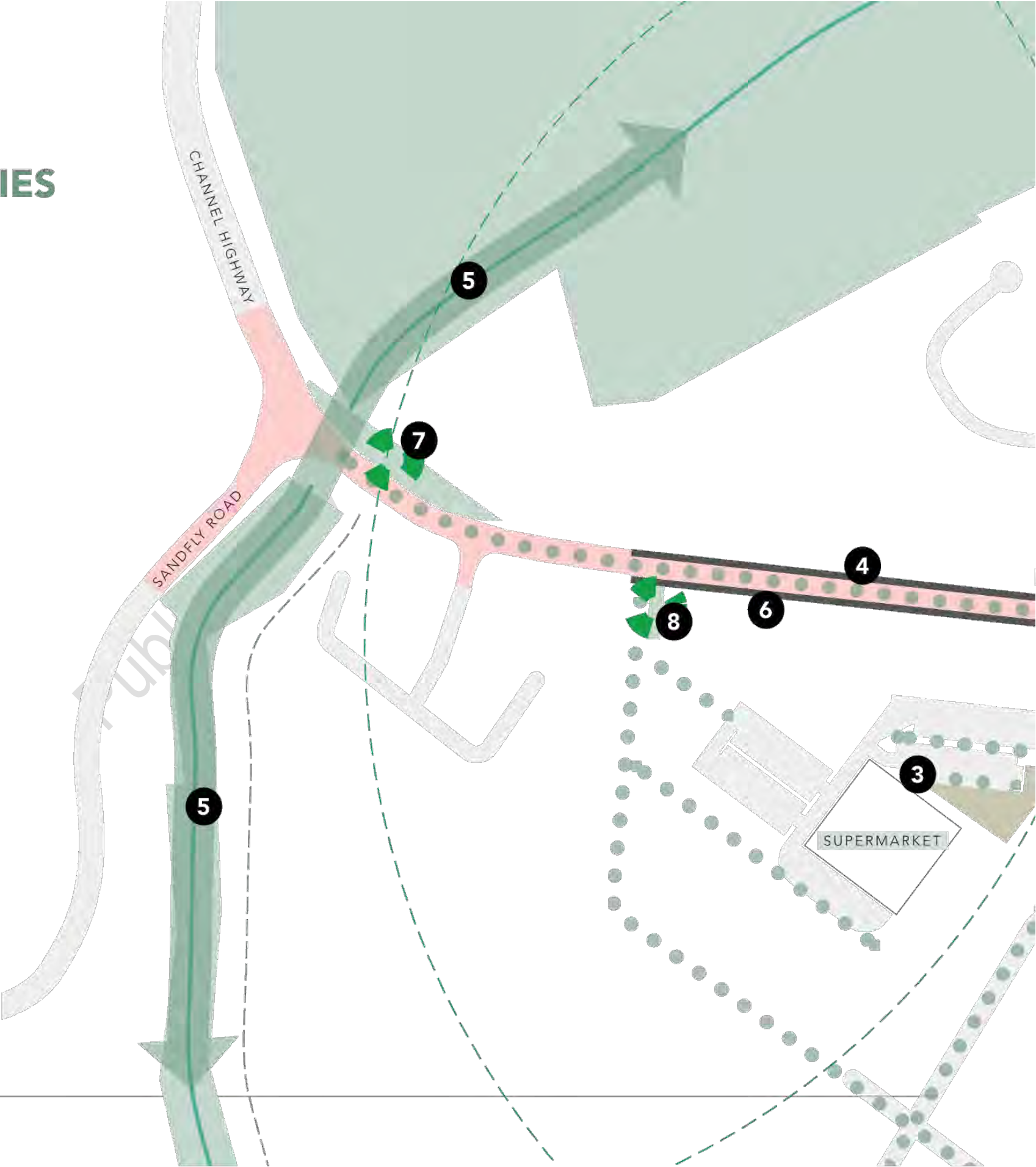
BIG MOVES

6 Deliver street tree planting along the Channel Highway and key side streets, including a Forest Link along Beach Road.

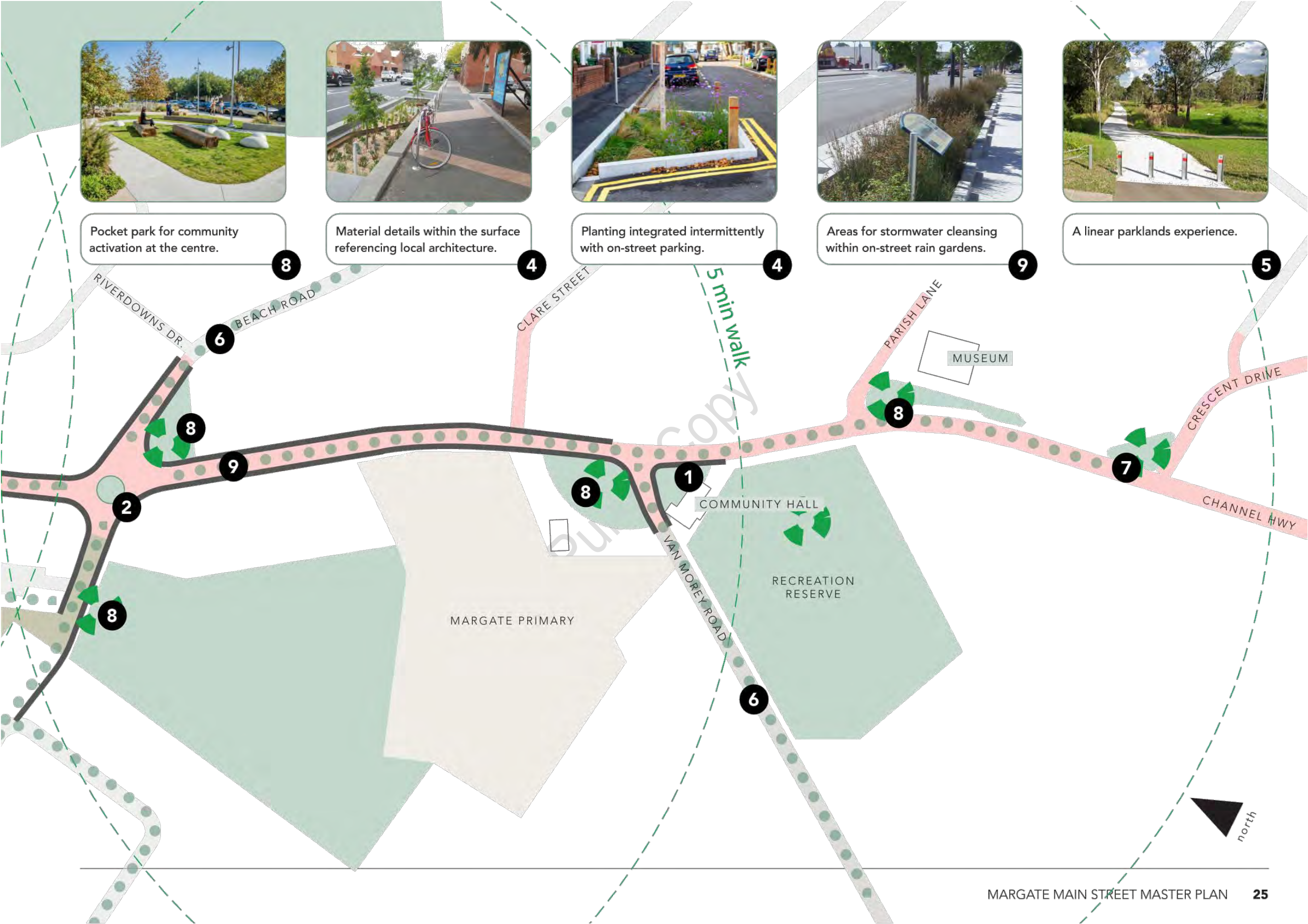
7 Deliver gateway landscapes at the northern and southern stretches of the Main Street.

8 Define a series of linked and easily accessible green refuges made up of existing and new green space.

9 Undertake stormwater analysis to understand possible water management improvements, including rain gardens and passive irrigation systems.







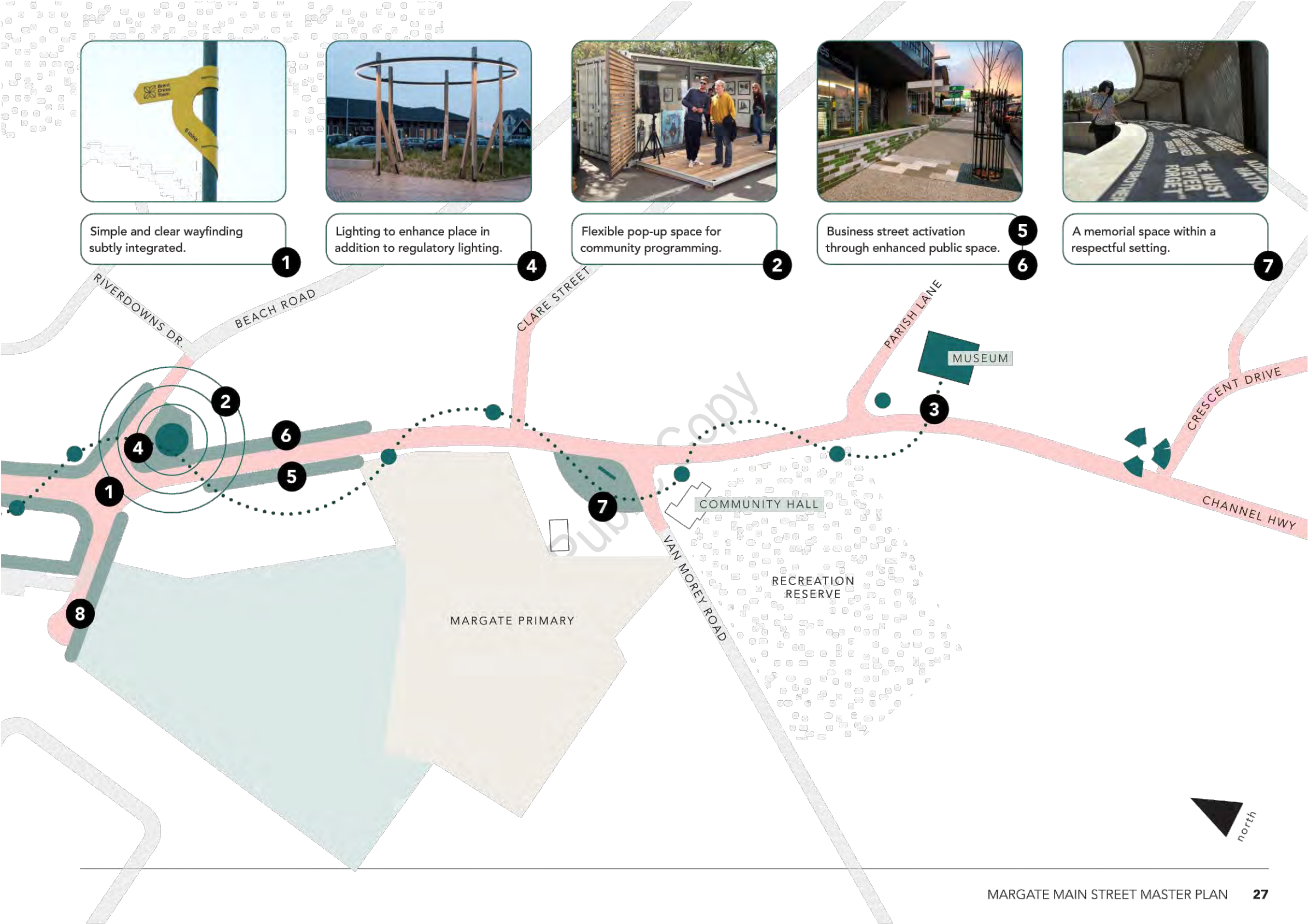


02.5 ACTIVATION STRATEGIES

Capture the industrious community spirit

QUICK WINS	1 Design and deliver a township wide wayfinding signage strategy
STEPPING STONES	2 Investigate options for a pop-up structure in the form of a "community toolbox" for community driven activation.
	3 Develop an interpretation strategy to link the museum, heritage sites, natural values and local stories into a connected trail.
	4 Investigate a potential pocket park - a central community space capable of civic purpose, gatherings, lighting and play.
BIG MOVES	5 Work with businesses to activate the street by supporting outdoor dining, seating or stalls on their street frontage.
	6 Work with landowners and businesses to link building uses through appropriately located public realm elements, such as seating, planters, bollards, etc.
	7 Engage with landowner to investigate potential to adapt the cemetery for public use.
	8 Engage with the school to understand possible public use of the school grounds outside of school hours.







02.6 LIVABILITY STRATEGIES

Support a growing centre

STEPPING STONES

1

Investigate options to encourage more mixed use development including the a Specific Area Plan in the Planning Scheme with unique planning provisions for Margate. This may consider:

• Implement building interface & setback requirements, including level changes, signage, street greening, activation and porosity.

• Develop building articulation, materials & detailing guidelines that support a comfortable Main Street that reinforces the Margate character.

• Manage orderly consolidation of built fabric focused on density in the centre and vertical mixed use.

• Respond to the encompassing landscape by orienting views from within the street.

• Consider the transition in form and use, to the adjacent residential neighbourhood.

BIG MOVES

2

Consider the landform to determine accessible public space and responsive built form.

3

Ensure a permeable built edge with clear links between buildings, creating a highly accessible development on the rear lot.

4

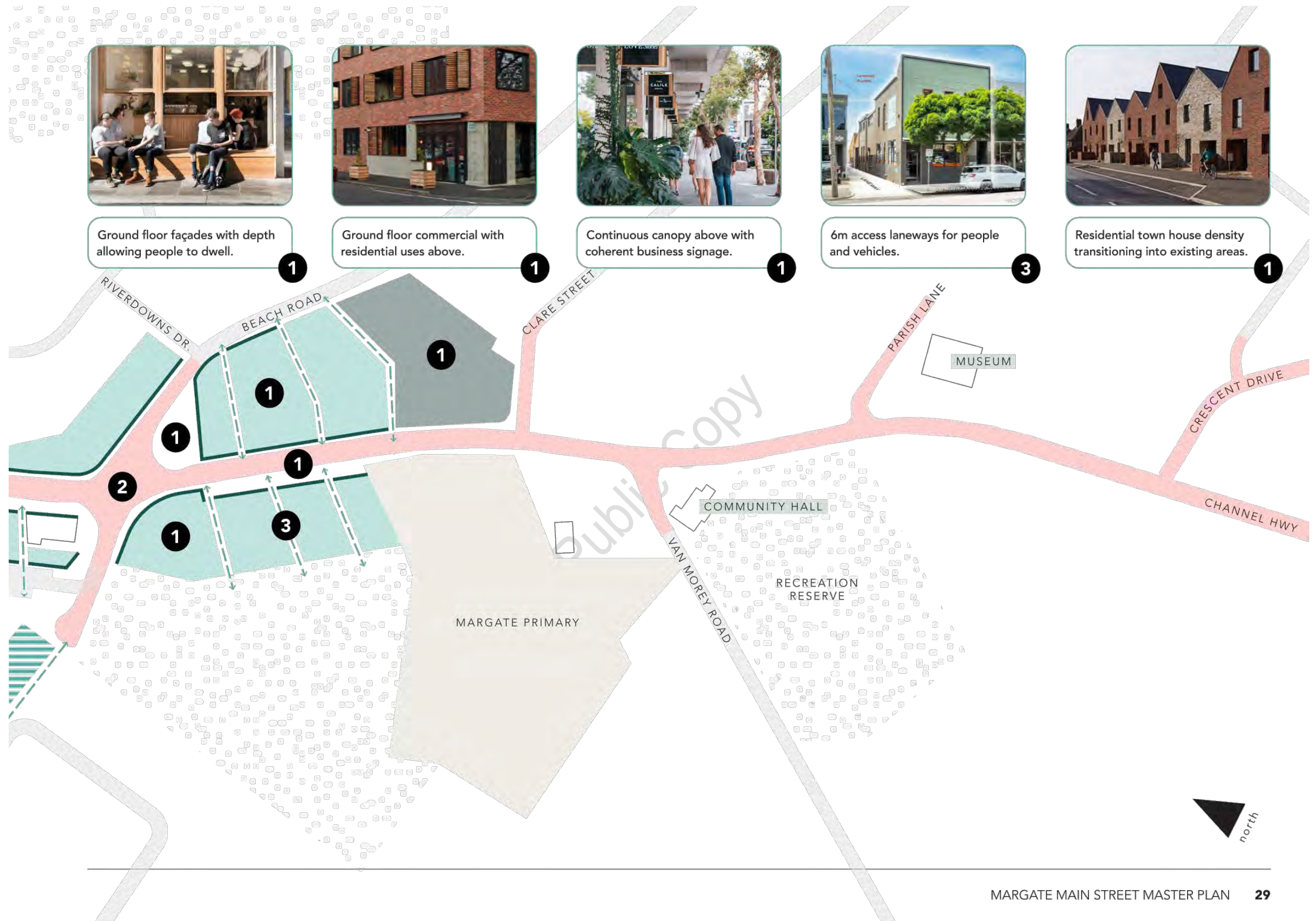
Work with land owners and development industry to deliver future residential development that supports the vision of the centre and Main Street.

28

THE MASTERPLAN

Page 171









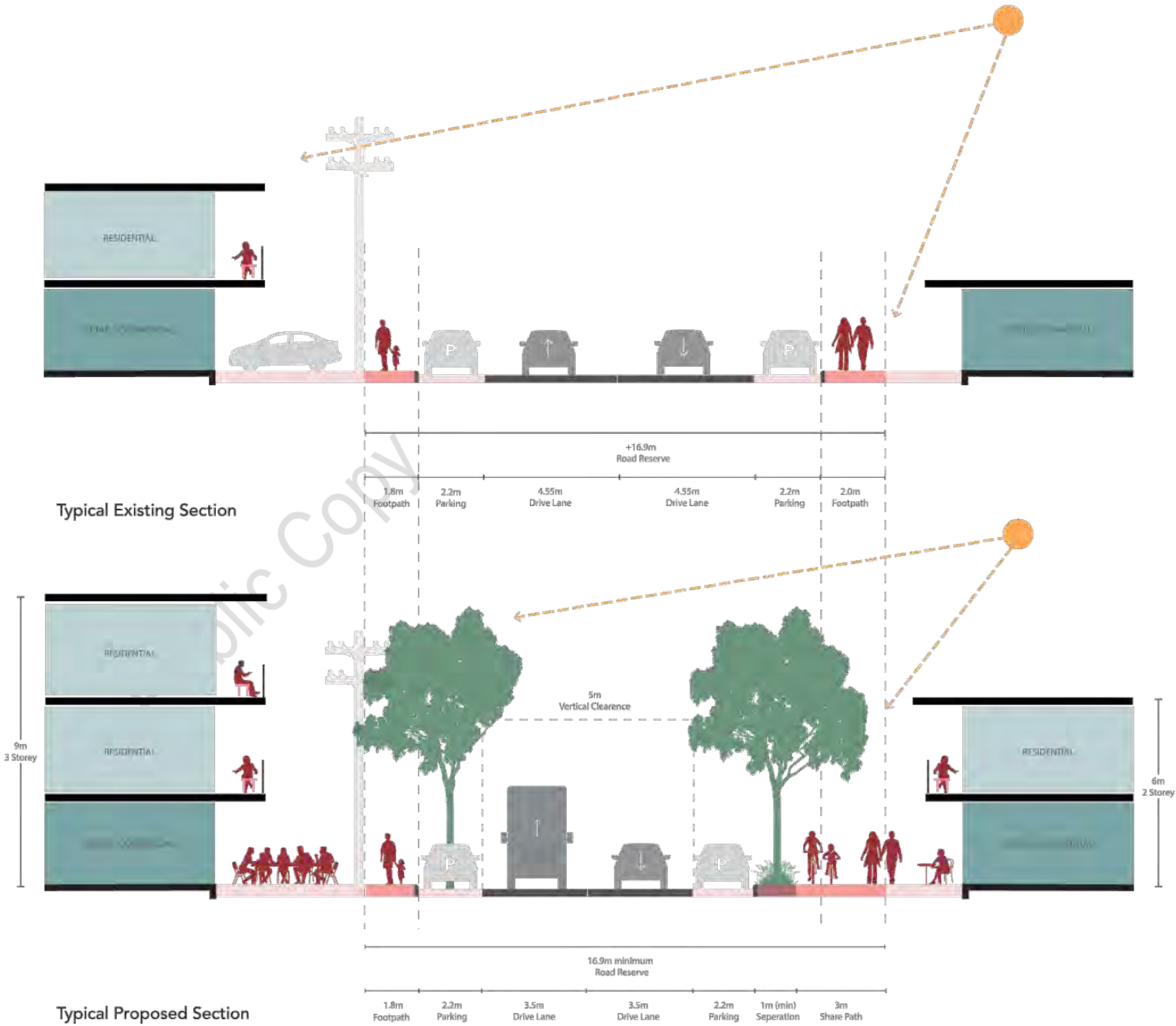


03.1 STREET TOOLKIT  
RETROFITTING EXISTING STREETS

Along the length of the Main Street, there are several locations where the road reserve is constrained. In these locations, trade-offs are required in the allocation of street space, to create safe and comfortable environments for the different road and street users. While there is recognition that the Channel Highway serves as an important movement corridor for vehicles, currently the design of the street does not adequately consider other road uses, and the function of the Street as a place. In order to re-balance these street functions over time, this sequence of priority functions for the street space has been developed:

Component	Function	Min width req (m)	Minimum threshold
1. 2x general traffic lanes	Freight/ General Traffic	7.5 (includes kerb & channel)	10.5m+
2. a continuous 3m shared path	Tier 1 walking/ cycling route	3	
3. a minimum 1m landscaped buffer on the east side, with subsoil for trees	Place & environment	1	11.5m+
4. the footpath on the west side	Local pedestrians & place	1.5	13m+
5. a parking lane	Loading & accessibility	2.2	15m+
6a. a second parking lane	Short stay parking	2.2	17m+
6b. Median or turn lane, where required	General traffic or pedestrians	2.5	17.5m+

Where the road reserve provides more than 17.3m of width, the proposed cross section is shown opposite.





Constrained Arrangements

Where the road reserve width is constrained, these cross sections illustrate proposed allocation of road space in line with priority functions identified.

Providing a continuous, safe and comfortable shared path will require works to adjust the kerb alignment. This pedestrian and cycle route has been identified by Council and the Tasmanian Government for many years. Established supporting policy includes the Kingborough Cycling Strategy 2021, Greater Hobart Cycling Plan 2022, Draft Keeping Hobart Moving 2023. Joint investment is warranted to make walking and cycling viable options for transport, tourism and recreation.



Typical Constrained Section 1



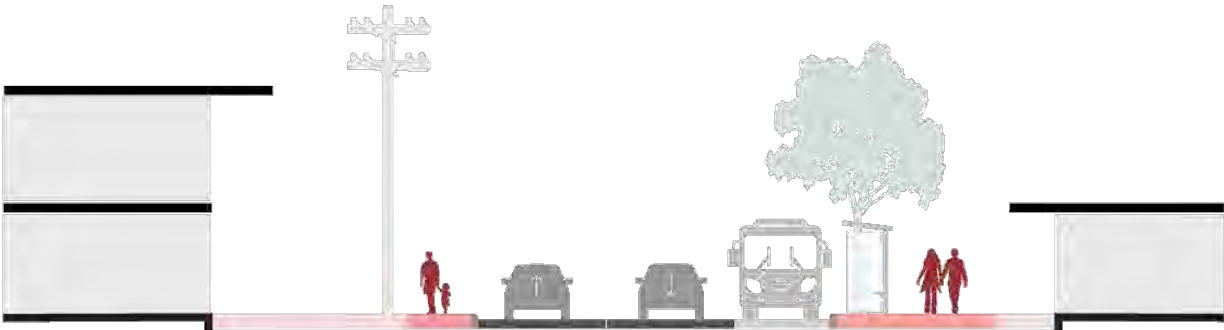
Typical Constrained Section 2



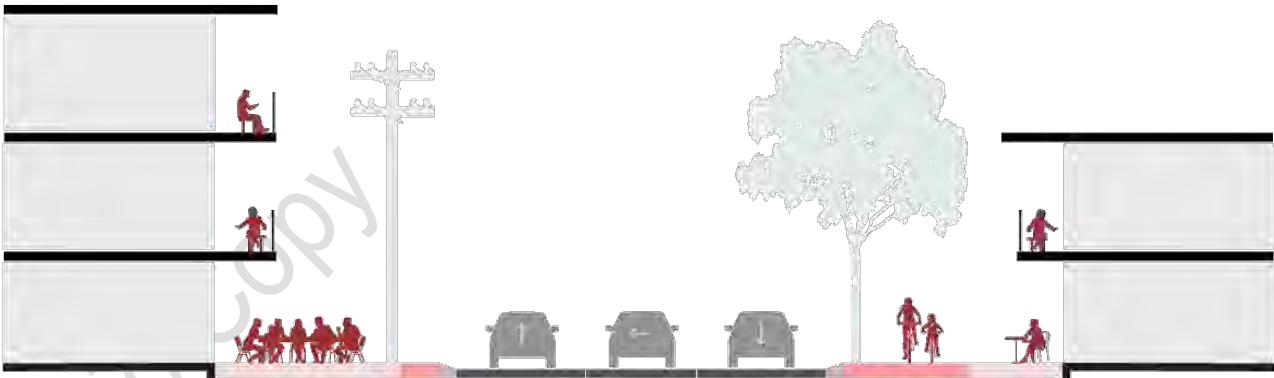
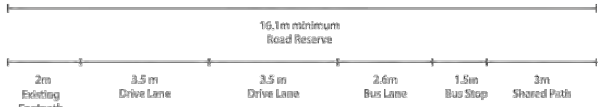
Unique Arrangements

To provide space for priority road space functions, in several constrained locations on-street parking will need to be reduced. The remaining on-street parking will be prioritised towards providing access for people with limited mobility, space for public transport, and supporting deliveries and servicing for local businesses.

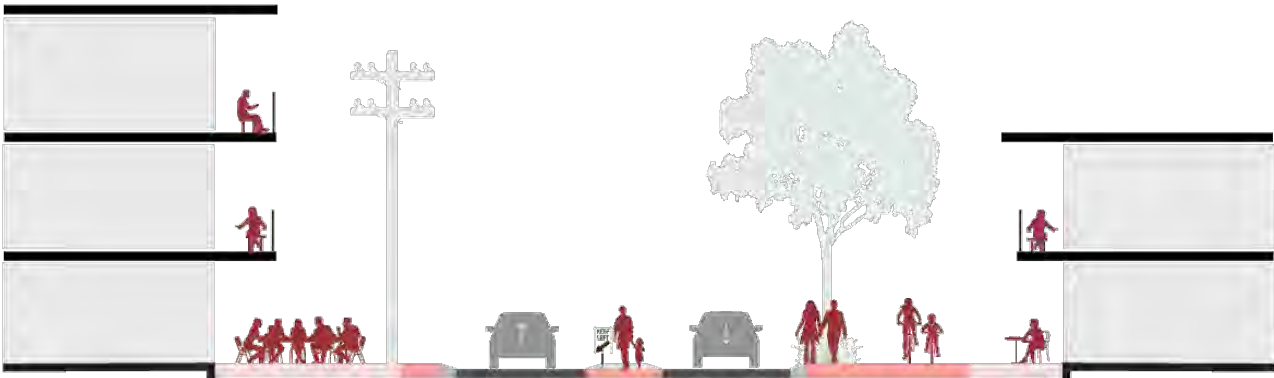
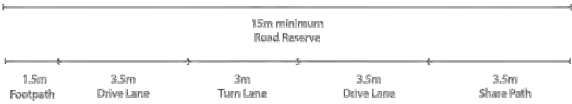
To accommodate bus shelters in proximity to key destinations it will be necessary for the stop locations to be offset with the travel lanes to gently shift laterally. The constrained road reserve will not allow the stops to be on directly opposite with the shared use path and two traffic lanes.



Typical Bus Stop Section



Typical Turning Lane Section



Typical Crossing Section





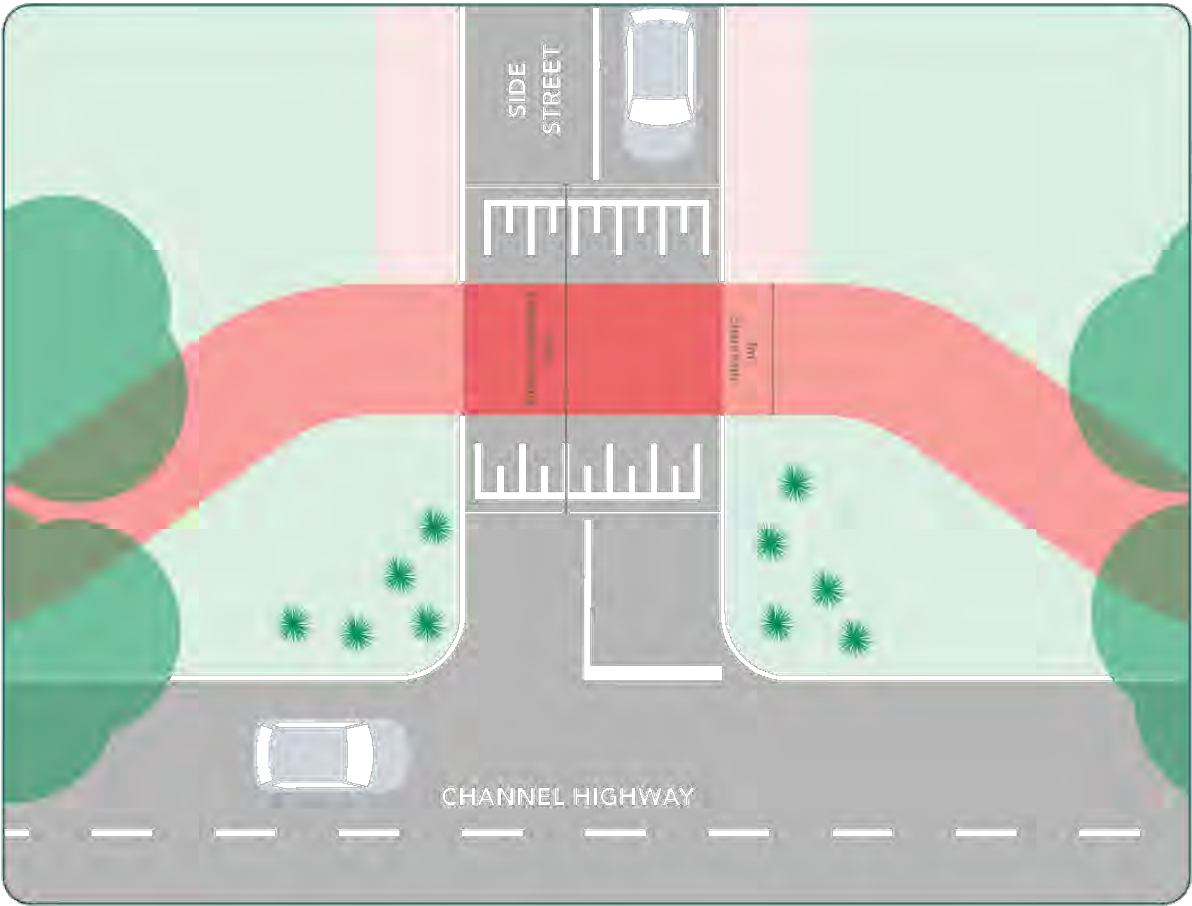
03.2 FOOTPATH IMPROVEMENTS

A SAFE WALK TO SCHOOL

Shared Path Priority Crossing

Raised, pedestrian priority crossings, or Wombat crossings, improve road safety for all road users. These treatments support reduced motor vehicle speeds, shortened crossing distances, and enable continuous pedestrian movements along desire lines. These treatments make walking and cycling more comfortable and enjoyable.

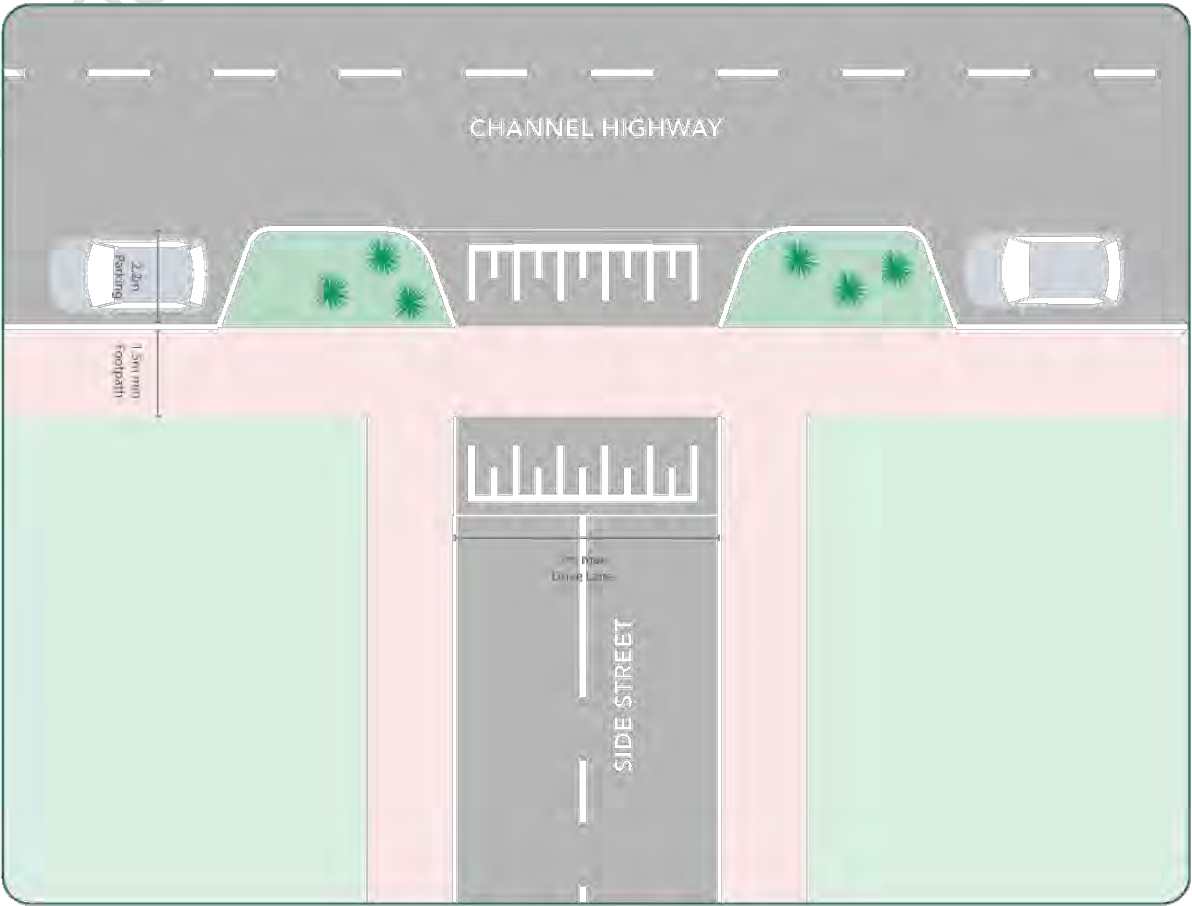
The crossing design should take into account safety and comfort for all road users including vehicle drivers and passengers, including heavy vehicles, motorcycles, emergency vehicles and buses. Further guidance is provided in Vicroads Design Note 03-07.



Continuous Footpath at Side Street

Continuous, raised footpath crossings of side roads should be provided, in conjunction with tightening of turning radii for vehicles. This improves safety and perceived safety for people walking and riding, and reinforces driver obligations under Road Rule 72. The design provides a visual cue to drivers that they are crossing the pedestrians space and need to proceed with caution.

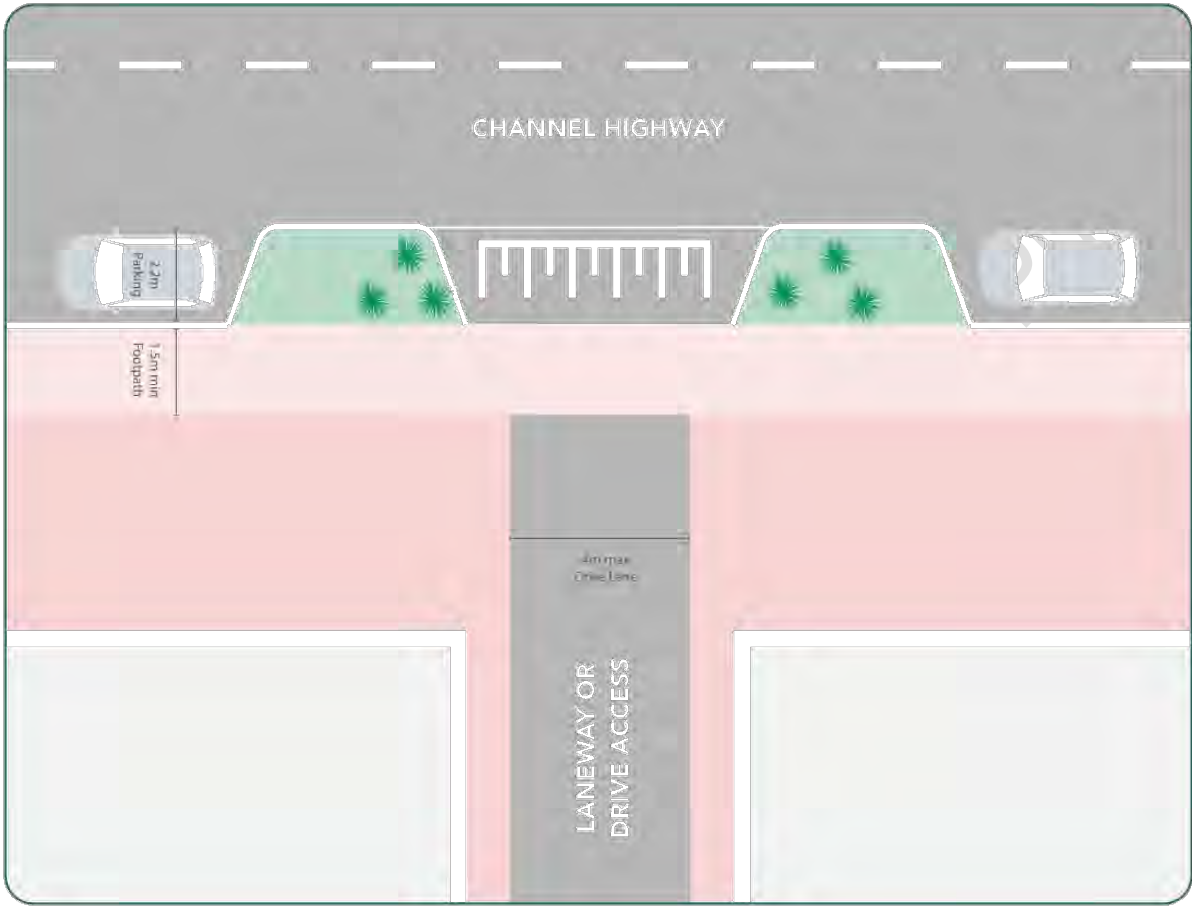
This design also makes the street more attractive. Providing continuous footpaths will require consideration of drainage and overland flows.



**Continuous Footpath at Private Access Crossover**

At crossovers and driveways, a continuous footpath treatment should be provided. Cars are a guest when crossing the pedestrian space, and the design should make this relationship clear.

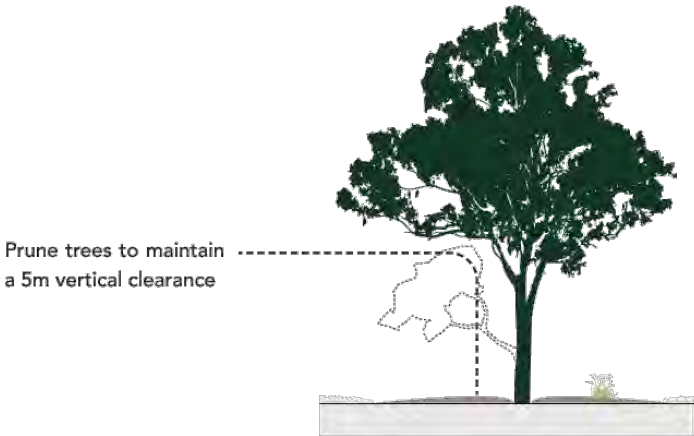
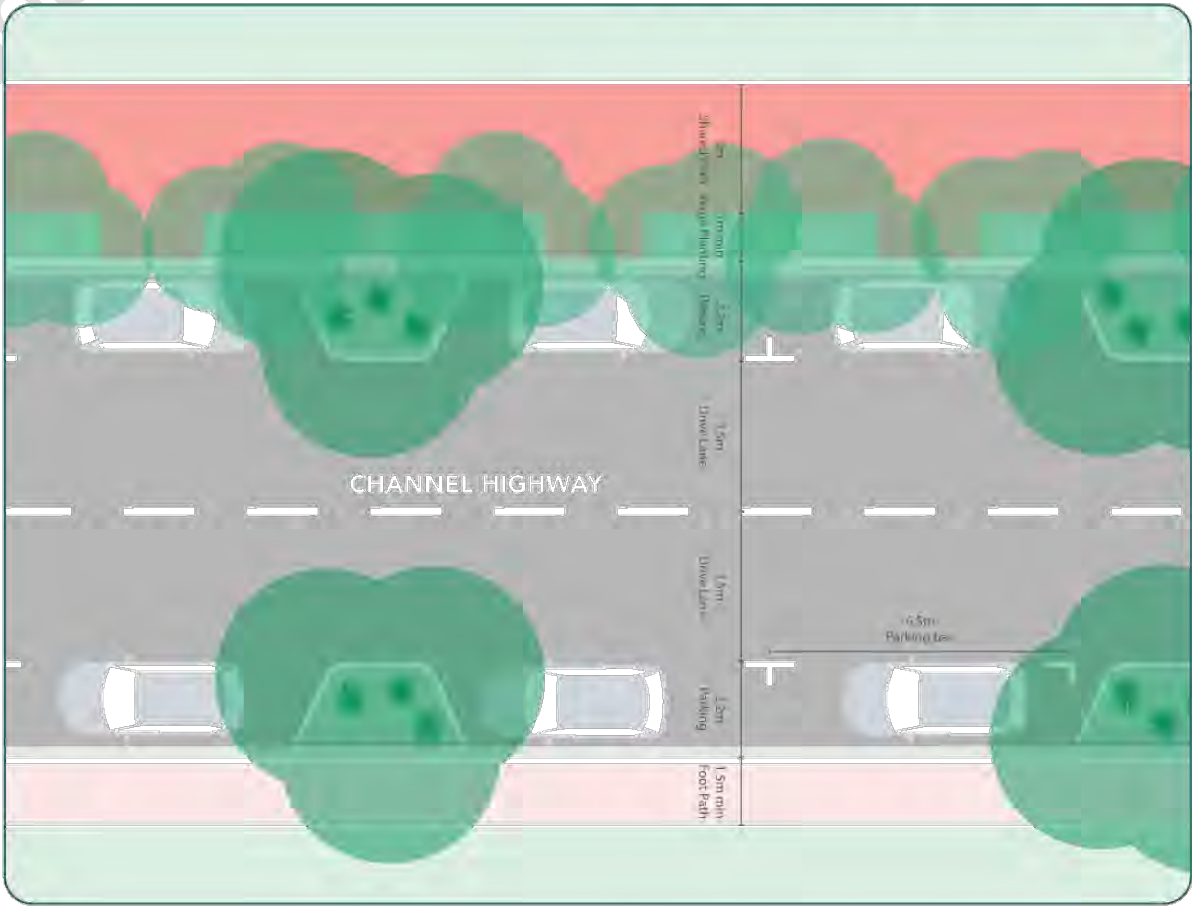
The material of the footpath should be consistent through the crossing, with a distinction in material or colour to the carriageway used to highlight pedestrian priority.



**Tree and Parking Arrangement**

Parking bays should be 6.5m in length where possible to allow cars to park easily without reversing minimising congestion.

Wherever possible, tree pits should be provided at regular intervals within parking lanes. Historically, trees have been removed near busy roads, being perceived as a risk in the event of a crash.



However, this makes the driving environment more conducive to higher speeds, putting all road users in danger. Trees signal to drivers to slow down and generally calm the street environment, as well as providing shade, and improving the attractiveness of the street as a place.

Suitable sightlines for drivers must be retained, consistent with the design speed. Trees must also be pruned and maintained to ensure a 5 meter vertical clearance for large vehicles.



### 03.3 PUBLIC SPACE

#### PLACES FOR PEOPLE

The vitality of Margate’s town centre relies on people spending money locally and keeping in touch with other locals. The street needs to provide an environment for this economic activity and interactions. However, the introduction of the Beach Road roundabout has severed the focus on the traditional heart of the town. The retail strip is in decline and cars and trucks are the focus in the centre of the town.

In addition, the proposed supermarket, while catering to the needs of the growing population, presents an additional threat to the existing businesses on Main Street. Most visits to the supermarket will be transactional car trips. To tackle this challenge, the Plan aims to refocus the town centre by creating a spaces for locals to spend a bit of time, have a chat and rebalance the street back towards the east.

By creating new people-oriented places, we aim to attract residents and visitors back to the town centre and get people to linger a bit longer. New green space will reduce the dominance of infrastructure like the roundabout. This approach will support new local spending and enhance the overall livability of Margate.

LEGEND

1. Beach Road Forest Link - tree planting, shared path and signage linking the coast, Dru Point and the Main Street together.

2. Raised priority crossing

3. Community Toolbox - a pop-up community programmed space

4. Civic Plaza - pocket park with planting, seating, lighting, shelter, art/play element and flexible events space

5. Community wall mural
6. Formalise short-term parking through defined line markings and parking time limits

7. Relocate crossing for improved safety

8. Encourage businesses to transform their frontage into activated spaces for people instead of car parking. Formalised on-street parking will be provided to ensure easy access is maintained

9. Soften the impact of the roundabout by planting low maintenance native grasses with feature rocks. ensuring clear sight lines.

10. Interpretation at key nodes and adjacent to heritage and natural features

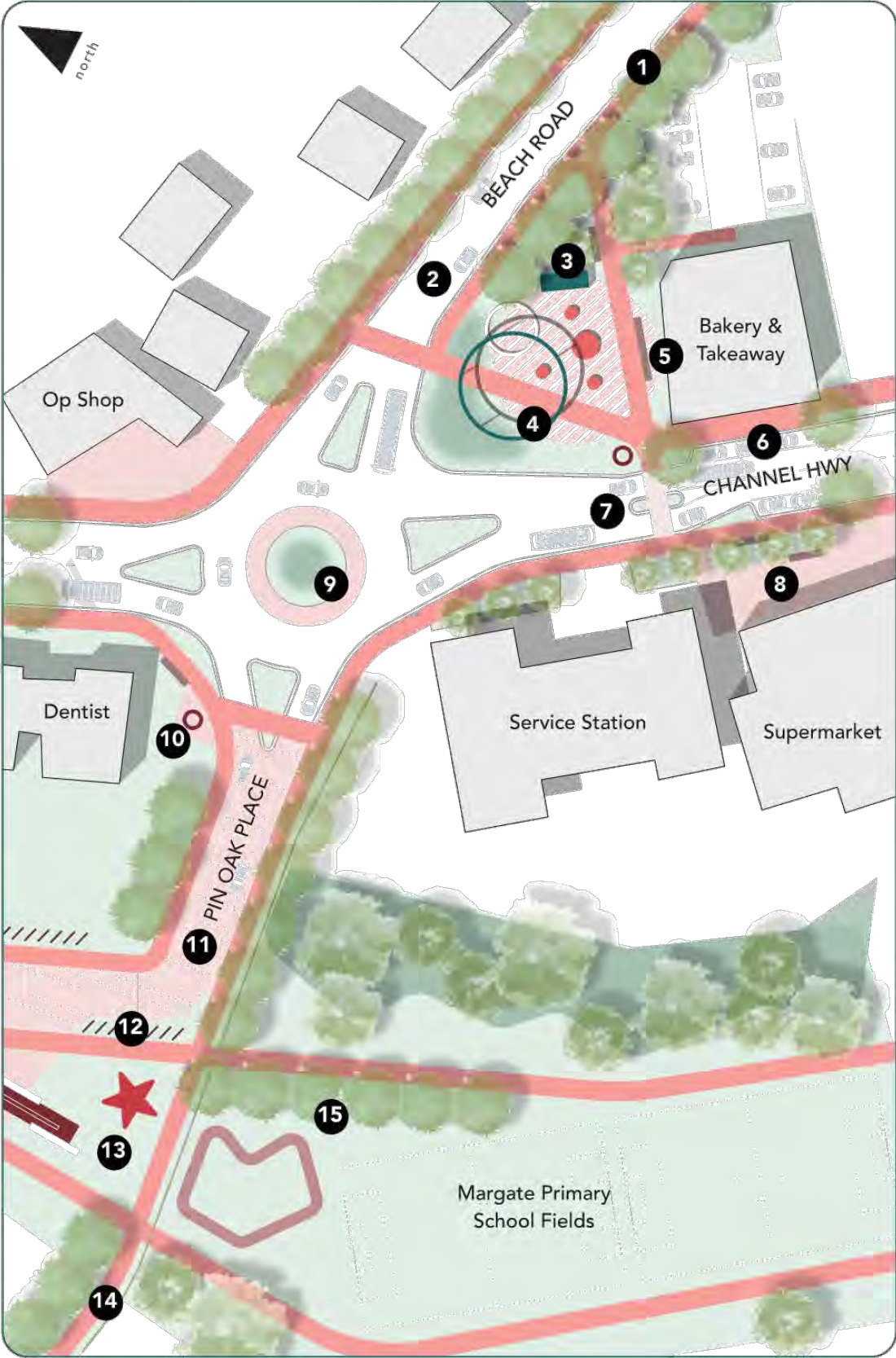
11. Paved shared street maintain access for vehicles operating at low speeds and pedestrian priority

12. Cycle parking facilities

13. School Link - work with the school to investigate a safe link for students between the school grounds, supermarket and main street, including planting, seating, lighting, shelter, play/recreation elements and lawn

14. Formalised shared path to western residential areas

15. Collaboration with the school to understand possible upgrades to the school grounds for students and broader community.





### 03.4 ACTIVATION COMMUNITY 'TOOLBOX'

A shipping container is used as a pop-up 'Community Toolbox', referencing the important role that the hardware store once played in the street before its closure. The Toolbox aims to redefine a space for community resource and conversation - a meeting point for all.

The shipping container will reference the coastal location, agricultural past and industrious community of Margate. As a versatile space the Toolbox will be programmed by the community, for the community.

It will be equipped with folding panels or awnings to create additional space and shelter for various activities to spill out into the proposed pocket park. Flexible seating arrangements, lighting and signage will be incorporated to enhance functionality and visibility.

Driven by community, it will host a variety of events, programs, and activities throughout the year, serving as a venue for small markets, art exhibitions, cultural exhibitions, and live performances, attracting residents and visitors alike. Workshops, classes, and educational programs can be organised to engage the community in topics such as sustainability, mending, gardening, arts and crafts.



Local businesses, artists, community groups, and the school can collaborate to curate and facilitate programming. Partnerships with cultural organisations or the museum can bring curated exhibits, installations, and performances to the street.

Feedback sessions, surveys, and comment boards can be included to gather input and ideas from the community for future programming and street improvements.

The Toolbox will serve as a versatile platform for community activation, fostering creativity, collaboration, and connection among residents while enlivening the streetscape of Margate.





03.5 ART & INTERPRETATION

STORIES OF PLACE

An art and interpretation strategy for Margate will be centred around the theme of “Celebrating Margate: Past, Present, and Future.” This narrative would aim to showcase the rich history, industrious community, and promising future of the town through various artistic mediums and interpretive experiences.

“Celebrating Margate: Past, Present, and Future” narrative seeks to engage residents and visitors in a multifaceted exploration of the town’s identity, fostering a deeper appreciation for its heritage, culture, and potential for growth and transformation through the power of art and interpretation.

**PAST**

Work closely with the museum and the Tasmanian Aboriginal Centre to explore Margate’s heritage and history by revitalising the existing heritage trail, highlighting stories of Country, storytelling and significant moments or themes in the town’s development.



**PRESENT**

Showcase the diversity and creativity of Margate’s industrious community through public installations. Collaborate with local industries and local artists to integrate art into public realm features.



**FUTURE**

Inspire imagination and innovation through art initiatives that envision the future of Margate, exploring themes of sustainability, resilience, and community. Engage the school with emerging artists to envision and create murals that reflect their hopes, dreams, and aspirations for the town’s future.





03.6

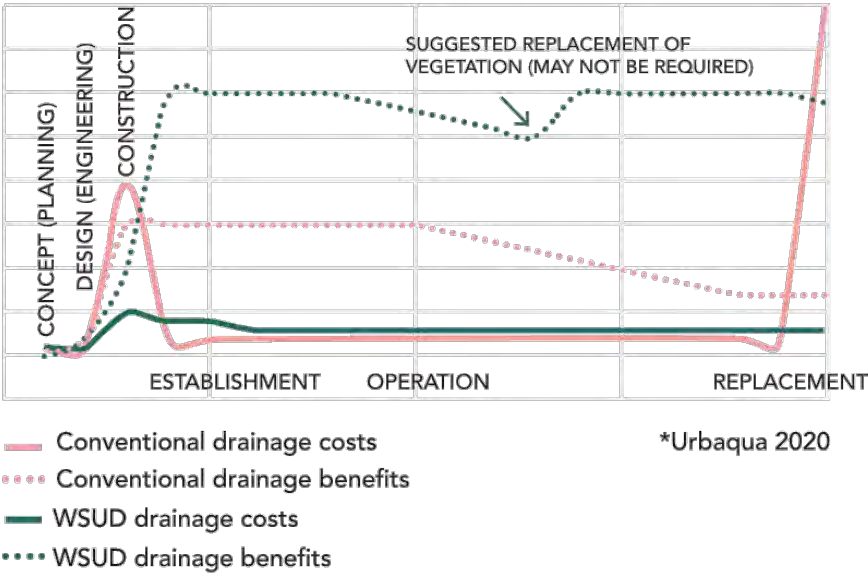
STORMWATER MANAGEMENT

CLEANSING WATER LOCALLY & ENVIRONMENTALLY

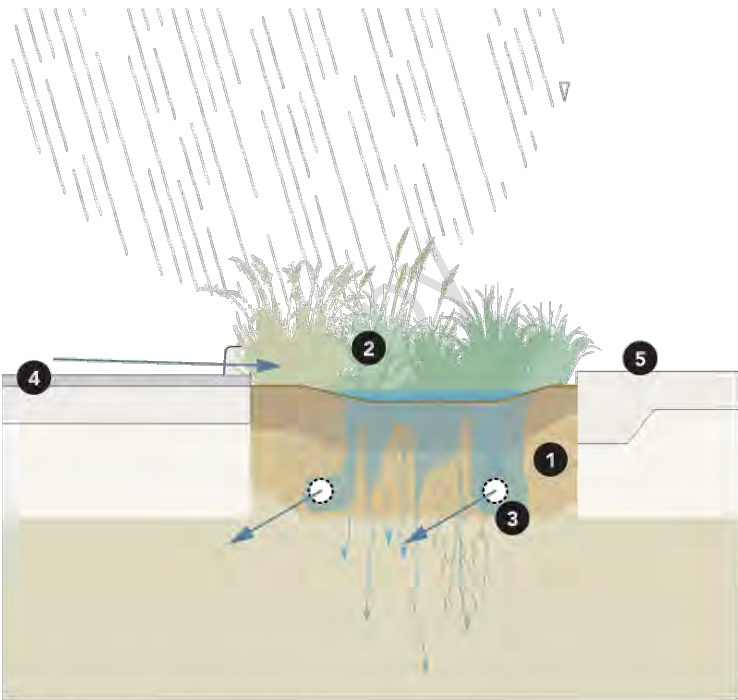
STORMWATER TREATMENT SOFTSCAPES

A 2020 study\* into CAPEX and OPEX comparing WSUD and conventional systems shows costs are comparable at a planning and design level. However, at a catchment level the construction costs of conventional systems are higher than vegetated systems due to the need for underground concrete pipes and pits. While at the individual level the cost of a swale/rain garden can be greater than a piped solution, using vegetated systems across the housing precinct can result in significant cost savings.

Operational costs for vegetated systems are often perceived to be higher than conventional systems, but a review reveals that these costs are actually more comparable in practice.



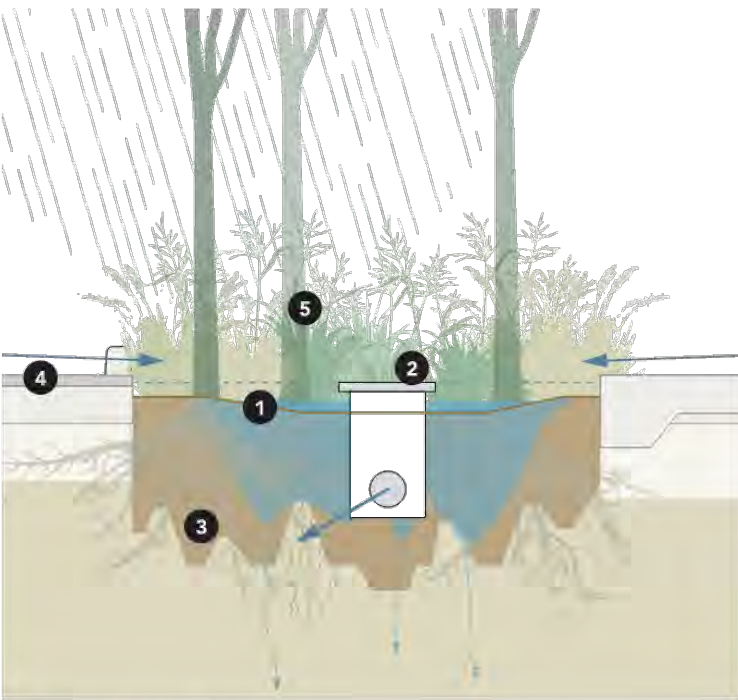
VEGETATED SWALES (INCLUDING SAND FILTER)



- 1. Sand media to civil engineers specification
- 2. Native planting (sedges and grasses)
- 3. Sub soil drainage to convey water
- 4. Hard surfaces fall to garden beds
- 5. Roof water directed to garden beds



BIO-RETENTION BASINS/RAIN GARDENS



- 1. Recessed garden bed
- 2. Pit inlet sitting above soil line (100-200mm)
- 3. Cultivated sub-grade to allow full soil soakage and infiltration
- 4. Hard surfaces fall to garden beds
- 5. Tree and ground cover planting passively irrigated





03.7 INDICATIVE MATERIAL PALETTE

LOCAL EXPRESSION

The distinctive character of the street is reinforced by the simplicity of the paving palette. A focus will be given to ease of maintenance to ensure the street looks good on day one and into the future.

Carefully integrated details will reference the heritage of Margate:

- 1. Recycled red brick used to reference the Community Hall and other heritage buildings
- 2. Locally used sandstone in multiple formats reference local geological and agricultural foundations
- 3. Margate’s marine industries will be referenced through robust materials such as galvanised steel and concrete.



Recycled red brick



Feature banding



Upstand retaining walls



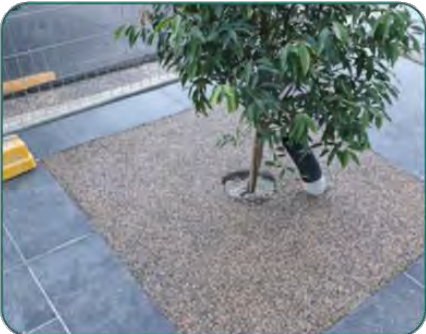
Interfaces and kerb adjacencies



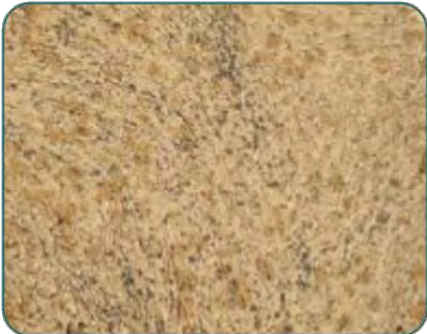
Local sandstone



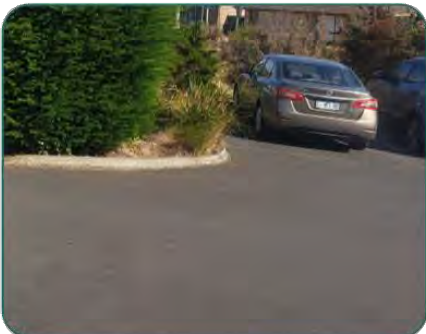
Informal seating, bollards, features



Tree pits: Bound gravel



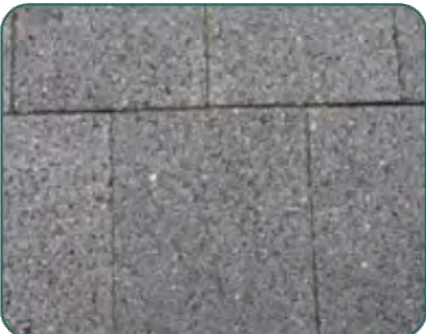
Informal paths: Gold fines



Muted baseline materials



Road: Asphalt



Footpath: Dark grey concrete w. 40% recycled content



Structures: Steel



03.8 INDICATIVE FURNITURE PALETTE

PUBLIC COMFORT

Provide improved public amenity, safety and universal access through the equitable and considered distribution of street furniture, urban elements and lighting.

Reduce clutter and provide a cohesive public domain which encourages walking and cycling by:

- Maintaining adequate pedestrian access
- Refurbishing and expanding on existing furniture provision
- Providing seating with backs and arms
- Aiming for at least one seat every 50m
- Aiming to increase bicycle parking positioned to be parallel to the street kerb
- Increasing the number of rubbish and recycling bins in the street
- Balancing highway lighting with energy efficient LED pedestrian scale luminaires
- Strict light output controls to minimise excess spill light and concentrate lighting to areas of amenity, circulation, and roadways.



Expand and refurbish existing seating



Park DDA Seat

Size: 1800mm L

Finish: wood finish aluminium battens, Textura Monument frame.



Bicycle Stand

Finish: Textura Monument frame



Park Table

Size: 1800mm L

Finish: wood finish aluminium battens, Textura Monument frame.



Bollard

Finish: Textura Monument frame with Aluminium Spotted Gum batten insert.



Bin Enclosure

Finish: Aluminium frame, Aluminium Spotted Gum side, solid door in Textura Monument, Etched signage. Curved roof.



Bollard Lighting

Finish: Textura Monument Marine-grade die-cast aluminium alloy

Light: warm 2200 K colour temperature WE-EF KTY234 (600mm high)



Street Lighting

Finish: Textura Monument Marine-grade die-cast aluminium alloy

Light: warm 2700 K colour temperature WE-EF VFL530 or AFL100 luminaires



03.9 INDICATIVE PLANTING PALETTE

REFERENCING THE LOCAL ENVIRONMENT

To maximise opportunities for greenery along the Main Street, additional trees and understorey planting will be integrated to improve the streets identity and amenity whilst improving micro climate comfort and reducing Urban Heat Island Effect.

Street Trees

- Infill trees at every opportunity possible i.e. where there are no awnings or conflict with overhead or underground services
- Aim for tree spacings of 4-5m
- Where possible develop shared continuous trenching for soil volume in tree pits
- Explore use of structural soil/ strata cells in new tree pits
- Aim for diversity in species of trees across the centre
- Ensure trees and greenery maintain adequate pedestrian and vehicle access
- Use robust semi permanent fabricated tree guards until street tree establishment is achieved.

Understorey Planting

- Increase garden bed areas where available and provide regular maintenance and protective measures such as a 150mm high raised edge to prevent rubbish ingress and foot trekking through beds
- Encourage different types of greening in front of shops and buildings, including vertical planting in canopies and against blank façades
- Integrate planting into traffic islands and round-a-bout to soften the visual impact of the highway
- Use planting to create a physical buffer between vehicles and people walking and riding.
- Ensure planting beds are no small than 1 meter wide.

STREET TREES



Quercus palustris 'Pin Oak'  
15m t x 8m w



Corymbia citriodora  
25m t x 10m w



Tilia cordata 'Greenspire'  
9m t x 6m w

PARK TREES



Eucalyptus pauciflora  
15m t x 6m w



Brachychiton populneus



Acacia mucronata



Allocasuarina littoralis



Banksia marginata



Eucalyptus viminalis



UNDERSTOREY SHRUBS



Epacris impressa



Correa reflexa

GRASSES & FLAX



Lomandra longifolia



Dianella revoluta

RAIN GARDEN PLANTS



Juncus amabilis



Nematolepis squamea



Chrysocephalum apiculatum



Patersonia occidentalis



Poa labillardierei



Ficinia nodosa



Pomaderris elliptica



Olearia phlogopappa



Austrostipa stipoides



Diplarrena moraea



Deschampsia caespitosa



# 03.10 URBAN DESIGN FRAMEWORK

## GUIDELINES FOR FUTURE DEVELOPMENT

A framework has been developed to guide the physical transformation of private land interfacing the Main Street. The framework outlines key objectives to ensure sustainable, functional, and aesthetically pleasing development that reinforce the centre. The following principles will become a reference for policymakers, planners, and developers to coordinate efforts and make informed decisions about development. These principles will help inform a future Special Area Plan incorporated into the Planning Scheme as unique planning controls or guidelines.

### 1. MIXED-USE

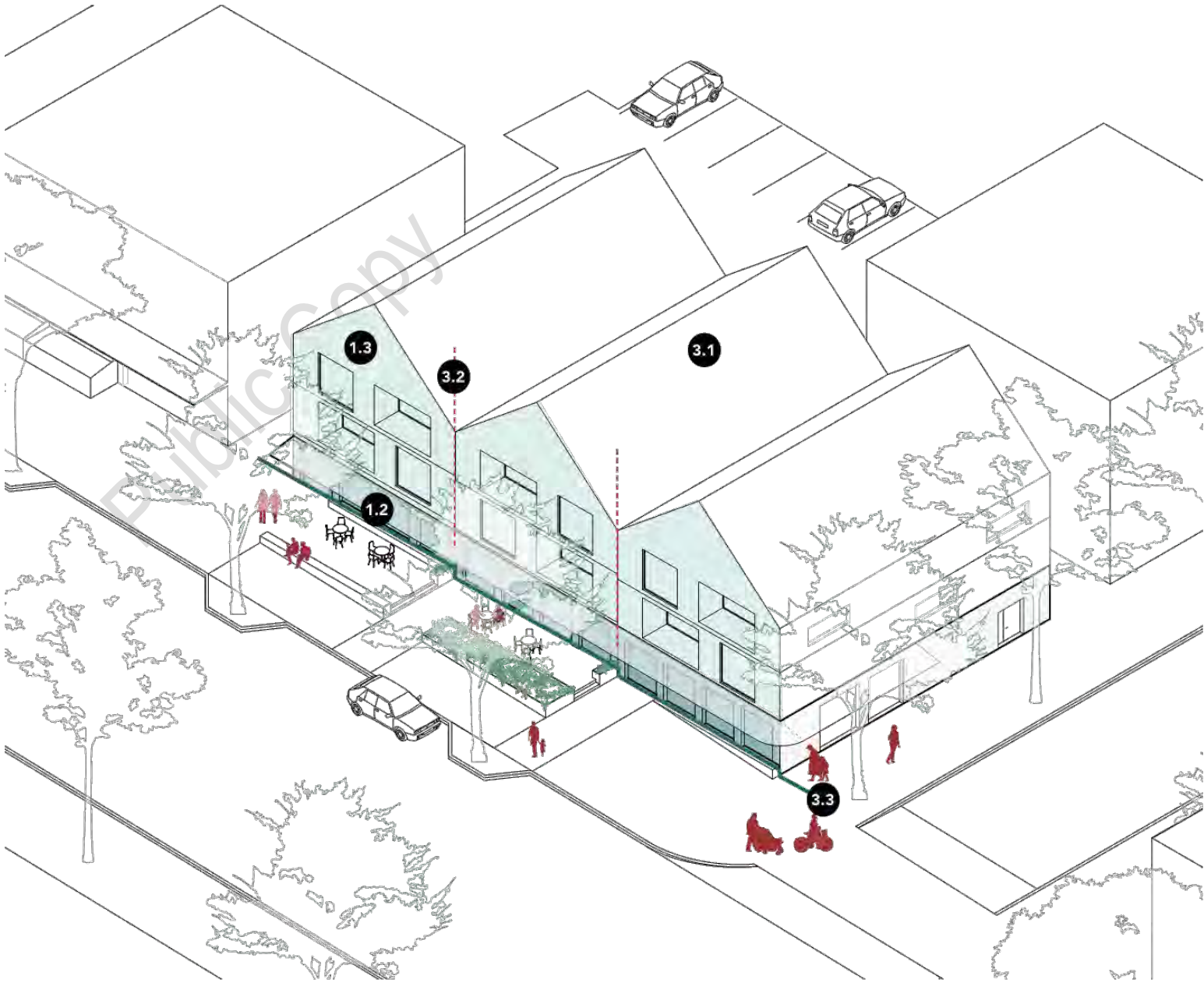
- 1.1 Encourage a mixed-use building that is well balanced, inviting, active and adaptable.
- 1.2 Delivering employment generating uses relevant to the commercial function of the street such as shops and restaurants at ground floor.
- 1.3 Residential uses at upper floors - provide a mixture of dwelling types and sizes that cater to a wide range of demographics, budgets, accessibility requirements and needs.

### 2. INTERFACES

- 2.1 Ensure an appropriate transition to sensitive residential areas and heritage buildings.

### 3. SITE CONSOLIDATION

- 3.1 Site consolidation is encouraged to deliver an efficient built form and to ensure the visual impact of larger developments can be managed within the site. Avoid tall, skinny built forms.
- 3.2 Building design on consolidated sites should continue to respond to the rhythm and pattern of development on the street.
- 3.3 Manage the slope of the street by avoiding large building footplates, retaining within the building footprint, and reducing external retaining structures, steps, and ramps where possible.

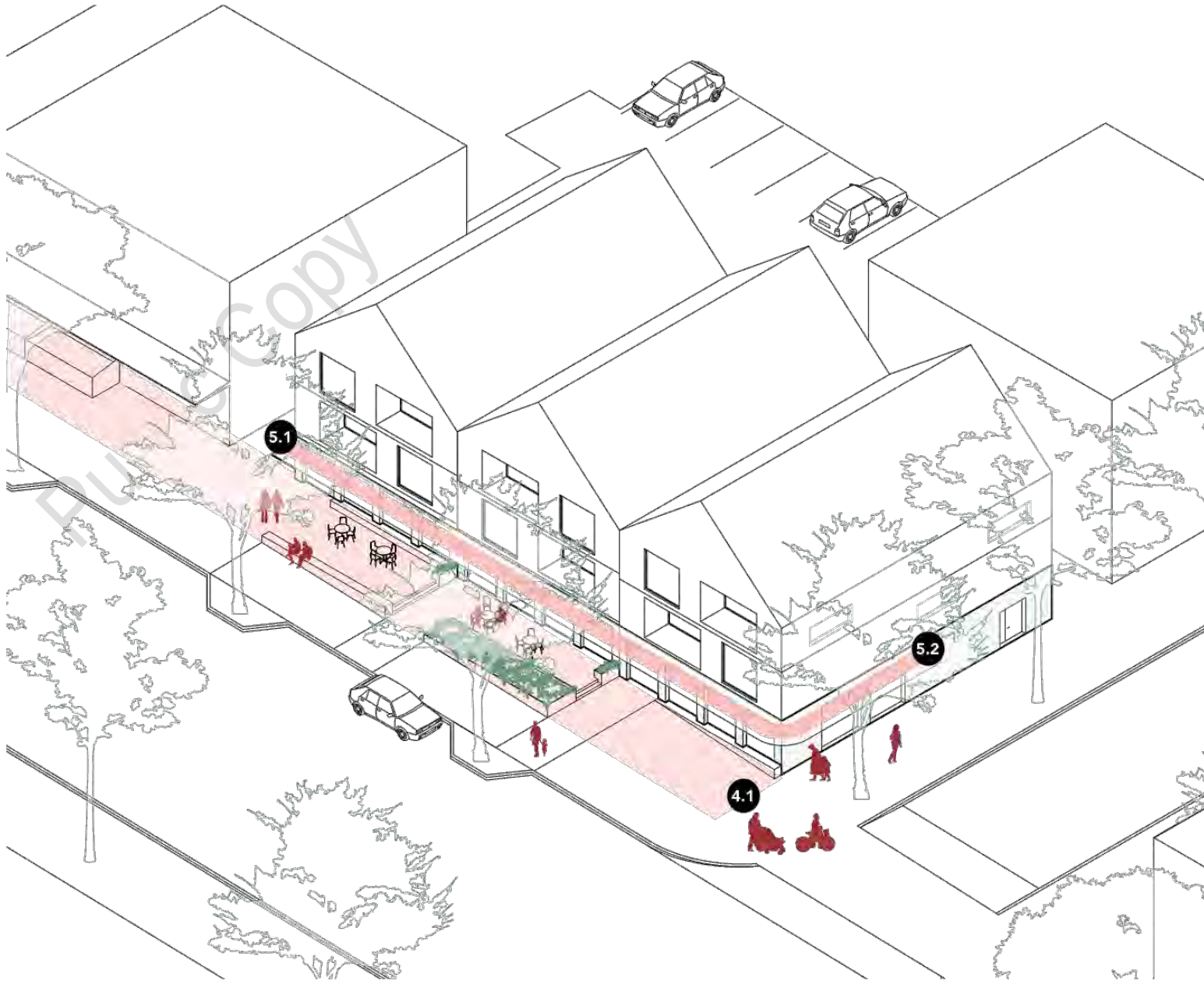


4. SETBACKS

- 4.1 Facilitate designated setback on the Main Street Frontage
- » West side setbacks: 5 meters allowing for commercial activity, outdoor dining, furniture, shelter, queuing space, level change management, and landscaping.
  - » East side setbacks: 2 meters to create space for commercial activity to extend from shop fronts.

5. AWNINGS

- 5.1 Main Street frontage: Provide fixed awnings/verandahs across 100% of the frontage. At least 80% of the building façade at street level to be maintained as an entry or window with clear glazing.
- 5.2 Secondary street frontage on corner sites: Provide fixed awnings/verandahs across at least 40% of the frontage. At least 40% of the building façade at street level to be maintained as an entry or window with clear glazing
- 5.3 On corner lots, ensure that awnings turn the corner with the building addressing both streets in a continuous, even form. Avoid mock and ineffective awnings that do not provide adequate weather protection (e.g. extend the awning's coverage far as permissible towards the road frontage and avoid positioning the awning too high).





6. BUILDING ENTRIES

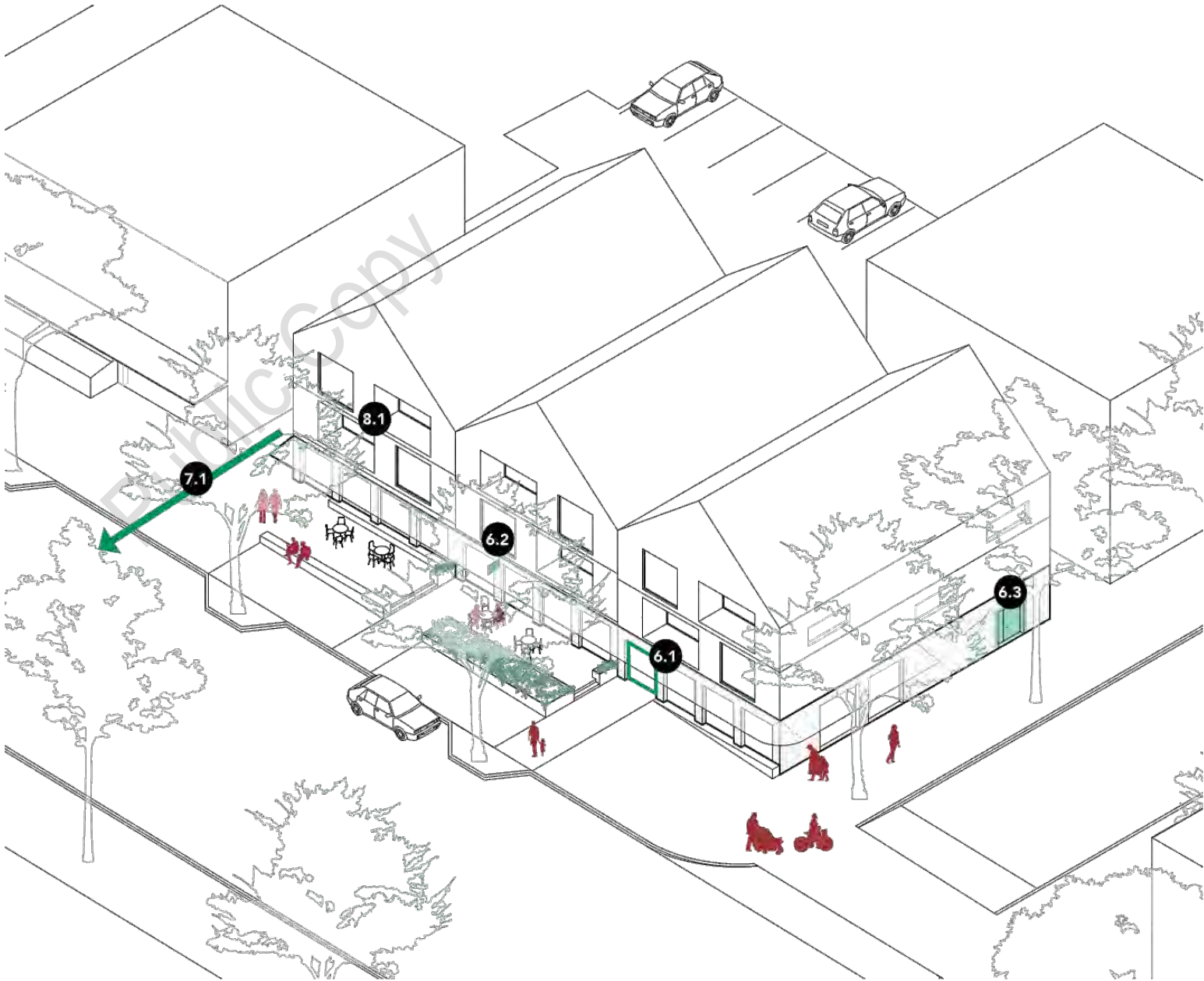
- 6.1 Provide building entries that are visible and welcoming.
- 6.2 Incorporate feature signage or landscape treatments to highlight entries.
- 6.3 Separate the resident and visitor entries from retail entries, service areas and loading zones.
- 6.4 Avoid recessed side entries with limited visibility.

7. REAR ACCESS

- 7.1 Facilitate designated active and service laneways:
  - » Active laneways: 6 metre active laneway width should be achieved for pedestrian connections.
  - » Service laneway: Ensure sufficient space is provided for relevant building services, waste management, deliveries (loading/unloading), customer parking and vehicle access.

8. PRIVATE OUTLOOK

- 8.1 Well designed living areas, balconies, terraces, and courtyards are an essential component of urban living. These areas should maximise views, outlook, natural daylight and ventilation.

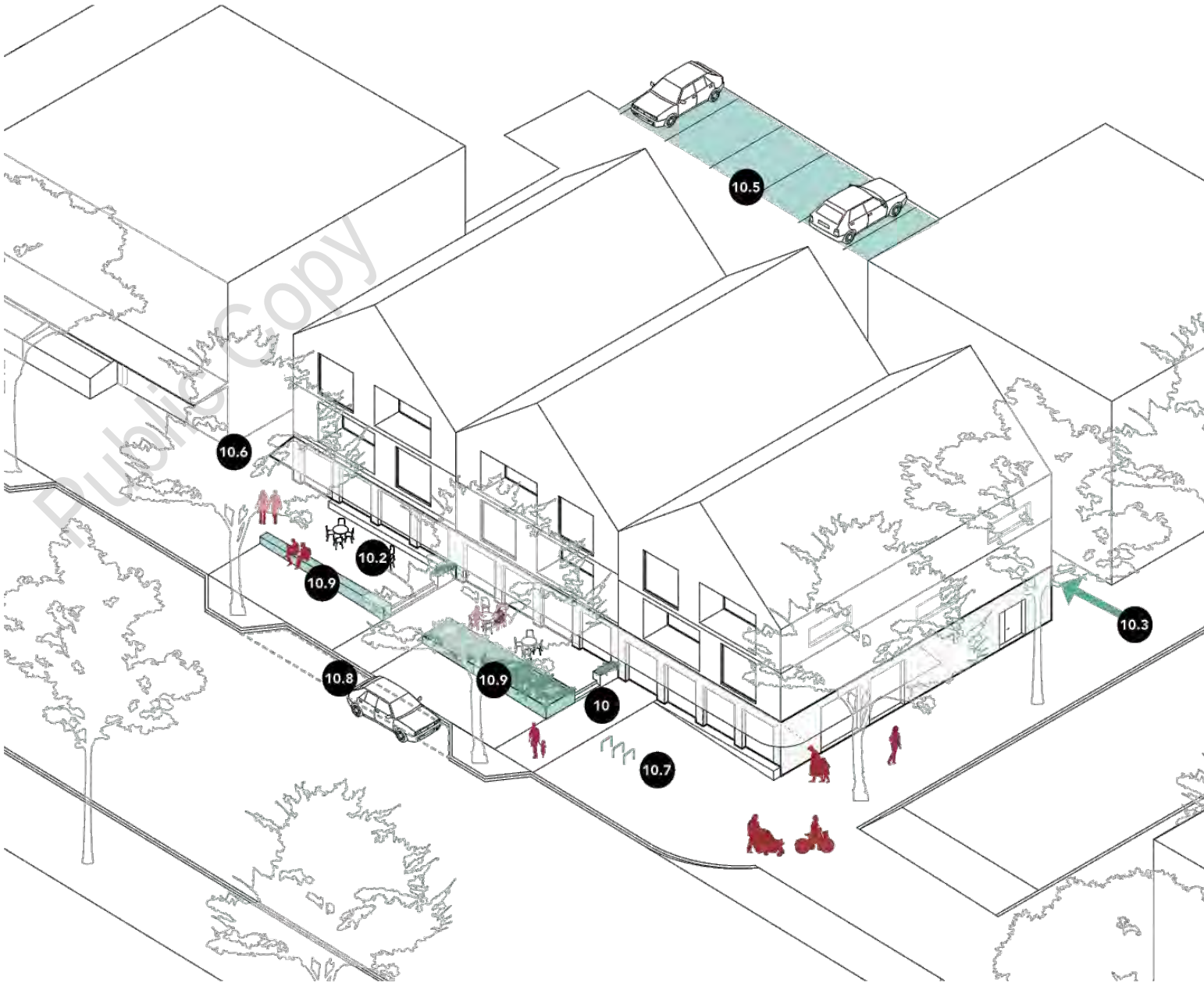


9. MATERIALS

- 9.1 Incorporate high quality materials, textures and colours that respond to local characteristics. For example, the use of brick within the streetwall to complement existing traditional streetscapes is strongly encouraged.
- 9.2 Materials should be durable, sustainable and attractive and meet all relevant building regulations

10. PARKING

- 10.1 Prioritise high quality streetscapes and pleasant people environments through considered parking and access design that minimises visual and physical impacts.
- 10.2 Focus on maintaining active land uses at street level.
- 10.3 Vehicle access is preferred from side streets or rear laneways if available.
- 10.4 Minimise access and crossover widths as much as practicable.
- 10.5 Locate parking towards the rear of the building
- 10.6 Provide separation between pedestrian and vehicle access ways.
- 10.7 Ensure that bicycle parking is secure, convenient and readily accessible.
- 10.8 Ensure that the arrangements of loading and servicing of commercial premises cause minimum disruption for people walking and riding.
- 10.9 Where retaining walls are required integrated seating or planting to avoid inactive or unattractive barriers to movement and views.
- 10.10 Use ramps instead of stairs wherever possible to provide easy access for all abilities.







04 REALISING THE PLAN



# 04.1 IMPLEMENTATION DELIVERING THE VISION

This Plan signals the beginning of the journey, and lays a foundation for future development by providing a shared vision with the community and stakeholders for both quick wins and big moves. Success hinges on prioritising short-term actions, thoughtful implementation and long term commitment.

The Plan’s execution will unfold gradually, with further feasibility analysis and planning aligned with available resources and funding opportunities as they arise. Implementation will progress in stages, reflecting the varying time lines and complexity of each action. An implementation Plan will outline proposed actions categorised by their alignment with Quick Wins, Stepping Stones, and Big Moves. Each category represents a different timeframe and strategic focus, ensuring a balanced approach to achieving the collective vision.

Council is dedicated to a careful and phased approach to Main Street redevelopment, ensuring decisions remain aligned with community and stakeholder priorities. Given the scale of this endeavour, implementation will span over many years, prioritising safety and accessibility throughout each phase.



Quick wins, achievable in the short term, will enhance immediate improvements while laying the groundwork for broader initiatives. These initiatives aim to address pressing needs and provide visible outcomes that benefit the community swiftly.

In the medium term, focus will be given on initiatives that bridge the gap between quick wins and the long-term vision. These “Stepping Stones” initiatives will propel the project forward, ensuring steady progress toward the overarching goals while addressing intermediate challenges.

The long-term vision encompasses “Big Moves,” transformative initiatives that will shape the future of the Main Street. These initiatives require careful planning and large investment but promise significant, lasting impact on the vitality and sustainability of the community.

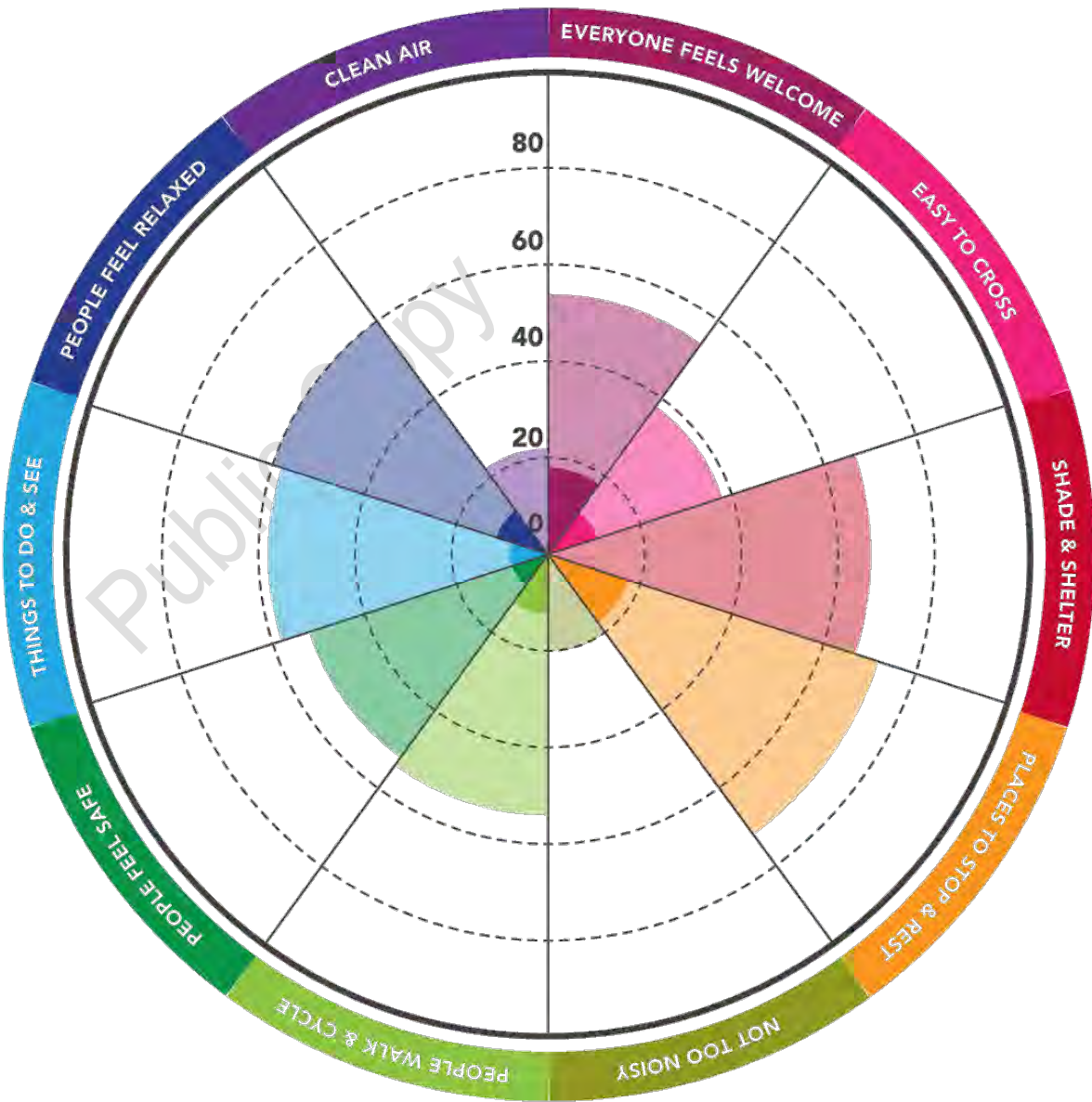


04.2 EVALUATING THE CONCEPT  
HEALTHY STREETS

HEALTHY STREETS RE-ASSESSMENT

The proposed design for Margate’s Main Street will significantly improve the Healthy Streets score from 9 to 51. Key areas of improvement include safer crossings at both side roads and along the street, much improved cycle facilities, and a planted buffer adjacent footpath improving the street environment. Other amenity improvements also increase the score with elements such as drinking fountains, bus stops and new trees. Combined, the proposed improvements would make people feel significantly safer with more things to see and do, and calm spaces to linger and relax.

The main reason the score is not higher is that the volume of traffic and proportion of through-traffic and heavy vehicles are unchanged as these conditions are generally beyond the scope of the project to influence in a significant way.



CURRENT  
TOTAL:  
**9/100**

NEW  
TOTAL:  
**51/100**

04.3 NEXT STEPS  
JUST THE BEGINNING

ACTIVATION OF THE PLAN

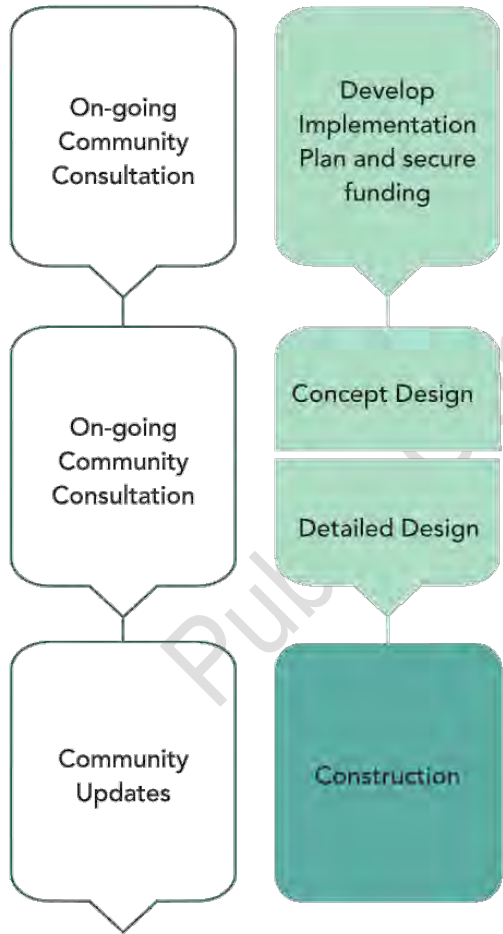
On-going community consultation will continue to inform the implementation of the Plan. Investigation and feasibility analysis will occur for individual project proposals and funding strategies will be explored, such as pursuing external funding and support.

DETAILED PROJECT DESIGN

On-going community consultation will continue to inform the development of the detailed concepts. Designers and engineers will develop detailed planning of each part of the Plan.

IMPLEMENTATION PHASES

The community will be consulted during the implementation phase of the Plan through regular updates.







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## 16.2 LAND TRANSFER - KINGBOROUGH SPORTS PRECINCT

**File Number:** 20.159

**Author:** Daniel Smee, Director Governance, Recreation & Property Services

**Authoriser:** Dave Stewart, Chief Executive Officer

### Strategic Plan Reference

Key Priority Area: 1 Encourage and support a safe, healthy and connected community.

Strategic Outcome: 1.5 An active and healthy community, with vibrant, clean local areas that provide social, recreational and economic opportunities.

### 1. PURPOSE

- 1.1 The purpose of this report is to clarify the exact area of land to be transferred to the State Government for the construction of the JackJumpers High Performance Training Centre.

### 2. BACKGROUND

- 2.1 At its meeting of 5 August 2024, Council resolved to authorise the Chief Executive Officer to transfer land within the Kingborough Sports Precinct to the State Government as part of the development of a High Performance Training Centre for the Tasmanian JackJumpers basketball team.
- 2.2 The report referenced the area of land to be transferred as being 5,000m<sup>2</sup> as this was the estimated area required for the development of the facility.
- 2.3 The Department of State Growth has subsequently lodged a subdivision application to create a discrete title for transfer, with the exact area now confirmed.

### 3. STATUTORY REQUIREMENTS

- 3.1 All statutory requirements for the transfer of the land have been met and the subdivision application to create the new lot is currently being processed by Council.

### 4. DISCUSSION

- 4.1 As part of the assessment of the subdivision application, a requirement for the new lot to have legal frontage to a proclaimed road was identified.
- 4.2 Twin Ovals Road is not a gazetted road and therefore does not provide the legal frontage required under the Planning Scheme.
- 4.3 Accordingly, there needs to be frontage for the new lot to Kingston View Drive as shown in the attached subdivision plan.
- 4.4 The requirement to extend the subdivision boundary to Kingston View Drive increases the land area for transfer to 7,785m<sup>2</sup>.
- 4.5 Clarification of the exact area for transfer does not affect any of the statutory processes followed by Council in relation to the disposal of the land as these were non-specific as to the area involved.

### 5. FINANCE

- 5.1 The cost of the construction of the facility is being met by the State Government. Council is not contributing financially towards the project.



- 5.2 There are cost savings to Council as a result of the nature strip being included within the new lot, with the State Government responsible for maintenance.

## **6. ENVIRONMENT**

- 6.1 There are no environmental implications associated with this matter.

## **7. COMMUNICATION AND CONSULTATION**

- 7.1 The size of the new lot is consistent with public consultation on this matter, which referred to the site of the Hobart Radio Controlled Car Club and did not specify the exact area for transfer.

## **8. RISK**

- 8.1 No risks to Council are identified as a result of clarifying the exact area of land to be transferred.

## **9. CONCLUSION**

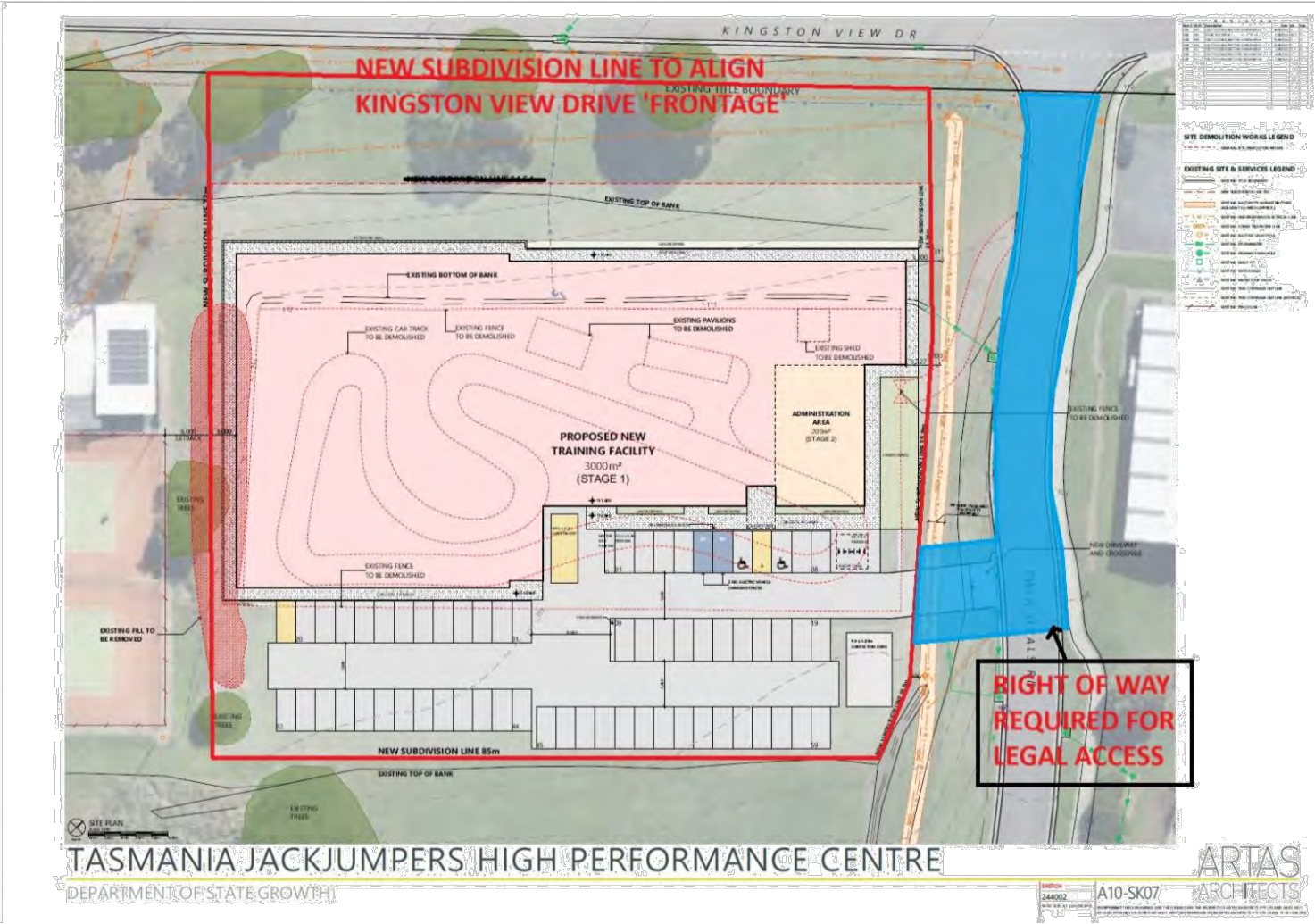
- 9.1 The requirement to include frontage to Kingston View Drive in the subdivision application for the new lot required for the JackJumpers High Performance Centre has increased the total number of square metres required for the transfer but is in line with the public advertising process and the intent of Council's decision to dispose of the land.
- 9.2 Accordingly, it is recommended that Council notes the exact area of land to be transferred as part of the subdivision process.

## **10. RECOMMENDATION**

That Council notes that due to the requirement for legal frontage to Kingston View Drive as part of the creation of the new lot for the development of the JackJumpers High Performance Training Centre, the exact area of land to be transferred to the State Government is 7,785m<sup>2</sup>.

## **ATTACHMENTS**

### **1. JJ's HPC Subdivision Plan**





### 16.3 LAND LEASE - LESLIE VALE OVAL

**File Number:** 22.72

**Author:** Daniel Smee, Director Governance, Recreation & Property Services

**Authoriser:** Dave Stewart, Chief Executive Officer

#### Strategic Plan Reference

Key Priority Area: 2 Deliver quality infrastructure and services.

Strategic Outcome: 2.1 Service provision meets the current and future requirements of residents and visitors.

#### 1. PURPOSE

- 1.1 The purpose of this report is to consider a potential lease of land for a telecommunications tower at Leslie Vale Oval.

#### 2. BACKGROUND

- 2.1 Council has received an approach from Amplitel (a related entity of Telstra) with an interest in leasing land at the Leslie Vale Oval reserve for the purpose of installing a telecommunications tower.

#### 3. STATUTORY REQUIREMENTS

- 3.1 The Leslie Vale Oval reserve is classified as Public Land under the definitions of the Act and in accordance with the provision of Clause 15.3(c) of the *Local Government (Meeting Procedures) Regulations 2015*, it is necessary to consider the proposal in Open Session of Council.
- 3.2 Leasing of public land is subject to the provisions of Section 178 of the *Local Government Act 1993*.
- 3.3 It is expected that a development application would be required for the installation of the tower.

#### 4. DISCUSSION

- 4.1 The purpose of the tower is to improve mobile and wireless broadband services in the local area.
- 4.2 Whilst the installation of telecommunications towers has historically been met with a level of community opposition, they are necessary to improve the extent and quality of mobile and wireless broadband coverage that is heavily relied upon by the majority of Kingborough residents.
- 4.3 There is a telecommunications tower on top of the Kingborough Sports Centre that has been in place since 2008.
- 4.4 Council most recently considered a proposal for a telecommunications tower at Sherburd Oval in 2017 that ultimately did not proceed due to a high level of community opposition.
- 4.5 This opposition related to both the visual impacts of the tower and perceived negative health effects.
- 4.6 It is considered that these issues will not be as relevant in a rural area such as Leslie Vale.

- 4.7 The tower would be ~40m high and located in the north west corner of the reserve as shown in the image below.



- 4.8 The proposed site for the tower is not used for public recreation purposes and it is not envisaged that there will be negative impacts upon the use of the oval as a result of its siting in this location.
- 4.9 In light of the benefits of improved mobile coverage for residents, along with revenue generation for Council, it is considered that this proposal should be explored further.
- 4.10 At this stage, it is recommended that Council advertise its intent to lease the land, with a further report to be provided that considers any objections to the proposal, along with any terms and conditions for a lease agreement (if approved).

## 5. FINANCE

- 5.1 Amplitel would pay an annual lease fee to Council, the details of which have been provided to Councillors but are commercial in confidence.

## 6. ENVIRONMENT

- 6.1 The principal concern of residents in relation to telecommunications towers is the health effects of electromagnetic energy (EME) generated by radio waves.
- 6.2 Assessment of the impacts of EME by both the Australian Radiation Protection and Nuclear Safety Agency (ARPANSA) and the World Health Organisation have concluded that there is no substantiated scientific evidence of health effects from the low levels of EME generated by telecommunication facilities that comply with international safety guidelines.

## 7. COMMUNICATION AND CONSULTATION

- 7.1 The public consultation process for the lease of public land is prescribed in Section 178 of the Local Government Act.
- 7.2 Public advertising as part of the development assessment process may also be involved, depending on the nature of the permit required.



**8. RISK**

- 8.1 There is a risk that a lack of support for the proposal would diminish the opportunity to improve mobile and wireless broadband services to the community.
- 8.2 There is also the risk that residents within the immediate area of the tower may be opposed to the proposal due to the perceived health effects of EME.

**9. CONCLUSION**

- 9.1 The proposed installation of a telecommunications tower at the Leslie Vale Oval is considered to be beneficial to both Council and the community.
- 9.2 It is recommended that Council proceed to advertise its intent to lease land for the purpose of the installation of the tower, with a further report to be provided to consider any objections received before making a final decision on the matter.

**10. RECOMMENDATION**

That Council advertises its intent to lease land at the Leslie Vale Oval for the purpose of installing a telecommunications tower in accordance with the provisions of Section 178 of the *Local Government Act 1993*.

**ATTACHMENTS**

Nil

Public Copy

## 16.4 ACTIVE TRANSPORT POSITIVE PROVISION POLICY

**File Number:** 12.290

**Author:** Anthony Verdouw, Executive Officer Engineering Services

**Authoriser:** David Reeve, Director Engineering Services

### Strategic Plan Reference

Key Priority Area: 1 Encourage and support a safe, healthy and connected community.  
Strategic Outcome: 1.5 An active and healthy community, with vibrant, clean local areas that provide social, recreational and economic opportunities.

### 1. PURPOSE

- 1.1 The purpose of this report is to present a draft Active Transport Positive Provision Policy (the Policy) for Council's consideration.

### 2. BACKGROUND

- 2.1 Council's Cycling Strategy 2021-2030 identified an action for Council to develop a Positive Provisioning Policy for cycling infrastructure.
- 2.2 The term "active transport" has been used in the policy to broaden the policy scope from just cycling to other forms of walking and wheeling.
- 2.3 Council officers have worked with the Kingborough Bicycle Advisory Committee (KBAC) to draft a suitable policy for Council consideration and endorsement.

### 3. STATUTORY REQUIREMENTS

- 3.1 General responsibilities for local highways as per *Section 21 Local Government (Highways) Act 1982*.
- 3.2 Local highway improvement works as per *Section 30 Local Government (Highways) Act 1982*.

### 4. DISCUSSION

- 4.1 The Policy aims to ensure that active transport and micromobility needs are proactively considered in the planning, design and construction of new Council infrastructure (including buildings and roads), road upgrades, and ongoing infrastructure maintenance.
- 4.2 Active transport is transport or travel requiring physical activity, typically walking and riding a bike and can include other personal mobility devices.
- 4.3 Positive provisioning is the commonly used term for framing active travel infrastructure as significant components in current and future road projects – as opposed to separate or subsidiary projects.
- 4.4 Council's Cycling Strategy Action Item 11 is for Council to "adopt a positive provisioning policy to incorporate cycling friendly design in all Council projects." The Strategy also refers to positive provision in Council maintenance works.
- 4.5 The draft Policy was endorsed by KBAC at their 23 August 2024 meeting.



**5. FINANCE**

- 5.1 There are some financial considerations in endorsing the Policy with potential impacts to operations and resourcing and future project costs. This has been considered by officers in review of the Policy and future project implications will be assessed on a case-by-case basis, with specific focus on how projects link and incorporate with the wider Network Plan for cycling and active transport.

**6. ENVIRONMENT**

- 6.1 Supporting active transport for short local trips and creating a safe and connected active transport network can assist lowering dependence of motor vehicles and subsequently assists the lowering of carbon emissions.

**7. COMMUNICATION AND CONSULTATION**

- 7.1 The new Policy will be made publicly available on Council's website and communicated to KBAC and all relevant staff.

**8. RISK**

- 8.1 The Policy aims to lower safety risks to the community by ensuring a safe and accessible active transport network is developed and maintained.

**9. CONCLUSION**

- 9.1 Council officers have worked with KBAC to draft an Active Transport Positive Provision Policy in alignment with the Kingborough Cycling Strategy 2021-2030.
- 9.2 The Policy has been endorsed by Council officers and KBAC.

**10. RECOMMENDATION**

That Council endorse the attached draft Active Transport Positive Provision Policy.

**ATTACHMENTS**

1. Draft Active Transport Positive Provision Policy



## Active Transport Positive Provision Policy

<b>Policy No:</b>	5.12
<b>Approved by Council:</b>	October 2024
<b>New Review Date:</b>	October 2026
<b>Minute No:</b>	TBA
<b>ECM File No:</b>	12.290
<b>Version:</b>	1.0
<b>Responsible Officer:</b>	Director Engineering Services
<b>Strategic Plan Reference:</b>	1.5 An active and healthy community, with vibrant, clean local areas that provide social, recreational and economic opportunities.



## 1. POLICY STATEMENTS

The aim of this policy is to:

- 1.1 Provide guidelines for the planning and implementation of Council construction and maintenance projects so that they, where possible, improve outcomes and cause no loss of safety or amenity for active transport users.
- 1.2 Ensure active transport and micromobility needs are proactively considered in the planning and design of new infrastructure, including buildings and roads, road upgrades, and ongoing infrastructure maintenance.
- 1.3 Support the development and improvement of active transport infrastructure and the broader implementation of the cycling network plan as outlined in the *Kingborough Cycling Strategy 2021-2030*.

## 2. DEFINITIONS

- 2.1 **“Active transport”** is transport or travel requiring physical activity, typically walking and riding a bike and can include other personal mobility devices.
- 2.2 **“Capital projects”** are infrastructure renewals, infrastructure upgrades and new infrastructure works undertaken by Council, including works that may be grant funded.
- 2.3 **“Council”** means Kingborough Council (the organisation).
- 2.4 **“Footpath”** means an area open to the public that is designated for, or has as one of its main uses, use by pedestrians. This can include compacted gravel and sealed surface paths but does not include natural surface trails.
- 2.5 **“Infrastructure”** means the facilities, services and networks required for the functioning of a community or society.
- 2.6 **“Maintenance projects”** are operational projects undertaken by Council to maintain Council infrastructure to the required standards for safe use and to achieve maximum infrastructure asset life.
- 2.7 **“Micromobility”** is transport provided by very light vehicles (or personal mobility devices) including bicycles, scooters and skateboards. Often shared and/or electric.
- 2.8 **“Road”** includes a part of a road, road reservation, footpath, or walkway or nature strip which are wholly or partly maintained by Council or under the control of Council.
- 2.9 **“Shared path”** is a multi-use path designed to accommodate the movement of both pedestrians and cyclists.

## 3. OBJECTIVES

The objectives of this policy are to:

- 3.1 Promote active transport and micromobility as viable, convenient, and safe transport options and reduce dependency on car travel through the ongoing development of a safe, accessible, and connected active transport network in alignment with the Kingborough Cycling Strategy Network Plan.
- 3.2 Ensure active transport infrastructure and improvements are considered in the planning stages of new projects.

- 3.3 Improve safety and amenity for pedestrians, cyclists and other micromobility users through the ongoing maintenance and provision of infrastructure that is safe and accessible and reduces the potential for conflict with vehicles.

#### 4. SCOPE

- 4.1 This policy provides guidelines for positive and proactive provision of active transport infrastructure and facilities:
- as part of new Council road projects, upgrades and improvements; and
  - as an element in non-road infrastructure projects (including Council building projects); and
  - within Council's operational maintenance programs, including road and pathway maintenance.
- 4.2 This policy applies to all contractors and agents undertaking works on behalf of Council.
- 4.3 This document does not provide guidance as to the type of infrastructure facilities to be provided. Infrastructure typology will be determined as part of individual project briefs and based on Austroads and State Guidelines, the *Kingborough Cycling Strategy 2021-2030*, and specific considerations such as the road environment, user needs and cost benefit analysis.

#### 5. PROCEDURE

- 5.1 Maintenance works undertaken by Council or an agent of Council should consider and cater for active transport needs and where possible improve active transport access and safety.
- 5.2 Active transport components of new Council infrastructure works should be investigated and incorporated from project conceptualisation and design and be followed through to project delivery and align with the *Kingborough Cycling Strategy 2021-2030* and Council's *Footpath Maintenance and Provision Policy*.

#### 6. GUIDELINES

##### 6.1 Capital projects

Capital projects incorporate infrastructure renewals, infrastructure upgrades and new infrastructure works undertaken by Council or an agent of Council.

- 6.1.1 Active transport considerations should be assessed in initial project scoping and included in the capital project bid for Council consideration.
- 6.1.2 Where the improvement or upgrade provides traffic engineering improvements such as the installation of roundabouts, traffic islands, traffic signals, new intersections and changes to line markings and lane widths for other road users, these improvements should also consider active transport users.
- 6.1.3 Where safety barriers are installed as components of road upgrading and improvement projects, care will be taken to ensure where possible that these do not reduce available space or create a hazard for active transport users.
- 6.1.4 During construction, traffic management plans in accordance with the Austroads Guide to Temporary Traffic Management and applicable Australian Standards are to be implemented, warning of works in progress and identified hazards. All hazards shall be removed and site cleared prior to the removal of traffic management signage and as part of project completion.



- 6.1.5 For new Council buildings or upgrades to Council buildings consideration should be made to ensure active transport access and appropriate end of trip facilities such as bicycle parking is provided.
- 6.1.6 For new bike parking racks Council's preference is for simple hoop style bike racks installed according to *Australian Standard AS 2890.3:2015 Parking Facilities – Bicycle Parking*.

## 6.2 Maintenance works

Maintenance works are any operational maintenance works undertaken by Council or an agent of Council.

### 6.2.1 Road resealing and maintenance:

- 6.2.1.1 Sealed road surfaces should be maintained in a safe condition for cyclists.
- 6.2.1.2 When assessing resealing projects, consideration should be given to aggregate size and provision of a surface that is suitable for cyclists, in alignment with the level of anticipated cycling activity on the road.
- 6.2.1.3 Care should be taken to ensure that resealing does not result in cracks, dips, or edges running parallel to the direction of travel, or otherwise uneven surfaces that may create a hazard for cyclists.
- 6.2.1.4 When resealing is programmed, an assessment to determine whether it is desirable and possible to reallocate road space to better provide for cycling should be completed. This is particularly relevant for the uphill direction of travel, especially around corners, where the speed differential of bicycles and other vehicles using the road is greatest and visibility can be restricted.

6.2.2 **Grates and utility covers:** must be appropriate for cyclists and replaced/upgraded when identified as non-conforming. In accordance with the Tasmanian Standard Drawings: 'grate and frames must be bicycle safe and structurally in accordance with AS3996'.

6.2.3 **Vegetation:** vegetation around active transport infrastructure should be maintained and regularly trimmed to ensure line of travel is not impeded.

## 6.3 General considerations

Consideration and care across all works (capital and maintenance) should be given regarding:

- 6.3.1 The placement and position of temporary road signage, such as traffic management signage, to ensure the line of pedestrian and cyclist travel is not unnecessarily impeded, however, noting that some inconvenience may be unavoidable.
- 6.3.2 Obstacles such as bollards, posts, poles, etc. in or near the line of travel.
- 6.3.3 Loose gravel especially on road shoulders.
- 6.3.4 Edges, cracks or grooves parallel or near parallel to the line of travel, any drop between a pavement and the adjoining ground.
- 6.3.5 Raised reflective markers.
- 6.3.6 General surface irregularities such as pavement joints.
- 6.3.7 Ongoing network continuity and options available to active transport users where paths and lanes end.

## **6.4 New developments**

New developments and subdivisions in the municipality are encouraged to:

- 6.4.1 Align with the recommendations of the *Kingborough Footpath Provision and Maintenance Policy* and the *Kingborough Cycling Strategy* as endorsed by Council.
- 6.4.2 Contribute towards active transport route continuity throughout Kingborough and where desirable install 2.5m wide (minimum) shared paths, for example, alongside collector roads and waterways.
- 6.4.3 Incorporate bicycle parking facilities and end of use facilities in commercial developments and residential apartment developments.

## **7. COMMUNICATION**

- 7.1 This policy will be publicly available on Council's website.
- 7.2 The policy will be distributed to relevant staff and stakeholders.

## **8. LEGISLATION**

- 8.1 *Local Government Act 1993*
- 8.2 *Local Government (Highways) Act 1982*
- 8.3 *Roads and Jetties Act 1935*

## **9. RELATED DOCUMENTS**

- 9.1 Kingborough Cycling Strategy 2021-2030
- 9.2 Kingborough Footpath Provision and Maintenance Policy
- 9.3 Tasmanian Walk, Wheel, Ride Policy
- 9.4 Greater Hobart Cycling Plan
- 9.5 Tasmanian Standard Drawings

## **10. AUDIENCE**

- 10.1 Council staff
- 10.2 Kingborough community
- 10.3 Developers



## 16.5 CUSTOMER SERVICE CHARTER

**File Number:** 12.127

**Author:** Daniel Smee, Director Governance, Recreation & Property Services

**Authoriser:** Dave Stewart, Chief Executive Officer

### Strategic Plan Reference

Key Priority Area: 2 Deliver quality infrastructure and services.

Strategic Outcome: 2.4 The organisation has a corporate culture that delivers quality customer service, encourages innovation and has high standards of accountability.

### 1. PURPOSE

1.1 The purpose of this report is to review Council's Customer Service Charter.

### 2. BACKGROUND

2.1 Council's Customer Service Charter was first developed in 2005 and has been periodically reviewed thereafter.

### 3. STATUTORY REQUIREMENTS

3.1 Section 339F of the *Local Government Act 1993* requires Council to adopt a Customer Service Charter and review it within 12 months after a council election.

### 4. DISCUSSION

4.1 The Charter has been reviewed and updated to reflect changes in responsibility and titles.

4.2 A copy of policy with tracked changes and the updated version are provided as attachments to this report.

4.3 The service delivery time frames contained within the Charter have been reviewed and are considered to be in line with contemporary expectations.

4.4 The only changes to the procedures outlined in the Charter are the deletion of the option to lodge a service request via facsimile (as this is no longer available) and clarification that there is not the ability to lodge a service request or complaint via Facebook or Instagram.

4.5 Whilst Council's social media channels are moderated, they are not integrated with our records management system and the resourcing required to use this medium as an option to lodge a service request or complaint is beyond current capacity.

4.6 In view of the fact that the next round of local government elections is due in October 2026, a review date of February 2027 is proposed.

### 5. FINANCE

5.1 There are no financial implications associated with this matter.

### 6. ENVIRONMENT

6.1 There are no environmental issues involved in the update of the Charter.

**7. COMMUNICATION AND CONSULTATION**

- 7.1 The Charter contains details on communication standards with Council and is available for download on Council's website or for viewing at the Civic Centre in hard copy.

**8. RISK**

- 8.1 No risks are identified in updating the Charter.

**9. CONCLUSION**

- 9.1 Council's Customer Service Charter has been updated with minor changes and is recommended for approval.

**10. RECOMMENDATION**

That the update of Council's Customer Service Charter Policy 1.6 as attached to this report be approved.

**ATTACHMENTS**

1. Existing Policy with Track Changes
2. Updated Policy for Approval

Public Copy



## EXISTING POLICY WITH TRACK CHANGES



Policy No: **1.6** Minute No: **TBA**  
 Approved by Council: **December 2019** ECM File No: **12.127**  
 Next Review Date: **February 2027** Version: **2.0**  
 Responsible Officer: **Executive Manager Information Services Director, Governance**  
**Recreation & Property Services**

Customer Service Charter	
<b>POLICY STATEMENT</b>	<p>1.1 We are committed to the timely, efficient, and consistent delivery of quality services which places <i>"Our community at the heart of everything we do"</i> and <i>"Makes Kingborough a great place to live"</i>.</p> <p>1.2 We will ensure that all customer contact is fair, friendly, informative and efficient. We are committed to driving a culture of continuous improvement and excellence in service delivery to meet the changing needs of our customers and the community.</p> <p>1.3 We strive to provide a positive customer experience, however in the instances where customers are dissatisfied, we welcome their complaints and will take all possible steps to achieve a resolution.</p>
<b>DEFINITIONS</b>	<p>2.1 <i>Council</i> – Kingborough Council</p> <p>2.2 <i>Customer</i> – Ratepayers, individuals, groups or businesses to whom Council provides services.</p> <p>2.3 <i>Infrastructure</i> – Council owned or leased assets including but not limited to: roads; footpaths; drains; signs; and public facilities.</p> <p>2.4 <i>Service</i> – systems provided, or work undertaken, by Council on behalf of its customers.</p>
<b>OBJECTIVE</b>	<p>3.1 The Customer Service Charter provides a framework for defining service delivery standards, the rights of our customers, and how complaints from customers will be handled.</p>
<b>SCOPE</b>	<p>4.1 This policy applies to all service requests, enquiries and complaints made by customers in relation to Council services.</p>
<b>PROCEDURE (POLICY DETAIL)</b>	<p><b>5.1 Service Standards</b></p> <p>5.1.1 When you deal with Council, we will:</p> <ul style="list-style-type: none"> <li>• treat you politely and with respect,</li> <li>• provide prompt, relevant, accurate and professional advice,</li> <li>• maintain your privacy,</li> <li>• keep you informed if the resolution to your enquiry is being delayed.</li> </ul> <p>5.1.2 Where an enquiry is of a complex nature, or a meeting with a specific officer is required, customers are requested to make a prior appointment.</p> <p>5.1.3 Response Times</p> <ul style="list-style-type: none"> <li>• Council undertakes a wide variety of activities which vary both in complexity and time taken to complete.</li> <li>• Council's schedule of processing/response times provides a guide to the most common service requests, with target times for</li> </ul>

	<p>completion or resolution. This schedule is included as Appendix A to this Policy.</p> <p>5.1.4 Accessibility</p> <ul style="list-style-type: none"> <li>We will make our services accessible for our customers by supplementing in-person contact options with a range of on-line and voice based payment, request, application and information services.</li> </ul> <p><b>5.2 <u>Our Expectations of our Customers</u></b></p> <p>5.2.1 To help us to help you, we ask that you:</p> <ul style="list-style-type: none"> <li>Report any damage to, or failure of, Council's infrastructure or property.</li> <li>Treat our staff with mutual respect.</li> <li>Provide complete details of your service request or complaint.</li> <li>Respect the privacy and rights of other people.</li> <li>Make an appointment for a complex enquiry or need to see a specific Officer.</li> <li>When necessary, contact the Officer nominated on any correspondence.</li> </ul> <p><b>5.3 <u>Customer Service Process</u></b></p> <p>5.3.1 When a customer contacts Council by phone or in person we aim to resolve your query at the first point of contact.</p> <p>5.3.2 When a customer contacts Council about a failure of Council's infrastructure or service, such as potholes in a road, an uneven footpath, or barking dog, this will be treated in the first instance as a Service Request.</p> <p>5.3.3 A Service Request may be lodged in person or by mail, telephone, <del>fax</del>, email, on-line and through the National Relay Service <u>but not through social media</u>. (See 5.6 <del>How to Contact</del> <u>Communication with</u> Council).</p> <p>5.3.4 The customer will receive confirmation that a Service Request has been lodged <u>(if required)</u>.</p> <p>5.3.5 The Customer Service Unit will allocate a Service Request to the appropriate department or Officer. The unit will monitor the request and strive to ensure that action is taken in accordance with the Service Standard (Appendix A), and this Charter.</p> <p><b>5.4 <u>Complaints</u></b></p> <p>5.4.1 If a customer contacts Council and is dissatisfied with the outcome of a service request, or the quality of an action, decision or policy made by the Council, Council staff or Council Contractor, the matter will be treated as a complaint.</p> <p>5.4.2 We will attempt to resolve simple complaints such as a missed bin collection or follow-up of an outstanding request at the time you contact us.</p> <p>5.4.3 More complex complaints will be referred to the responsible department for action and responded to within 15 working days.</p> <p>5.4.4 If you remain dissatisfied with the outcome of a complaint, options are provided for your complaint to be independently reviewed.</p> <p><u>5.4.5 Full details about how Council will deal with your complaint are contained within Council's Complaints Management Policy 1.20.</u></p> <p><u>5.4.6 Council does not use social media to respond to complaints. Customers are encouraged to lodge these online or in writing to ensure that they can be captured and assigned to the appropriate staff member for attention.</u></p>
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	<p><b>5.5 Reporting</b></p> <p>5.5.1 We are committed to using requests and complaints data to improve decision-making, business processes and customer service.</p> <p>5.5.2 The <del>General Manager</del> <u>Chief Executive Officer</u> will ensure that appropriate request and complaint management systems are in place and utilised to enable this to occur.</p> <p>5.5.3 The number and nature of complaints received will be reported quarterly and included in the Annual Report.</p> <p><b>5.6 <del>How To Contact</del>Communication with Council</b></p> <p>5.6.1 In person:</p> <ul style="list-style-type: none"> <li>• Civic Centre, 15 Channel Highway, Kingston Tasmania from 8.30am to 5pm Monday to Friday except public holidays.</li> <li>• Bruny Island Service Centre, Main Road, Alonnah from 8:30am to 5pm Monday to Friday except public holidays.</li> </ul> <p>5.6.2 Mail: Kingborough Council, Locked Bag 1, Kingston, Tasmania 7050</p> <p>5.6.3 Telephone: (03) 6211 8200 from 8:30am to 5:00pm Monday to Friday. Council provides an After-Hours Emergency Service on the same number.</p> <p>5.6.4 email to <a href="mailto:kc@kingborough.tas.gov.au">kc@kingborough.tas.gov.au</a></p> <p>5.6.5 Internet: <a href="http://www.kingborough.tas.gov.au">www.kingborough.tas.gov.au</a></p> <p>5.6.6 Facebook: <a href="https://www.facebook.com/KingboroughTas">www.facebook.com/KingboroughTas</a></p> <p>5.6.7 Instagram: <a href="https://www.instagram.com/kingboroughtas/">www.instagram.com/kingboroughtas/</a></p> <p>5.6.8 If you have specific communication needs or barriers, we can assist by using::</p> <ul style="list-style-type: none"> <li>• TTY users can phone 13 36 77 then ask for (03) 6211 8200</li> <li>• Speak &amp; Listen (speech-to-speech) users can phone 1300 555 727 then ask for (03) 6211 8200</li> <li>• Internet relay users can connect to the National Relay Service website <a href="https://www.infrastructure.gov.au/media-technology-communications/phone/services-people-with-disability/accesshub/national-relay-service">https://www.infrastructure.gov.au/media-technology-communications/phone/services-people-with-disability/accesshub/national-relay-service</a> then ask for (03) 6211 8200. You may need to register for this service.</li> </ul> <p><b>5.7 Privacy Information Protection</b></p> <p>5.7.1 Personal Information provided by a customer to Council is protected in accordance with the requirements of the Personal Information Protection Act 2004 and the Right to Information Act 2009.</p>
<b>GUIDELINES</b>	6 N/A
<b>COMMUNICATION</b>	7.1 All staff, Councillors and Customers, members of the public. Available free of charge at the Civic Centre and on Council's Web Site
<b>LEGISLATION</b>	<p>8.1 <i>Local Government Act 1993</i> section 339 (F) – Customer Service Charter.</p> <p>8.2 <i>Local Government (General Regulations) 2005</i> – Regulation 31 - Customer Service Charter.</p> <p>8.3 <i>Personal Information Protection Act 2004</i></p> <p>8.4 <i>Right to Information Act 2009</i></p>
<b>RELATED DOCUMENTS</b>	<p>9.1 Policy 9.14: <del>Code of Conduct for Employees</del><u>Employee Code of Conduct Administrative Policy</u></p> <p>9.2 Code of Conduct for Councillors</p> <p>9.3 Policy 9.20: Workplace Behaviour Administrative Policy</p> <p>9.4 Policy 1.4: Public Interest Disclosures Policy &amp; Procedures</p> <p><u>9.5 Policy 1.20:—Complaints Management Policy</u></p> <p>9.6 <u>Policy 3.16 Information Management Policy (Reporting Section)</u></p>
<b>AUDIENCE</b>	10 Public document

## Appendix A – Service Delivery Time Frames

<b>Service</b>	<b>Response/Processing Time (working days)*</b>
<b>Planning</b>	
Process Development and Subdivision Application Assessment	30
Process amendments to approved permit conditions	20
Process Adhesion order application assessment	15
Process Sealed Plan amendments	20
(with hearing)	40
Council sealing of final plans (Subdivision and Strata)	15
Lodge a Part 5 agreement	10
<b>Refunds</b>	
Bank & bond guarantees – (Includes inspection 10 days)	20
Hall booking deposit – (includes inspection)	10
<b>Building</b>	
Grant Building or Demolition Permit	7
Issue Certificate of Completion for Building Work	5
Issue Certificate of Completion for Demolition Work	14
Amendments to approved building permit conditions	7
<b>Plumbing</b>	
Assess plumbing application and issue Certificate of Likely Compliance – Notifiable Plumbing Work	14
Assess plumbing application and issue Plumbing Permit	21
Assessment and issue of amendment to Notifiable Plumbing Work	14
Assessment and issue of amendment to Plumbing Permit	21
Issue Certificate of Completion (for notifiable or permit plumbing work)	5
Plumbing Inspection from time of request	2
<b>Development Engineering</b>	
Perform Subdivision inspection	5
Process Works in Road Reserve application	3
<b>Health</b>	
Process Special Plumbing Permit application	10
Process Temporary food licence application	10
Process Food licence application	10
Investigate a noise complaint	5
Investigate other environmental complaints	5
Urgent environmental health issues are dealt with immediately upon receipt of complaint.	1



Service	Response/Processing Time (working days)*
<b>Natural Resource Management</b>	
Tree removal applications	10
Illegal tree removal	3
Removal of declared weeds - inspection	5
<b><u>Information Services Governance Recreation &amp; Property Services</u></b>	
Process a Right to Information request (where external referral is not required)	10
Investigate and respond to a Complaint	15
Answer your phone call	1 Minute
Return Phone Calls within	2
Respond to general correspondence	10
Process 337 or 132 Certificates	10
<b>Compliance</b>	
Process Kennel licence application	30
Barking dog complaint (initial inspection)	5
Fire hazard (initial inspection)	5
Dogs at large	1
Dog attack	2
By-Law Exemption	10
<b>Works</b>	
Potholes in sealed and gravel roads - Inspect, assess and respond to customer. Add to a prioritised repair program based on risk assessment	15
Replace/repair damaged regulatory Street Signs – . e.g. Give-Way, Stop Signs, Keep Left	5
Replace/repair damaged Street/Place name Signs	30
Missed Bin pickup	Same day where possible.
<p>* Processing times may increase where:</p> <ul style="list-style-type: none"> <li>Information provided by the customer or agent is incomplete and/or incorrect.</li> <li>Inspections show non-compliance and/or the requirement of remedial works</li> </ul>	

## UPDATED POLICY FOR APPROVAL



## Customer Service Charter Policy

<b>Policy No:</b>	1.6
<b>Approved by Council:</b>	October 2024
<b>New Review Date:</b>	February 2027
<b>Minute No:</b>	TBA
<b>ECM File No:</b>	12.127
<b>Version:</b>	2.0
<b>Responsible Officer:</b>	Director Governance, Recreation & Property Services
<b>Strategic Plan Reference:</b>	2.4 The organisation has a corporate culture that delivers quality customer service, encourages innovation and has high standards of accountability.



## 1. POLICY STATEMENTS

- 1.1 We are committed to the timely, efficient, and consistent delivery of quality services which places *"Our community at the heart of everything we do"* and *"Makes Kingborough a great place to live"*.
- 1.2 We will ensure that all customer contact is fair, friendly, informative and efficient. We are committed to driving a culture of continuous improvement and excellence in service delivery to meet the changing needs of our customers and the community.
- 1.3 We strive to provide a positive customer experience, however in the instances where customers are dissatisfied, we welcome their complaints and will take all possible steps to achieve a resolution.

## 2. DEFINITIONS

- 2.1 **Council** means Kingborough Council
- 2.2 **Customer** means Ratepayers, individuals, groups or businesses to whom Council provides services.
- 2.3 **Infrastructure** means Council owned or leased assets including but not limited to: roads; footpaths; drains; signs; and public facilities.
- 2.4 **Service** means systems provided, or work undertaken, by Council on behalf of its customers.

## 3. OBJECTIVE

- 3.1 The Customer Service Charter provides a framework for defining service delivery standards, the rights of our customers, and how complaints from customers will be handled.

## 4. SCOPE

- 4.1 This policy applies to all service requests, enquiries and complaints made by customers in relation to Council services.

## 5. PROCEDURE (POLICY DETAIL)

### 5.1 Service Standards

- 5.1.1 When you deal with Council, we will:
  - i. treat you politely and with respect,
  - ii. provide prompt, relevant, accurate and professional advice,
  - iii. maintain your privacy,
  - iv. keep you informed if the resolution to your enquiry is being delayed.
- 5.1.2 Where an enquiry is of a complex nature, or a meeting with a specific officer is required, customers are requested to make a prior appointment.
- 5.1.3 Response Times
  - i. Council undertakes a wide variety of activities which vary both in complexity and time taken to complete.

- ii. Council's schedule of processing/response times provides a guide to the most common service requests, with target times for completion or resolution. This schedule is included as Appendix A to this Policy.

#### 5.1.4 Accessibility

- i. We will make our services accessible for our customers by supplementing in-person contact options with a range of on-line and voice based payment, request, application and information services.

### 5.2 Our Expectations of our Customers

#### 5.2.1 To help us to help you, we ask that you:

- i. Report any damage to, or failure of, Council's infrastructure or property.
- ii. Treat our staff with mutual respect.
- iii. Provide complete details of your service request or complaint.
- iv. Respect the privacy and rights of other people.
- v. Make an appointment for a complex enquiry or need to see a specific Officer.
- vi. When necessary, contact the Officer nominated on any correspondence.

### 5.3 Customer Service Process

- 5.3.1 When a customer contacts Council by phone or in person we aim to resolve your query at the first point of contact.
- 5.3.2 When a customer contacts Council about a failure of Council's infrastructure or service, such as potholes in a road, an uneven footpath, or barking dog, this will be treated in the first instance as a Service Request.
- 5.3.3 A Service Request may be lodged in person or by mail, telephone, email, on-line and through the National Relay Service but not through social media (see 5.6 Communication with Council).
- 5.3.4 The customer will receive confirmation that a Service Request has been lodged (if required).
- 5.3.5 The Customer Service Unit will allocate a Service Request to the appropriate department or Officer. The unit will monitor the request and strive to ensure that action is taken in accordance with the Service Standard (Appendix A), and this Charter.

### 5.4 Complaints

- 5.4.1 If a customer contacts Council and is dissatisfied with the outcome of a service request, or the quality of an action, decision or policy made by the Council, Council staff or Council Contractor, the matter will be treated as a complaint.
- 5.4.2 We will attempt to resolve simple complaints such as a missed bin collection or follow-up of an outstanding request at the time you contact us.
- 5.4.3 More complex complaints will be referred to the responsible department for action and responded to within 15 working days.
- 5.4.4 If you remain dissatisfied with the outcome of a complaint, options are provided for your complaint to be independently reviewed.



- 5.4.5 Full details about how Council will deal with your complaint are contained within Council's Complaints Management Policy 1.20.
- 5.4.6 Council does not use social media to respond to complaints. Customers are encouraged to lodge these online or in writing to ensure that they can be captured and assigned to the appropriate staff member for attention.

## 5.5 Reporting

- 5.5.1 We are committed to using requests and complaints data to improve decision-making, business processes and customer service.
- 5.5.2 The Chief Executive Officer will ensure that appropriate request and complaint management systems are in place and utilised to enable this to occur.
- 5.5.3 The number and nature of complaints received will be reported quarterly and included in the Annual Report.

## 5.6 Communication with Council

- 5.6.1 In person:
  - i. Civic Centre, 15 Channel Highway, Kingston Tasmania from 8.30am to 5pm Monday to Friday except public holidays.
  - ii. Bruny Island Service Centre, Main Road, Alonnah from 8:30am to 5pm Monday to Friday except public holidays.
- 5.6.2 Mail: Kingborough Council, Locked Bag 1, Kingston, Tasmania 7050
- 5.6.3 Telephone: (03) 6211 8200 from 8:30am to 5:00pm Monday to Friday. Council provides an After-Hours Emergency Service on the same number.
- 5.6.4 email to [kc@kingborough.tas.gov.au](mailto:kc@kingborough.tas.gov.au)
- 5.6.5 Internet: [www.kingborough.tas.gov.au](http://www.kingborough.tas.gov.au)
- 5.6.6 Facebook: [www.facebook.com/KingboroughTas](https://www.facebook.com/KingboroughTas)
- 5.6.7 Instagram: [www.instagram.com/kingboroughtas/](https://www.instagram.com/kingboroughtas/)
- 5.6.8 If you have specific communication needs or barriers, we can assist by using:
  - i. TTY users can phone 13 36 77 then ask for (03) 6211 8200
  - ii. Speak & Listen (speech-to-speech) users can phone 1300 555 727 then ask for (03) 6211 8200
  - iii. Internet relay users can connect to the National Relay Service website <https://www.infrastructure.gov.au/media-technology-communications/phone/services-people-with-disability/accesshub/national-relay-service> then ask for (03) 6211 8200. You may need to register for this service.

## 5.7 Privacy Information Protection

- 5.7.1 Personal Information provided by a customer to Council is protected in accordance with the requirements of the *Personal Information Protection Act 2004* and the *Right to Information Act 2009*.

**6. GUIDELINES**

6.1 Nil.

**7. COMMUNICATION**

7.1 All staff, Councillors and Customers, members of the public. Available free of charge at the Civic Centre and on Council's Web Site.

**8. LEGISLATION**

8.1 *Local Government Act 1993* section 339 (F) – Customer Service Charter.

8.2 *Local Government (General Regulations) 2005* – Regulation 31 - Customer Service Charter.

8.3 *Personal Information Protection Act 2004*.

8.4 *Right to Information Act 2009*.

**9. RELATED DOCUMENTS**

9.1 Policy 9.14: Employee Code of Conduct Administrative Policy.

9.2 Code of Conduct for Councillors.

9.3 Policy 9.20: Workplace Behaviour Administrative Policy.

9.4 Policy 1.4: Public Interest Disclosures Policy & Procedures.

9.5 Policy 1.20: Complaints Management Policy.

9.6 Policy 3.16 Information Management Policy (Reporting section).

**10. AUDIENCE**

10.1 Public document.



**Appendix A – Service Delivery Time Frames**

<b>Service</b>	<b>Response/Processing Time (working days)*</b>
<b>Planning</b>	
Process Development and Subdivision Application Assessment	30
Process amendments to approved permit conditions	20
Process Adhesion order application assessment	15
Process Sealed Plan amendments	20
(with hearing)	40
Council sealing of final plans (Subdivision and Strata)	15
Lodge a Part 5 agreement	10
<b>Refunds</b>	
Bank & bond guarantees – (Includes inspection 10 days)	20
Hall booking deposit – (includes inspection)	10
<b>Building</b>	
Grant Building or Demolition Permit	7
Issue Certificate of Completion for Building Work	5
Issue Certificate of Completion for Demolition Work	14
Amendments to approved building permit conditions	7
<b>Plumbing</b>	
Assess plumbing application and issue Certificate of Likely Compliance – Notifiable Plumbing Work	14
Assess plumbing application and issue Plumbing Permit	21
Assessment and issue of amendment to Notifiable Plumbing Work	14
Assessment and issue of amendment to Plumbing Permit	21
Issue Certificate of Completion (for notifiable or permit plumbing work)	5
Plumbing Inspection from time of request	2
<b>Development Engineering</b>	
Perform Subdivision inspection	5
Process Works in Road Reserve application	3
<b>Health</b>	
Process Special Plumbing Permit application	10
Process Temporary food licence application	10
Process Food licence application	10
Investigate a noise complaint	5
Investigate other environmental complaints	5
Urgent environmental health issues are dealt with immediately upon receipt of complaint.	1

Service	Response/Processing Time (working days)*
<b>Natural Resource Management</b>	
Tree removal applications	10
Illegal tree removal	3
Removal of declared weeds - inspection	5
<b>Governance Recreation &amp; Property Services</b>	
Process a Right to Information request (where external referral is not required)	10
Investigate and respond to a Complaint	15
Answer your phone call	1 Minute
Return Phone Calls within	2
Respond to general correspondence	10
Process 337 or 132 Certificates	10
<b>Compliance</b>	
Process Kennel licence application	30
Barking dog complaint (initial inspection)	5
Fire hazard (initial inspection)	5
Dogs at large	1
Dog attack	2
By-Law Exemption	10
<b>Works</b>	
Potholes in sealed and gravel roads - Inspect, assess and respond to customer. Add to a prioritised repair program based on risk assessment	15
Replace/repair damaged regulatory Street Signs – . e.g. Give-Way, Stop Signs, Keep Left	5
Replace/repair damaged Street/Place name Signs	30
Missed Bin pickup	Same day where possible.
* Processing times may increase where: <ul style="list-style-type: none"> <li>Information provided by the customer or agent is incomplete and/or incorrect.</li> <li>Inspections show non-compliance and/or the requirement of remedial works</li> </ul>	



**16.6 FINANCIAL REPORT - SEPTEMBER 2024****File Number:** 10.47**Author:** Tim Jones, Manager Finance**Authoriser:** David Spinks, Director People & Finance**Strategic Plan Reference**

Key Priority Area: 2 Deliver quality infrastructure and services.

Strategic Outcome: 2.4 The organisation has a corporate culture that delivers quality customer service, encourages innovation and has high standards of accountability.

**1. PURPOSE**

- 1.1 The purpose of this report is to provide the September 2024 financial report information to Council for review.

**2. BACKGROUND**

- 2.1 The attached report has been prepared based on current information with estimates being used where final information is not available.
- 2.2 September is early in the new financial year and there are a number of timing differences where expenditure is yet to occur, or where expenditure for the full year is made in the first quarter.

**3. STATUTORY REQUIREMENTS**

- 3.1 There are no specific requirements under the *Local Government Act 1993* regarding financial reporting, however good practice would indicate that a monthly financial report is required to enable adequate governance of financial information.

**4. DISCUSSION**

- 4.1 The Summary Operating Statement contains several variances to the original budget. At this early stage of the financial year both revenue and expenditure are favourable to budget. However, because it is only early in the financial year no forecast changes have been made. The following are the major variances and explanations:

**REVENUE**

- Rates are \$129,000 over budget due primarily to a late supplementary rate assessment received in May 2024 after the 2024/25 budget had been set. This meant that the initial rate assessment for 2024/25 was greater than forecast. This may be offset by supplementary rates received during 2024/25 being lower than budgeted.
- Statutory Fees and Fines are \$109,000 over budget due to a large development application received in late August. This application is yet to be advertised so currently remains confidential.
- User Fees are \$76,000 over budget primarily from the Kingborough Sports Centre where fitness centre memberships and Kiosk sales are over budget. In addition sporting program bookings are generally all better than budget.
- Grants Recurrent income is \$143,000 over budget due to unspent grants from 2023/24 being carried forward to 2024/25. The timing of Grant receipts depends on when grants are available so the timing of the budget will often vary to actual receipts.

- Reimbursements are \$64,000 under budget due to rate remission timing differences between remissions being given and reimbursement being received from the State Government.

#### EXPENDITURE

- Employee Costs are over budget by \$249,000. This is mainly due to timing differences due to leave accruals which will reduce when leave is taken over Christmas, and a lower year to date level of capital work (capital wage costs are capitalised), increased sick leave, and training undertaken by outdoor staff.
  - Materials and Services are \$391,000 under budget due primarily to timing differences in relation to when expenditure is made against the budget. Areas that are below budget expenditure are NAB, Governance, and lower winter costs in Waste Management. This is offset by IT incurring a large portion of their annual costs in annual payments early in the year.
  - Depreciation is \$157,000 under budget. This favourable variance will reduce over the year as Work in Progress (WIP) is capitalised and the resulting depreciation expense is costed.
  - Profit on sale of assets is \$28,000 over budget due to the profit on sale of plant disposed.
- 4.2 Grants Capital is over budget by \$1.4m mainly due to grants carried over from 2023/24. These include the Summerleas Road Underpass, the Taroona Bike Lane and the change rooms at Kingston Beach Oval.
- 4.3 Council's cash and investments amount to \$12.55m at the end of the month, which is a slight reduction from August. Borrowings of \$13.92 million offset this amount.

### 5. FINANCE

- 5.1 The year to date underlying result is \$0.710M favourable to budget.
- 5.2 The budget result for 2024/25 is an underlying deficit of \$2.935m and at this stage of the financial year there have been no forecast revisions.

### 6. ENVIRONMENT

- 6.1 There are no environmental issues associated with this matter.

### 7. COMMUNICATION AND CONSULTATION

- 7.1 The financial results for September 2024 are available for public scrutiny in the Council meeting agenda.

### 8. RISK

- 8.1 The Council financials are favourable to budget for the first two months of the new financial year.
- 8.2 Council is forecasting an underlying deficit for the full year.

### 9. RECOMMENDATION

That Council endorses the attached Financial Report as at 30 September 2024.

### ATTACHMENTS

1. Financials YTD September 2024
2. Capital Report Sept 2024





## **FINANCIAL REPORT**

**FOR THE PERIOD**

**1ST JULY, 2024**

**TO**

**30TH SEPTEMBER, 2024**

**SUBMITTED TO COUNCIL**

**21ST OCTOBER, 2024**

## KINGBOROUGH COUNCIL - September 2024

Table of Contents	Page No
<a href="#">Cash Balances</a>	5
<a href="#">Cash, Investments and Borrowings</a>	6
<a href="#">Reserves Balances</a>	7
<a href="#">Public Open Space</a>	8
<a href="#">Budget Reconciliation Notes</a>	9
<a href="#">Summary Operating Statement Total for All Programs</a>	11
<a href="#">Governance Operating Statement</a>	12
<a href="#">Business Services Operating Statement</a>	13
<a href="#">Governance &amp; Property Services Statement</a>	14
<a href="#">Environment, Development &amp; Community Operating Statement</a>	15
<a href="#">Infrastructure Services Operating Statement</a>	16
<a href="#">Building &amp; Plumbing Services</a>	39
<a href="#">Building Maintenance</a>	41
<a href="#">Communications</a>	24
<a href="#">Community Hub</a>	32
<a href="#">Community Resilience</a>	33
<a href="#">Community Services</a>	34-35
<a href="#">Compliance</a>	25
<a href="#">Engineering</a>	42
<a href="#">Environmental Health</a>	36
<a href="#">Finance</a>	20-21
<a href="#">Governance</a>	17-19
<a href="#">Information Services</a>	22
<a href="#">Kingborough Sports Complex</a>	26-27
<a href="#">Natural Areas &amp; Biodiversity</a>	37-38
<a href="#">Parks &amp; Reserves</a>	45-46
<a href="#">People &amp; Safety</a>	23
<a href="#">Plant, Vehicles &amp; Equipment</a>	43
<a href="#">Private Works</a>	44
<a href="#">Property Management</a>	28-29
<a href="#">Stormwater</a>	47
<a href="#">Town Planning</a>	40
<a href="#">Transport</a>	48-49
<a href="#">Turf Maintenance</a>	30-31
<a href="#">Waste Management</a>	50-51
<a href="#">Works</a>	52

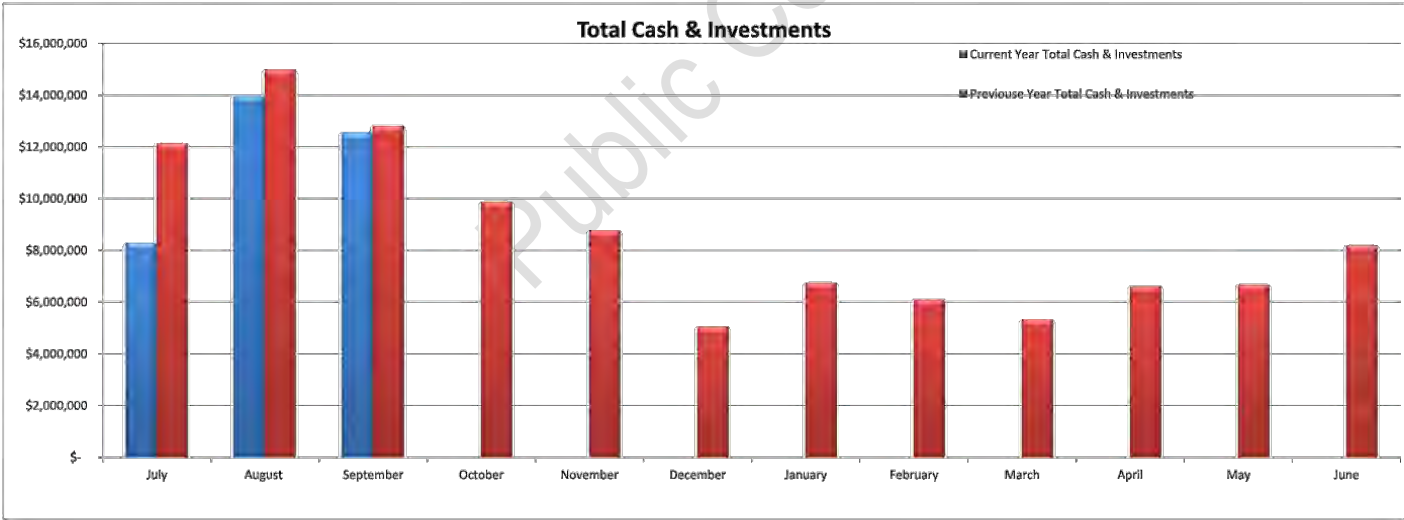


KINGBOROUGH COUNCIL - September 2024

CASH BALANCES

Balance Type	July	August	September	October	November	December	January	February	March	April	May	June
Reserves	\$ 3,213,968	\$ 3,214,557	\$ 3,250,054									
Held in Trust	\$ 1,569,384	\$ 1,604,111	\$ 1,609,256									
Unexpended Capital Works*	\$ 1,558,821	\$ 2,914,766	\$ 3,508,514									
Current Year Total Committed Cash	\$ 6,342,173	\$ 7,733,433	\$ 8,367,823	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Previous Year Total Committed Cash	\$ 5,081,841	\$ 6,568,559	\$ 7,511,060	\$ 8,445,993	\$ 9,362,080	\$ 9,687,080	\$ 10,878,618	\$ 12,488,352	\$ 13,462,080	\$ 13,968,025	\$ 14,444,103	\$ 15,051,130
Uncommitted Funds	\$ 1,935,608	\$ 6,211,143	\$ 4,178,418	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Current Year Total Cash	\$ 8,277,781	\$ 13,944,576	\$ 12,546,242	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Previous Year Total Cash	\$ 12,133,264	\$ 14,961,591	\$ 12,794,831	\$ 9,866,360	\$ 8,749,474	\$ 5,043,130	\$ 6,736,903	\$ 6,090,954	\$ 5,318,002	\$ 6,602,117	\$ 6,666,200	\$ 8,183,556

\*Unexpended Capital Works excludes Kingston Park expenditure



# KINGBOROUGH COUNCIL - September 2024

## CASH, INVESTMENTS & BORROWINGS

CASH ACCOUNTS	Interest Rate	Maturity Date	July	August	September	October	November	December	January	February	March	April	May	June
CBA - Overdraft Account	3.85%	Ongoing	\$ 917,963	\$ 456,379	\$ 699,661									
CBA - Applications Account	3.85%	Ongoing	\$ 91,665	\$ 4,104	\$ 116,186									
CBA - AR Account	3.85%	Ongoing	\$ 448,895	\$ 3,626	\$ 88,674									
CBA - Business Online Saver	4.35%	Ongoing	\$ 4,374,128	\$ 11,026,013	\$ 9,178,814									
<b>Total Cash</b>			\$ 5,832,651	\$ 11,490,122	\$ 10,083,335	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>INVESTMENTS</b>														
Tascorp HT	4.35%	Managed Trust	\$ 168,179	\$ 168,801	\$ 168,801									
Tascorp Cash Indexed	4.50%	Managed Trust	\$ 2,276,951	\$ 2,285,653	\$ 2,294,106									
<b>Total Investments</b>			\$ 2,445,130	\$ 2,454,454	\$ 2,462,907	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Current Year Total Cash &amp; Investments</b>			\$ 8,277,781	\$ 13,944,576	\$ 12,546,242	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Previous Year Cash &amp; Investments</b>			\$ 12,133,264	\$ 14,961,591	\$ 12,794,831	\$ 9,866,360	\$ 8,749,474	\$ 5,043,130	\$ 6,736,903	\$ 6,090,954	\$ 5,318,002	\$ 6,602,117	\$ 6,666,200	\$ 8,183,556
<b>Borrowings</b>														
Tascorp	4.88%	27-Jun-27	\$2,400,000	\$2,400,000	\$2,400,000									
Tascorp	1.99%	21-Jan-25	\$2,100,000	\$2,100,000	\$2,100,000									
Tascorp	4.70%	19-Feb-26	\$9,422,500	\$9,422,500	\$9,422,500									
			\$ 13,922,500	\$ 13,922,500	\$ 13,922,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -



## KINGBOROUGH COUNCIL - September 2024

### RESERVES

Accounts	July	August	September	October	November	December	January	February	March	April	May	June
Boronia Hill Reserve	\$ 10,733	\$ 10,733	\$ 10,733									
Car Parking	\$ 46,248	\$ 46,248	\$ 46,248									
Infrastructure Replacement Reserve	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000									
Hall Equipment Replacement	\$ 74,531	\$ 74,531	\$ 74,531									
IT Equipment Replacement	\$ 366,951	\$ 366,951	\$ 366,951									
KSC Equipment Replacement	\$ 161,050	\$ 161,050	\$ 161,050									
KWS Replacement Reserve	\$ 400,000	\$ 400,000	\$ 400,000									
Office Equipment Replacement	\$ 105,986	\$ 105,986	\$ 105,986									
Plant & Equipment Replacement	\$ 147,095	\$ 147,095	\$ 147,095									
Public Open Space	\$ 218,306	\$ 222,706	\$ 243,956									
Tree Preservation Reserve	\$ 683,068	\$ 679,256	\$ 693,504									
<b>Current Year Total Reserve</b>	<b>\$ 3,213,968</b>	<b>\$ 3,214,557</b>	<b>\$ 3,250,054</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
<b>Previous Year Total Reserve</b>	<b>\$ 2,289,712</b>	<b>\$ 2,289,712</b>	<b>\$ 2,289,712</b>	<b>\$ 2,289,712</b>	<b>\$ 2,289,712</b>	<b>\$ 2,289,712</b>	<b>\$ 2,289,712</b>	<b>\$ 2,289,712</b>	<b>\$ 2,289,712</b>	<b>\$ 2,289,712</b>	<b>\$ 2,289,712</b>	<b>\$ 2,289,712</b>

KINGBOROUGH COUNCIL - September 2024 YTD

PUBLIC OPEN SPACE FUNDS

Opening Balance 01/09/2024		\$	222,706
<u>Add Contributions Received</u>			
Date	Details		
4/09/2024	Contribution: Kingston Beach DAS#2021-40 Receipt #2266275	\$	13,000
20/09/2024	Contribution: Gordon DAS#2022-26 Receipt #2270851	\$	8,250
Closing Balance 30/09/2024			<u>\$ 243,956</u>
Public Open Space Uncommitted Balance			<u><u>\$ 243,956</u></u>



### FORECAST CHANGES TO BUDGET NOTES

The Underlying Surplus/(Deficit) is the measure which is accepted as the primary local government operating result measure. It removes capital income, and other one off or non-recurring items, to derive a result (surplus or deficit) which is considered more representative of ongoing or recurring operations and thus sustainability.

## KINGBOROUGH COUNCIL - September 2024

## Summary Operating Statement All

	YTD Actuals	YTD Budget	YTD Variance	Annual Budget	Forecast Budget	Forecast Variance
<b>Income</b>						
Rates	40,497,413	40,368,847	128,566	40,556,847	40,556,847	0
Income Levies	2,143,169	2,130,715	12,454	2,130,715	2,130,715	0
Statutory Fees & Fines	637,434	528,150	109,284	1,875,100	1,875,100	0
User Fees	516,143	439,365	76,778	1,697,530	1,697,530	0
Grants Recurrent	143,813	0	143,813	3,294,000	3,294,000	0
Contributions - Cash	96,267	56,760	39,507	227,000	227,000	0
Reimbursements	1,252,782	1,317,150	(64,368)	1,325,100	1,325,100	0
Other Income	109,696	121,545	(11,849)	490,100	490,100	0
Internal Charges Income	54,999	54,990	9	220,000	220,000	0
<b>Total Income</b>	<b>45,451,716</b>	<b>45,017,522</b>	<b>434,194</b>	<b>51,816,392</b>	<b>51,816,392</b>	<b>0</b>
<b>Expenses</b>						
Employee Costs	4,864,091	4,615,200	(248,891)	19,830,576	19,830,576	0
Expenses Levies	0	0	0	2,130,715	2,130,715	0
Loan Interest	151,678	152,490	812	610,000	610,000	0
Materials and Services	3,195,030	3,586,140	391,110	13,402,310	13,402,310	0
Other Expenses	2,588,933	2,542,946	(45,987)	4,550,436	4,550,436	0
Internal Charges Expense	54,999	54,990	(9)	220,000	220,000	0
<b>Total Expenses</b>	<b>10,854,732</b>	<b>10,951,766</b>	<b>97,034</b>	<b>40,744,037</b>	<b>40,744,037</b>	<b>0</b>
<b>Net Operating Surplus/(Deficit) before:</b>	<b>34,596,984</b>	<b>34,065,756</b>	<b>531,228</b>	<b>11,072,355</b>	<b>11,072,355</b>	<b>0</b>
Depreciation	3,988,000	4,144,950	156,950	16,490,000	16,490,000	0
(Profit)/Loss on Disposal of Assets	(28,487)	0	28,487	500,000	500,000	0
<b>Net Operating Surplus/(Deficit) before:</b>	<b>30,637,471</b>	<b>29,920,806</b>	<b>716,665</b>	<b>(5,917,645)</b>	<b>(5,917,645)</b>	<b>0</b>
Interest	94,769	99,990	(5,221)	400,000	400,000	0
Dividends	308,000	308,000	0	1,478,000	1,478,000	0
Share of Profits/(Losses) of Invest. In Assoc	0	0	0	105,000	105,000	0
Investment Copping	0	0	0	1,000,000	1,000,000	0
<b>NET UNDERLYING SURPLUS/(DEFICIT)</b>	<b>31,040,240</b>	<b>30,328,796</b>	<b>711,444</b>	<b>(2,934,645)</b>	<b>(2,934,645)</b>	<b>0</b>
<b>NON UNDERLYING SURPLUS TRANSACTIONS</b>						
Grants Capital	1,415,299	0	1,415,299	596,000	2,011,299	1,415,299
Contributions - Capital	0	0	0	0	0	0
Contributions - Non Monetary Assets	0	0	0	1,000,000	1,000,000	0
<b>NET SURPLUS/(DEFICIT)</b>	<b>32,455,539</b>	<b>30,328,796</b>	<b>2,126,743</b>	<b>(1,338,645)</b>	<b>76,654</b>	<b>1,415,299</b>



## KINGBOROUGH COUNCIL - September 2024

## Summary Operating Statement Governance

	YTD Actuals	YTD Budget	YTD Variance	Annual Budget	Forecast Budget	Forecast Variance
<b>Income</b>						
Rates	32,596,009	32,548,382	47,627	32,688,382	32,688,382	0
Income Levies	2,143,169	2,130,715	12,454	2,130,715	2,130,715	0
Statutory Fees & Fines	0	0	0	0	0	0
User Fees	25,600	24,930	670	99,750	99,750	0
Grants Recurrent	122,522	0	122,522	3,294,000	3,294,000	0
Contributions - Cash	79,400	36,750	42,650	147,000	147,000	0
Reimbursements	1,252,782	1,317,150	(64,368)	1,325,100	1,325,100	0
Other Income	31,797	18,915	12,882	75,600	75,600	0
Internal Charges Income	0	0	0	0	0	0
<b>Total Income</b>	<b>36,251,280</b>	<b>36,076,842</b>	<b>174,438</b>	<b>39,760,547</b>	<b>39,760,547</b>	<b>0</b>
<b>Expenses</b>						
Employee Costs	107,320	100,290	(7,030)	490,882	490,882	0
Expenses Levies	0	0	0	2,130,715	2,130,715	0
Loan Interest	0	0	0	0	0	0
Materials and Services	36,065	135,180	99,115	228,900	228,900	0
Other Expenses	1,611,817	1,509,060	(102,757)	2,580,500	2,580,500	0
Internal Charges Expense	0	0	0	0	0	0
<b>Total Expenses</b>	<b>1,834,602</b>	<b>1,744,530</b>	<b>(90,072)</b>	<b>5,430,997</b>	<b>5,430,997</b>	<b>0</b>
<b>Net Operating Surplus/(Deficit) before:</b>	<b>34,416,678</b>	<b>34,332,312</b>	<b>84,366</b>	<b>34,329,550</b>	<b>34,329,550</b>	<b>0</b>
Depreciation	300	500	200	2,000	2,000	0
Loss/(Profit) on Disposal of Assets	(28,487)	0	28,487	500,000	500,000	0
<b>Net Operating Surplus/(Deficit) before:</b>	<b>34,444,865</b>	<b>34,331,812</b>	<b>113,053</b>	<b>33,827,550</b>	<b>33,827,550</b>	<b>0</b>
Interest	0	0	0	0	0	0
Dividends	308,000	308,000	0	1,478,000	1,478,000	0
Share of Profits/(Losses) of Invest. In Assoc	0	0	0	105,000	105,000	0
Investment Copping	0	0	0	1,000,000	1,000,000	0
<b>NET OPERATING SURPLUS/(DEFICIT)</b>	<b>34,752,865</b>	<b>34,639,812</b>	<b>113,053</b>	<b>36,410,550</b>	<b>36,410,550</b>	<b>0</b>
Grants Capital	1,415,299	0	1,415,299	596,000	596,000	0
Contributions - Capital	0	0	0	0	0	0
Contributions - Non Monetary Assets	0	0	0	1,000,000	1,000,000	0
Initial Recognition of Infrastructure Assets	0	0	0	0	0	0
<b>NET SUPRPLUS/(DEFICIT)</b>	<b>36,168,164</b>	<b>34,639,812</b>	<b>1,528,352</b>	<b>38,006,550</b>	<b>38,006,550</b>	<b>0</b>

## KINGBOROUGH COUNCIL - September 2024

## Summary Operating Statement Business Services

	YTD Actuals	YTD Budget	YTD Variance	Annual Budget	Forecast Budget	Forecast Variance
<b>Income</b>						
Rates	0	0	0	0	0	0
Income Levies	0	0	0	0	0	0
Statutory Fees & Fines	68,278	67,500	778	270,000	270,000	0
User Fees	0	0	0	0	0	0
Grants Recurrent	0	0	0	0	0	0
Contributions - Cash	0	0	0	0	0	0
Reimbursements	0	0	0	0	0	0
Other Income	14,002	37,080	(23,078)	148,200	148,200	0
Internal Charges Income	37,500	37,500	0	150,000	150,000	0
<b>Total Income</b>	<b>119,780</b>	<b>142,080</b>	<b>(22,300)</b>	<b>568,200</b>	<b>568,200</b>	<b>0</b>
<b>Expenses</b>						
Employee Costs	806,017	822,990	16,973	3,749,337	3,749,337	0
Expenses Levies	0	0	0	0	0	0
Loan Interest	151,678	152,490	812	610,000	610,000	0
Materials and Services	485,812	435,480	(50,332)	1,092,000	1,092,000	0
Other Expenses	719,261	768,770	49,509	1,287,300	1,287,300	0
Internal Charges Expense	0	0	0	0	0	0
<b>Total Expenses</b>	<b>2,162,768</b>	<b>2,179,730</b>	<b>16,962</b>	<b>6,738,637</b>	<b>6,738,637</b>	<b>0</b>
<b>Net Operating Surplus/(Deficit) before:</b>	<b>(2,042,988)</b>	<b>(2,037,650)</b>	<b>(5,338)</b>	<b>(6,170,437)</b>	<b>(6,170,437)</b>	<b>0</b>
Depreciation	44,100	67,610	23,510	269,000	269,000	0
Loss/(Profit) on Disposal of Assets	0	0	0	0	0	0
<b>Net Operating Surplus/(Deficit) before:</b>	<b>(2,087,088)</b>	<b>(2,105,260)</b>	<b>18,172</b>	<b>(6,439,437)</b>	<b>(6,439,437)</b>	<b>0</b>
Interest	94,769	99,990	(5,221)	400,000	400,000	0
Dividends	0	0	0	0	0	0
Share of Profits/(Losses) of Invest. In Assoc	0	0	0	0	0	0
Investment Copping	0	0	0	0	0	0
<b>NET OPERATING SURPLUS/(DEFICIT)</b>	<b>(1,992,319)</b>	<b>(2,005,270)</b>	<b>12,951</b>	<b>(6,039,437)</b>	<b>(6,039,437)</b>	<b>0</b>
Grants Capital	0	0	0	0	0	0
Contributions - Non Monetary Assets	0	0	0	0	0	0
Initial Recognition of Infrastructure Assets	0	0	0	0	0	0
<b>NET SUPRPLUS/(DEFICIT)</b>	<b>(1,992,319)</b>	<b>(2,005,270)</b>	<b>12,951</b>	<b>(6,039,437)</b>	<b>(6,039,437)</b>	<b>0</b>



## KINGBOROUGH COUNCIL - September 2024

## Summary Operating Statement Governance &amp; Property Services

	YTD Actuals	YTD Budget	YTD Variance	Annual Budget	Forecast Variance
<b>Income</b>					
Rates	0	0	0	0	0
Income Levies	0	0	0	0	0
Statutory Fees & Fines	164,288	172,140	(7,852)	451,100	0
User Fees	428,863	368,595	60,268	1,414,480	0
Grants Recurrent	13,500	0	13,500	0	0
Contributions - Cash	0	0	0	0	0
Reimbursements	0	0	0	0	0
Other Income	19,341	22,740	(3,399)	91,000	0
Internal Charges Income	0	0	0	0	0
<b>Total Income</b>	<b>625,992</b>	<b>542,475</b>	<b>83,517</b>	<b>1,914,580</b>	<b>0</b>
<b>Expenses</b>					
Employee Costs	854,862	803,720	(51,142)	3,507,686	0
Expenses Levies	0	0	0	0	0
Loan Interest	0	0	0	0	0
Materials and Services	344,705	361,885	17,180	1,519,204	0
Other Expenses	60,917	45,940	(14,977)	155,400	0
Internal Charges Expense	0	0	0	0	0
<b>Total Expenses</b>	<b>1,260,485</b>	<b>1,211,545</b>	<b>(48,940)</b>	<b>5,182,290</b>	<b>0</b>
<b>Net Operating Surplus/(Deficit) before:</b>	<b>(634,493)</b>	<b>(669,070)</b>	<b>34,577</b>	<b>(3,267,710)</b>	<b>0</b>
Depreciation	428,700	464,510	35,810	1,848,000	0
Loss/(Profit) on Disposal of Assets	0	0	0	0	0
<b>Net Operating Surplus/(Deficit) before:</b>	<b>(1,063,193)</b>	<b>(1,133,580)</b>	<b>70,387</b>	<b>(5,115,710)</b>	<b>0</b>
Interest	0	0	0	0	0
Dividends	0	0	0	0	0
Share of Profits/(Losses) of Invest. In Assoc	0	0	0	0	0
Investment Copping	0	0	0	0	0
<b>NET OPERATING SURPLUS/(DEFICIT)</b>	<b>(1,063,193)</b>	<b>(1,133,580)</b>	<b>70,387</b>	<b>(5,115,710)</b>	<b>0</b>
Grants Capital	0	0	0	0	0
Contributions - Non Monetary Assets	0	0	0	0	0
Initial Recognition of Infrastructure Assets	0	0	0	0	0
<b>NET SUPRPLUS/(DEFICIT)</b>	<b>(1,063,193)</b>	<b>(1,133,580)</b>	<b>70,387</b>	<b>(5,115,710)</b>	<b>0</b>

## KINGBOROUGH COUNCIL - September 2024

## Summary Operating Statement Environment, Development &amp; Community Services

	YTD Actuals	YTD Budget	YTD Variance	Annual Budget	Forecast Budget	Forecast Variance
<b>Income</b>						
Rates	0	0	0	0	0	0
Income Levies	0	0	0	0	0	0
Statutory Fees & Fines	404,868	288,510	116,358	1,154,000	1,154,000	0
User Fees	29,272	22,320	6,952	89,200	89,200	0
Grants Recurrent	7,791	0	7,791	0	0	0
Contributions - Cash	16,867	20,010	(3,143)	80,000	80,000	0
Reimbursements	0	0	0	0	0	0
Other Income	9,024	14,010	(4,986)	56,100	56,100	0
Internal Charges Income	0	0	0	0	0	0
<b>Total Income</b>	<b>467,822</b>	<b>344,850</b>	<b>122,972</b>	<b>1,379,300</b>	<b>1,379,300</b>	<b>0</b>
<b>Expenses</b>						
Employee Costs	1,488,328	1,470,090	(18,238)	6,517,498	6,517,498	0
Expenses Levies	0	0	0	0	0	0
Loan Interest	0	0	0	0	0	0
Materials and Services	100,519	319,200	218,681	1,166,700	1,166,700	0
Other Expenses	112,303	128,720	16,417	333,000	333,000	0
Internal Charges Expense	0	0	0	0	0	0
<b>Total Expenses</b>	<b>1,718,017</b>	<b>1,918,010</b>	<b>199,993</b>	<b>8,017,198</b>	<b>8,017,198</b>	<b>0</b>
<b>Net Operating Surplus/(Deficit) before:</b>	<b>(1,250,195)</b>	<b>(1,573,160)</b>	<b>322,965</b>	<b>(6,637,898)</b>	<b>(6,637,898)</b>	<b>0</b>
Depreciation	57,600	62,060	4,460	247,000	247,000	0
Loss/(Profit) on Disposal of Assets	0	0	0	0	0	0
<b>Net Operating Surplus/(Deficit) before:</b>	<b>(1,307,795)</b>	<b>(1,635,220)</b>	<b>327,425</b>	<b>(6,884,898)</b>	<b>(6,884,898)</b>	<b>0</b>
Interest	0	0	0	0	0	0
Dividends	0	0	0	0	0	0
Share of Profits/(Losses) of Invest. In Assoc	0	0	0	0	0	0
Investment Copping	0	0	0	0	0	0
<b>NET OPERATING SURPLUS/(DEFICIT)</b>	<b>(1,307,795)</b>	<b>(1,635,220)</b>	<b>327,425</b>	<b>(6,884,898)</b>	<b>(6,884,898)</b>	<b>0</b>
Grants Capital	0	0	0	0	0	0
Contributions - Non Monetary Assets	0	0	0	0	0	0
Initial Recognition of Infrastructure Assets	0	0	0	0	0	0
<b>NET SUPRPLUS/(DEFICIT)</b>	<b>(1,307,795)</b>	<b>(1,635,220)</b>	<b>327,425</b>	<b>(6,884,898)</b>	<b>(6,884,898)</b>	<b>0</b>



## KINGBOROUGH COUNCIL - September 2024

## Summary Operating Statement Infrastructure Services

	YTD Actuals	YTD Budget	YTD Variance	Annual Budget	Forecast Budget	Forecast Variance
<b>Income</b>						
Rates	7,901,404	7,820,465	80,939	7,868,465	7,868,465	0
Income Levies	0	0	0	0	0	0
Statutory Fees & Fines	0	0	0	0	0	0
User Fees	32,407	23,520	8,887	94,100	94,100	0
Grants Recurrent	0	0	0	0	0	0
Contributions - Cash	0	0	0	0	0	0
Reimbursements	0	0	0	0	0	0
Other Income	35,532	28,800	6,732	119,200	119,200	0
Internal Charges Income	17,499	17,490	9	70,000	70,000	0
<b>Total Income</b>	<b>7,986,842</b>	<b>7,911,275</b>	<b>75,567</b>	<b>8,193,765</b>	<b>8,193,765</b>	<b>0</b>
<b>Expenses</b>						
Employee Costs	1,607,564	1,418,110	(189,454)	5,565,173	5,565,173	0
Expenses Levies	0	0	0	0	0	0
Loan Interest	0	0	0	0	0	0
Materials and Services	2,227,929	2,334,395	106,466	9,395,506	9,395,506	0
Other Expenses	84,635	90,456	5,821	194,236	194,236	0
Internal Charges Expense	54,999	54,990	(9)	220,000	220,000	0
<b>Total Expenses</b>	<b>3,975,127</b>	<b>3,897,951</b>	<b>(77,176)</b>	<b>15,374,915</b>	<b>15,374,915</b>	<b>0</b>
<b>Net Operating Surplus/(Deficit) before:</b>	<b>4,011,715</b>	<b>4,013,324</b>	<b>(1,609)</b>	<b>(7,181,150)</b>	<b>(7,181,150)</b>	<b>0</b>
Depreciation	3,457,300	3,550,270	92,970	14,124,000	14,124,000	0
Loss/(Profit) on Disposal of Assets	0	0	0	0	0	0
<b>Net Operating Surplus/(Deficit) before:</b>	<b>554,415</b>	<b>463,054</b>	<b>91,361</b>	<b>(21,305,150)</b>	<b>(21,305,150)</b>	<b>0</b>
Interest	0	0	0	0	0	0
Dividends	0	0	0	0	0	0
Share of Profits/(Losses) of Invest. In Assoc	0	0	0	0	0	0
Investment Copping	0	0	0	0	0	0
<b>NET OPERATING SURPLUS/(DEFICIT)</b>	<b>554,415</b>	<b>463,054</b>	<b>91,361</b>	<b>(21,305,150)</b>	<b>(21,305,150)</b>	<b>0</b>
Grants Capital	0	0	0	0	0	0
Contributions - Non Monetary Assets	0	0	0	0	0	0
Initial Recognition of Infrastructure Assets	0	0	0	0	0	0
<b>NET SUPRPLUS/(DEFICIT)</b>	<b>554,415</b>	<b>463,054</b>	<b>91,361</b>	<b>(21,305,150)</b>	<b>(21,305,150)</b>	<b>0</b>

## KINGBOROUGH COUNCIL - September 2024

## Governance - Operating Income/Expenses

	YTD Actuals	YTD Budget	YTD Variance	YTD Actuals incl Commit	Annual Budget	Variance
<b>INCOME</b>						
<b>RATES AND FIRE LEVIES</b>						
General Rate	32,596,009	32,548,382	47,627	32,596,009	32,688,382	(92,373)
Fire Levy - General Land	426,598	425,735	863	426,598	425,735	863
Fire Levy - Permanent Brigade	515,921	515,273	648	515,921	515,273	648
Fire Levy - Volunteer Brigade	1,200,649	1,189,707	10,942	1,200,649	1,189,707	10,942
<b>TOTAL RATES AND LEVIES</b>	<b>34,739,178</b>	<b>34,679,097</b>	<b>60,081</b>	<b>34,739,178</b>	<b>34,819,097</b>	<b>(79,919)</b>
<b>USER FEES</b>						
KWS Corporate Support	25,600	24,930	670	25,600	99,750	(74,150)
<b>TOTAL USER FEES</b>	<b>25,600</b>	<b>24,930</b>	<b>670</b>	<b>25,600</b>	<b>99,750</b>	<b>(74,150)</b>
<b>GRANTS RECURRENT</b>						
Grants - Federal	122,522	0	122,522	122,522	3,000,000	(2,877,478)
Grants - State	0	0	0	0	294,000	(294,000)
<b>TOTAL RECURRENT GRANTS</b>	<b>122,522</b>	<b>0</b>	<b>122,522</b>	<b>122,522</b>	<b>3,294,000</b>	<b>(3,171,478)</b>
<b>GRANTS CAPITAL</b>						
Grants - Federal Capital	119,220	0	119,220	119,220	596,000	(476,780)
Grants - State Capital	1,296,079	0	1,296,079	1,296,079	0	1,296,079
<b>TOTAL CAPITAL GRANTS</b>	<b>1,415,299</b>	<b>0</b>	<b>1,415,299</b>	<b>1,415,299</b>	<b>596,000</b>	<b>819,299</b>
<b>OTHER INCOME</b>						
Carrying Amount of Assets Retired	0	0	0	0	(500,000)	500,000
Contributions - Public Open Space	79,400	36,750	42,650	79,400	147,000	(67,600)
Contributions - Non Monetary Assets	0	0	0	0	1,000,000	(1,000,000)
Interest On Overdue Rates	31,150	18,375	12,775	31,150	73,500	(42,350)
Investment Copping	0	0	0	0	1,000,000	(1,000,000)
Pensioner Rate Remission (State Govt)	1,252,782	1,317,150	(64,368)	1,252,782	1,325,100	(72,318)
Proceeds of Sale of Assets	28,487	0	28,487	28,487	0	28,487
Share of Profits/(Losses) of Invest. In Assoc	0	0	0	0	105,000	(105,000)
Sundry Receipts	647	540	107	647	2,100	(1,453)
Tas Water Dividend	308,000	308,000	0	308,000	1,478,000	(1,170,000)
<b>TOTAL OTHER INCOME</b>	<b>1,700,466</b>	<b>1,680,815</b>	<b>19,651</b>	<b>1,700,466</b>	<b>4,630,700</b>	<b>(2,930,234)</b>
<b>TOTAL INCOME</b>	<b>38,003,066</b>	<b>36,384,842</b>	<b>1,618,224</b>	<b>38,003,066</b>	<b>43,439,547</b>	<b>(5,436,481)</b>



## KINGBOROUGH COUNCIL - September 2024

## Governance - Operating Income/Expenses

	YTD Actuals	YTD Budget	YTD Variance	YTD Actuals incl Commit	Annual Budget	Variance
<b>EXPENSES</b>						
<b>TOTAL EMPLOYEE BENEFITS</b>	<b>107,320</b>	<b>100,290</b>	<b>(7,030)</b>	<b>107,446</b>	<b>490,882</b>	<b>383,436</b>
<b>MATERIALS AND SERVICES</b>						
Consultancy Services	0	7,890	7,890	(0)	31,500	31,500
Derwent Estuary Monitoring	29,108	29,400	292	29,108	29,400	292
Hobart City Deal	0	94,500	94,500	0	94,500	94,500
Internal Audit Fees	3,188	0	(3,188)	3,188	60,000	56,813
New Equipment & Furniture	231	0	(231)	231	0	(231)
Plant and Vehicles Costs	3,354	3,150	(204)	3,354	12,600	9,246
Telephone	184	240	56	184	900	716
<b>TOTAL MATERIALS AND SERVICES</b>	<b>36,065</b>	<b>135,180</b>	<b>99,115</b>	<b>36,065</b>	<b>228,900</b>	<b>192,836</b>
<b>OTHER EXPENSES</b>						
Advertising & Marketing	0	1,050	1,050	0	4,200	4,200
Audit Committee (Sitting Fees)	1,260	3,420	2,160	1,260	13,650	12,390
Citizenship Ceremonies and Awards	853	780	(73)	1,165	5,150	3,985
Council Elections	0	0	0	0	20,000	20,000
Council Functions	2,687	1,590	(1,097)	2,718	6,300	3,582
Councillors Allowances	111,136	110,250	(886)	111,136	441,000	329,864
Councillors Conferences	3,190	1,050	(2,140)	3,190	4,200	1,010
Councillors Expenses	414	1,590	1,176	414	6,300	5,886
Councillors Expenses - Mayoral Vehicle	509	390	(119)	509	1,500	991
Councillors P.A. Insurance	422	1,000	578	422	1,000	578
Donations	6,130	3,150	(2,980)	6,130	12,600	6,470
K Comm Enterprise Centre	35,000	36,750	1,750	35,000	36,750	1,750
Land Tax	0	0	0	0	567,000	567,000
Legal Fees	0	2,640	2,640	(0)	10,500	10,500
Mayoral Donations	1,255	1,050	(205)	1,255	4,200	2,945
Rate Remissions - Council Other	21,719	15,750	(5,969)	21,719	15,750	(5,969)
Rate Remissions - Government	1,330,190	1,169,660	(160,530)	1,330,190	1,260,000	(70,190)
Rate Remissions - Fire Pensioner	608	65,100	64,492	608	65,100	64,492
Staff Functions	95	600	505	95	4,200	4,105
Southern Metro Bicycle Program Prog	14,000	15,000	1,000	14,000	15,000	1,000
Subscriptions - LGAT	71,047	73,500	2,453	71,047	73,500	2,453
Subscriptions - Other	254	2,100	1,846	843	2,100	1,257
Sundry	4,048	2,640	(1,408)	4,112	10,500	6,388
TasWaste South (Member Contribution)	7,000	0	(7,000)	7,000	0	(7,000)
<b>TOTAL OTHER EXPENSES</b>	<b>1,611,817</b>	<b>1,509,060</b>	<b>(102,757)</b>	<b>1,612,813</b>	<b>2,580,500</b>	<b>967,687</b>
<b>FIRE LEVIES EXPENSE</b>						
Fire Levy - General Land	0	0	0	0	425,735	425,735
Fire Levy - Permanent Brigade	0	0	0	0	515,273	515,273
Fire Levy - Volunteer Brigade	0	0	0	0	1,189,707	1,189,707
<b>TOTAL FIRE LEVIES EXPENSE</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,130,715</b>	<b>2,130,715</b>

# KINGBOROUGH COUNCIL - September 2024

## Governance - Operating Income/Expenses

	YTD Actuals	YTD Budget	YTD Variance	YTD Actuals incl Commit	Annual Budget	Variance
<b>TRANSFERS EXPENSE</b>						
Public Open Space	79,400	0	(79,400)	79,400	0	(79,400)
<b>TOTAL TRANSFERS EXPENSE</b>	<b>79,400</b>	<b>0</b>	<b>(79,400)</b>	<b>79,400</b>	<b>0</b>	<b>(79,400)</b>
<b>DEPRECIATION</b>	<b>300</b>	<b>500</b>	<b>200</b>	<b>300</b>	<b>2,000</b>	<b>1,700</b>
<b>TOTAL EXPENSES</b>	<b>1,834,902</b>	<b>1,745,030</b>	<b>(89,872)</b>	<b>1,836,023</b>	<b>5,432,997</b>	<b>3,596,974</b>
<b>TOTAL SURPLUS/ DEFICIT</b>	<b>36,168,164</b>	<b>34,639,812</b>	<b>1,528,352</b>	<b>36,167,042</b>	<b>38,006,550</b>	<b>(1,839,508)</b>

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## KINGBOROUGH COUNCIL - September 2024

## Finance - Operating Income/Expenses

	YTD Actuals	YTD Budget	YTD Variance	YTD Actuals incl Commit	Annual Budget	Variance
<b>INCOME</b>						
<b>STATUTORY FEES AND FINES</b>						
Charges - Certificates	68,278	67,500	778	68,278	270,000	(201,722)
<b>TOTAL FEES AND FINES</b>	<b>68,278</b>	<b>67,500</b>	<b>778</b>	<b>68,278</b>	<b>270,000</b>	<b>(201,722)</b>
<b>OTHER INCOME</b>						
Bruny Island PO Commissions	12,894	14,760	(1,866)	12,894	59,000	(46,106)
Commissions	605	510	95	605	2,000	(1,395)
Fire Levy	0	21,300	(21,300)	0	85,200	(85,200)
Interest - Bank & Investments	94,769	99,990	(5,221)	94,769	400,000	(305,231)
Sundry Receipts	410	510	(100)	410	2,000	(1,590)
<b>TOTAL OTHER INCOME</b>	<b>108,677</b>	<b>137,070</b>	<b>(28,393)</b>	<b>108,677</b>	<b>548,200</b>	<b>(439,523)</b>
<b>ONCOSTS</b>						
Oncost Recovery - Garbage Rates	37,500	37,500	0	37,500	150,000	(112,500)
<b>TOTAL ONCOSTS</b>	<b>37,500</b>	<b>37,500</b>	<b>0</b>	<b>37,500</b>	<b>150,000</b>	<b>(112,500)</b>
<b>TOTAL INCOME</b>	<b>214,455</b>	<b>242,070</b>	<b>(27,615)</b>	<b>214,455</b>	<b>968,200</b>	<b>(753,745)</b>
<b>EXPENSES</b>						
<b>TOTAL EMPLOYEE BENEFITS</b>	<b>316,389</b>	<b>301,860</b>	<b>(14,529)</b>	<b>316,782</b>	<b>1,422,566</b>	<b>1,105,784</b>
<b>MATERIALS AND SERVICES</b>						
Consultants	198	3,750	3,552	198	15,000	14,802
Contractors	0	1,500	1,500	0	6,000	6,000
New Equipment & Furniture	898	240	(658)	791	1,000	209
Plant and Vehicles Costs	5,525	6,240	715	5,525	25,000	19,475
Stationery	3,931	3,750	(181)	3,931	15,000	11,069
Telephone	13,922	26,760	12,838	26,736	107,000	80,264
<b>TOTAL MATERIALS AND SERVICES</b>	<b>24,474</b>	<b>42,240</b>	<b>17,766</b>	<b>37,181</b>	<b>169,000</b>	<b>131,819</b>
<b>OTHER EXPENSES</b>						
Advertising & Marketing	0	240	240	0	1,000	1,000
Audit Fees (External)	0	15,000	15,000	0	60,000	60,000
Bank Charges	29,830	26,010	(3,820)	29,830	104,000	74,170
Collection Costs & Commissions	4,178	3,240	(938)	4,178	13,000	8,822
Fringe Benefits Tax	0	26,250	26,250	0	105,000	105,000
Insurance - Councillors & Officers Liability (Fidelity)	39,853	46,000	6,147	39,853	46,000	6,147
Insurance - Industrial Special Risk	301,345	275,000	(26,345)	301,345	275,000	(26,345)
Insurance - Public Liability	262,280	275,000	12,720	262,280	275,000	12,720
Legal Fees & Retainers	0	3,750	3,750	0	15,000	15,000

## KINGBOROUGH COUNCIL - September 2024

## Finance - Operating Income/Expenses

	YTD Actuals	YTD Budget	YTD Variance	YTD Actuals incl Commit	Annual Budget	Variance
Printing - Finance	603	1,260	657	2,115	5,000	2,885
Printing - Rates	783	3,240	2,457	783	13,000	12,217
Postage	4,748	5,250	502	4,748	21,000	16,252
Postage - Rates	4,056	20,250	16,194	4,056	81,000	76,944
Post Office Expenses	5,234	7,740	2,506	21,931	31,000	9,069
Sundry	205	240	35	205	1,000	795
Valuation Fees	14,400	24,990	10,590	14,400	100,000	85,600
<b>TOTAL OTHER EXPENSES</b>	<b>667,506</b>	<b>733,460</b>	<b>65,954</b>	<b>685,715</b>	<b>1,146,000</b>	<b>460,285</b>
<b>DEPRECIATION</b>	<b>0</b>	<b>16,090</b>	<b>16,090</b>	<b>0</b>	<b>64,000</b>	<b>64,000</b>
<b>LOAN INTEREST</b>	<b>151,678</b>	<b>152,490</b>	<b>812</b>	<b>151,678</b>	<b>610,000</b>	<b>458,322</b>
<b>TOTAL EXPENSES</b>	<b>1,160,048</b>	<b>1,246,140</b>	<b>86,092</b>	<b>1,191,357</b>	<b>3,411,566</b>	<b>2,220,209</b>
<b>TOTAL SURPLUS/ DEFICIT</b>	<b>(945,593)</b>	<b>(1,004,070)</b>	<b>58,477</b>	<b>(976,902)</b>	<b>(2,443,366)</b>	<b>1,466,464</b>



## KINGBOROUGH COUNCIL - September 2024

## Information Services - Operating Income/Expenses

	YTD Actuals	YTD Budget	YTD Variance	YTD Actuals incl Commit	Annual Budget	Variance
<b>INCOME</b>						
<b>OTHER INCOME</b>						
Sundry Receipts	94	0	94	94	0	94
<b>TOTAL OTHER INCOME</b>	<b>94</b>	<b>0</b>	<b>94</b>	<b>94</b>	<b>0</b>	<b>94</b>
<b>TOTAL INCOME</b>	<b>94</b>	<b>0</b>	<b>94</b>	<b>94</b>	<b>0</b>	<b>94</b>
<b>EXPENSES</b>						
<b>TOTAL EMPLOYEE BENEFITS</b>	<b>231,317</b>	<b>260,040</b>	<b>28,723</b>	<b>231,567</b>	<b>1,137,127</b>	<b>905,560</b>
<b>MATERIALS AND SERVICES</b>						
Computer - Consumables	0	2,640	2,640	0	10,500	10,500
Computer - Hardware Maintenance	9,898	27,510	17,612	26,293	55,000	28,707
Computer - Minor Upgrades	302	1,740	1,439	738	7,000	6,262
Computer - Software Maintenance	349,127	297,510	(51,617)	458,141	595,000	136,859
Digital Imagery Capture	3,376	6,240	2,864	3,376	25,000	21,624
Equipment Maintenance	38,940	10,230	(28,710)	52,150	41,000	(11,150)
IT Contract Services	38,650	18,240	(20,410)	52,814	73,000	20,186
New Equipment & Furniture	0	1,500	1,500	550	6,000	5,450
Plant and Vehicle Costs	2,273	2,490	217	2,273	10,000	7,727
Telephone	0	1,740	1,740	1,924	7,000	5,076
<b>TOTAL MATERIALS AND SERVICES</b>	<b>442,566</b>	<b>369,840</b>	<b>(72,726)</b>	<b>598,259</b>	<b>829,500</b>	<b>231,241</b>
<b>OTHER EXPENSES</b>						
Records Storage	9,914	11,010	1,096	30,494	44,000	13,506
Subscriptions	0	240	240	0	1,000	1,000
Sundry	0	150	150	0	600	600
<b>TOTAL OTHER EXPENSES</b>	<b>9,914</b>	<b>11,400</b>	<b>1,486</b>	<b>30,494</b>	<b>45,600</b>	<b>15,106</b>
<b>DEPRECIATION</b>	<b>44,100</b>	<b>51,520</b>	<b>7,420</b>	<b>44,100</b>	<b>205,000</b>	<b>160,900</b>
<b>TOTAL EXPENSES</b>	<b>728,496</b>	<b>692,800</b>	<b>(35,696)</b>	<b>905,020</b>	<b>2,217,227</b>	<b>1,312,207</b>
<b>TOTAL SURPLUS/ DEFICIT</b>	<b>(728,403)</b>	<b>(692,800)</b>	<b>(35,603)</b>	<b>(904,926)</b>	<b>(2,217,227)</b>	<b>1,312,301</b>

# KINGBOROUGH COUNCIL - September 2024

## People & Safety - Operating Income/Expenses

	YTD Actuals	YTD Budget	YTD Variance	YTD Actuals incl Commit	Annual Budget	Variance
<b>EXPENSES</b>						
<b>TOTAL EMPLOYEE BENEFITS</b>	95,445	95,010	(435)	95,562	462,985	367,423
<b>MATERIALS AND SERVICES</b>						
Consultants	9,990	18,750	8,760	19,990	75,000	55,010
New Equipment & Furniture	0	510	510	(0)	2,000	2,000
Plant and Vehicles Costs	4,717	2,640	(2,077)	4,717	10,500	5,783
<b>TOTAL MATERIALS AND SERVICES</b>	<b>14,707</b>	<b>21,900</b>	<b>7,193</b>	<b>24,707</b>	<b>87,500</b>	<b>62,793</b>
<b>OTHER EXPENSES</b>						
Employee Assistance Service	7,795	1,740	(6,055)	11,795	7,000	(4,795)
Legal Fees & Technical Advice	11,203	6,240	(4,963)	11,203	25,000	13,798
Postage	0	150	150	0	600	600
Printing	0	150	150	0	600	600
Risk Management	2,014	6,870	4,856	4,367	27,500	23,133
Staff Recruitment Costs (General)	22,451	5,010	(17,441)	21,618	20,000	(1,618)
Staff Tea & Coffee	2,438	3,000	562	2,438	12,000	9,562
Sundry	5	750	745	5	3,000	2,995
<b>TOTAL OTHER EXPENSES</b>	<b>45,906</b>	<b>23,910</b>	<b>(21,996)</b>	<b>51,425</b>	<b>95,700</b>	<b>44,275</b>
<b>TOTAL EXPENSES</b>	<b>156,058</b>	<b>140,820</b>	<b>(15,238)</b>	<b>171,694</b>	<b>646,185</b>	<b>474,491</b>
<b>TOTAL SURPLUS/ DEFICIT</b>	<b>(156,058)</b>	<b>(140,820)</b>	<b>(15,238)</b>	<b>(171,694)</b>	<b>(646,185)</b>	<b>474,491</b>



## KINGBOROUGH COUNCIL - September 2024

## Communications - Operating Income/Expenses

	YTD Actuals	YTD Budget	YTD Variance	YTD Actuals Incl Commit	Annual Budget	Variance
<b>EXPENSES</b>						
<b>TOTAL EMPLOYEE BENEFITS</b>	63,965	68,100	4,135	64,038	297,908	233,870
<b>MATERIALS AND SERVICES</b>						
Consultancy Services	0	2,490	2,490	0	10,000	10,000
New Equipment & Furniture	0	240	240	0	1,000	1,000
Plant & Vehicle Costs	0	630	630	0	2,500	2,500
Telephone	0	90	90	0	300	300
<b>TOTAL MATERIALS AND SERVICES</b>	0	3,450	3,450	0	13,800	13,800
<b>OTHER EXPENSES</b>						
Advertising & Marketing	2,012	5,010	2,998	6,952	20,000	13,048
Community Consultation	0	1,260	1,260	0	5,000	5,000
Subscriptions Other	0	1,000	1,000	0	1,000	1,000
Sundry	0	240	240	0	1,000	1,000
Tourism	7,684	0	(7,684)	7,684	0	(7,684)
<b>TOTAL OTHER EXPENSES</b>	9,696	7,510	(2,186)	14,636	27,000	12,364
<b>DEPRECIATION</b>	300	240	(60)	300	1,000	700
<b>TOTAL EXPENSES</b>	73,962	79,300	5,338	78,974	339,708	260,034
<b>TOTAL SURPLUS/ DEFICIT</b>	(73,962)	(79,300)	5,338	(78,974)	(339,708)	260,734

## KINGBOROUGH COUNCIL - September 2024

## Compliance - Operating Income/Expenses

	YTD Actuals	YTD Budget	YTD Variance	YTD Actuals incl Commit	Annual Budget	Variance
<b>INCOME</b>						
<b>STATUTORY FEES AND FINES</b>						
By-Laws & Other Fees & Fines	905	7,500	(6,595)	905	30,000	(29,095)
Pound Fees - Dogs	885	1,260	(375)	885	5,000	(4,115)
Dog Registration Fees	130,477	123,840	6,637	130,477	258,000	(127,524)
Licenses - Fees & Fines	9,956	8,250	1,706	9,956	33,000	(23,044)
Parking - Fees & Fines	19,294	27,510	(8,216)	19,294	110,000	(90,706)
Recovered Legal Fees & Collection Costs	2,258	3,750	(1,492)	2,258	15,000	(12,742)
<b>TOTAL FEES AND FINES</b>	<b>163,774</b>	<b>172,110</b>	<b>(8,336)</b>	<b>163,774</b>	<b>451,000</b>	<b>(287,226)</b>
<b>OTHER INCOME</b>						
Sundry Receipts	(74)	240	(314)	-74	1,000	(1,074)
<b>TOTAL OTHER INCOME</b>	<b>(74)</b>	<b>240</b>	<b>(314)</b>	<b>(74)</b>	<b>1,000</b>	<b>(1,074)</b>
<b>TRANSFERS</b>						
Transfers Income	0	(21,000)	21,000	0	(42,000)	42,000
<b>TOTAL TRANSFERS</b>	<b>0</b>	<b>(21,000)</b>	<b>21,000</b>	<b>0</b>	<b>(42,000)</b>	<b>42,000</b>
<b>TOTAL INCOME</b>	<b>163,700</b>	<b>151,350</b>	<b>12,350</b>	<b>163,700</b>	<b>410,000</b>	<b>(246,300)</b>
<b>EXPENSES</b>						
<b>TOTAL EMPLOYEE BENEFITS</b>	<b>392,116</b>	<b>390,960</b>	<b>(1,156)</b>	<b>392,777</b>	<b>1,710,097</b>	<b>1,317,320</b>
<b>MATERIALS AND SERVICES</b>						
Contractors	400	1,260	860	550	5,000	4,450
Fire Hazard Inspection & Abatement	0	375	375	0	1,500	1,500
New Equipment & Furniture - Compliance	0	630	630	0	2,500	2,500
New Equipment & Furniture - Customer Service	0	1,500	1,500	0	6,000	6,000
Plant and Vehicles Costs (Internal)	11,723	8,760	(2,963)	11,723	35,000	23,277
Telephone	816	990	174	2,177	4,000	1,823
<b>TOTAL MATERIALS AND SERVICES</b>	<b>12,938</b>	<b>13,515</b>	<b>577</b>	<b>14,450</b>	<b>54,000</b>	<b>39,550</b>
<b>OTHER EXPENSES</b>						
Advertising & Marketing - Animal Control	1,305	1,890	585	1,305	7,500	6,195
Collection Costs	577	1,260	683	577	5,000	4,423
Dog Signage	1,015	120	(895)	1,315	500	(815)
Feed for Animals	76	240	164	76	1,000	924
Legal Fees & Retainers	16,630	9,990	(6,640)	16,630	40,000	23,370
Postage - Animal Notices	1,675	1,740	65	1,675	7,000	5,325
Pound Maintenance & Upgrade	312	510	198	438	2,000	1,562
Refund Fees & Charges	121	240	119	121	1,000	879
Sundry	1,038	2,490	1,452	1,088	10,000	8,912
<b>TOTAL OTHER EXPENSES</b>	<b>22,749</b>	<b>18,480</b>	<b>(4,269)</b>	<b>23,224</b>	<b>74,000</b>	<b>50,776</b>
<b>TOTAL EXPENSES</b>	<b>427,803</b>	<b>422,955</b>	<b>(4,848)</b>	<b>430,452</b>	<b>1,838,097</b>	<b>1,407,645</b>
<b>TOTAL SURPLUS/ DEFICIT</b>	<b>(264,103)</b>	<b>(271,605)</b>	<b>7,502</b>	<b>(266,751)</b>	<b>(1,428,097)</b>	<b>(1,161,346)</b>



## KINGBOROUGH COUNCIL - September 2024

## Kingborough Sports Centre - Operating Income/Expenses

	YTD Actuals	YTD Budget	YTD Variance	YTD Actuals incl Commit	Annual Budget	Variance
<b>INCOME</b>						
<b>USER FEES</b>						
Fitness Centre - Casual	5,507	4,240	1,267	5,507	13,000	(7,493)
Fitness Centre - Jack Jumpers	1,000	1,260	(260)	1,000	5,000	(4,000)
Fitness Centre - Membership	111,945	91,800	20,145	111,945	340,000	(228,055)
Fitness Centre - Programs	5,705	8,100	(2,395)	5,705	30,000	(24,295)
Fitness Centre - School Bookings	4,398	1,350	3,048	4,398	5,000	(602)
Rental - 3rd Floor (Martial Arts Etc)	9,401	8,250	1,151	9,401	33,000	(23,599)
Rental - Gymnastics Centre	7,266	7,000	266	7,266	28,000	(20,734)
Rental - Indoor Cricket Centre	3,914	3,870	44	3,914	15,500	(11,586)
Rental - Jack Jumpers Office	3,000	2,490	510	3,000	10,000	(7,000)
Rental - KSC General	1,063	900	163	1,063	3,600	(2,538)
Rental - Other Buildings	521	550	(29)	521	1,000	(479)
Rental - Telstra Tower	6,611	6,500	111	6,611	6,500	111
Sports Centre - Equipment Hire & Sales	41	90	(49)	41	300	(259)
Sports Centre - Kiosk Sales	97,613	86,400	11,213	97,613	320,000	(222,387)
Sports Centre - School Bookings	8,091	510	7,581	8,091	4,160	3,931
Sports Centre - Squash	5,831	4,860	971	5,831	18,000	(12,169)
Sports Centre - Stadium Basketball	41,099	35,100	5,999	41,099	130,000	(88,901)
Sports Centre - Stadium Jack Jumpers	9,368	8,760	608	9,368	35,000	(25,632)
Sports Centre - Stadium Netball	16,345	17,550	(1,205)	16,345	65,000	(48,655)
Sports Centre - Stadium Other	26,768	22,950	3,818	26,768	85,000	(58,232)
Sports Centre - Table Tennis	5,099	2,760	2,339	5,099	10,200	(5,101)
<b>TOTAL USER FEES</b>	<b>370,587</b>	<b>315,290</b>	<b>55,297</b>	<b>370,587</b>	<b>1,158,260</b>	<b>(787,673)</b>
<b>OTHER INCOME</b>						
KSC Advertising	0	990	(990)	0	4,000	(4,000)
Charges Recovered	10,822	7,500	3,322	10,822	30,000	(19,178)
Charges Recovered - KHS	0	6,240	(6,240)	0	25,000	(25,000)
Sponsorship	0	1,260	(1,260)	0	5,000	(5,000)
Sundry Receipts	0	1,260	(1,260)	0	5,000	(5,000)
<b>TOTAL OTHER INCOME</b>	<b>10,822</b>	<b>17,250</b>	<b>(6,428)</b>	<b>10,822</b>	<b>69,000</b>	<b>(58,178)</b>
<b>TOTAL INCOME</b>	<b>381,409</b>	<b>332,540</b>	<b>48,869</b>	<b>381,409</b>	<b>1,227,260</b>	<b>(845,851)</b>
<b>EXPENSES</b>						
<b>TOTAL EMPLOYEE BENEFITS</b>	<b>272,514</b>	<b>235,920</b>	<b>(36,594)</b>	<b>272,818</b>	<b>1,028,422</b>	<b>755,604</b>
<b>SPORTS CENTRE EXPENSES</b>						
Advertising & Marketing	0	240	240	0	1,000	1,000
Building Maintenance	17,729	23,010	5,281	12,537	92,000	79,463
Cleaning	7,562	7,500	(62)	7,823	30,000	22,177
Equipment Maintenance	1,973	2,760	787	1,973	11,000	9,027

## KINGBOROUGH COUNCIL - September 2024

## Kingborough Sports Centre - Operating Income/Expenses

	YTD Actuals	YTD Budget	YTD Variance	YTD Actuals incl Commit	Annual Budget	Variance
Hire Equipment Replacement	805	510	(295)	805	2,000	1,195
Kiosk Purchases	47,209	37,500	(9,709)	47,209	150,000	102,791
Licenses and Subscriptions	2,449	10,900	8,451	3,639	15,000	11,361
Light & Power	15,454	15,000	(454)	15,454	60,000	44,546
New Equipment & Furniture	1,329	750	(579)	1,336	3,000	1,664
Plant and Vehicles Costs (Internal)	1,105	1,260	155	1,105	5,000	3,895
Purchase Sports Goods	0	240	240	0	1,000	1,000
Refund Fees & Charges	840	120	(720)	840	500	(340)
Stationery	42	240	198	52	1,000	948
Sundry	537	750	213	537	3,000	2,463
Telephone	1,413	330	(1,083)	1,413	1,300	(113)
Waste Disposal	1,347	1,620	273	1,347	6,500	5,153
Water & Sewerage	21,513	27,100	5,587	21,513	108,400	86,887
<b>SPORTS CENTRE TOTAL EXPENSES</b>	<b>121,308</b>	<b>129,830</b>	<b>8,522</b>	<b>117,585</b>	<b>490,700</b>	<b>373,115</b>
<b>FITNESS CENTRE EXPENSES</b>						
Advertising & Marketing	0	990	990	0	4,000	4,000
Equipment Maintenance	1,128	510	(618)	1,128	2,000	872
Leased Equipment	6,706	0	(6,706)	14,881	0	(14,881)
New Equipment & Furniture	63	750	687	63	3,000	2,937
Refund Fees & Charges	78	120	42	78	500	422
Subscriptions	38	390	352	38	1,500	1,462
Sundry	0	240	240	0	1,000	1,000
<b>TOTAL FITNESS CENTRE EXPENSES</b>	<b>8,013</b>	<b>3,000</b>	<b>(5,013)</b>	<b>16,189</b>	<b>12,000</b>	<b>(4,189)</b>
<b>DEPRECIATION</b>	<b>215,900</b>	<b>171,680</b>	<b>(44,220)</b>	<b>215,900</b>	<b>683,000</b>	<b>467,100</b>
<b>TOTAL EXPENSES</b>	<b>617,735</b>	<b>540,430</b>	<b>(77,305)</b>	<b>622,492</b>	<b>2,214,122</b>	<b>1,591,630</b>
<b>TOTAL SURPLUS/ DEFICIT</b>	<b>(236,327)</b>	<b>(207,890)</b>	<b>(28,437)</b>	<b>(241,083)</b>	<b>(986,862)</b>	<b>745,779</b>



## KINGBOROUGH COUNCIL - September 2024

## Property Management - Operating Income/Expenses

	YTD Actuals	YTD Budget	YTD Variance	YTD Actuals incl Commit	Annual Budget	Variance
<b>INCOME</b>						
<b>STATUTORY FEES AND FINES</b>						
By-Laws & Other Fees & Fines	514	30	484	514	100	414
<b>TOTAL FEES AND FINES</b>	<b>514</b>	<b>30</b>	<b>484</b>	<b>514</b>	<b>100</b>	<b>(414)</b>
<b>USER FEES</b>						
Fees - Burial Plots	2,773	1,740	1,033	2,773	7,000	(4,227)
Lease - Depot Bus Parking	0	0	0	0	39,000	(39,000)
Rental - 98 Beach Road Kingston	6,390	6,240	150	6,390	25,000	(18,610)
Rental - Adventure Bay East Cove Jetty	1,640	1,950	(310)	1,640	7,800	(6,160)
Rental - Blackmans Bay Hall	4,623	5,010	(387)	4,623	20,000	(15,377)
Rental - Bruny Other Halls	405	240	165	405	1,050	(645)
Rental - Dennes Point Hall	4,445	4,260	185	4,445	17,000	(12,555)
Rental - Dru Pt Bicentennial Park	2,064	1,320	744	2,064	5,200	(3,136)
Rental - General Halls & Buildings	2,235	990	1,245	2,235	4,000	(1,766)
Rental - Glensyn Units	3,962	3,630	332	3,962	14,500	(10,538)
Rental - Kettering South	101	240	(139)	101	1,000	(899)
Rental - Kingston Beach Hall	7,885	9,990	(2,105)	7,885	40,000	(32,115)
Rental - Kingston Tennis Club	0	180	(180)	0	660	(660)
Rental - Margate Hall	1,802	1,890	(88)	1,802	7,500	(5,698)
Rental - Sandfly Hall	1,088	540	548	1,088	2,200	(1,112)
Rental - Taroona Fire Station	3,480	1,380	2,100	3,480	5,500	(2,020)
Rental - Taroona Tennis Club	763	180	583	763	660	103
Rental - Twin Oval Pavilion	761	600	161	761	2,400	(1,639)
<b>TOTAL USER FEES</b>	<b>44,417</b>	<b>40,380</b>	<b>4,037</b>	<b>44,417</b>	<b>200,470</b>	<b>(156,053)</b>
<b>GRANTS</b>						
Kingborough District Cricket Club ASC Grant	13,500	0	13,500	13,500	0	13,500
<b>TOTAL GRANTS</b>	<b>13,500</b>	<b>0</b>	<b>13,500</b>	<b>13,500</b>	<b>0</b>	<b>13,500</b>
<b>OTHER INCOME</b>						
Charges Rcovered	8,593	5,010	3,583	8,593	20,000	(11,407)
Sundry Receipts	0	240	(240)	0	1,000	(1,000)
<b>TOTAL OTHER INCOME</b>	<b>8,593</b>	<b>5,250</b>	<b>3,343</b>	<b>8,593</b>	<b>21,000</b>	<b>(12,407)</b>
<b>TOTAL INCOME</b>	<b>67,024</b>	<b>45,660</b>	<b>21,364</b>	<b>67,024</b>	<b>221,570</b>	<b>(154,546)</b>
<b>EXPENSES</b>						
<b>TOTAL EMPLOYEE BENEFITS</b>	<b>194,371</b>	<b>175,050</b>	<b>(19,321)</b>	<b>194,536</b>	<b>765,231</b>	<b>570,695</b>
<b>PROPERTY MANAGEMENT ACTIVITIES</b>						
CC TV Maintenance	0	5,010	5,010	0	20,000	20,000
Fire Alarm Monitoring and Call Outs	0	510	510	0	2,000	2,000
Property Security	12,553	15,000	2,447	78,992	60,000	(18,992)
Civic Centre & Beach House Cleaning	15,637	19,500	3,863	89,010	78,000	(11,010)
Consultancy Services	4,500	2,490	(2,010)	5,540	10,000	4,460
Light & Power	30,227	27,000	(3,227)	30,227	108,000	77,773
New Equipment & Furniture	0	390	390	0	1,500	1,500

## KINGBOROUGH COUNCIL - September 2024

## Property Management - Operating Income/Expenses

	YTD Actuals	YTD Budget	YTD Variance	YTD Actuals incl Commit	Annual Budget	Variance
Plant and Vehicles Costs - Internal	4,683	2,490	(2,193)	4,683	10,000	5,317
Property Surveys	0	3,000	3,000	4,503	12,000	7,497
Recreational Planning	338	15,000	14,662	338	60,000	59,662
Telephone	139	300	161	139	1,200	1,061
Urban Design	9,385	7,500	(1,885)	11,201	30,000	18,799
Valuations	0	2,490	2,490	3,000	10,000	7,000
Water & Sewerage	20,513	15,450	(5,063)	20,513	61,800	41,287
<b>TOTAL PROPERTY MANAGEMENT ACTIVITIES</b>	<b>97,976</b>	<b>116,130</b>	<b>18,154</b>	<b>248,146</b>	<b>464,500</b>	<b>216,354</b>
<b>OTHER EXPENSES</b>						
Advertising & Marketing	0	750	750	202	3,000	2,798
Community Consultation	0	750	750	0	3,000	3,000
Kingborough District Cricket Club ASC Grant	13,500	0	(13,500)	13,500	0	(13,500)
Legal Fees	732	5,010	4,279	732	20,000	19,269
Procurement Expenses	12,810	6,240	(6,570)	12,810	25,000	12,190
Refund Fees & Charges	141	240	99	141	1,000	859
Sundry	79	600	521	79	2,400	2,321
<b>TOTAL OTHER EXPENSES</b>	<b>27,261</b>	<b>13,590</b>	<b>(13,671)</b>	<b>27,463</b>	<b>54,400</b>	<b>26,937</b>
<b>DEPRECIATION</b>	<b>212,800</b>	<b>292,830</b>	<b>80,030</b>	<b>212,800</b>	<b>1,165,000</b>	<b>952,200</b>
<b>TOTAL EXPENSES</b>	<b>532,407</b>	<b>597,600</b>	<b>65,193</b>	<b>682,945</b>	<b>2,449,131</b>	<b>1,766,186</b>
<b>TOTAL SURPLUS/ DEFICIT</b>	<b>(465,383)</b>	<b>(551,940)</b>	<b>86,557</b>	<b>(615,921)</b>	<b>(2,227,561)</b>	<b>1,611,640</b>



## KINGBOROUGH COUNCIL - September 2024

## Turf Maintenance - Operating Income/Expenses

	YTD Actuals	YTD Budget	YTD Variance	YTD Actuals Incl Commit	Annual Budget	Variance
<b>INCOME</b>						
<b>USER FEES</b>						
Rental - Alonnah Oval	0	120	(120)	0	500	(500)
Rental - Gormley Park	455	390	65	455	1,500	(1,045)
Rental - Kelvedon Oval	0	630	(630)	0	2,500	(2,500)
Rental - Kettering Oval	0	0	0	0	1,000	(1,000)
Rental - Kingston Beach Oval	597	875	(278)	597	3,500	(2,903)
Rental - Leslie Vale Oval	0	180	(180)	0	750	(750)
Rental - Lightwood Ovals	1,707	2,875	(1,168)	1,707	11,500	(9,793)
Rental - Margate Oval	301	375	(74)	301	1,500	(1,199)
Rental - Sandfly Oval	0	240	(240)	0	1,000	(1,000)
Rental - Sherburd Park Oval	909	875	34	909	3,500	(2,591)
Rental - Snug Oval	546	375	171	546	1,500	(954)
Rental - Twin Oval (1) AFL Ground	4,294	2,760	1,534	4,294	11,000	(6,706)
Rental - Twin Oval (2) Cricket Ground	4,823	3,990	833	4,823	16,000	(11,177)
Rental - Woodbridge Oval	227	240	(13)	227	1,000	(773)
<b>TOTAL USER FEES</b>	<b>13,859</b>	<b>13,925</b>	<b>(66)</b>	<b>13,859</b>	<b>56,750</b>	<b>(42,891)</b>
<b>GRANTS</b>						
<b>OTHER INCOME</b>						
Contributions Woodbridge Oval Cricket Pitch	0	0	0	0	0	0
Insurance Claim - Storm Damage Twin Ovals	0	0	0	0	0	0
Salary Oncost Recovery	79,596	74,610	4,986	79,596	323,297	(243,701)
<b>TOTAL OTHER INCOME</b>	<b>79,596</b>	<b>74,610</b>	<b>4,986</b>	<b>79,596</b>	<b>323,297</b>	<b>(243,701)</b>
<b>TOTAL INCOME</b>	<b>93,456</b>	<b>88,535</b>	<b>4,921</b>	<b>93,456</b>	<b>380,047</b>	<b>(286,591)</b>
<b>EXPENSES</b>						
<b>TOTAL EMPLOYEE BENEFITS</b>	<b>101,729</b>	<b>94,250</b>	<b>(7,479)</b>	<b>101,802</b>	<b>411,796</b>	<b>309,994</b>
<b>TURF ACTIVITIES</b>						
Alonnah Oval	1,643	2,670	1,027	1,643	12,000	10,357
Gormley park	8,832	14,430	5,598	9,426	65,000	55,574
Kelvedon Oval	4,831	11,100	6,269	4,831	50,000	45,169
Kettering Oval	3,551	7,770	4,219	3,551	35,000	31,449
Kingston Beach oval	18,728	14,430	(4,298)	18,728	65,000	46,272
Leslie Vale Oval	1,454	2,220	766	1,454	10,000	8,546
Lightwood Park Oval 1	27,534	15,570	(11,964)	32,504	70,000	37,496
Lightwood Park Oval 2	3,137	8,880	5,743	3,137	40,000	36,863
Lightwood Park Oval 3	6,988	9,990	3,002	6,988	45,000	38,012
Margate Oval	6,696	11,100	4,404	6,696	50,000	43,304
Sandfly Oval	2,028	5,580	3,552	2,028	25,000	22,972
Sherburd Park	12,835	12,240	(595)	12,835	55,000	42,165

## KINGBOROUGH COUNCIL - September 2024

## Turf Maintenance - Operating Income/Expenses

	YTD Actuals	YTD Budget	YTD Variance	YTD Actuals Incl Commit	Annual Budget	Variance
Snug Oval	15,468	9,990	(5,478)	15,468	45,000	29,532
KSC Sports Precinct	34,469	30,030	(4,439)	35,432	135,000	99,568
Twin Oval 1 (AFL)	36,312	28,890	(7,422)	38,292	130,000	91,708
Twin Oval 2 (Cricket)	43,347	50,010	6,663	47,206	225,000	177,794
Woodbridge Oval	5,639	6,690	1,051	5,639	30,000	24,361
Non ground specific	1,806	1,140	(666)	1,933	5,000	3,067
<b>TOTAL TURF ACTIVITIES</b>	<b>235,297</b>	<b>242,730</b>	<b>7,433</b>	<b>247,791</b>	<b>1,092,000</b>	<b>844,209</b>
<b>OTHER EXPENSES</b>						
New Equipment & Furniture	0	240	240	0	1,000	1,000
Plant and Vehicles Costs - Internal	7,048	6,000	(1,048)	7,048	24,000	16,952
Sundry	169	120	(49)	84	500	416
Telephone	38	90	52	38	300	262
Water & Sewerage	8,820	13,830	5,010	8,820	55,300	46,480
<b>TOTAL OTHER EXPENSES</b>	<b>16,075</b>	<b>20,280</b>	<b>4,205</b>	<b>15,991</b>	<b>81,100</b>	<b>65,109</b>
<b>TOTAL EXPENSES</b>	<b>353,101</b>	<b>357,260</b>	<b>4,159</b>	<b>365,583</b>	<b>1,584,896</b>	<b>1,219,313</b>
<b>TOTAL SURPLUS/ DEFICIT</b>	<b>(259,645)</b>	<b>(268,725)</b>	<b>9,080</b>	<b>-272,127</b>	<b>(1,204,849)</b>	<b>932,722</b>



## KINGBOROUGH COUNCIL - September 2024

## Community Hub - Operating Income/Expenses

	YTD Actuals	YTD Budget	YTD Variance	YTD Actuals incl Commit	Annual Budget	Variance
<b>INCOME</b>						
<b>USER FEES</b>						
Lease Income - Commercial Tenancy	8,434	8,250	184	8,434	33,000	(24,566)
Venue Hire Income - Multi Purpose Hall	13,066	7,500	5,566	13,066	30,000	(16,934)
Venue Hire Income - Meeting Rooms	6,955	5,010	1,945	6,955	20,000	(13,045)
<b>TOTAL USER FEES</b>	<b>28,455</b>	<b>20,760</b>	<b>7,695</b>	<b>28,455</b>	<b>83,000</b>	<b>(54,545)</b>
<b>TOTAL INCOME</b>	<b>28,455</b>	<b>20,760</b>	<b>7,695</b>	<b>28,455</b>	<b>83,000</b>	<b>(54,545)</b>
<b>EXPENSES</b>						
<b>TOTAL EMPLOYEE BENEFITS</b>	<b>39,256</b>	<b>39,810</b>	<b>554</b>	<b>39,256</b>	<b>203,803</b>	<b>164,547</b>
<b>MATERIALS AND SERVICES</b>						
Building Maintenance	8,057	6,240	(1,817)	8,057	25,000	16,943
Cleaning Costs	6,873	8,760	1,887	42,846	35,000	(7,846)
Contractors - Technical	0	1,500	1,500	0	6,000	6,000
Equipment Maintenance	515	510	(5)	2,045	2,000	(45)
Fire Alarm Monitoring & Call Outs	456	750	294	456	3,000	2,544
Light & Power	6,228	12,500	6,272	6,228	50,000	43,772
New Equipment & Furniture	0	240	240	0	1,000	1,000
Plant Maintenance	0	240	240	0	1,000	1,000
Replacement Hire Equipment	0	240	240	0	1,000	1,000
Security Monitoring	1,141	750	(391)	3,315	3,000	(315)
Stationery	0	510	510	0	2,000	2,000
Telephone - Charges	0	330	330	0	1,300	1,300
Waste Disposal	327	750	423	327	3,000	2,673
Water & Sewerage	2,355	2,250	(105)	2,355	9,000	6,645
<b>TOTAL MATERIALS AND SERVICES</b>	<b>25,951</b>	<b>35,570</b>	<b>9,619</b>	<b>65,629</b>	<b>142,300</b>	<b>76,671</b>
<b>OTHER EXPENSES</b>						
Advertising & Marketing	2,718	2,490	(228)	3,739	10,000	6,261
Refund Fees & Charges	1,181	0	(1,181)	1,181	0	(1,181)
Sundry	1,771	2,640	869	2,078	10,600	8,522
<b>TOTAL OTHER EXPENSES</b>	<b>5,670</b>	<b>5,130</b>	<b>(540)</b>	<b>6,997</b>	<b>20,600</b>	<b>13,603</b>
<b>DEPRECIATION</b>	<b>53,400</b>	<b>59,570</b>	<b>6,170</b>	<b>53,400</b>	<b>237,000</b>	<b>183,600</b>
<b>TOTAL EXPENSES</b>	<b>124,278</b>	<b>140,080</b>	<b>15,802</b>	<b>165,282</b>	<b>603,703</b>	<b>438,421</b>
<b>TOTAL SURPLUS/ DEFICIT</b>	<b>(95,823)</b>	<b>(119,320)</b>	<b>23,497</b>	<b>(136,828)</b>	<b>(520,703)</b>	<b>383,875</b>

# KINGBOROUGH COUNCIL - September 2024

## Community Resilience - Operating Income/Expenses

	YTD Actuals	YTD Budget	YTD Variance	YTD Actuals Incl Commit	Annual Budget	Variance
<b>EXPENSES</b>						
<b>TOTAL EMPLOYEE BENEFITS</b>	<b>48,584</b>	<b>46,020</b>	<b>(2,564)</b>	<b>48,657</b>	<b>201,124</b>	<b>152,467</b>
<b>EMERGENCY MANAGEMENT ACTIVITIES</b>						
Bruny SES	0	2,490	2,490	0	10,000	10,000
Emergency Management Committee	0	2,490	2,490	0	10,000	10,000
Resilience Program	705	5,010	4,305	1,215	20,000	18,785
Southern SES	0	17,000	17,000	0	17,000	17,000
Sparkling Conversations Program	0	0	0	0	20,000	20,000
<b>TOTAL EMERGENCY MANAGEMENT ACTIVITIES</b>	<b>705</b>	<b>26,990</b>	<b>26,285</b>	<b>1,215</b>	<b>77,000</b>	<b>75,785</b>
<b>OTHER EXPENSES</b>						
Plant & Vehicle Costs - Internal	334	510	176	334	2,000	1,666
New Equipment & Furniture	890	120	(770)	890	500	(390)
Sundry	15	510	495	15	2,000	1,985
Telephone	298	270	(28)	298	1,100	802
<b>TOTAL OTHER EXPENSES</b>	<b>1,536</b>	<b>1,410</b>	<b>(126)</b>	<b>1,536</b>	<b>5,600</b>	<b>4,064</b>
<b>TOTAL EXPENSES</b>	<b>50,826</b>	<b>74,420</b>	<b>23,594</b>	<b>51,408</b>	<b>283,724</b>	<b>232,316</b>
<b>TOTAL SURPLUS/ DEFICIT</b>	<b>(50,826)</b>	<b>(74,420)</b>	<b>23,594</b>	<b>(51,408)</b>	<b>(283,724)</b>	<b>232,316</b>



## KINGBOROUGH COUNCIL - September 2024

## Community Services - Operating Income/Expenses

	YTD Actuals	YTD Budget	YTD Variance	YTD Actuals incl Commit	Annual Budget	Variance
<b>INCOME</b>						
<b>GRANTS</b>						
Community Development	7,791	0	7,791	7,791	0	7,791
<b>TOTAL GRANTS</b>	<b>7,791</b>	<b>0</b>	<b>7,791</b>	<b>7,791</b>	<b>0</b>	<b>7,791</b>
<b>USER FEES</b>						
Arts Hub Rental & Commission	817	300	517	817	1,200	(383)
<b>TOTAL USER FEES</b>	<b>817</b>	<b>300</b>	<b>517</b>	<b>817</b>	<b>1,200</b>	<b>(383)</b>
<b>OTHER INCOME</b>						
Programs & Events Charges	6,016	7,500	(1,484)	6,016	30,000	(23,984)
Volunteer Program	1,175	1,500	(325)	1,175	6,000	(4,825)
<b>TOTAL OTHER INCOME</b>	<b>7,191</b>	<b>9,000</b>	<b>(1,809)</b>	<b>7,191</b>	<b>36,000</b>	<b>(28,809)</b>
<b>TOTAL INCOME</b>	<b>15,799</b>	<b>9,300</b>	<b>6,499</b>	<b>15,799</b>	<b>37,200</b>	<b>(21,401)</b>
<b>EXPENSES</b>						
<b>TOTAL EMPLOYEE BENEFITS</b>	<b>100,992</b>	<b>98,160</b>	<b>(2,832)</b>	<b>100,992</b>	<b>429,642</b>	<b>328,650</b>
<b>ARTS ACTIVITIES</b>						
<b>MATERIALS &amp; SERVICES</b>						
Contractors	2,643	3,750	1,107	7,556	15,000	7,444
Materials	65	1,260	1,195	200	5,000	4,800
<b>TOTAL MATERIALS AND SERVICES</b>	<b>2,708</b>	<b>5,010</b>	<b>2,302</b>	<b>7,756</b>	<b>20,000</b>	<b>12,244</b>
<b>OTHER EXPENSES</b>						
Advertising & Marketing	356	0	(356)	356	0	(356)
Channel Folk Museum	13,000	13,000	0	13,000	13,000	0
Display Art Acquisition	1,371	0	(1,371)	4,361	15,000	10,639
Kingborough Creative Awards	0	1,260	1,260	0	5,000	5,000
Sundry	177	0	(177)	177	0	(177)
Youth Art Prize	284	1,500	1,216	534	7,000	6,466
<b>TOTAL OTHER EXPENSES</b>	<b>15,188</b>	<b>15,760</b>	<b>572</b>	<b>18,428</b>	<b>40,000</b>	<b>21,572</b>
<b>TOTAL ARTS ACTIVITIES</b>	<b>17,896</b>	<b>20,770</b>	<b>2,874</b>	<b>26,184</b>	<b>60,000</b>	<b>33,816</b>
<b>COMMUNITY SERVICES ACTIVITIES</b>						
Community Projects (Non specified)	2,603	3,750	1,147	3,952	15,000	11,048
Council Community Grants	21,750	15,000	(6,750)	21,749	30,000	8,251
Event Support (Outside Workforce)	0	1,260	1,260	0	5,000	5,000
Grant Expenses						
Health & Wellbeing Strategy (Dept Health Grant)	1,602	0	(1,602)	6,411	0	(6,411)
Island Whispers Targeted Marketing Campaign - RANT	0	0	0	(0)	0	0
Youth Space Kingston Park (Com, Sport & Rec Grant)	0	0	0	602	0	(602)

## KINGBOROUGH COUNCIL - September 2024

## Community Services - Operating Income/Expenses

	YTD Actuals	YTD Budget	YTD Variance	YTD Actuals incl Commit	Annual Budget	Variance
Kids Allowed Program	0	510	510	750	2,000	1,250
Kingston Beach Matting	0	0	0	0	5,000	5,000
LGBTIQA+	587	0	(587)	588	10,000	9,412
Multicultural Projects	195	0	(195)	195	10,000	9,805
Community Events Program Love Living Locally	6,009	5,010	(999)	6,114	20,000	13,886
Positive Ageing	1,127	2,370	1,243	2,237	9,500	7,263
School Holiday Program	5,555	4,290	(1,265)	9,428	17,200	7,772
Salvaged Art Competition	0	0	0	(43)	0	43
Volunteer Program	941	3,000	2,059	941	12,000	11,059
Youth Development	1,946	3,750	1,804	305	15,000	14,695
Youth Outreach	915	2,040	1,125	935	8,200	7,265
<b>TOTAL COMMUNITY SERVICES ACTIVITIES</b>	<b>43,230</b>	<b>40,980</b>	<b>(2,250)</b>	<b>54,166</b>	<b>158,900</b>	<b>104,734</b>
<b>COMMUNITY SERVICES OTHER EXPENSES</b>						
Advertising & Marketing	327	990	663	318	4,000	3,682
Consultancy Services	0	1,380	1,380	0	5,500	5,500
New Equipment & Furniture	0	450	450	(0)	1,800	1,800
Plant & Vehicle Costs - Internal	2,234	990	(1,244)	2,234	4,000	1,766
Sundry	0	120	120	0	500	500
Telephone - Charges	1,092	1,140	48	1,092	4,500	3,408
Tourism	0	25,000	25,000	0	25,000	25,000
<b>TOTAL COMMUNITY SERVICES OTHER EXPENSES</b>	<b>3,653</b>	<b>30,070</b>	<b>26,417</b>	<b>3,644</b>	<b>45,300</b>	<b>41,656</b>
<b>DEPRECIATION</b>	<b>300</b>	<b>0</b>	<b>(300)</b>	<b>300</b>	<b>0</b>	<b>(300)</b>
<b>TOTAL EXPENSES</b>	<b>166,071</b>	<b>189,980</b>	<b>23,909</b>	<b>185,286</b>	<b>693,842</b>	<b>508,556</b>
<b>TOTAL SURPLUS/ DEFICIT</b>	<b>(150,271)</b>	<b>(180,680)</b>	<b>30,409</b>	<b>(169,486)</b>	<b>(656,642)</b>	<b>487,156</b>



## KINGBOROUGH COUNCIL - September 2024

## Environmental Health - Operating Income/Expenses

	YTD Actuals	YTD Budget	YTD Variance	YTD Actuals incl Commit	Annual Budget	Variance
<b>INCOME</b>						
<b>STATUTORY FEES AND FINES</b>						
Fees - Approvals	4,291	5,010	(719)	4,291	20,000	(15,709)
Fees - Immunisation	198	3,990	(3,792)	198	16,000	(15,802)
Licenses - Fees & Fines	25,827	13,740	12,087	25,827	55,000	(29,174)
Fees - Sampling	1,824	1,500	324	1,824	6,000	(4,176)
<b>TOTAL FEES AND FINES</b>	<b>32,139</b>	<b>24,240</b>	<b>7,899</b>	<b>32,139</b>	<b>97,000</b>	<b>(64,861)</b>
<b>OTHER INCOME</b>						
Sharps Collection	0	240	(240)	0	1,000	(1,000)
Sundry Receipts	647	240	407	647	1,000	(353)
<b>TOTAL OTHER INCOME</b>	<b>647</b>	<b>480</b>	<b>167</b>	<b>647</b>	<b>2,000</b>	<b>(1,353)</b>
<b>TOTAL INCOME</b>	<b>32,786</b>	<b>24,720</b>	<b>8,066</b>	<b>32,786</b>	<b>99,000</b>	<b>(66,214)</b>
<b>EXPENSES</b>						
<b>TOTAL EMPLOYEE BENEFITS</b>	<b>183,300</b>	<b>176,250</b>	<b>(7,050)</b>	<b>185,636</b>	<b>769,091</b>	<b>583,455</b>
<b>MATERIALS AND SERVICES</b>						
New Equipment & Furniture	0	1,500	1,500	6,077	6,000	(77)
Plant and Vehicles Costs (Internal)	5,370	4,500	(870)	5,370	18,000	12,630
Telephone	1,130	1,320	190	1,130	5,300	4,170
<b>TOTAL MATERIALS AND SERVICES</b>	<b>6,500</b>	<b>7,320</b>	<b>820</b>	<b>12,578</b>	<b>29,300</b>	<b>16,722</b>
<b>OTHER EXPENSES</b>						
Analysis Costs	165	2,490	2,325	165	10,000	9,835
Immunisation Costs	2,028	3,510	1,482	2,596	14,000	11,404
Legal Fees & Technical Advice	0	1,260	1,260	0	5,000	5,000
Refund Fees & Charges	577	510	(67)	577	2,000	1,423
Public Health & Education	437	1,380	943	437	5,500	5,063
Sundry	83	240	157	83	1,000	917
<b>TOTAL OTHER EXPENSES</b>	<b>3,290</b>	<b>9,390</b>	<b>6,100</b>	<b>3,858</b>	<b>37,500</b>	<b>33,642</b>
<b>DEPRECIATION</b>	<b>300</b>	<b>0</b>	<b>(300)</b>	<b>300</b>	<b>0</b>	<b>(300)</b>
<b>TOTAL EXPENSES</b>	<b>193,390</b>	<b>192,960</b>	<b>(430)</b>	<b>202,372</b>	<b>835,891</b>	<b>633,519</b>
<b>TOTAL SURPLUS/ DEFICIT</b>	<b>(160,603)</b>	<b>(168,240)</b>	<b>7,637</b>	<b>(169,586)</b>	<b>(736,891)</b>	<b>567,305</b>

## KINGBOROUGH COUNCIL - September 2024

## Natural Areas &amp; Biodiversity - Operating Income/Expenses

	YTD Actuals	YTD Budget	YTD Variance	YTD Actuals incl Commit	Annual Budget	Variance
<b>INCOME</b>						
<b>CONTRIBUTIONS</b>						
Tree Preservation	16,867	20,010	(3,143)	16,867	80,000	(63,133)
<b>TOTAL CONTRIBUTIONS</b>	<b>16,867</b>	<b>20,010</b>	<b>(3,143)</b>	<b>16,867</b>	<b>80,000</b>	<b>(63,133)</b>
<b>GRANTS</b>						
<b>OTHER INCOME</b>						
Kinborough Cat Control	0	0	0	0	0	0
Strategic Weed Control (State Growth)	0	2,490	(2,490)	0	10,000	(10,000)
<b>TOTAL OTHER INCOME</b>	<b>0</b>	<b>2,490</b>	<b>(2,490)</b>	<b>0</b>	<b>10,000</b>	<b>(10,000)</b>
<b>TOTAL INCOME</b>	<b>16,867</b>	<b>22,500</b>	<b>(5,633)</b>	<b>16,867</b>	<b>90,000</b>	<b>(73,133)</b>
<b>EXPENSES</b>						
<b>TOTAL EMPLOYEE BENEFITS</b>	<b>182,681</b>	<b>214,320</b>	<b>31,639</b>	<b>183,556</b>	<b>962,274</b>	<b>778,718</b>
<b>NRM ACTIVITIES</b>						
<b>Climate Change Adaptation Projects:</b>						
Coastal Assets Prioritisation Project	0	3,750	3,750	0	15,000	15,000
Coastal Hazards Monitoring - Key sites	0	990	990	0	4,000	4,000
Coastal Hazards Assessments - Key sites	0	990	990	0	4,000	4,000
Groundwater Program	0	1,260	1,260	0	5,000	5,000
Local Coastal Management Plans	0	2,490	2,490	0	10,000	10,000
RCCI Action Plan Projects	79	510	431	79	2,000	1,921
<b>Climate Change Mitigation Actions:</b>						
Alternative energy projects Council sites (Solar)	0	3,750	3,750	0	15,000	15,000
Emissions Reduction Plan - development & engagement	0	3,750	3,750	0	15,000	15,000
GHG emissions monitoring and reporting	0	1,260	1,260	0	5,000	5,000
Waste to Landfill Reduction Plan Projects	0	1,260	1,260	0	5,000	5,000
<b>Other Projects:</b>						
Aboriginal Trainee Land Management Officer	0	40,000	40,000	0	40,000	40,000
Bruny Island Cat Management Project (Grant)	0	0	0	1,794	0	(1,794)
Bushland Reserves Signage	640	1,290	650	640	5,200	4,560
Coastal Reserve Management	519	2,490	1,971	519	10,000	9,481
Council Reserves Bushfire Management	236	38,760	38,524	11,904	155,000	143,096
Environmental Education Program	1,308	2,580	1,272	2,688	10,300	7,612
Kingborough Cat Control Project	225	18,000	17,775	505	27,000	26,495
Kingborough Environmental Fund	48	30,510	30,462	31,061	122,000	90,939
Kingston Wetlands Maintenance	0	3,750	3,750	0	15,000	15,000
Landcare Group Support Program	5,016	3,630	(1,386)	5,533	14,500	8,967



## KINGBOROUGH COUNCIL - September 2024

## Natural Areas &amp; Biodiversity - Operating Income/Expenses

	YTD Actuals	YTD Budget	YTD Variance	YTD Actuals incl Commit	Annual Budget	Variance
Reserve Management	7,492	5,010	(2,482)	10,724	20,000	9,276
Revegetation Program	8,328	3,750	(4,578)	8,347	15,000	6,653
Strategic Weed Control (State Growth)	0	2,490	2,490	7,000	10,000	3,000
Tree Management	0	510	510	0	2,000	2,000
Tree Strategy	0	0	0	0	10,000	10,000
Waterway Management	1,887	9,990	8,103	2,468	40,000	37,532
Weed Control	746	13,740	12,994	39,593	55,000	15,407
Wildlife Programs	301	1,500	1,199	301	6,000	5,699
<b>TOTAL NRM ACTIVITIES</b>	<b>26,824</b>	<b>198,010</b>	<b>171,186</b>	<b>123,155</b>	<b>637,000</b>	<b>513,845</b>
<b>OTHER EXPENSES</b>						
New Equipment & Furniture	3,986	240	(3,746)	8,958	1,000	(7,958)
Plant and Vehicles Costs - Internal	4,033	2,490	(1,543)	4,033	10,000	5,967
Sundry	48	240	192	48	1,000	952
Telephone	0	240	240	0	900	900
<b>TOTAL OTHER EXPENSES</b>	<b>8,067</b>	<b>3,210</b>	<b>(4,857)</b>	<b>13,039</b>	<b>12,900</b>	<b>(139)</b>
<b>DEPRECIATION</b>	<b>900</b>	<b>0</b>	<b>(900)</b>	<b>900</b>	<b>0</b>	<b>(900)</b>
<b>TRANSFERS EXPENSE</b>	<b>16,867</b>	<b>0</b>	<b>(16,867)</b>	<b>16,867</b>	<b>0</b>	<b>(16,867)</b>
<b>TOTAL EXPENSES</b>	<b>235,339</b>	<b>415,540</b>	<b>180,201</b>	<b>337,517</b>	<b>1,612,174</b>	<b>1,274,657</b>
<b>TOTAL SURPLUS/ DEFICIT</b>	<b>(218,473)</b>	<b>(393,040)</b>	<b>174,567</b>	<b>(320,650)</b>	<b>(1,522,174)</b>	<b>1,201,524</b>

## KINGBOROUGH COUNCIL - September 2024

## Building &amp; Plumbing Services - Operating Income/Expenses

	YTD Actuals	YTD Budget	YTD Variance	YTD Actuals Incl Commit	Annual Budget	Variance
<b>INCOME</b>						
<b>STATUTORY FEES AND FINES</b>						
Building Fees	44,222	44,010	212	44,222	176,000	(131,778)
Building Fees - Expired Permits	6,349	0	6,349	6,349	0	6,349
Plumbing Fees	81,489	92,760	(11,271)	81,489	371,000	(289,511)
Plumbing Fees - Expired Permits	3,913	0	3,913	3,913	0	3,913
<b>TOTAL USER FEES</b>	<b>135,972</b>	<b>136,770</b>	<b>(798)</b>	<b>135,972</b>	<b>547,000</b>	<b>(411,028)</b>
<b>OTHER INCOME</b>						
Sundry Receipts	1,186	2,040	(854)	1,186	8,100	(6,914)
<b>TOTAL OTHER INCOME</b>	<b>1,186</b>	<b>2,040</b>	<b>(854)</b>	<b>1,186</b>	<b>8,100</b>	<b>(6,914)</b>
<b>TOTAL INCOME</b>	<b>137,159</b>	<b>138,810</b>	<b>(1,651)</b>	<b>137,159</b>	<b>555,100</b>	<b>(417,941)</b>
<b>EXPENSES</b>						
<b>TOTAL EMPLOYEE BENEFITS</b>	<b>188,391</b>	<b>187,110</b>	<b>(1,281)</b>	<b>188,391</b>	<b>818,828</b>	<b>630,437</b>
<b>MATERIALS AND SERVICES</b>						
Consultancy Services	158	1,260	1,103	158	5,000	4,843
New Equipment & Furniture	0	240	240	0	1,000	1,000
Plant and Vehicles Costs - Internal	12,174	6,300	(5,874)	12,174	25,200	13,026
Telephone	348	420	72	348	1,700	1,352
<b>TOTAL MATERIALS AND SERVICES</b>	<b>12,680</b>	<b>8,220</b>	<b>(4,460)</b>	<b>12,680</b>	<b>32,900</b>	<b>20,220</b>
<b>OTHER EXPENSES</b>						
Legal Fees & Retainers	0	1,500	1,500	0	6,000	6,000
Sundry	0	360	360	0	1,400	1,400
<b>TOTAL OTHER EXPENSES</b>	<b>0</b>	<b>2,100</b>	<b>2,100</b>	<b>0</b>	<b>8,400</b>	<b>8,400</b>
<b>TOTAL EXPENSES</b>	<b>201,071</b>	<b>197,430</b>	<b>(3,641)</b>	<b>201,071</b>	<b>860,128</b>	<b>659,057</b>
<b>TOTAL SURPLUS/ DEFICIT</b>	<b>(63,912)</b>	<b>(58,620)</b>	<b>(5,292)</b>	<b>(63,912)</b>	<b>(305,028)</b>	<b>241,116</b>



## KINGBOROUGH COUNCIL - September 2024

## Town Planning - Operating Income/Expenses

	YTD Actuals	YTD Budget	YTD Variance	YTD Actuals incl Commit	Annual Budget	Variance
<b>INCOME</b>						
<b>STATUTORY FEES &amp; FINES</b>						
Charges - Public Notification	23,254	26,250	(2,996)	23,254	105,000	(81,746)
Fees - Development/Use Application	193,027	68,760	124,267	193,027	275,000	(81,973)
Fees - Post Approval	20,474	32,490	(12,016)	20,474	130,000	(109,526)
<b>TOTAL STATUTORY FEES &amp; FINES</b>	<b>236,756</b>	<b>127,500</b>	<b>109,256</b>	<b>236,756</b>	<b>510,000</b>	<b>(273,244)</b>
<b>USER FEES</b>						
Fees - Other	0	1,260	(1,260)	0	5,000	(5,000)
<b>TOTAL USER FEES</b>	<b>0</b>	<b>1,260</b>	<b>(1,260)</b>	<b>0</b>	<b>5,000</b>	<b>(5,000)</b>
<b>TOTAL INCOME</b>	<b>236,756</b>	<b>128,760</b>	<b>107,996</b>	<b>236,756</b>	<b>515,000</b>	<b>(278,244)</b>
<b>EXPENSES</b>						
<b>TOTAL EMPLOYEE BENEFITS</b>	<b>678,158</b>	<b>640,320</b>	<b>(37,838)</b>	<b>678,397</b>	<b>2,834,828</b>	<b>2,156,431</b>
<b>MATERIALS AND SERVICES</b>						
Consultancy Services	0	8,760	8,760	0	35,000	35,000
Insurance Claims	0	0	0	0	0	0
New Equipment & Furniture	364	510	146	859	2,000	1,141
Planning Scheme Review & Maintenance	0	6,990	6,990	0	28,000	28,000
Plant and Vehicles Costs - Internal	4,847	4,740	(107)	4,847	18,900	14,053
Telephone	467	570	103	467	2,300	1,833
<b>TOTAL MATERIALS AND SERVICES</b>	<b>5,679</b>	<b>21,570</b>	<b>15,891</b>	<b>6,174</b>	<b>86,200</b>	<b>80,026</b>
<b>OTHER EXPENSES</b>						
Legal Fees & Retainers	27,836	9,990	(17,846)	27,836	40,000	12,165
Statutory Advertising - Developer	15,766	15,000	(766)	15,766	60,000	44,234
Subscriptions	0	240	240	0	1,000	1,000
Sundry	842	750	(92)	842	3,000	2,158
<b>TOTAL OTHER EXPENSES</b>	<b>44,444</b>	<b>26,220</b>	<b>(18,224)</b>	<b>44,444</b>	<b>105,000</b>	<b>60,556</b>
<b>DEPRECIATION</b>	<b>2,400</b>	<b>2,250</b>	<b>(150)</b>	<b>2,400</b>	<b>9,000</b>	<b>6,600</b>
<b>TOTAL EXPENSES</b>	<b>730,680</b>	<b>690,360</b>	<b>(40,320)</b>	<b>731,414</b>	<b>3,035,028</b>	<b>2,303,614</b>
<b>TOTAL SURPLUS/ DEFICIT</b>	<b>(493,924)</b>	<b>(561,600)</b>	<b>67,676</b>	<b>(494,658)</b>	<b>(2,520,028)</b>	<b>2,025,370</b>

## KINGBOROUGH COUNCIL - September 2024

## Building Maintenance - Operating Income/Expenses

	YTD Actuals	YTD Budget	YTD Variance	YTD Actuals incl Commit	Annual Budget	Variance
<b>INCOME</b>						
<b>OTHER INCOME</b>						
Charges Recovered	0	240	(240)	0	1,000	(1,000)
Salary Oncosts Recovery	36,143	26,390	9,753	36,143	98,014	(61,871)
Sundry Receipts	0	150	(150)	0	600	(600)
<b>TOTAL OTHER INCOME</b>	<b>36,143</b>	<b>26,780</b>	<b>9,363</b>	<b>36,143</b>	<b>99,614</b>	<b>(63,471)</b>
<b>TOTAL INCOME</b>	<b>36,143</b>	<b>26,780</b>	<b>9,363</b>	<b>36,143</b>	<b>99,614</b>	<b>(63,471)</b>
<b>EXPENSES</b>						
<b>TOTAL EMPLOYEE BENEFITS</b>	<b>40,979</b>	<b>38,090</b>	<b>(2,889)</b>	<b>41,369</b>	<b>167,972</b>	<b>126,603</b>
<b>BUILDING ACTIVITIES</b>						
After Hours Call Outs	3,324	3,690	366	3,324	15,000	11,676
BBQ Maintenance - General	95	2,430	2,335	95	10,000	9,905
Building Maintenance - General	35,099	41,490	6,391	36,173	170,000	133,827
Electrical	1,464	9,750	8,286	2,049	40,000	37,951
Floors	0	9,830	9,830	49,000	40,000	(9,000)
Graffiti Removal	10,356	1,840	(8,516)	10,616	7,500	(3,116)
HVAC Maintenance Civic Centre	0	2,450	2,450	0	10,000	10,000
Inspections	7,500	9,830	2,330	3,460	40,000	36,540
Inspections - Fire Compliance	3,863	6,240	2,377	7,299	25,000	17,701
Painting	6,585	35,050	28,465	23,880	142,500	118,620
Plumbing	11,819	17,210	5,391	12,749	70,000	57,251
Public Toilet Cleaning	69,048	86,130	17,082	71,248	350,000	278,752
Roof & Gutter	0	6,170	6,170	(2,500)	25,000	27,500
Security	0	0	0	0	0	(0)
Septic Tank Pumping	24,395	34,450	10,055	94,727	140,000	45,273
Septic Tank Maintenance	8,716	2,450	(6,266)	10,990	10,000	(990)
Water Supply Delivery	1,160	4,890	3,730	35,040	20,000	(15,040)
Window Maintenance	762	1,750	988	762	7,000	6,238
<b>TOTAL BUILDING ACTIVITIES</b>	<b>184,186</b>	<b>275,650</b>	<b>91,464</b>	<b>358,912</b>	<b>1,122,000</b>	<b>763,088</b>
<b>OTHER EXPENSES</b>						
Insurance Claims	0	0	0	1,782	0	(1,782)
New Equipment & Furniture	23	120	97	23	500	477
Plant and Vehicles Costs - Internal	6,107	2,970	(3,137)	6,107	11,830	5,723
Sundry	0	90	90	0	300	300
Telephone	348	420	72	348	1,700	1,352
<b>TOTAL OTHER EXPENSES</b>	<b>6,479</b>	<b>3,600</b>	<b>(2,879)</b>	<b>8,261</b>	<b>14,330</b>	<b>6,069</b>
<b>TOTAL EXPENSES</b>	<b>231,643</b>	<b>317,340</b>	<b>85,697</b>	<b>408,541</b>	<b>1,304,302</b>	<b>895,761</b>
<b>TOTAL SURPLUS/ DEFICIT</b>	<b>(195,500)</b>	<b>(290,560)</b>	<b>95,060</b>	<b>(372,398)</b>	<b>(1,204,688)</b>	<b>(959,232)</b>

## KINGBOROUGH COUNCIL - September 2024

## Engineering - Operating Income/Expenses

	YTD Actuals	YTD Budget	YTD Variance	YTD Actuals incl Commit	Annual Budget	Variance
<b>INCOME</b>						
<b>USER FEES</b>						
Fees - Other	18,988	9,990	8,998	18,988	40,000	(21,013)
<b>TOTAL FEES AND FINES</b>	<b>18,988</b>	<b>9,990</b>	<b>8,998</b>	<b>18,988</b>	<b>40,000</b>	<b>(21,013)</b>
<b>ONCOSTS</b>						
Oncost Recovery - Capital Works Program	0	0	0	0	820,000	(820,000)
Salary Oncost Recovery - Capital Works	98,372	83,070	15,302	98,372	360,000	(261,628)
<b>TOTAL ONCOSTS</b>	<b>98,372</b>	<b>83,070</b>	<b>15,302</b>	<b>98,372</b>	<b>1,180,000</b>	<b>(1,081,628)</b>
<b>TOTAL INCOME</b>	<b>117,359</b>	<b>93,060</b>	<b>24,299</b>	<b>117,359</b>	<b>1,220,000</b>	<b>(1,102,641)</b>
<b>EXPENSES</b>						
<b>TOTAL EMPLOYEE BENEFITS</b>	<b>461,803</b>	<b>428,730</b>	<b>(33,073)</b>	<b>463,626</b>	<b>1,877,923</b>	<b>1,414,297</b>
<b>MATERIALS AND SERVICES</b>						
Active Transport Study	40,000	0	(40,000)	99,663	0	(99,663)
Consultancy Services	975	5,010	4,035	974	20,000	19,026
Equipment Maintenance	0	510	510	0	2,000	2,000
Flood Monitoring	0	6,240	6,240	0	25,000	25,000
Light & Power	53,585	88,335	34,750	53,585	302,000	248,415
National Road Safety Week (Grant)	0	0	0	0	0	0
New Equipment & Furniture	0	240	240	1,195	1,000	(195)
Pipeline Camera Inspections	2,760	6,240	3,480	11,165	25,000	13,835
Plant and Vehicles Costs (Internal)	16,058	12,510	(3,548)	16,058	50,000	33,942
Street Light Repairs	5,662	1,470	(4,192)	5,662	6,000	338
Road condition assessment	0	15,000	15,000	6,000	60,000	54,000
Telephone	2,528	2,250	(278)	2,528	9,000	6,472
<b>TOTAL MATERIALS AND SERVICES</b>	<b>121,568</b>	<b>137,805</b>	<b>16,237</b>	<b>196,830</b>	<b>500,000</b>	<b>303,170</b>
<b>OTHER EXPENSES</b>						
Advertising & Marketing	0	120	120	78	500	422
DBYD Costs	1,829	3,750	1,921	1,829	15,000	13,171
Insurance Claims	0	0	0	0	0	0
Legal Fees & Retainers	0	240	240	0	1,000	1,000
Refund Fees & Charges	301	0	(301)	301	0	(301)
Road Safety Program	3,715	7,500	3,785	5,249	30,000	24,751
Subscriptions	1,984	750	(1,234)	1,984	3,000	1,016
Sundry	163	390	227	958	1,500	542
<b>TOTAL OTHER EXPENSES</b>	<b>7,992</b>	<b>12,750</b>	<b>4,758</b>	<b>10,399</b>	<b>51,000</b>	<b>40,601</b>
<b>DEPRECIATION</b>	<b>4,200</b>	<b>4,270</b>	<b>70</b>	<b>4,200</b>	<b>17,000</b>	<b>12,800</b>
<b>TOTAL EXPENSES</b>	<b>595,563</b>	<b>583,555</b>	<b>(12,008)</b>	<b>675,055</b>	<b>2,445,923</b>	<b>1,770,868</b>
<b>TOTAL SURPLUS/ DEFICIT</b>	<b>(478,204)</b>	<b>(490,495)</b>	<b>12,291</b>	<b>(557,696)</b>	<b>(1,225,923)</b>	<b>668,227</b>



## KINGBOROUGH COUNCIL - September 2024

## Plant - Operating Income/Expenses

	YTD Actuals	YTD Budget	YTD Variance	YTD Actuals incl Commit	Annual Budget	Variance
<b>INCOME</b>						
<b>ONCOST RECOVERY</b>						
Hire Charges - Internal Plant & Vehicles	461,716	500,010	(38,294)	461,716	2,000,000	(1,538,284)
Plant & Vehicle Cost Recovery	910	0	910	910	0	910
<b>TOTAL PLANT COST RECOVERY</b>	<b>462,626</b>	<b>500,010</b>	<b>(37,384)</b>	<b>462,626</b>	<b>2,000,000</b>	<b>(1,537,374)</b>
<b>OTHER INCOME</b>						
Reimbursements - Fuel Tax Credits	11,968	8,010	3,958	11,968	32,000	(20,032)
Sundry Receipts	909	150	759	909	600	309
<b>TOTAL OTHER INCOME</b>	<b>12,877</b>	<b>8,160</b>	<b>4,717</b>	<b>12,877</b>	<b>32,600</b>	<b>(19,723)</b>
<b>TOTAL INCOME</b>	<b>475,503</b>	<b>508,170</b>	<b>(32,667)</b>	<b>475,503</b>	<b>2,032,600</b>	<b>(1,557,097)</b>
<b>EXPENSES</b>						
<b>TOTAL EMPLOYEE BENEFITS</b>	<b>69,425</b>	<b>65,040</b>	<b>(4,385)</b>	<b>69,425</b>	<b>284,979</b>	<b>215,554</b>
<b>MATERIALS AND SERVICES</b>						
Disposal Charges	704	900	196	704	3,600	2,896
GPS Tracker	820	1,380	560	820	5,500	4,680
Fuel and Oil	100,610	127,500	26,890	100,740	510,000	409,260
Mechanical Workshop Equipment	1,346	3,480	2,134	1,346	14,000	12,654
Motor Vehicle Registration	1,081	0	(1,081)	8,323	90,000	81,677
Parts	20,828	31,260	10,432	39,229	125,000	85,771
Plant & Vehicle Cost - Internal	14,954	11,010	(3,944)	14,954	44,000	29,046
Plant & Vehicles Maintenance	43,677	33,240	(10,437)	46,087	133,000	86,913
Servicing & Repairs - Inhouse	0	0	0	-603	0	603
Tyres and Tubes	29,576	12,000	(17,576)	29,653	48,000	18,347
Workshop Consumables	1,585	1,260	(325)	1,470	5,000	3,530
Regulatory Expenses	0	1,260	1,260	0	5,000	5,000
Plant Hire	48	0	(48)	0	0	0
<b>TOTAL MATERIALS AND SERVICES</b>	<b>215,228</b>	<b>223,290</b>	<b>8,062</b>	<b>242,721</b>	<b>983,100</b>	<b>740,379</b>
<b>OTHER EXPENSES</b>						
Insurance - Motor Vehicle	65,344	55,836	(9,508)	65,344	55,836	(9,508)
Insurance Claims	1,000	1,260	260	2,000	5,000	3,000
Radio Licences & Repairs	7,365	5,010	(2,355)	23,141	20,000	(3,141)
Sundry	209	0	(209)	209	0	(209)
<b>TOTAL OTHER EXPENSES</b>	<b>73,918</b>	<b>62,106</b>	<b>(11,812)</b>	<b>90,694</b>	<b>80,836</b>	<b>(9,858)</b>
<b>DEPRECIATION</b>	<b>248,700</b>	<b>234,270</b>	<b>(14,430)</b>	<b>248,700</b>	<b>932,000</b>	<b>683,300</b>
<b>TOTAL EXPENSES</b>	<b>607,271</b>	<b>584,706</b>	<b>(22,565)</b>	<b>651,541</b>	<b>2,280,915</b>	<b>1,629,374</b>
<b>TOTAL SURPLUS/ DEFICIT</b>	<b>(131,768)</b>	<b>(76,536)</b>	<b>(55,232)</b>	<b>(176,038)</b>	<b>(248,315)</b>	<b>72,277</b>

## KINGBOROUGH COUNCIL - September 2024

## Private Works - Operating Income/Expenses

	YTD Actuals	YTD Budget	YTD Variance	YTD Actuals incl Commit	Annual Budget	Variance
<b>INCOME</b>						
<b>OTHER INCOME</b>						
Private Works Income	20,705	19,740	965	20,705	79,000	(58,295)
<b>TOTAL OTHER INCOME</b>	<b>20,705</b>	<b>19,740</b>	<b>965</b>	<b>20,705</b>	<b>79,000</b>	<b>(58,295)</b>
<b>TOTAL INCOME</b>	<b>20,705</b>	<b>19,740</b>	<b>965</b>	<b>20,705</b>	<b>79,000</b>	<b>(58,295)</b>
<b>EXPENSES</b>						
<b>PRIVATE WORKS ACTIVITIES</b>						
<b>Reurring</b>						
KWS - Cost Recovery	12,316	19,560	7,244	13,188	78,300	65,112
KWS Bruny Tip - Cost Recovery	70	0	(70)	70	0	(70)
KWS Public Place Bins - Cost Recovery	788	0	(788)	788	0	(788)
Light House Rd Grading - Parks & Wildlife Multi Use	1,162	0	(1,162)	1,162	0	(1,162)
Street Sweeper - Huon Valley Council	3,150	0	(3,150)	3,150	0	(3,150)
<b>Other Works</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>(22)</b>	<b>0</b>	<b>22</b>
<b>TOTAL PRIVATE WORKS ACTIVITIES</b>	<b>17,486</b>	<b>19,560</b>	<b>2,074</b>	<b>18,335</b>	<b>78,300</b>	<b>59,965</b>
<b>TOTAL EXPENSES</b>	<b>17,486</b>	<b>19,560</b>	<b>2,074</b>	<b>18,335</b>	<b>78,300</b>	<b>59,965</b>
<b>TOTAL SURPLUS/ DEFICIT</b>	<b>3,219</b>	<b>180</b>	<b>3,039</b>	<b>2,369</b>	<b>700</b>	<b>(1,669)</b>

## KINGBOROUGH COUNCIL - September 2024

## Parks &amp; Reserves - Operating Income/Expenses

	YTD Actuals	YTD Budget	YTD Variance	YTD Actuals incl Commit	Annual Budget	Variance
<b>INCOME</b>						
<b>OTHER INCOME</b>						
Sundry Receipts	1,950	510	1,440	1,950	2,000	(50)
<b>TOTAL OTHER INCOME</b>	<b>1,950</b>	<b>510</b>	<b>1,440</b>	<b>1,950</b>	<b>2,000</b>	<b>(50)</b>
<b>ONCOSTS</b>						
Oncost Recovery	190,133	234,220	(44,087)	190,133	870,000	(679,867)
<b>TOTAL ONCOSTS</b>	<b>190,133</b>	<b>234,220</b>	<b>(44,087)</b>	<b>190,133</b>	<b>870,000</b>	<b>(679,867)</b>
<b>TOTAL INCOME</b>	<b>192,083</b>	<b>234,730</b>	<b>(42,647)</b>	<b>192,083</b>	<b>872,000</b>	<b>(679,917)</b>
<b>EXPENSES</b>						
<b>TOTAL EMPLOYEE BENEFITS</b>	<b>212,905</b>	<b>170,200</b>	<b>(42,705)</b>	<b>214,396</b>	<b>791,313</b>	<b>576,917</b>
<b>RESERVE ACTIVITIES</b>						
After Hours Callout	998	2,430	1,432	998	10,000	9,002
Event Support	706	990	284	706	4,000	3,294
Garden Maintenance	133,516	119,520	(13,996)	134,474	500,000	365,526
Graffiti Removal	14,877	1,620	(13,257)	14,877	6,808	(8,069)
Illegal Dumping of Rubbish	543	1,200	657	1,093	5,000	3,907
Irrigation Systems - Instal & Maint.	6,267	11,970	5,703	6,544	50,000	43,456
KWS Maintenance	0	2,610	2,610	0	11,010	11,010
Litter Bins	5,993	1,770	(4,223)	5,993	7,500	1,507
Litter Collection	25,529	9,330	(16,199)	25,529	39,000	13,471
Maintenance of Cemeteries	543	2,040	1,497	543	8,500	7,957
Memorial Seating	1,305	0	(1,305)	1,305	0	(1,305)
Minor Playground Repairs	41,540	43,050	1,510	40,288	180,000	139,712
Mowing	33,921	59,790	25,869	33,921	250,000	216,079
Mowing Contractor	7,796	38,220	30,424	19,412	160,000	140,588
Park Inspections	1,447	4,080	2,633	1,447	17,000	15,553
Playground Inspections	9,755	19,140	9,385	9,755	80,000	70,245
Reserve/Park Maintenance	68,193	34,680	(33,513)	68,926	145,000	76,074
Signs	5,685	2,430	(3,255)	5,685	10,000	4,315
Slashing	700	9,090	8,390	700	38,000	37,300
Storm Damage	0	1,920	1,920	0	8,000	8,000
Storm Damage Event Aug/Sep 2024	5,910	0	(5,910)	5,910	0	(5,910)
Street Furniture Maintenance	18,956	39,450	20,494	26,541	165,000	138,459
Track Maintenance	65,117	76,530	11,413	67,260	320,000	252,740
Traffic Management	0	120	120	0	500	500
Traffic Management Contractor	0	3,600	3,600	2,146	15,000	12,854
Tree Inspections	4,500	4,800	300	5,020	20,000	14,980



## KINGBOROUGH COUNCIL - September 2024

## Parks &amp; Reserves - Operating Income/Expenses

	YTD Actuals	YTD Budget	YTD Variance	YTD Actuals incl Commit	Annual Budget	Variance
Tree Maintenance	87,672	83,670	(4,002)	88,103	350,000	261,897
Tree Stump Grinding	6,675	3,600	(3,075)	6,675	15,000	8,325
Vandalism	2,526	1,200	(1,326)	2,526	5,000	2,474
Weed Spraying (Internal)	7,052	4,800	(2,252)	7,052	20,000	12,948
<b>TOTAL RESERVE ACTIVITIES</b>	<b>615,189</b>	<b>636,240</b>	<b>21,051</b>	<b>641,229</b>	<b>2,660,318</b>	<b>2,019,089</b>
<b>OTHER EXPENSES</b>						
Insurance Claims	1,053	0	(1,053)	1,053	0	(1,053)
Plant & Vehicle	9,467	8,010	(1,457)	9,467	32,000	22,533
Sundry	60	150	90	60	600	540
Telephone - Charges	2,241	2,760	519	2,241	11,000	8,759
Water & Sewerage	17,830	21,225	3,395	17,830	84,900	67,070
<b>TOTAL OTHER EXPENSES</b>	<b>30,650</b>	<b>32,145</b>	<b>1,495</b>	<b>30,650</b>	<b>128,500</b>	<b>97,850</b>
<b>DEPRECIATION</b>	<b>406,000</b>	<b>473,060</b>	<b>67,060</b>	<b>406,000</b>	<b>1,882,000</b>	<b>1,476,000</b>
<b>TOTAL EXPENSES</b>	<b>1,264,745</b>	<b>1,311,645</b>	<b>46,900</b>	<b>1,292,275</b>	<b>5,462,131</b>	<b>4,169,856</b>
<b>TOTAL SURPLUS/ DEFICIT</b>	<b>(1,072,662)</b>	<b>(1,076,915)</b>	<b>4,253</b>	<b>(1,100,192)</b>	<b>(4,590,131)</b>	<b>3,489,939</b>

## KINGBOROUGH COUNCIL - September 2024

## Stormwater - Operating Income/Expenses

	YTD Actuals	YTD Budget	YTD Variance	YTD Actuals incl Commit	Annual Budget	Variance
<b>INCOME</b>						
<b>RATES</b>						
Rates - Stormwater Charge	1,712,369	1,697,954	14,415	1,712,369	1,705,954	6,415
<b>TOTAL RATES</b>	<b>1,712,369</b>	<b>1,697,954</b>	<b>14,415</b>	<b>1,712,369</b>	<b>1,705,954</b>	<b>6,415</b>
<b>TOTAL INCOME</b>	<b>1,712,369</b>	<b>1,697,954</b>	<b>14,415</b>	<b>1,712,369</b>	<b>1,705,954</b>	<b>6,415</b>
<b>EXPENSES</b>						
<b>TOTAL EMPLOYEE BENEFITS</b>	<b>10,245</b>	<b>9,260</b>	<b>(985)</b>	<b>10,245</b>	<b>37,000</b>	<b>26,755</b>
<b>STORMWATER ACTIVITIES</b>						
After Hours Callout	0	480	480	0	2,000	2,000
Cleaning Gross Pollutant Traps	3,655	12,180	8,525	3,749	50,000	46,251
Drainage Easements	1,161	1,710	549	1,161	7,000	5,839
House Connections	793	4,380	3,587	793	18,000	17,207
Inspections & Site Checks	12,782	10,230	(2,552)	12,782	42,000	29,218
Manhole/Pit Maintenance	22,247	18,270	(3,977)	22,529	75,000	52,471
Pipe Cleaning	19,001	9,750	(9,251)	19,001	40,000	20,999
Pipe Repairs	6,071	6,090	19	6,558	25,000	18,442
Pit Cleaning	17,508	9,750	(7,758)	17,508	40,000	22,492
Rain Garden Maintenance - New Developments	423	9,750	9,327	677	40,000	39,323
<b>TOTAL STORMWATER ACTIVITIES</b>	<b>83,642</b>	<b>82,590</b>	<b>(1,052)</b>	<b>84,758</b>	<b>339,000</b>	<b>254,242</b>
<b>OTHER EXPENSES</b>						
Insurance Claims	0	1,260	1,260	0	5,000	5,000
Sundry	0	240	240	0	1,000	1,000
<b>TOTAL OTHER EXPENSES</b>	<b>0</b>	<b>1,500</b>	<b>1,500</b>	<b>0</b>	<b>6,000</b>	<b>6,000</b>
<b>DEPRECIATION</b>	<b>583,700</b>	<b>584,430</b>	<b>730</b>	<b>583,700</b>	<b>2,325,000</b>	<b>1,741,300</b>
<b>TOTAL EXPENSES</b>	<b>677,587</b>	<b>677,780</b>	<b>193</b>	<b>678,703</b>	<b>2,707,000</b>	<b>2,028,297</b>
<b>TOTAL SURPLUS/ DEFICIT</b>	<b>1,034,782</b>	<b>1,020,174</b>	<b>14,608</b>	<b>1,033,666</b>	<b>(1,001,046)</b>	<b>2,034,712</b>

## KINGBOROUGH COUNCIL - September 2024

## Transport - Operating Income/Expenses

	YTD Actuals	YTD Budget	YTD Variance	YTD Actuals incl Commit	Annual Budget	Variance
<b>INCOME</b>						
<b>ONCOSTS</b>						
Oncost Recovery	266,768	242,550	24,218	266,768	1,051,000	(784,232)
<b>TOTAL ONCOSTS</b>	<b>266,768</b>	<b>242,550</b>	<b>24,218</b>	<b>266,768</b>	<b>1,051,000</b>	<b>(784,232)</b>
<b>TOTAL INCOME</b>	<b>266,768</b>	<b>242,550</b>	<b>24,218</b>	<b>266,768</b>	<b>1,051,000</b>	<b>(784,232)</b>
<b>EXPENSES</b>						
<b>TOTAL EMPLOYEE BENEFITS</b>	<b>335,546</b>	<b>300,580</b>	<b>(34,966)</b>	<b>347,020</b>	<b>1,310,192</b>	<b>963,172</b>
<b>ROAD ACTIVITIES</b>						
After Hours Callout	1,617	8,310	6,693	1,617	34,505	32,888
Carpark Maintenance	22,539	1,470	(21,069)	23,946	6,000	(17,946)
Crossover Repairs	1,916	1,950	34	1,916	8,000	6,084
Dead Animal Removal	11,507	10,620	(887)	11,507	44,000	32,493
Footpath Grinding	2,066	2,430	364	2,066	10,000	7,934
Footpath Inspection	16,238	8,430	(7,808)	16,238	35,000	18,762
Footpath Repair - Bitumen	823	12,060	11,237	998	50,000	49,002
Footpath Repair - Concrete	40,145	31,380	(8,765)	47,373	130,000	82,627
Footpath Vegetation Clearing	21,412	4,830	(16,582)	21,412	20,000	(1,412)
Graffiti Removal	783	1,950	1,167	783	8,000	7,217
Guide Posts	7,317	1,950	(5,367)	7,316	8,000	684
Illegal Dumping of Rubbish	4,215	3,660	(555)	4,215	15,000	10,785
KWS Site Maintenance	0	1,200	1,200	0	5,000	5,000
Linemarking	4,004	3,660	(344)	5,173	15,000	9,827
Pedestrian Crossing Maintenance	1,940	2,430	490	1,940	10,000	8,060
Retaining Wall Sherburd St	0	3,960	3,960	0	16,500	16,500
Road Inspections	14,229	1,200	(13,029)	14,229	5,000	(9,229)
Roundabout/Traffic Island Maintenance	616	1,200	584	616	5,000	4,384
Roadside Guard Rails/Handrails	0	3,660	3,660	0	15,000	15,000
Roadside Slashing	0	43,440	43,440	0	180,000	180,000
Sealed - Asphalt Corrections	4,836	9,630	4,794	4,836	40,000	35,164
Sealed - Box Outs	469	12,060	11,591	4,554	50,000	45,446
Sealed - Crack Sealing	0	6,060	6,060	0	25,000	25,000
Sealed - Culvert Cleaning	11,937	8,520	(3,417)	11,937	35,000	23,063
Sealed - Culvert Maintenance	1,759	9,750	7,991	9,036	40,000	30,964
Sealed - Edge Break Repairs	0	8,700	8,700	0	36,000	36,000
Sealed - Mills & Fills	0	72,390	72,390	0	300,000	300,000
Sealed - Mills & Fills Contractor	210	9,630	9,420	210	40,000	39,790
Sealed - Pothole Repairs	26,192	15,690	(10,502)	34,792	65,000	30,208
Sealed - Shoulder Reinstatement	514	36,210	35,696	514	150,000	149,486
Sealed - Shoulder Grading	1,881	9,630	7,749	1,881	40,000	38,119
Sealed - Spray Sealing	0	6,060	6,060	0	25,000	25,000
Sealed - Table Drain Maintenance	3,819	38,610	34,791	3,819	160,000	156,181



## KINGBOROUGH COUNCIL - September 2024

## Transport - Operating Income/Expenses

	YTD Actuals	YTD Budget	YTD Variance	YTD Actuals incl Commit	Annual Budget	Variance
Storm Damage General	6,414	12,060	5,646	8,724	50,000	41,276
Storm Damage Event Aug/Sep 2024	42,778	0	(42,778)	43,378	0	(43,378)
Signage Replacement/maintenance	28,272	19,320	(8,952)	30,631	80,000	49,369
Subsoil Drainage Maintenance	0	6,060	6,060	0	25,000	25,000
Sweeping	29,129	32,610	3,481	29,392	135,000	105,608
Traffic Counters	0	1,470	1,470	0	6,000	6,000
Traffic Management Contractor	177,081	111,000	(66,081)	177,081	460,000	282,919
Tree Removal & Maintenance	90,413	60,330	(30,083)	90,913	250,000	159,087
Unsealed - Culvert Cleaning	33,831	7,320	(26,511)	33,831	30,000	(3,831)
Unsealed - Culvert Maintenance	36,079	8,520	(27,559)	36,079	35,000	(1,079)
Unsealed - Maintenance Grading	251,983	156,870	(95,113)	259,236	650,000	390,764
Unsealed - Pothole Patching	62,508	36,210	(26,298)	66,753	150,000	83,247
Unsealed - Road Surface Repairs	19,195	19,320	125	19,192	80,000	60,808
Unsealed - Table Drains	112,896	84,480	(28,416)	115,246	350,000	234,754
Urban Kerb & Gutter Maintenance	7,071	4,830	(2,241)	7,071	20,000	12,929
Weed Spraying	357	9,630	9,273	357	40,000	39,643
<b>TOTAL ROAD ACTIVITIES</b>	<b>1,100,990</b>	<b>962,760</b>	<b>(138,230)</b>	<b>1,150,810</b>	<b>3,987,005</b>	<b>2,836,195</b>
<b>BRIDGE ACTIVITIES</b>						
Bridge Brush Cutting	1,637	480	(1,157)	1,637	2,000	363
Bridge Deck Cleaning	492	960	468	492	4,000	5,000
Bridge Diving Contractor	0	630	630	0	2,500	5,000
Bridge General Maintenance	5,025	6,030	1,005	7,035	25,000	17,965
Bridge Inspections	7,655	7,260	(395)	7,655	30,000	22,345
Bridge Traffic Mgt Contractor	0	1,200	1,200	0	5,000	5,000
Bridge Weed Spraying	0	630	630	0	2,500	2,500
Boat Ramps	3,045	2,910	(135)	3,205	12,000	8,795
Jetties Maintenance	6,048	8,430	2,382	6,048	35,000	28,952
<b>TOTAL BRIDGE ACTIVITIES</b>	<b>23,902</b>	<b>28,530</b>	<b>4,628</b>	<b>26,071</b>	<b>118,000</b>	<b>95,920</b>
<b>OTHER EXPENSES</b>						
Plant & Vehicle Costs (Internal)	4,649	2,490	(2,159)	4,649	10,000	5,351
Sundry Expenses	119	0	(119)	119	0	(119)
Telephone - Charges	983	1,260	277	983	5,000	4,017
<b>TOTAL OTHER EXPENSES</b>	<b>5,751</b>	<b>3,750</b>	<b>(2,001)</b>	<b>5,751</b>	<b>15,000</b>	<b>9,249</b>
<b>DEPRECIATION</b>						
Depreciation Roads	2,094,300	2,117,250	22,950	2,094,300	8,423,000	6,328,700
Depreciation Bridges	99,600	96,780	(2,820)	99,600	385,000	285,400
<b>TOTAL DEPRECIATION</b>	<b>2,193,900</b>	<b>2,214,030</b>	<b>20,130</b>	<b>2,193,900</b>	<b>8,808,000</b>	<b>6,614,100</b>
<b>TOTAL EXPENSES</b>	<b>3,660,089</b>	<b>3,509,650</b>	<b>(150,439)</b>	<b>3,723,552</b>	<b>14,238,197</b>	<b>10,518,636</b>
<b>TOTAL SURPLUS/ DEFICIT</b>	<b>(3,393,321)</b>	<b>(3,267,100)</b>	<b>(126,221)</b>	<b>(3,456,784)</b>	<b>(13,187,197)</b>	<b>9,734,404</b>

## KINGBOROUGH COUNCIL - September 2024

## Waste Management - Operating Income/Expenses

	YTD Actuals	YTD Budget	YTD Variance	YTD Actuals incl Commit	Annual Budget	Variance
<b>INCOME</b>						
<b>RATES</b>						
Rates - Green Waste Collection	1,023,435	1,006,629	16,806	1,023,435	1,019,909	3,526
Rates - Garbage Collection	3,731,365	3,701,748	29,617	3,731,365	3,715,108	16,257
Rates - Recycling Collection	1,434,236	1,414,134	20,102	1,434,236	1,427,494	6,742
<b>TOTAL CONTRIBUTIONS</b>	<b>6,189,035</b>	<b>6,122,511</b>	<b>66,524</b>	<b>6,189,035</b>	<b>6,162,511</b>	<b>26,524</b>
<b>USER FEES</b>						
Waste Charges Other	2,941	2,640	301	2,941	10,600	(7,659)
Waste Management Charges Bruny	10,478	10,890	(412)	10,478	43,500	(33,022)
<b>TOTAL USER FEES</b>	<b>13,420</b>	<b>13,530</b>	<b>(110)</b>	<b>13,420</b>	<b>54,100</b>	<b>(40,680)</b>
<b>TRANSFERS</b>						
Transfers Income	0	21,000	(21,000)	0	42,000	(42,000)
<b>TOTAL TRANSFERS</b>	<b>0</b>	<b>21,000</b>	<b>(21,000)</b>	<b>0</b>	<b>42,000</b>	<b>(42,000)</b>
<b>TOTAL INCOME</b>	<b>6,202,455</b>	<b>6,157,041</b>	<b>45,414</b>	<b>6,202,455</b>	<b>6,258,611</b>	<b>(56,156)</b>
<b>EXPENSES</b>						
<b>WASTE ACTIVITIES</b>						
Barretta Transfer Station -Building Maint.	0	2,100	2,100	0	8,400	8,400
Barretta/Bruny Transfer Station - Site Maint.	0	2,100	2,100	0	8,400	8,400
Bin Transfer Bruny to Barretta	24,929	46,260	21,331	24,929	185,000	160,071
Bruny Building Maintenance	0	600	600	0	2,400	2,400
Bruny Transfer Station Operations	53,141	42,240	(10,901)	53,141	169,000	115,859
Bruny Island Disposal Costs	0	18,000	18,000	0	72,000	72,000
Compostable Dog Waste Bags	6,248	10,500	4,253	6,248	42,000	35,753
Environmental Costs Barretta Monitoring	45,658	52,500	6,842	45,658	210,000	164,342
Free Greenwaste WE - Barretta/Bruny Charges	0	0	0	0	22,000	22,000
Kerbside Collection Garbage	226,912	246,000	19,088	226,912	984,000	757,088
Kerbside Processing Gate Fee Garbage	273,119	257,760	(15,359)	273,119	1,031,000	757,881
Kerbside Collection Green Waste	119,655	138,000	18,345	119,655	552,000	432,345
Kerbside Green Waste Processing Gate Fee	55,010	66,000	10,990	55,010	264,000	208,990
Kerbside Collection Recycling	131,849	133,950	2,101	131,849	535,800	403,951
Kerbside Processing Gate Fee Recycling	104,429	110,010	5,581	104,429	440,000	335,571
Litter Collection - Public Bins Mainland	82,529	76,500	(6,029)	82,529	306,000	223,471
Litter Collection - Public Bins Bruny	61,501	60,990	(511)	61,501	244,000	182,499
Light & Power	691	750	59	691	3,000	2,309
Waste Management Officer - Reimbursement	23,375	23,370	(5)	23,375	93,500	70,125
<b>TOTAL WASTE ACTIVITIES</b>	<b>1,209,046</b>	<b>1,287,630</b>	<b>78,584</b>	<b>1,209,046</b>	<b>5,172,500</b>	<b>3,963,454</b>
<b>OTHER EXPENSES</b>						
Southern Waste Strategy	0	6,240	6,240	0	25,000	25,000
<b>TOTAL OTHER EXPENSES</b>	<b>0</b>	<b>6,240</b>	<b>6,240</b>	<b>0</b>	<b>25,000</b>	<b>25,000</b>

## KINGBOROUGH COUNCIL - September 2024

## Waste Management - Operating Income/Expenses

	YTD Actuals	YTD Budget	YTD Variance	YTD Actuals incl Commit	Annual Budget	Variance
<b>INTERNAL CHARGES EXPENSE</b>						
Oncosts - Administration	37,500	37,500	0	37,500	150,000	112,500
Oncosts - Works	17,499	17,490	(9)	17,499	70,000	52,501
<b>TOTAL INTERNAL CHARGES EXPENSE</b>	<b>54,999</b>	<b>54,990</b>	<b>(9)</b>	<b>54,999</b>	<b>220,000</b>	<b>165,001</b>
<b>DEPRECIATION</b>						
	20,200	39,710	19,510	20,200	158,000	137,800
<b>TOTAL EXPENSES</b>	<b>1,284,245</b>	<b>1,388,570</b>	<b>104,325</b>	<b>1,284,245</b>	<b>5,575,500</b>	<b>4,291,255</b>
<b>TOTAL SURPLUS/ DEFICIT</b>	<b>4,918,209</b>	<b>4,768,471</b>	<b>149,738</b>	<b>4,918,209</b>	<b>683,111</b>	<b>4,235,098</b>



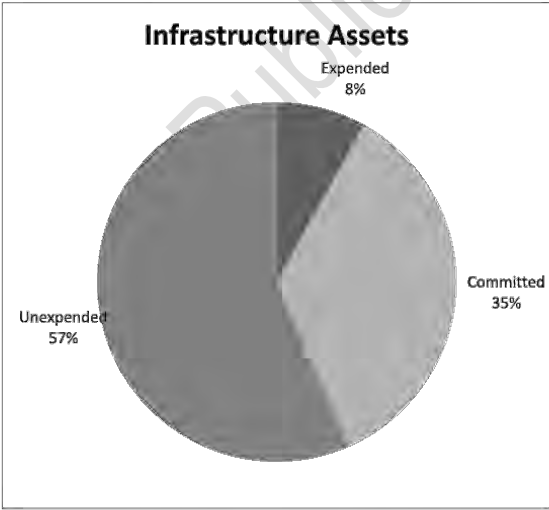
## KINGBOROUGH COUNCIL - September 2024

## Works - Operating Income/Expenses

	YTD Actuals	YTD Budget	YTD Variance	YTD Actuals incl Commit	Annual Budget	Variance
<b>INCOME</b>						
<b>CONTRIBUTIONS</b>						
<b>OTHER INCOME</b>						
Oncost Recovery - Kerbside Garbage	17,499	17,490	9	17,499	70,000	(52,501)
Sundry Receipts	0	0	0	0	4,000	(4,000)
<b>TOTAL OTHER INCOME</b>	<b>17,499</b>	<b>17,490</b>	<b>9</b>	<b>17,499</b>	<b>74,000</b>	<b>(56,501)</b>
<b>TOTAL INCOME</b>	<b>17,499</b>	<b>17,490</b>	<b>9</b>	<b>17,499</b>	<b>74,000</b>	<b>(56,501)</b>
<b>EXPENSES</b>						
<b>TOTAL EMPLOYEE BENEFITS</b>	<b>115,440</b>	<b>111,750</b>	<b>(3,690)</b>	<b>117,787</b>	<b>486,061</b>	<b>368,274</b>
<b>MATERIALS AND SERVICES</b>						
Building Maintenance	8,625	5,010	(3,615)	13,616	20,000	6,384
Cleaning	2,961	5,250	2,289	18,939	21,000	2,061
Equipment Maintenance	0	240	240	0	1,000	1,000
Fire Alarm Monitoring and Call Outs	0	120	120	0	500	500
Light & Power	7,540	6,750	(790)	7,540	27,000	19,461
New Equipment & Furniture	44	390	346	44	1,500	1,456
Plant & Vehicles Costs Internal	5,284	5,490	206	5,284	22,000	16,716
Telephone	4,290	3,000	(1,290)	4,290	12,000	7,710
Water & Sewerage	1,818	1,775	(43)	1,818	7,100	5,282
<b>TOTAL MATERIALS AND SERVICES</b>	<b>30,562</b>	<b>28,025</b>	<b>(2,537)</b>	<b>51,531</b>	<b>112,100</b>	<b>60,569</b>
<b>OTHER EXPENSES</b>						
Stationery	663	630	(33)	663	2,500	1,837
Sundry	575	750	175	575	3,000	2,425
<b>TOTAL OTHER EXPENSES</b>	<b>1,238</b>	<b>1,380</b>	<b>142</b>	<b>1,238</b>	<b>5,500</b>	<b>4,262</b>
<b>DEPRECIATION</b>	<b>600</b>	<b>500</b>	<b>(100)</b>	<b>600</b>	<b>2,000</b>	<b>1,400</b>
<b>TOTAL EXPENSES</b>	<b>147,839</b>	<b>141,655</b>	<b>(6,184)</b>	<b>171,156</b>	<b>605,661</b>	<b>434,505</b>
<b>TOTAL SURPLUS/ DEFICIT</b>	<b>(130,340)</b>	<b>(124,165)</b>	<b>(6,175)</b>	<b>(153,657)</b>	<b>(531,661)</b>	<b>378,004</b>

KINGBOROUGH COUNCIL  
CAPITAL EXPENDITURE TO 30/09/2024

	Budget					Actual			Remaining
	Carry Forward	Annual Budget	Grants/ Council	IMG Adjustments	Total	Actual	Commitments	Total	
EXPENDITURE BY ASSET TYPE									
Roads	6,598,034	4,696,300	-	220,500	11,514,834	787,714	4,959,457	5,747,172	5,767,663
Stormwater	1,419,088	1,477,750	-	30,100	2,926,938	245,335	166,560	411,894	2,515,044
Property	3,447,493	3,039,200	-	144,000	6,630,693	644,253	2,111,528	2,755,780	3,874,912
Other	65,396	-	-	(394,600)	(329,204)	-	89,039	89,039	(418,243)
Sub total	11,530,011	9,213,250	-	-	20,743,261	1,677,302	7,326,583	9,003,885	11,739,376
Kingston Park	(1,965,166)	-	-	-	(1,965,166)	3,614	280,309	283,922	(2,249,088)
City Deal Funding	(1,724,202)	-	-	-	(1,724,202)	1,722	1,202	2,924	(1,727,126)
LRCI 4	-	-	-	-	-	2,958	-	2,958	(2,958)
Kingston Multi-storey Car Park feasibility study to Operational Expenditure	104,664	-	-	-	104,664	44,213	-	44,213	60,451
Grand Total	7,945,307	9,213,250	-	-	17,158,557	1,729,808	7,608,094	9,337,902	7,820,655



KINGBOROUGH COUNCIL  
CAPITAL EXPENDITURE TO 30/09/2024

					Budget						Actual			
Closed?	Capital Project No.	Description	Department	Renewal, Upgrade, or New	Carry Forward	Annual Budget	Grants Rec., POS Funding Council decision	On costs allocated	IMG Adjustments	Total	Actual	Commitments	Total	Remaining
KINGSTON PARK														
1	KP	Overall Project budget	Kingston Park	New						-	-	-	-	-
2	TRUE	C01627	KP Site - Land Release Strategy	New	(63,405)			-		(63,405)	-	-	-	(63,405)
3	FALSE	C01628	KP Site - General Expenditure	New	(109,660)			-		(109,660)	2,992	-	2,992	(112,653)
4	TRUE	C03173	KP Public Open Space - Playground	New	(15,741)			-		(15,741)	-	-	-	(15,741)
5	FALSE	C03277	KP Public Open Space - Stage 2	New	(939,200)			-		(939,200)	621	18,857	19,479	(958,679)
6		KP3	KP Playground Stage 2 Security Cameras	New	70,000					70,000	-	-	-	70,000
7	TRUE	C03293	Pardalote Parade Northern Section (TIP)	New	9,529			-		9,529	-	-	-	9,529
8	TRUE	C03279	KP Goshawk Way Stage 1B	New	(16,797)			-		(16,797)	-	251,841	251,841	(268,638)
9	FALSE	C03280	KP Stormwater wetlands	New	(899,892)			-		(899,892)	-	9,610	9,610	(909,502)
10										-	-	-	-	-
11					(1,965,166)	-	-	-	-	(1,965,166)	3,614	280,309	283,922	(2,249,088)
12														
13	CITY DEAL FUNDING													
14														
15	G10034	City Deal Funding - \$0.5m to come (Funding \$7,900,000 to come \$5.9m - paid 2020/21 \$2.0m, 2021/22 \$2m, 2022/23 \$3.4, 2023/24 \$0.5m)						-		-	-	-	-	-
16	Place	Place Strategy development	Expenditure in C03107 Channel Hwy 2019/20					-		-	-	-	-	-
17	FALSE	C03530	Kingston Bus Interchange	New	783,250	-		-		783,250	-	-	-	783,250
18		CD2	Other initiatives to be determined					-		-	-	-	-	-
19		CD3	Whitewater Creek Track - construct							-	-	-	-	-
20	TRUE	C03524	Channel Highway Vic 15-45 - Design	80% R / 20% N	(181,685)	-		-		(181,685)	292	-	292	(181,977)
21	FALSE	C03525	Channel Highway Vic 15-45 - Construct	80% R / 20% N	(1,785,577)	-		-		(1,785,577)	1,430	1,202	2,632	(1,788,209)
22	FALSE	C03526	Fantail Parade Walkway - design	New	50,000	-		-		50,000	-	-	-	50,000
23	TRUE	C03523	Property purchase - 40 Channel Hwy	New	(590,190)	-		-		(590,190)	-	-	-	(590,190)
24								-		-	-	-	-	-
25					(1,724,202)	-	-	-	-	(1,724,202)	1,722	1,202	2,924	(1,727,126)
26														



KINGBOROUGH COUNCIL  
CAPITAL EXPENDITURE TO 30/09/2024

					Budget						Actual				
	Closed?	Capital Project No.	Description	Department	Renewal, Upgrade, or New	Carry Forward	Annual Budget	Grants Rec., POS Funding Council decision	On costs allocated	IMG Adjustments	Total	Actual	Commitments	Total	Remaining
27	KINGSTON MULTI-STOREY CAR PARK														
28	FALSE	C03692	Kingston Multi-storey Car Park feasibility		New	104,664			-	-	104,664	44,213	-	44,213	60,451
29									-	-	-	-	-	-	-
30															
31						104,664	-	-	-	-	104,664	44,213	-	44,213	60,451
32	LOCAL ROADS AND COMMUNITY INFRASTRUCTURE 4														
33		G10095	Total Grant \$939,947 - payable 2024/25 \$563,968 and 2025/26 \$375,979					(939,947)	-	-	(939,947)	-	-	-	(939,947)
34	FALSE	C03775	KB & Osborne Esp Foreshore Rehab - footpath, pedestrian ramps, etc		New			596,102	-	-	596,102	2,958	-	2,958	593,144
35	FALSE	C03776	Kingston Beach LATM - Stage 2 Beach Rd		New			320,000	-	-	320,000	-	-	-	320,000
36	FALSE	C03777	KB & Osborne Esp Foreshore Rehab - Kerb extensions		New			23,845	-	-	23,845	-	-	-	23,845
37															
38						-	-	-	-	-	-	2,958	-	2,958	(2,958)
39															
40	FALSE	C03326	Kingston Beach Oval Changerooms Upgrade	Property	Upgrade	595,058	-		-	-	595,058	152,703	509,438	662,141	(67,083)
41	FALSE	C03455	Alamo Close Play Space and Parkland Works	Property	New	158,516	-		-	-	158,516	-	1,205	1,205	157,311
42	FALSE	C03460	Dru Point Playground Upgrade	Property	50% R / 50% U	79,877	-		-	-	79,877	27,469	45,605	73,074	6,803
43	FALSE	C03475	Willowbend Park Playground Upgrade	Property	Upgrade	2,249	-		-	-	2,249	1,093	3,008	4,101	(1,852)
44	TRUE	C03473	Taroona Beach Foreshore Toilet	Property	Renewal	(3,336)	-		-	-	(3,336)	6,243	-	6,243	(9,579)
45	FALSE	C03546	Civic Centre HVAC System Upgrade, Design & Install	Property	Renewal	327,709	-		-	-	327,709	14,041	1,006	15,046	312,662
46	FALSE	C03547	Gormley Park Changerooms Upgrade	Property	New	(73)	-		-	-	(73)	-	-	-	(73)
47	FALSE	C03552	Kingston Mountain Bike Park Carpark	Property	Renewal	39,216	-		-	-	39,216	-	-	-	39,216
48	FALSE	C03314	Silverwater Park Upgrade	Property	New	214,341	-		-	-	214,341	2,265	33,000	35,265	179,076
49	FALSE	C03555	Spring Farm Track to Whitewater Creek	Property	New	98,598	-		-	-	98,598	-	87,427	87,427	11,172
50	FALSE	C03595	Playground at Spring Farm or Whitewater Park	Property	New	(6,783)	-		-	-	(6,783)	10,176	13,795	23,971	(30,753)
51	FALSE	C03610	Mt Royal Park Upgrade	Property	Upgrade	156,858	-		-	-	156,858	6,605	6,575	13,180	143,679
52	FALSE	C03612	Works Depot Native Nursery upgrade	Property	Renewal	(7,931)	25,000		-	-	17,069	-	-	-	17,069
53	FALSE	C03614	Snug Foreshore Toilet Upgrade	Property	Renewal	8,902	-		-	-	8,902	1,011	21,131	22,143	(13,240)
54	FALSE	C03615	Kellaway Park Clubrooms Electrical Upgrade	Property	Renewal	10,200	-		-	-	10,200	7,066	-	7,066	3,134
55	FALSE	C03617	KSC Fitness Centre Multi-Access Toilet Upgrade	Property	50% R / 50% U	(11,400)	-		-	-	(11,400)	91	7,222	7,313	(18,713)
56	FALSE	C03618	KSC Rear Landscaping & Accessibility Upgrade	Property	Upgrade	214,549	-		-	-	214,549	167,151	-	167,151	47,398
57	TRUE	C03620	Kingston Mountain Bike Toilet	Property	New	(6,461)	-		-	-	(6,461)	588	200	788	(7,249)
58	FALSE	C03621	Twin Ovals Machinery Shed	Property	New	34,538	-		-	-	34,538	39,995	-	39,995	(5,457)
59	FALSE	C03622	Barretta Transfer Station Vehicle Storage Shed	Property	New	346,240	-		-	-	346,240	787	-	787	345,453
60	FALSE	C03624	Snug Community Hall Upgrade	Property	Upgrade	222,238	-		-	-	222,238	7,343	710	8,053	214,185
61	FALSE	C03627	Woodbridge Oval Upgrade	Reserves	50% R / 50% U	171,016	-		-	-	171,016	4,074	158,983	163,057	7,959
62	FALSE	C03632	North West Bay River Trail - Stage 2	Reserves	New	5,761	199,000		-	-	204,761	-	6,229	6,229	198,532
63	FALSE	C03633	KSC Connector Track from Coop Court - DA	Reserves	New	248,030	-		-	-	248,030	8,921	376,495	385,416	(137,386)
64	FALSE	C03634	Kelvedon Park Drainage Upgrade	Reserves	Upgrade	54,701	-		-	-	54,701	2,661	51,624	54,285	416
65	FALSE	C03639	Kingston Wetlands Access Upgrade (POS)	Reserves	30% R / 70% U	178,208	-		-	-	178,208	65,452	31,081	96,533	81,675
66	FALSE	C03640	Sherburd Oval cricket net replacement	Reserves	Renewal	100,000	-		-	-	100,000	-	-	-	100,000
67	FALSE	C03642	Taroona Bowls & Tennis Club Carpark - Design	Reserves	Renewal	(3,539)	-		-	-	(3,539)	452	-	452	(3,991)
68	FALSE	C03643	KSC Netball Court Resurfacing	Reserves	Renewal	40,000	-		-	-	40,000	-	80,285	80,285	(40,285)
69	FALSE	C03694	Civic Centre Security Upgrade	Property	Upgrade	(28,579)	-		-	-	(28,579)	558	-	558	(29,137)
70	TRUE	C03696	Civic Centre lighting upgrade to LED panels	Property	Upgrade	11,689	-		-	-	11,689	5,710	-	5,710	5,979
71	FALSE	C03704	CC Customer Service area alteration	Property	Upgrade	89,719	-		-	-	89,719	-	-	-	89,719
72	FALSE	C03705	Review of long-term accommodation options	Property	New	65,165	-		-	-	65,165	-	1,040	1,040	64,125
73	FALSE	C03711	Trial Bay Foreshore Toilet Replacement	Property	Renewal		331,000		-	-	331,000	3,109	231,540	234,650	96,350
74	FALSE	C03712	Silverwater Park Toilet Replacement	Property	Renewal		331,000		-	-	331,000	3,511	249,160	252,671	78,329
75	FALSE	C03713	KSC Main Stadium Fire Detection System Replacement	Property	Renewal		308,000		-	-	308,000	-	-	-	308,000
76	FALSE	C03714	KSC Main Stadium Security Upgrade	Property	Upgrade		43,500		-	15,500	59,000	-	-	-	59,000
77	FALSE	C03715	Bruny Island Community Halls Heat Pump Upgrade	Property	Upgrade		23,500		-	-	23,500	-	20,940	20,940	2,560

KINGBOROUGH COUNCIL  
CAPITAL EXPENDITURE TO 30/09/2024

	Closed?	Capital Project No.	Description	Department	Renewal, Upgrade, or New	Budget						Actual			Remaining
						Carry Forward	Annual Budget	Grants Rec., POS Funding Council decision	On costs allocated	IMG Adjustments	Total	Actual	Commitments	Total	
78	FALSE	C03716	Kingston Beach Community Hall Roof Replacement	Property	Renewal		68,800		-	-	68,800	-	58,713	58,713	10,087
79	FALSE	C03717	Kingston Beach Community Hall Heat Pumps	Property	New		36,500		-	-	36,500	-	22,973	22,973	13,527
80	FALSE	C03718	KWS Concrete Trailer Bays	Property	New		12,000		-	-	12,000	-	-	-	12,000
81	FALSE	C03719	Sherberd Park Clubrooms Upgrade	Property	Upgrade		466,000		-	-	466,000	2,680	-	2,680	463,320
82	FALSE	C03720	Civic Centre First Floor Counter Renovation	Property	Renewal		120,000		-	-	120,000	-	-	-	120,000
83	FALSE	C03721	Y Space Project Office Renovation	Property	Renewal		180,000		-	-	180,000	-	-	-	180,000
84	FALSE	C03722	Alum Cliffs Track Upgrade	Reserves	Upgrade		36,000		-	-	36,000	-	-	-	36,000
85	FALSE	C03723	Boronia Hill Royce Thompson Track Upgrade	Reserves	Upgrade		84,500		-	-	84,500	-	460	460	84,040
86	FALSE	C03724	KSC Lightwood Park 2 Safe Access	Reserves	Upgrade		46,200		-	-	46,200	-	-	-	46,200
87	FALSE	C03725	Kingston Mountain Bike Park Jump Ramps	Reserves	Renewal		61,000		-	-	61,000	-	-	-	61,000
88	FALSE	C03726	Works Depot Main Gate No 2 Replacement	Reserves	Renewal		20,700		-	-	20,700	-	-	-	20,700
89	FALSE	C03727	Snug River (North) Track Upgrade	Reserves	Upgrade		41,400		-	-	41,400	21,026	-	21,026	20,374
90	FALSE	C03728	Margate Tramway Track Upgrade	Reserves	Upgrade		27,000		-	-	27,000	-	460	460	26,540
91	FALSE	C03729	Adventure Bay Cemetery Columbarium Wall	Reserves	Renewal		10,000		-	-	10,000	-	-	-	10,000
92	FALSE	C03689	Channel Heritage Museum Rockface Rehabilitation	Reserves	New	(548)	200,000		-	-	199,452	182	-	182	199,269
93	FALSE	C03730	Adventure Bay Exercise Equipment Replacement	Reserves	Renewal		116,000		-	-	116,000	-	-	-	116,000
94	FALSE	C03731	Taroona Bowls Club Disability Parking - Design	Reserves	Renewal		20,000		-	-	20,000	2,617	-	2,617	17,383
95	FALSE	C03732	Kingston Park Basketball Court Lighting	Playgrounds	Upgrade		15,000		-	-	15,000	-	-	-	15,000
96	FALSE	C03733	Alonnah Playground Renewal	Playgrounds	Renewal		69,000		-	-	69,000	-	-	-	69,000
97	FALSE	C03734	Spring Farm Playground Fence	Playgrounds	Upgrade		15,500		-	-	15,500	-	-	-	15,500
98	FALSE	C03735	Dru Point Timber Play Ship	Playgrounds	Renewal		132,600		-	-	132,600	56,526	55,000	111,526	21,074
99	FALSE	C03769	Old Station Rd to Davies Rd Shared Path	Reserves	New				-	50,000	50,000	87	-	87	49,913
100	FALSE	C03778	Civic Centre Auto Door Control Gear Upgrade	Reserves	Renewal				-	28,500	28,500	-	28,500	28,500	-
101	FALSE	C03779	110 Channel Hwy, Taroona prepare for sale	Property	New				-	-	-	300	-	300	(300)
102									-	-	-	-	-	-	-
103	TRUE	C90016	Community Halls Security Systems Upgrade	Property	Upgrade	25,000	-		-	-	25,000	-	-	-	25,000
104	FALSE	C03599	Kingston Beach Hall Security Upgrade	Property	Upgrade	9,640	-		-	-	9,640	6,613	3,027	9,640	-
105	FALSE	C03600	Blackmans Bay Hall Security Upgrade	Property	Upgrade	-	-		-	-	-	3,500	1,590	5,090	(5,090)
106	FALSE	C03601	Margate Hall Security Upgrade	Property	Upgrade	3,706	-		-	-	3,706	1,966	1,740	3,706	-
107	FALSE	C03602	Sandfly Hall Security Upgrade	Property	Upgrade	4,418	-		-	-	4,418	9,679	1,367	11,046	(6,628)
108	FALSE	C03780	Taroona Foreshore Retaining Structure (AC Path)	Reserves	Upgrade					50,000	50,000	-	-	-	50,000
109										-	-	-	-	-	-
110						3,447,493	3,039,200	-	-	144,000	6,630,693	644,253	2,111,528	2,755,780	3,874,912
111															
112	FALSE	C03130	Multi-function devices - CC, Depot, KSC etc	IT	Renewal		-		-	-	-	-	-	-	-
113	FALSE	C00613	Purchase IT Equipment	IT	New		-		-	-	-	-	6,595	6,595	(6,595)
114	FALSE	C00672	Digital Local Government Program	IT	New	60,406	-		-	-	60,406	-	66,027	66,027	(5,621)
115	FALSE	C01602	Financial Systems Replacement	IT	Renewal		-		-	-	-	-	16,416	16,416	(16,416)
116	FALSE	C03405	Wireless networking	IT	Renewal		-		-	-	-	-	-	-	-
117	FALSE	C03709	KSC POS System Hardware	IT	New	4,990	-			-	4,990	-	-	-	4,990
118										-	-	-	-	-	-
119						65,396	-	-	-	-	65,396	-	89,039	89,039	(23,643)
120															
121	TRUE	C90003	Design/survey for future works	Design	Renewal		150,000		-	-	150,000	-	-	-	150,000
122	FALSE	C03537	Recreation Street Carpark Rehabilitation	Design	Renewal	(3,733)	-		-	-	(3,733)	-	-	-	(3,733)
123	FALSE	C03645	Belhaven Avenue (vic.2-16) Design	Design	Renewal	12,400	-		-	-	12,400	781	-	781	11,619
124	FALSE	C03706	Simpson Bay Boat Ramp - Design	Design	Renewal	30,000	-		-	-	30,000	9,600	2,500	12,100	17,900
125						38,666	150,000	-	-	-	188,666	10,381	2,500	12,881	175,785
126															
127						-	-		-	-	-	-	-	-	-
128												-	-	-	-
129						-	-	-	-	-	-	-	-	-	-

KINGBOROUGH COUNCIL  
CAPITAL EXPENDITURE TO 30/09/2024

	Closed?	Capital Project No.	Description	Department	Renewal, Upgrade, or New	Budget					Actual			Remaining	
						Carry Forward	Annual Budget	Grants Rec., POS Funding Council decision	On costs allocated	IMG Adjustments	Total	Actual	Commit- ments		Total
130															
131	FALSE	C03276	Upgrade Street Lighting to LED	Roads	Upgrade	228,803	-	-	-	270,500	499,303	-	244,653	244,653	254,650
132	FALSE	C03499	Wyburton Place and Clare Street Reconstruction	Roads	Upgrade	173	-	-	-	-	173	-	-	-	173
133	FALSE	C03508	Pelverata Road Slope Failure Repair	Roads	New	240,000	-	-	-	-	240,000	208	176,154	176,362	63,638
134	FALSE	C03569	Whitewater Ck pedestrian Underpass Summerleas Rd	Roads	New	1,646,932	-	-	-	-	1,646,932	270,552	1,233,269	1,503,820	143,112
135	FALSE	C03571	Auburn Road Reconstruction	Roads	Renewal	(34,223)	-	-	-	-	(34,223)	-	-	-	(34,223)
136	FALSE	C03527	Blowhole Road (vic5-59) Reconstruction	Roads	Renewal	1,069,509	-	-	-	-	1,069,509	300,594	587,583	888,177	181,332
137	FALSE	C03541	Browns River Pedestrian Bridge Replacement	Roads	Renewal	15,238	-	-	-	-	15,238	2,000	-	2,000	13,238
138	FALSE	C03572	Browns Road Stg2 (vic1-19) Reconstruction	Roads	Renewal	1,661,039	-	-	-	-	1,661,039	-	1,639,987	1,639,987	21,052
139	FALSE	C03574	Taroona Bike Lanes Upgrade	Roads	New	591,520	-	-	-	-	591,520	28,176	-	28,176	563,344
140	FALSE	C03577	Kingston Beach Precinct LATM - Stage 1	Roads	New	316,582	-	-	-	-	316,582	5,541	15,690	21,231	295,351
141	FALSE	C03644	Crescent Drive shared path	Roads	50% R / 50% N	11,820	-	-	-	-	11,820	2,245	-	2,245	9,575
142	FALSE	C03342	Pelverata Road (vic 609) Rehabilitation	Roads	Upgrade	11,504	820,000	-	-	-	831,504	2,028	-	2,028	829,477
143	FALSE	C03646	Margate Main Street Master Plan	Roads	New	10,000	-	-	-	-	10,000	2,118	123	2,240	7,760
144	FALSE	C03648	Proctors Rd (vicHinman Dr) Slip Failure	Roads	New	10,000	-	-	-	-	10,000	-	-	-	10,000
145	FALSE	C03649	Sandfly Road (vic923) Slip Failure	Roads	New	38,575	-	-	-	-	38,575	-	-	-	38,575
146	FALSE	C03655	Maranoa Road - Denison Street Black Spot Project (Gra	Roads	Upgrade	207,687	-	-	-	-	207,687	1,699	251,660	253,359	(45,672)
147	FALSE	C03664	Channel Hwy (Vic2216-2236) Snug Footpath - Design On	Footpaths	New	23,417	425,000	-	-	(150,000)	298,417	27,324	-	27,324	271,093
148	FALSE	C03665	Channel Hwy (vic157-197) Kingston Footpath	Footpaths	New	231,242	-	-	-	-	231,242	11,969	365,962	377,931	(146,689)
149	FALSE	C03669	Kingston Beach Oval Carpark Upgrade	Carparks	Upgrade	78,573	-	-	-	-	78,573	250	-	250	78,323
150	FALSE	C03670	Kingston Beach Oval Drainage Upgrade	Carparks	Upgrade	41,763	-	-	-	-	41,763	50,158	-	50,158	(8,395)
151	FALSE	C03671	Major Bridge Rehabilitation (Cathedral Rd, Spring Farm	Bridges	Renewal	46,159	-	-	-	-	46,159	-	44,925	44,925	1,234
152	FALSE	C03672	North West Bay Bridge Replacement - Design Only	Bridges	Renewal	36,000	-	-	-	-	36,000	21,640	-	21,640	14,360
153	FALSE	C03736	Redwood Road/Lewan Avenue Access Ramps	Roads	New	-	24,000	-	-	-	24,000	-	-	-	24,000
154	FALSE	C03737	Stewart Crescent Reconstruction	Roads	Renewal	-	40,000	-	-	-	40,000	87	-	87	39,913
155	FALSE	C03738	Wells Parade (Illawarra-Suncoast) Reconstruction	Roads	Renewal	-	20,000	-	-	-	20,000	-	-	-	20,000
156	FALSE	C03591	Davies Road Rehabilitation	Roads	Renewal	(17,328)	825,000	-	-	-	807,672	12,465	2,100	14,565	793,107
157	FALSE	C03739	Snug Tiers Road (vic166) Bridge Approach Sealing	Roads	Renewal	-	23,000	-	-	-	23,000	-	-	-	23,000
158	FALSE	C03740	Rowleys Road (vic21) Bridge Approach Sealing	Roads	Renewal	-	20,500	-	-	-	20,500	-	-	-	20,500
159	FALSE	C03741	Church St/Beach Rd Junction Signalisation	Roads	New	-	250,000	-	-	-	250,000	-	-	-	250,000
160	FALSE	C03758	Algonoa Road Shared Path feasibility Study	Roads	New	-	40,000	-	-	-	40,000	-	-	-	40,000
161	FALSE	C03759	Baynton St/Bowral Court Footpath Replacement	Roads	Renewal	-	35,800	-	-	-	35,800	-	-	-	35,800
162	FALSE	C03773	Whitewater Creek Path (KFC-Underpass) Upgrade	Roads	Upgrade	-	150,000	-	-	-	150,000	-	-	-	150,000
163	FALSE	C03760	Three Hut Point Carpark Upgrade	Roads	Upgrade	-	25,000	-	-	-	25,000	-	-	-	25,000
164	FALSE	C03761	Barretta Re-Use Yard Upgrade	Roads	Upgrade	-	220,000	-	-	-	220,000	-	-	-	220,000
165	FALSE	C03774	Sandfly Road Sealed Shoulders	Roads	Renewal	-	-	-	-	100,000	100,000	-	-	-	100,000
166				Roads		-	-	-	-	-	-	-	-	-	-
167	TRUE	C90006	Access ramps	Roads	New	-	-	-	-	-	-	-	-	-	-
168															
169	TRUE	C90002	2023/24 Resheeting Program	Roads	Renewal	-	-	-	-	-	-	-	-	-	-
170	FALSE	C03565	Van Morey Road (vic233-311) Resheet	Roads	Renewal	61,421	-	-	-	-	61,421	-	1,534	1,534	59,887
171	FALSE	C03755	Thomas Road (vic4-110) Resheet	Roads	Renewal	-	107,000	-	-	-	107,000	-	30,063	30,063	76,938
172	FALSE	C03756	Leslie Road (vic192-436) Resheet	Roads	Renewal	-	221,000	-	-	-	221,000	-	-	-	221,000
173	FALSE	C03757	Cloudy Bay Road (vic202-884) Resheet	Roads	Renewal	-	469,000	-	-	-	469,000	4,092	300,860	304,952	164,048
174															
175	RS		2023/24 Resealing Program	Roads	Renewal	-	-	-	-	-	-	-	-	-	-
176	FALSE	C03742	Kingston View Drive (vic6) Asphalt Reseal	Roads	Renewal	-	160,000	-	-	-	160,000	-	-	-	160,000
177	FALSE	C03743	Sturt Close (vic1-11) Asphalt Reseal	Roads	Renewal	-	35,000	-	-	-	35,000	9,450	27,698	37,148	(2,148)
178	FALSE	C03699	Binya Court (vic1-7) Asphalt Reseal	Roads	Renewal	1,879	20,000	-	-	-	21,879	24,255	-	24,255	(2,376)
179	FALSE	C03698	Harrow Place (vic2-18) Asphalt Reseal	Roads	Renewal	22,330	43,000	-	-	-	65,330	-	-	-	65,330
180	FALSE	C03700	Hackford Drive (vic15-61) Spray Seal	Roads	Renewal	9,011	84,000	-	-	-	93,011	-	-	-	93,011
181	FALSE	C03747	Fergusson Avenue (vic24-52) Spray Seal	Roads	Renewal	-	39,000	-	-	-	39,000	-	-	-	39,000



KINGBOROUGH COUNCIL  
CAPITAL EXPENDITURE TO 30/09/2024

						Budget					Actual				
	Closed?	Capital Project No.	Description	Department	Renewal, Upgrade, or New	Carry Forward	Annual Budget	Grants Rec., POS Funding Council decision	On costs allocated	IMG Adjustments	Total	Actual	Commit- ments	Total	Remaining
182	FALSE	C03748	Brook Lane (vic6-16) Spray Seal	Roads	Renewal		19,000		-	-	19,000	-	-	-	19,000
183	FALSE	C03749	Dayspring Drive (vic15-19) Spray Seal	Roads	Renewal		3,000		-	-	3,000	-	-	-	3,000
184	FALSE	C03703	Manuka Road (vic110-122) Spray Seal	Roads	Renewal	(11,742)	24,000		-	-	12,258	434	-	434	11,824
185	FALSE	C03751	Bruchs Road (vic38) Spray Seal	Roads	Renewal		5,000		-	-	5,000	-	-	-	5,000
186	FALSE	C03752	Corbys Road (vic4) Spray Seal	Roads	Renewal		10,000		-	-	10,000	-	-	-	10,000
187	FALSE	C03753	Rada Road (vic5-15) Spray Seal	Roads	Renewal		24,000		-	-	24,000	-	-	-	24,000
188	FALSE	C03702	Pelverata Road (vic239-379) Spray Seal	Roads	Renewal	(18,318)	115,000		-	-	96,682	-	212	212	96,470
189	FALSE	C03701	Adventure Bay Road reseal	Roads	Renewal	29,800	-		-	-	29,800	48	34,485	34,533	(4,733)
190				Roads	Renewal		-		-	-	-	-	-	-	-
191	TRUE	C90001	Prep works 2024/25	Roads	Renewal		250,000		-	-	250,000	-	-	-	250,000
192				Roads	Renewal		-		-	-	-	-	-	-	-
193										-	-	-	-	-	-
194						6,559,368	4,546,300	-	-	220,500	11,326,168	777,333	4,956,957	5,734,291	5,591,877
195															
196				Other	Upgrade		-		-	-	-	-	-	-	-
197				Other	Renewal		-		-	-	-	-	-	-	-
198											-	-	-	-	-
199						-	-	-	-	-	-	-	-	-	-
200															
201	FALSE	C03242	Leslie Road Stormwater Upgrade	Stormwater	New	69,272	-		-	-	69,272	-	-	-	69,272
202	FALSE	C03447	Woodlands-View-Hazell Catchment Invest incl Survey	Stormwater	50% R / 50% N	(4,181)	-		-	-	(4,181)	-	-	-	(4,181)
203	FALSE	C03445	Van Morey Rd / Frosts Rd Intersection SW Upgrade	Stormwater	Upgrade	9,000	-		-	-	9,000	-	-	-	9,000
204	FALSE	C03582	Victoria Avenue Dennes Point Erosion Investigation	Stormwater	50% R / 50% N	6,601	-		-	-	6,601	6,195	5,003	11,198	(4,598)
205	FALSE	C03121	Wetlands Beach Road Kingston Litter Trap	Stormwater	New	96,207	-		-	-	96,207	-	-	-	96,207
206	FALSE	C03583	Roslyn Ave / James Ave Stormwater Investigation	Stormwater	50% R / 50% N	5,000	-		-	-	5,000	-	-	-	5,000
207	FALSE	C03252	Willowbend Catchment Investigation	Stormwater	50% R / 50% N	3,268	-		-	-	3,268	-	-	-	3,268
208	FALSE	C03444	Roslyn, Pearsall & Wells Catchment Investigation	Stormwater	50% R / 50% N	(7,852)	-		-	-	(7,852)	1,060	-	1,060	(8,912)
209	FALSE	C03584	CBD/Wetlands High Flow Bypass	Stormwater	New	(44,720)	-		-	-	(44,720)	-	-	-	(44,720)
210	FALSE	C03544	Illawong to Hinsby Storwater Upgrade	Stormwater	Upgrade	478,112	-		-	-	478,112	43,430	56,393	99,823	378,288
211	FALSE	C03585	Atunga Street Stormwater Upgrade - relining	Stormwater	Renewal	43,748	-		-	-	43,748	23,300	-	23,300	20,448
212	FALSE	C03587	Bruny Island Works Depot SW Upgrade	Stormwater	Upgrade	25,859	-		-	-	25,859	4,699	-	4,699	21,160
213	FALSE	C03590	Roslyn ave (vic42) Stormwater Upgrade	Stormwater	New	141,920	-		-	-	141,920	127,643	83,074	210,716	(68,796)
214	FALSE	C03592	Old Bernies Road (vic 102) SW Upgrade	Stormwater	Upgrade	17,000	-		-	-	17,000	-	-	-	17,000
215	FALSE	C03673	Adelie Place (vic18) SW Upgrade	Stormwater	Upgrade	14,500	-		-	-	14,500	-	-	-	14,500
216	FALSE	C03674	Suncoast Catchment Investigation	Stormwater	50% R / 50% N	3,500	-		-	-	3,500	6,985	-	6,985	(3,485)
217	FALSE	C03675	KSC Stormwater Strategy - Design Only	Stormwater	New	15,000	-		-	-	15,000	-	-	-	15,000
218	FALSE	C03677	Baringa / Wanella Road SW Upgrade - Design Only	Stormwater	Upgrade	35,000	-		-	-	35,000	694	-	694	34,306
219	FALSE	C03678	Campbell Street SW Upgrade - Design Only	Stormwater	Upgrade	29,689	-		-	-	29,689	389	-	389	29,301
220	FALSE	C03680	Drysdale / Whitewater SW Upgrade	Stormwater	Upgrade	456,458	-		-	-	456,458	-	-	-	456,458
221	FALSE	C03707	Whitewater-Boddy Creek Flood Investigation	Stormwater	Upgrade	25,708	68,000		-	-	93,708	30,203	22,090	52,293	41,415
222	FALSE	C03762	Sophia Street (vic12) SW Upgrade	Stormwater	Upgrade		54,250		-	-	54,250	-	-	-	54,250
223	FALSE	C03763	Baringa / Wandella Road SW Upgrade	Stormwater	Upgrade		400,000		-	-	400,000	444	-	444	399,556
224	FALSE	C03764	Kingston Heights (vic37) SW Upgrade	Stormwater	Upgrade		36,000		-	-	36,000	-	-	-	36,000
225	FALSE	C03765	Ewing Ave (vic2) SW Upgrade	Stormwater	Upgrade		388,500		-	-	388,500	-	-	-	388,500
226	FALSE	C03766	Kelvedon Ave (vic1-3) SW Upgrade	Stormwater	Upgrade		75,000		-	-	75,000	106	-	106	74,894
227	FALSE	C03767	Esplanade Middleton Culvert Upgrade	Stormwater	Upgrade		166,000		-	-	166,000	-	-	-	166,000
228	FALSE	C03768	Kingston Beach/Boriona Hill Flood Investigation	Stormwater	Upgrade		60,000		-	-	60,000	-	-	-	60,000
229	FALSE	C03770	O'Connor Dr SW Improvements	Stormwater	Upgrade		50,000		-	-	50,000	-	-	-	50,000
230	FALSE	C03771	Saffron Dr SW Improvements	Stormwater	Upgrade		29,000		-	-	29,000	-	-	-	29,000
231	FALSE	C03772	Stirling Ave (vic22-24) SW Upgrade	Stormwater	Upgrade		151,000		-	-	151,000	186	-	186	150,814
232	FALSE	C03676	Albion Heights SW Upgrade	Stormwater	Upgrade					30,100	30,100	-	-	-	30,100
233									-	-	-	-	-	-	-

KINGBOROUGH COUNCIL  
CAPITAL EXPENDITURE TO 30/09/2024

					Budget						Actual			
Closed?	Capital Project No.	Description	Department	Renewal, Upgrade, or New	Carry Forward	Annual Budget	Grants Rec., POS Funding Council decision	On costs allocated	IMG Adjustments	Total	Actual	Commitments	Total	Remaining
234					1,419,088	1,477,750	-	-	30,100	2,926,938	245,335	166,560	411,894	2,515,044
235	B00000	Capital Balancing Account	Other						(394,600)	(394,600)	-	-	-	(394,600)
236	OC	On costs on capital project							-	-				-
TOTAL CAPITAL EXPENDITURE					7,945,307	9,213,250	-	-	-	17,158,557	1,729,808	7,608,094	9,337,902	7,820,655

	Budget	Actual incl Commit- ments
Renewal	8,180,378	4,078,448
Upgrade	6,992,798	1,888,604
New	5,570,080	3,036,832
	20,743,256	9,003,884
Kingston Park New	(1,965,166)	283,922
City Deal funding	(1,724,202)	2,924
LRCI 4	-	2,958
Kingston Multi-storey Car Park feasibility	104,664	44,213
	17,158,552	9,337,900
NOTE: Classification is an estimate at the start of a project and may change on completion of job.		

**16.7 APPENDICES****RECOMMENDATION**

That the Appendices attached to the Agenda be received and noted.

**17 NOTICES OF MOTION**

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At the time the Agenda was compiled there were no Notices of Motion received.

**18 CONFIRMATION OF ITEMS TO BE DEALT WITH IN CLOSED SESSION**

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**RECOMMENDATION**

That in accordance with the *Local Government (Meeting Procedures) Regulations 2015* Council, by absolute majority, move into closed session to consider the following items:

**Confirmation of Minutes**

Regulation 34(6) *In confirming the minutes of a meeting, debate is allowed only in respect of the accuracy of the minutes.*

**Applications for Leave of Absence**

Regulation 15(2)(h) *applications by councillors for a leave of absence*

**Tender Assessment - TS2955 Silverwater Park Upgrades**

Regulation 15(2)(b), and (2)(d) *information that, if disclosed, is likely to confer a commercial advantage on a person with whom the Council is conducting, or proposes to conduct business, and contracts, and tenders, for the supply and purchase of goods and services and their terms, conditions, approval and renewal.*

**Marine Facilities By-Law 2021 - Application for a Permit**

Regulation 15(2)(c)(i) *commercial information of a confidential nature, that if disclosed, is likely to prejudice the commercial position of the person who supplied it.*

**Kingborough Bowls and Community Club - Loan**

Regulation 15(2)(g) *information of a personal and confidential nature or information provided to the council on the condition it is kept confidential.*

In accordance with the Kingborough Council *Meetings Audio Recording Guidelines Policy*, recording of the open session of the meeting will now cease.

Open Session of Council adjourned at

**OPEN SESSION ADJOURNS**



## OPEN SESSION RESUMES

### RECOMMENDATION

The Closed Session of Council having met and dealt with its business resolves to report that it has determined the following:

Item	Decision
Confirmation of Minutes	
Applications for Leave of Absence	
Tender Assessment - TS2955 Silverwater Park Upgrades	
Marine Facilities By-Law 2021 - Application for a Permit	
Kingborough Bowls and Community Club - Loan	

### CLOSURE

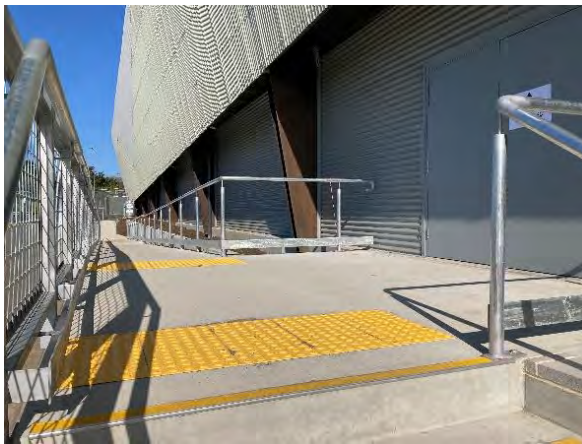
# APPENDICES

- A Infrastructure Works Report July 2024 to September 2024
- B Audit Panel Chair's Report
- C Chief Executive Officer's Activities 26 August 2024 to 11 October 2024
- D Current and Ongoing Minute Resolutions (Open Session)

Public Copy

**A INFRASTRUCTURE WORKS REPORT JULY 2024 TO SEPTEMBER 2024****File Number: 25.9****Author: Anthony Verdouw, Executive Officer Engineering Services****Authoriser: David Reeve, Director Engineering Services****Contracted Capital Projects****1. KSC Rear Landscaping and Accessibility Upgrade:**

The construction of DDA compliant access to the rear of KSC has been completed by Tascon Constructions Pty Ltd. This now offers a safe and convenient access from this level of the sports centre to rear car park, which will be of benefit both during normal operations and when the facility is being managed as an emergency evacuation centre.

**2. Blowhole Road Reconstruction:**

The Blowhole Road reconstruction continues to progress, with works undertaken by Duggans Pty Ltd. Underground works and service installations are all complete, as well as most concrete works including kerb and gutter, footpath and driveways. The project is expected to be finalised by end of November 2024.





## 3. Browns Road Reconstruction Stage 2:

Council is still in discussion with State Growth seeking approval for provision of a temporary on-ramp link from Browns Road to the Southern Outlet. Following a traffic impact assessment for the proposed road construction activities, this alternate access is considered critical in order to facilitate the work and mitigate significant delay and traffic congestion to Firthside/Browns Road/Channel Highway traffic and residents during the construction work. Works programming remains in abeyance subject to resolution of this outcome.



## 4. Roslyn Avenue Stormwater Upgrades:

JRV Civil Construction Pty Ltd has recently completed Stormwater upgrade works in the vicinity of 42 Roslyn Avenue. This project will resolve historic flooding issues and enhance the drainage system which extends from Roslyn Avenue down to the Kingston Beach Oval.



## 5. Kingston Wetlands Access Upgrade:

The Wetlands Access Upgrade works from Channel Highway have been completed by Sutton Services Civil Construction, including a concrete shared path linking the Wetlands to Channel Highway and the Huon Highway underpass.





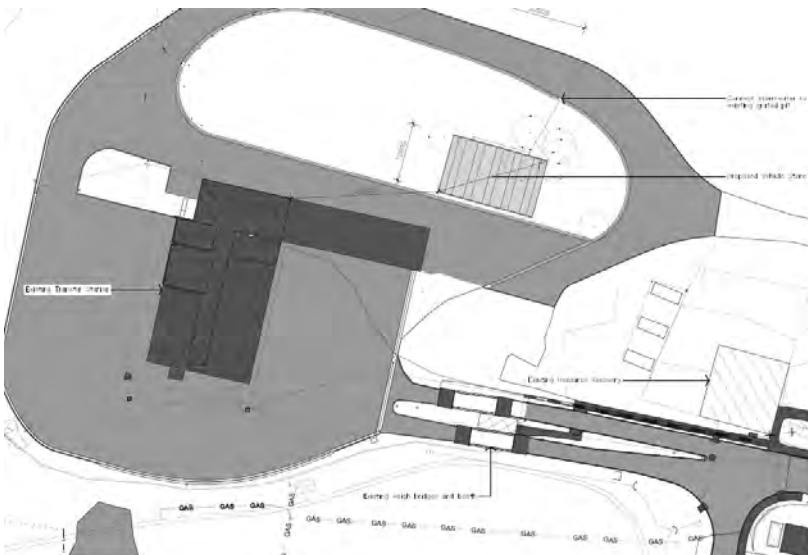
6. Pelverata Road (Vic 40) Realignment:

The contract for this project has been awarded to Crossroads Civil Construction and site works will commence following relocation of TasNetwork infrastructure.



7. Barretta WTS Vehicle Storage Shed:

Tenders for the construction of a vehicle storage shed at Barretta Waste Transfer Station closed on 17 July 2024, with only one submission received. Due to budget issues, the rescoping and reorganising of works is underway before proceeding.



8. Kingston Beach Oval Changing Room and Carpark:

The new change room construction is currently being undertaken by Taswide Building at Kingston Beach Oval. Most of the build and internal works have been completed, with external works such as the carpark upgrades scheduled over the coming months.





9. Maranoa Road-Denison Street Intersection Reconstruction:

The intersection upgrades for Maranoa Road and Denison Street are being programmed for completion during the Christmas/New Year holiday period, due to the proximity of local schools. This will enhance safety and minimise traffic disruptions whilst work is underway.



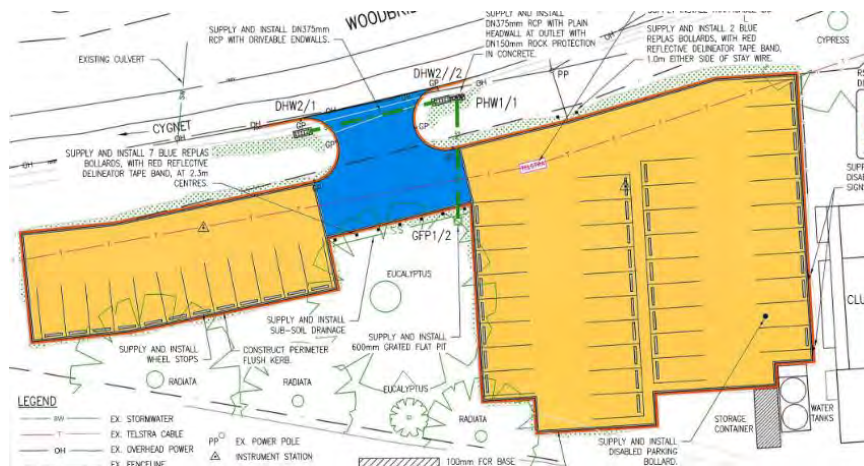
10. Channel Highway(Vic 157-197) Kingston Footpath Construction:

The footpath construction works along Channel Highway, Kingston are underway by Crossroads Civil Construction. The scope of works includes the construction of concrete footpaths on both sides, installation of kerbs and gutters, stormwater upgrades, and the construction of new bus bay.



11. Woodbridge Oval Carpark Upgrade:

JRV Civil Contracting Pty Ltd is constructing the car park upgrade works at Woodbridge Oval. Once the project is complete, approximately 50 parking spaces will be available, providing safe and easy access for all oval users.





## 12. KSC to Whitewater Creek Connector Track Stage 2:

The construction of KSC to Whitewater Creek Shared Path (Stage 2) will commence shortly. Tenders closed on 13 August 2024. The Aluminium pedestrian Bridge supply and installation has been awarded to AJR Construct Pty Ltd, while construction of the shared path and steps has been awarded to State-Wide Earthworks Pty Ltd. This strategic path link will provide pedestrian access between KSC and Spring Farm/Whitewater Creek, and further connect to the Summerleas Underpass and Kingston Park.



## 13. Trial Bay Foreshore Toilet Replacement:

Tenders closed on 13 August 2024 with 5 submissions received. Following the tender evaluation process, the contract has been awarded to Taswide Building. The project involves demolition of existing toilet block and replacement with a new facility which will provide one accessible cubicle and two unisex ambulant cubicles.



## 14. Silverwater Park Toilet Replacement:

Tenders closed on 13 August 2024 with 5 submissions received. Following the tender evaluation process, the panel recommended the prefabricated concrete toilet block proposal submitted by JMK Construction Pty Ltd. Work is currently programmed for completion in December subject to services adjustment and supply chains. The project involves demolition of existing toilet block and replacement with a new facility which will provide one accessible cubicle and two unisex ambulant cubicles.



16. Binya Court (Capital Works) – asphalt overlay works completed:





17. Sturt Close (Capital Works) – asphalt overlay works completed:



18. Osborne Esplanade, Kingston Beach – linemarking maintenance:



19. Huntingfield – footpath maintenance and defect repairs:



20. Jerrim Place, Kingston Beach – footpath maintenance and defect repairs:





21. General stormwater maintenance (pit/pipe cleaning and pit lid replacement. Sign reinstatement and line-marking. Bridge, jetty and boat ramp maintenance.
22. Veolia has undertaken pipe, pit and culvert cleaning in the following locations:
- 92 Pelterata Road
  - 6 Mona Street
  - 153 Sandfly Road
  - The Butterfield Link
  - 116 Redwood Road
  - 15 Clearwater Court
  - 30 Illawarra Road
  - Albert Street (soakage)
  - 89 & 94 Van Morey Road
  - Proctors Road (underpass)
  - 11 Montego Court
  - 26 Kingston Heights
23. Honeys Road – maintenance grading:



24. Maintenance grading also undertaken on the following roads:

- Turnbolls Road
- Hill Road
- Cliffords Road
- Dulcia Road
- Vincens Saddle Road
- Millhouses Road
- Gryces Road
- Scotts Road
- Summerleas Road
- Massey Street
- Longmans Road
- Perrins Road
- Van Morey Road
- Hughes Road
- Longeys Road
- Bundalla Road
- Longmans Road
- Warremar Way
- Tabors Road
- Old Station Road
- Wingara Road
- Mount Louis Road
- Fehres Road
- Jamiesons Road
- McGowans Road
- Merediths Road
- Benbows Road

25. Allens Rivulet Road – extended three culverts in the vicinity of No. 476:



26. Albion Heights (Capital Works) – stormwater upgrade to reduce storm damage:



27. Allens Rivulet Road – drain cleaning undertaken:



28. Drain cleaning also undertaken in the following locations:

- |                  |                     |                  |
|------------------|---------------------|------------------|
| ▪ Frosts Road    | ▪ Pullens Road      | ▪ Massey Street  |
| ▪ Millers Road   | ▪ Groombridges Road | ▪ Saddle Road    |
| ▪ Devlyns Road   | ▪ Fehres Road       | ▪ Van Morey Road |
| ▪ Merediths Road | ▪ Wingara Road      | ▪ Crescent Drive |
| ▪ Manuka Road    |                     |                  |



29. Red gravel pothole maintenance undertaken on the following roads. In some instances, roads have been potholed numerous times within a three-month period:

▪ Summerleas Road	▪ Allens Rivulet Road	▪ Umfreviles Road
▪ Old Bernies Road	▪ Proctors Road	▪ Van Morey Road
▪ McKenzies Road	▪ Wolfes Road	▪ Hopfields Road
▪ McGowans Road	▪ Tabors Road	▪ Wingara Road
▪ Cuthberts Road	▪ Lawless Road	▪ Nierinna Road
▪ Fehres Road	▪ Snug Tiers Road	▪ Snug Falls Road
▪ Kaoota Road	▪ Wyburton Place	▪ Betts Road
▪ Bullock Drive	▪ Clare Street	▪ Morphetts Road
▪ Jarvis Road	▪ Slattery's Road	▪ Harts Road
▪ Merediths Road	▪ Leslie Road	▪ Whittons Road
▪ Clear Creek Road	▪ Cawthorn Road	▪ Pullens Road
▪ Pearsons Road	▪ Llantwit Road	▪ Dromana Drive
▪ Impara Drive	▪ Manuka Road	▪ Old Station Road
▪ Lawless Road	▪ Roberts Road	▪ Old Summerleas Road

30. Longley Park – red gravelled the entrance.

31. Taroona Park (Capital) – shower and landscaping upgrade:



32. Willowbend Playground (Capital) – playground upgrade:





33. Tree damage caused during the September 2024 storms. Council crews have been busy cleaning up the damage:



Middleton Esplanade



Bathelor Way, Tarooma



58 Manuka Road, Oyster Cove



Old Channel Highway, Snug



Cliffview Drive, Allens Rivulet

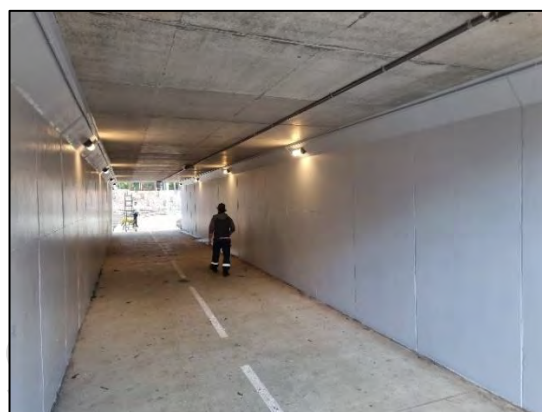
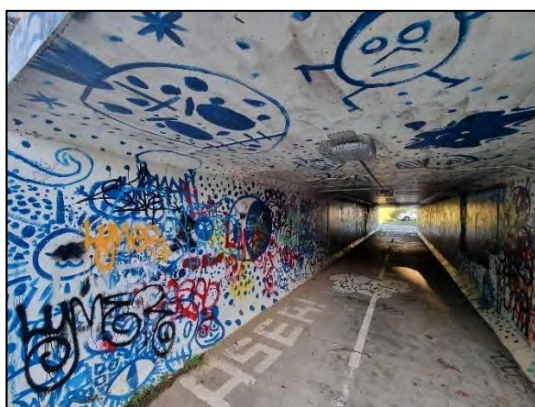






59 Allens Rivulet Road

34. Whitewater Underpass – ongoing graffiti removal and maintenance:



35. Dennes Point Sports Ground – new sub-mains power installation and maintenance:



### Works Department – Works Recently Completed (Bruny Island)

36. Adventure Bay Road – installed gates on leased land opposite Hanssons Road:





37. Maintenance grading undertaken on the following roads:

- |                         |                     |                   |
|-------------------------|---------------------|-------------------|
| ▪ Jannali Road          | ▪ Killora Road      | ▪ Apollo Bay Road |
| ▪ Cemetery Road         | ▪ Simpsons Bay Road | ▪ Lighthouse Road |
| ▪ Coolangatta Road West | ▪ Resolution Road   | ▪ Sharps Road     |

Section of Lighthouse Road (PWA) – grading (without water) undertaken on behalf of the Department of Parks and Wildlife.

38. Drain cleaning was undertaken on Cloudy Bay, Lighthouse and Lutregala Roads.

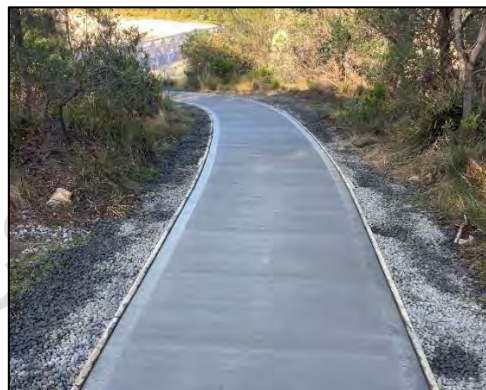
39. Red gravel potholing was undertaken on the following roads:

- |                      |                     |                |
|----------------------|---------------------|----------------|
| ▪ Adventure Bay Road | ▪ Power Road        | ▪ Wisby Road   |
| ▪ Cemetery Road      | ▪ Simpsons Bay Road | ▪ Killora Road |
| ▪ Missionary Road    |                     |                |

40. Bridge, jetty and boat ramp maintenance.

#### **Works Department – Works Underway / Planned (Mainland Kingborough)**

41. Snug Rivulet Track (Capital) – track upgrade in progress:



42. Boronia Hill Track (Capital) – reinstatement of existing steps to make compliant:



43. Manuka Road – reseal prep done in preparation for resealing:





## 44. Upcoming Two-Coat Reseals:

- |                  |                    |                 |
|------------------|--------------------|-----------------|
| ▪ Hackford Drive | ▪ Fergusson Avenue | ▪ Brook Lane    |
| ▪ Corbys Road    | ▪ Rada Road        | ▪ Peverata Road |

**Works Department – Works Underway / Planned (Bruny Island)**

45. Upcoming Two-Coat Reseal – Adventure Bay Road.

46. Cloudy Bay Road – red gravel resheeting to be undertaken.

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**B AUDIT PANEL CHAIR'S REPORT****Kingborough Council Audit Panel Report for the financial year ended 2024****Composition and Attendance:**

During the financial year ended 30th June 2024, the members of the Panel were:

<b>Panel Member</b>	<b>Period</b>	<b>Capacity</b>
Paul McTaggart	Full Year	Independent Chair
Paul Viney	Full Year	Independent Member
Colette Millar	Full Year	Independent Member
Councillor Clare Glade-Wright	July 2023 to February 2024	Councillor Member
Councillor David Bain	Full Year	Councillor Member

The Panel met five times in the financial year ended 30th June 2024 (FY2023: Met five times) with attendance by management, including the General Manager, Chief Financial Officer, Finance Manager, Executive Manager – Information Services and various other Council employees as required.

External Auditors from the Tasmania Audit Office (“TAO”) with their contractors Crowe and representatives of our Internal Auditors (WLF Accounting & Advisory – “WLF”) attended the Audit Panel’s meetings on an “as required” basis.

<b>Panel Member Meeting Attendance:</b>	<b>11<sup>th</sup> Aug 2023</b>	<b>13<sup>th</sup> Oct 2023</b>	<b>8<sup>th</sup> Dec 2023</b>	<b>6<sup>th</sup> Feb 2024</b>	<b>17<sup>th</sup> May 2024</b>	<b>Total attended</b>
Paul McTaggart	✓	✓	✓	✓	✓	5 from 5
Paul Viney	✓	✓	✓	✓	✓	5 from 5
Colette Millar	✓	✓	✓	✓	✓	5 from 5
Councillor Claire Glade-Wright		✓	✓			2 from 4
Councillor David Bain	✓		✓	✓	✓	4 from 5

**Key Activities as per the Charter****Risk Management**

The following “deep risk dives” were completed during the year;

- Information Management;
- Legislative and Regulatory Compliance; and

- Environment and Public Health.

In December there was an Operational risk register and emerging risks review.

The Risk Framework was reviewed by the Panel at the February 2024 meeting with only minor changes required.

The normal risk workshop with the Council was delayed with the appointment of a new CEO. It is planned to complete this sometime in the 2025 financial year.

The Panel continues its focus on cyber security, data retention and climate change susceptible assets.

### **Insurance**

The Panel reviewed the current insurance arrangements with the brokers JLT.

### **Fraud Control**

The Panel at their December 2023 meeting reviewed the fraud control plans and associated policies. These then went to Council for approval.

### **Compliance**

There was review of the legislative compliance by the Panel. This is done via the compliance checklists that management complete.

A legal claims list was reviewed by the Panel.

### **Internal Audit**

There were a number of internal audits performed by WLF from the approved Strategic Internal audit Plan.

#### **Consultation and Engagement (October 2023)**

This audit reviewed the effectiveness of the approach taken by Kingborough Council (Council) to Community and Stakeholder consultation and engagement.

It found that the Council has skilled staff and established processes for conducting consultation and engagement processes. The next phase of maturity is for Council to take a more strategic approach to planning engagements at a whole of Council level, to ensure a single well-resourced consultation process to be used to inform multiple projects or decisions.

#### **Emergency Management and Recovery Arrangements (October 2023)**

This review was undertaken in conjunction with the Huon Valley Council to evaluate the resourcing and approach to emergency management and the extent to which Council is meeting their obligations under the Emergency Management Act 2006. Funding was provided from the Community Resilience budget.

The review found the Council is meeting its obligations under the Act and the Tasmanian Emergency Management Arrangements (TEMA) and participating effectively in municipal and regional



emergency management committees. There were a number of opportunities for improvement which included reporting and visibility, resourcing, and to continue to enhance the damage assessment and cost capture process.

#### *Strategic Asset Management (December 2023)*

A review of the Council's Strategic Asset Management planning process found progress had been made since reviews of Asset Management Planning (2018) and Financial Sustainability (2019) but remains at an early stage of maturity. Like many Tasmanian Councils, Kingborough's approach has been to manage its assets within a fixed financial envelope, where the Strategic Asset Management Plan (SAMP) is driven by the Long Term Financial Plan (LTFP). The next phase of maturity for the Council is to develop and understanding of Strategic Asset as an exercise in applying risk appetite, where decisions about expenditure are informed by a more detailed understanding of the practical implication of maintaining (or not maintaining) assets to a certain standard, and the risk trade-offs inherent in these decisions.

#### *Privacy (May 2024)*

A review of the adequacy of Kingborough Council's policy and procedures and systems for handling and protecting personal information based on obligations under the Tasmanian Privacy Law. It found the privacy management framework is sound and is supported by a risk adverse, conservative approach to privacy by staff involved in collecting, assessing, amending and disposing personal information. The next phase of maturity is to refine processes as it relates to periodic reviews of access rights and audit access logs of sensitive data to mitigate against the risk of misuse. Improvements to the breach reporting framework, and privacy impact assessments will continue to advance maturity.

#### *Internal Audit Plan*

A draft new three-year Internal Audit Plan was presented in the May and subsequent approved at the August 2024 meeting. This includes the following projects for the 2024/25 year;

- Rates- Compliance testing of critical rates processes and systems.
- Financial Sustainability- This review will be scoped with the Audit Panel and management team with a view to providing an independent view on the Long Term Strategic Financial Plan processes and key assumptions that underpin the plan.
- Fraud and Corruption- Review of the Fraud and Corruption Control Framework and its implementation and use across the Council. Focus on emerging fraud areas and review of Council's control framework to address current external and internal fraud and corruption risks.
- Internal Audit recommendations- To review and provide assurance on the progress and delivery of internal audit recommendations with the Council.

#### *Other Internal Audit Areas*

The Panel continues to review the performance of Internal Audit with an Effectiveness Form received after each report. These showed the audits met or exceeded the expectations of management.

In accordance with good governance the Panel met separately with the Internal Auditors (WLF) without management present.

### **External Audit and Financial Statements**

Crowe completed the external audit on behalf of the TAO. Crowe with TAO attended two Audit Panel meetings during the year. The Audit Panel also met separately with members of both Crowe and the TAO audit team during the year.

#### **FY2023 External Audit**

The Panel reviewed and endorsed the signing of the financial statements (and accompanying Management Representation Letters) for the financial year ending June 2023 by the General Manager and Chief Financial Officer at its meeting in August 2023.

#### **FY2024 External Audit**

The 2023/24 Financial Audit Services Strategy was outlined by Crowe and TAO at the May 2024 meeting.

The Panel considered all reports received from the TAO and Crowe on their activities undertaken in reviewing and auditing the control environment in order to assess the quality and effectiveness of the internal control systems. All matters raised are being monitored to ensure they are being addressed by management.

An outstanding issue involving leases (including peppercorn leases) for some assets constructed on Council land was resolved by a TAO guidance paper. This resulted in these leases not being required to be brought onto the Council's Balance Sheet.

### **Other Activities in 2023/24**

#### *Audit Panel Performance*

In line with the Charter the Panel reviewed its performance to determine whether it is functioning effectively by reference to current best practice. This like in previous years was completed via a survey.

There were 23 questions, and overall results were very positive with an average score of 4.6 out of 5. Most importantly the survey showed that in the opinion of the respondents they strongly agreed (5 out of 5) the Audit Panel has added value to the organisation.

#### *Review of Audit Panel Charter*

The Audit Panel Charter was reviewed at the December 2023 meeting and there were no major changes.

The work program has been updated to align with this new Charter.

#### *Asset Infrastructure Reconciliation and Depreciation Protocols*

As per previous years the above protocols were reviewed along with capital work in progress.

*Gift Registers*

Gift registers were reviewed to ensure items are being disclosed by management.

*Long Term Financial Plan*

The panel's annual work plan includes a requirement to review the level of integration and inter linkages of the Long Term Planning Strategy hierarchy and the robustness of the process by which the assumptions under which the Long Term Plans have been prepared.

Given the findings of the WLF review of Strategic Asset Management and the new CEO being appointed the review was delayed. It is now planned to review the Plans at the December 2024 meeting.

Paul McTaggart

Chair Kingborough Audit Panel

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**C CHIEF EXECUTIVE OFFICER'S ACTIVITIES 26 AUGUST 2024 TO 11 OCTOBER 2024**

Date	Description
26 August	Attended Councillor Workshop
27 August	Participated in Metropolitan Council GM's/CEO's weekly meeting
28 August	Participated in SWS Board & PC CEO's catchup
30 August	Attending meeting with representative of Jobs Tasmania and GM of Huon Valley Council regarding the Southern Employment & Training Network (SETN)
2 September	Attended Council meeting
3 September	Met with CEO's of Greater Hobart Councils
	Attended SETN Board Meeting
4 – 5 September	Attended LGAT Annual Conference
5 September	Attended Kingborough Aquatic Facility Steering Group Meeting
6 September	Attended Hobart City Deal Implementation Board Meeting
	Met with Mr Emmanuel Kalis and Mr Corey Bygraves
9 September	Attended Councillor workshop
10 September	Participated in Metropolitan Council GM's/CEO's weekly meeting
11 September	Attended the Greater Hobart Mayor's/CEO's meeting
12 September	Met with a representative of Datacom
	Met with Tony Chapman regarding Southern Waste Solutions Board Evaluation
16 September	Attended meeting with KPMG
	Met with Cr Midgley and Professor Michael Rowan
	Attended Council meeting
18 September	Met with representative of LGAT re: CCTV overview
	Met with Mr Mike Brough
	Attended the Greater Hobart Mayor's Forum
21 September	Attended the Kingborough Community Forum
23 September	Attended Councillor Workshop
25 September	Met with representatives of the Channel Men's Shed
30 September	Attended Councillor Workshop
2 October	Attended Southern GM's catchup breakfast
	Met with representatives from Telstra
	Attended SETN Board Meeting
7 October	Met with representatives of the Taroona Community Association
	Met with representatives of Southern Waste Solutions
	Attended Council meeting
11 October	Attended Audit Panel meeting

**D CURRENT AND ONGOING MINUTE RESOLUTIONS (OPEN SESSION)**

<b>CURRENT</b>	
Nil	
<b>STILL BEING ACTIONED</b>	
<b>Resolution Title</b>	Use of Space at the Community Hub
<b>Meeting Date</b>	19 August 2024
<b>Minute No.</b>	C236/15-2024
<b>Status</b>	Ongoing
<b>Responsible Officer</b>	Director Environment, Development & Community Services
<b>Officers Comments</b>	Workshop scheduled for 28 October 2024
<b>Anticipated Date of Completion</b>	November 2024
<b>Resolution Title</b>	<b>The Tasmanian Sustainability Strategy</b>
<b>Meeting Date</b>	2 October 2023
<b>Minute No.</b>	C314/19-2023
<b>Status</b>	In progress
<b>Responsible Officer</b>	Manager Development Services
<b>Officers Comments</b>	A submission was sent to State Govt (who are running the project) in October 2023. Awaiting further direction.
<b>Anticipated Date of Completion</b>	Unknown
<b>Resolution Title</b>	<b>Buy Local Procurement &amp; Tendering Policy</b>
<b>Meeting Date</b>	20 November 2023
<b>Minute No.</b>	C365/22-2023
<b>Status</b>	Ongoing
<b>Responsible Officer</b>	Manager Legal & Property
<b>Officers Comments</b>	A draft policy will be developed for Council
<b>Anticipated Date of Completion</b>	December 2024
<b>Resolution Title</b>	<b>Expansion of Smoke-Free Areas</b>
<b>Meeting Date</b>	5 June 2023
<b>Minute No.</b>	C172/10-2023
<b>Status</b>	In progress
<b>Responsible Officer</b>	Manager Environmental Services
<b>Officers Comments</b>	Community consultation completed. Engagement Report to Council in November
<b>Anticipated Date of Completion</b>	November 2024
<b>Resolution Title</b>	<b>Glyphosate</b>
<b>Meeting Date</b>	7 February 2022
<b>Minute No.</b>	C54/2-2022
<b>Status</b>	Ongoing
<b>Responsible Officer</b>	Director Environment, Development & Community Services
<b>Officers Comments</b>	A broader herbicide usage review is underway which encompasses Glyphosate. The project is being delivered in two stages. Stage 1 will provide the context of the review including Council herbicide use and alternatives. Stage 2 will provide costings for alternatives. Both stages will be delivered in first half 24/25.
<b>Anticipated Date of Completion</b>	January 2025