



# 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, 15 September 2025 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. 16 to be held on Monday, 15 September 2025 contain advice, information and recommendations given by a person who has the qualifications or experience necessary to give such advice, information or recommendations.



DELEEZE CHETCUTI  
ACTING 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, 9 September 2025

# Table of Contents

Item	Page No.
<b>Open Session</b>	
1 Acknowledgement of Traditional Custodians	1
2 Attendees	1
3 Apologies	1
4 Confirmation of Minutes	1
5 Workshops held since Last Council Meeting	2
6 Declarations of Interest	2
7 Transfer of Agenda Items	2
8 Questions Without Notice from the Public	2
9 Questions on Notice from the Public	2
9.1 Line Marking, Beach Road, Kingston	2
9.2 Freeze on Construction Code	2
10 Questions Without Notice from Councillors	3
11 Questions on Notice from Councillors	3
11.1 Traffic Management	3
11.2 Footpath, Wells Parade	3
11.3 Leslie Road	4
11.4 Auburn Road, Kingston	4
12 Officers Reports to Planning Authority	5
12.1 DA-2025-188 - Development Application for Two (2) Multiple Dwellings (One Existing and Demolition of Outbuilding at 8 Dollery Drive, Kingston	5
13 Petitions still being Actioned	47
14 Petitions Received in Last Period	47
15 Officers Reports to Council	47
15.1 Tas Fire Service Proposal - Barretta Reserve	47
15.2 Kelvedon Oval Lights	54
15.3 Financial Report - August 2025	56
15.4 Appendices	77
16 Notices of Motion	77
17 Confirmation of Items to be Dealt with in Closed Session	77
<b>Appendices</b>	
A Mayor's Activities 12 August 2025 to 10 September 2025	80



## GUIDELINES FOR PUBLIC QUESTIONS

### Division 4 of the *Local Government (Meeting Procedures) Regulations 2025*

---

This guide helps community members understand how to ask questions during Public Question Time at a Council meeting or sending in questions to be placed on the meeting Agenda, based on the [Local Government \(Meeting Procedures\) Regulations 2025](#), as well as any other determinations made by Council.

Please remember, this time is for asking questions only—there will be no discussion or debate about the questions or the answers.

<b>How to Ask a Question:</b>	<p>You can ask a question either:</p> <ul style="list-style-type: none"><li>• <b>In writing</b> (before the meeting) (see questions on notice below), or</li><li>• <b>In person</b> at a regular Council meeting (see questions without notice below).</li></ul> <p>Your question must be about <b>Council activities only</b>.</p>
<b>Purpose of Question Time:</b>	<ul style="list-style-type: none"><li>• This time is for asking questions, <b>not for debating</b> them.</li><li>• Answers will be given, but there won't be any discussion.</li></ul>
<b>Written Questions (Questions on Notice):</b>	<ul style="list-style-type: none"><li>• Must be sent <b>at least 7 days before</b> the meeting.</li><li>• The 7-day period includes weekends and public holidays, but <b>not</b> the day you submit the question or the day of the meeting.</li><li>• Title your submission clearly as <b>“Question/s on Notice.”</b></li></ul>
<b>Verbal Questions (Questions Without Notice):</b>	<ul style="list-style-type: none"><li>• At least <b>15 minutes</b> will be set aside during the meeting for these.</li><li>• A <b>maximum of three (3) questions</b> will be allowed per person, per meeting.</li><li>• You <b>can't ask about topics already on the meeting agenda</b>.</li><li>• If your question can't be answered right away, it will be answered at the next meeting or as soon as possible.</li></ul>
<b>Rules for Asking Questions:</b>	<p>Your question should:</p> <ul style="list-style-type: none"><li>• Be <b>short and clear</b>;</li><li>• <b>Not be a statement</b>;</li><li>• Have <b>little or no introduction</b>.</li></ul> <p>The Chairperson may <b>reject your question</b> if it:</p> <ul style="list-style-type: none"><li>• Is offensive, defamatory, or illegal;</li><li>• Doesn't relate to Council business;</li><li>• Is unclear, repetitive, or about confidential matters.</li></ul>

**AGENDA of an Ordinary Meeting of Council**  
**Kingborough Civic Centre, 15 Channel Highway, Kingston**  
**Monday, 15 September 2025 at 5.30pm**

---

**WELCOME**

---

The Chairperson will declare the meeting open and welcome all in attendance. The Chairperson will advise all persons attending the meeting that they are to be respectful of, and considerate towards, other persons attending the meeting.

---

**AUDIO RECORDING**

---

The Chairperson will 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.

---

**1      ACKNOWLEDGEMENT OF TRADITIONAL CUSTODIANS**

---

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

---

**2      ATTENDEES**

---

**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

---

**3      APOLOGIES**

---

---

**4      CONFIRMATION OF MINUTES**

---

**RECOMMENDATION**

That the Minutes of the open session of the Council Meeting No. 15 held on 1 September 2025 be confirmed as a true record.

---

**5 WORKSHOPS HELD SINCE LAST COUNCIL MEETING**

---

Date	Topic	Detail
8 September	Unpaid Rates	Discussion regarding the management of unpaid rates.

---

**6 DECLARATIONS OF INTEREST**

---

In accordance with Regulation 10 of the *Local Government (Meeting Procedures) Regulations 2025* 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.

---

**7 TRANSFER OF AGENDA ITEMS**

---

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 2025*.

---

**8 QUESTIONS WITHOUT NOTICE FROM THE PUBLIC**

---

---

**9 QUESTIONS ON NOTICE FROM THE PUBLIC**

---

*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.*

**9.1 Line Marking, Beach Road, Kingston**

**Mr Ollie Burdon** submitted the following question on notice:

*When will the speed bumps will be marked or permanently signed?*

**Officer's Response:**

Line marking and signage was completed on 3 September 2025.

*Steve Loxley, Senior Project Manager*

**9.2 Freeze on Construction Code**

**Mr Ollie Burdon** submitted the following question on notice:

*Will the recent freeze on the construction code lead to faster home building approvals?*

**Officer's Response:**

It is understood that the intent of the Federal Government's freeze on non-essential updates to the National Construction Code (NCC) until mid-2029 is to assist with reducing compliance costs and to streamline building approvals. The freeze will provide more certainty for building practitioners which will in turn help with efficiency during the approval process - particularly in the design and certification stages.

*Andy D'Crus, Manager Building & Plumbing Services*

---

**10 QUESTIONS WITHOUT NOTICE FROM COUNCILLORS**

---

---

**11 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.*

**11.1 Traffic Management**

At the Council meeting held on 1 September 2025, **Cr Cordover** asked the following question without notice to the Chief Executive Officer, with a response that the question would be taken on notice:

*Regarding traffic congestion at the Algonia Road/Mitre 10 Channel Highway roundabout, what are the plans for dealing with the ongoing traffic congestion, particularly in the southbound lane, and what advocacy are we doing with the State Government to try and improve outcomes at that particular location?*

**Officer's Response:**

The Kingston Bypass Duplication and Algonia Road Upgrade is currently an active State Growth project. Project objectives are to enhance road safety for users and improve travel times. More information can be found on the [Transport Services](#) page of the Department of State Growth website.

*Craig Mackey, Director Engineering Services*

**11.2 Footpath, Wells Parade**

At the Council meeting held on 1 September 2025, **Cr Cordover** asked the following question without notice to the Chief Executive Officer, with a response that the question would be taken on notice:

*A notorious section along Wells Parade from View Street to Hazel Street, the camber of the footpath is allegedly quite dangerous because of how steep it is. One of the issues is that people with prams and things like that, they could actually tip over. Do we have general benchmarks for the maximum limitations of what that gradient can be on footpaths and is Council aware of this particular location and getting a fix on that?*

**Officer's Response:**

Footpaths are generally constructed in accordance with the Tasmanian Standard Drawings, specifically TSD-R11.v2 which nominates a 2% crossfall.

Council is aware of the issues at this location. The footpath was reconstructed and widened in 2016 and improved the path from its previous condition. Unfortunately, this work was limited by several site constraints that had to be managed due to the increased footpath width - including the gradients of existing driveways and the location of underground telecoms. To maintain safe driveway access and match existing ground levels, the crossfall of the footpath had to be locally steepened.

Reconstructing this section would either significantly affect property access or require the costly relocation of underground services.

*Craig Mackey, Director Engineering Services*

### 11.3 Leslie Road

At the Council meeting held on 1 September 2025, **Cr Cordover** asked the following question without notice to the Chief Executive Officer, with a response that the question would be taken on notice:

*Is Council aware of Leslie Road needing additional sealing or repair? The particular areas which I can provide, they relate to the quality of road. Apparently there was some money budgeted in a previous year's budget that was never actually spent on Leslie Road, so there was a bit of community concern raised around that and I'm hoping that that money for upgrades on Leslie Road could be reinstated in upcoming budgets. Is there any update around Leslie Road in particular?*

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

In 2012 Council reconstructed the section of Leslie Road between McKenzies Road and Bullock Drive. That work renewed the road in its existing form but did not include widening.

Additionally in 2021 Council undertook a capital project to widen Leslie Road near Mount Pleasant Road. This upgrade improved safety by providing a 5-metre sealed surface with gravel shoulders, improved visibility around a curve, and upgraded drainage to help reduce flooding on nearby properties.

Council has recently completed the road maintenance inspections and Leslie Road has been identified for mill and fill repairs. The work will be scheduled in the warmer months this year.

*Craig Mackey, Director Engineering Services*

### 11.4 Auburn Road, Kingston

At the Council meeting held on 1 September 2025, **Cr Cordover** asked the following question without notice to the Chief Executive Officer, with a response that the question would be taken on notice:

*I'm unaware of our current plans around upgrading Auburn Road to deal with the safety concerns around that particular area. Are there any updates that can be provided?*

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

The Engineering department will be undertaking a review of the proposed Auburn Road upgrade works over the next two months and will provide an update in November 2025.

*Craig Mackey, Director Engineering Services*

**OPEN SESSION ADJOURNS**



## PLANNING AUTHORITY IN SESSION

### 12 OFFICERS REPORTS TO PLANNING AUTHORITY

#### 12.1 DA-2025-188 - DEVELOPMENT APPLICATION FOR TWO (2) MULTIPLE DWELLINGS (ONE EXISTING AND DEMOLITION OF OUTBUILDING AT 8 DOLLERY DRIVE, KINGSTON

**File Number:** DA-2025-188  
**Author:** Rianisa Fitriani, Planner  
**Authoriser:** Tasha Tyler-Moore, Manager Development Services

<b>Applicant:</b>	Stuart Oates Services
<b>Owner:</b>	Mr A Stewart and Mrs R A Stewart
<b>Subject Site:</b>	8 Dollery Drive, Kingston (CT 59967/32)
<b>Proposal:</b>	Two (2) multiple dwellings (one existing) and demolition of outbuilding
<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>	Inner Residential
<b>Codes:</b>	E5.0 Road and Railway Assets E6.0 Parking and Access E7.0 Stormwater Management E15.0 Inundation Prone Areas
<b>Use Class/Category:</b>	Residential (Multiple Dwellings)
<b>Discretions:</b>	Clause 11.4.6 Privacy for all dwellings A3 Clause E6.6.1 Number of car parking spaces A1 Clause E6.7.5 Layout of parking areas A1 Clause E6.7.12 Siting of car parking A1
<b>Public Notification:</b>	Public advertising was undertaken between 9 August 2025 and 22 August 2025 in accordance with section 57 of the <i>Land Use Planning and Approvals Act 1993</i>
<b>Section 52(1B) Owner consent requirements:</b>	The development is wholly contained within land in private ownership, no further consents required.
<b>Representations:</b>	Nil
<b>Recommendation:</b>	Refusal

### 1. PROPOSAL

#### 1.1 Description of Proposal

The application seeks approval for the development of two multiple dwellings (including one existing dwelling) and the demolition of an existing outbuilding.

### Proposed dwellings:

The proposal has a site area per dwelling of 353m<sup>2</sup>. The existing dwelling, circa 1973 (Unit 1) is located at the front portion of the lot and is proposed for retention with minor modification to remove the existing rear access ramp. The dwelling has a gross floor area (GFA) of 98m<sup>2</sup> and will retain its existing height and setbacks to all property boundaries. It contains three bedrooms, a living room, kitchen/dining area, bathroom, toilet and laundry room. It also has a front porch and a small rear landing.

The proposed new dwelling (Unit 2) is located at the rear portion of the lot, to the southwest of Unit 1. It has a GFA of 140.5m<sup>2</sup> and a maximum height of approximately 4.81m above the natural ground level (NGL). It is setback to approximately 21.34m from the frontage, 2.09m from the southeastern side boundary, 1.50m from the northwestern side boundary and 4m from the rear boundary of the property. Unit 2 will contain three bedrooms, an open plan living, dining and kitchen area, a bathroom and a single garage, with a patio at the rear.

Both dwellings will have private open space (POS) located at ground level, measuring approximately 73m<sup>2</sup> and 128m<sup>2</sup> respectively. Each unit will include a minimum of 1.5m<sup>2</sup> bin storage area, located behind the dwelling. The proposed development will result in a site coverage of approximately 33.5%.

### Demolition of outbuilding:

The proposal includes the demolition of an existing outbuilding located to the southwest of the existing dwelling (Unit 1) to accommodate the new proposed dwelling (Unit 2) and associated car parking. However, a site inspection confirmed that this outbuilding has already been removed without approval (refer to Figure 3).

The proposal also includes the extension of the existing driveway to accommodate the required car parking spaces. A total of five car parking spaces is proposed, allocated as follows:

- Two spaces for Unit 1, located between the dwelling and the front boundary of the site.
- Two spaces for Unit 2, one within the proposed garage and one directly in front of the dwelling.
- One space for visitors of Unit 2 only, located directly in front of the garage.

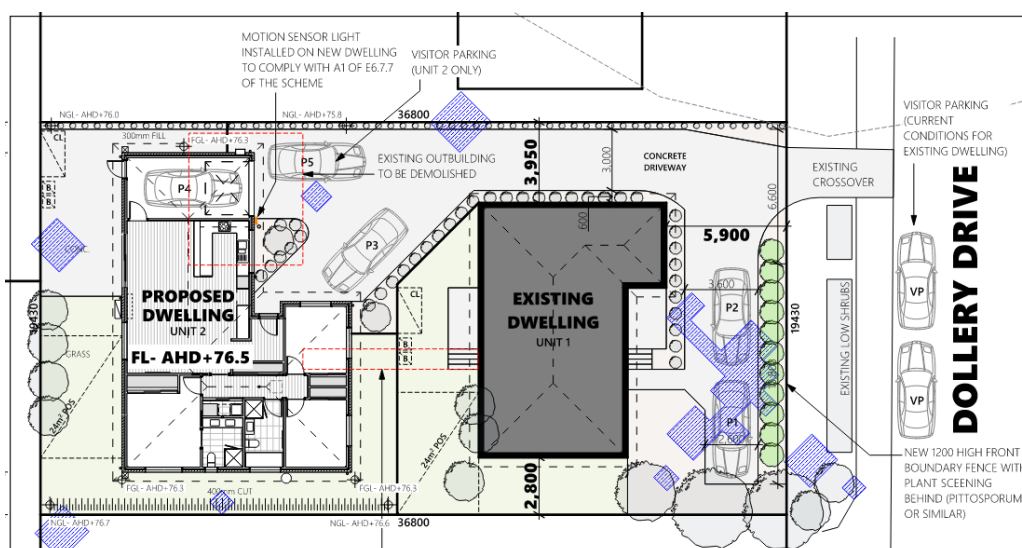


Figure 1: Proposed parking arrangements on the site

## 1.2 Description of Site

The site is a rectangular shaped lot located to the southwest of Dollery Drive in Kingston. It is zoned Inner Residential and has a total area of 706m<sup>2</sup>. The land slopes gently from the southeastern boundary down to the northwestern boundary with an average gradient of approximately 1 in 15. The site currently contains a single dwelling. All previously existing outbuildings have been removed.

Vehicular access to the site is provided via an existing crossover from Dollery Drive. The Road and Railway Assets, Parking and Access, Stormwater Management, and Inundation Prone Areas Codes apply to the site.

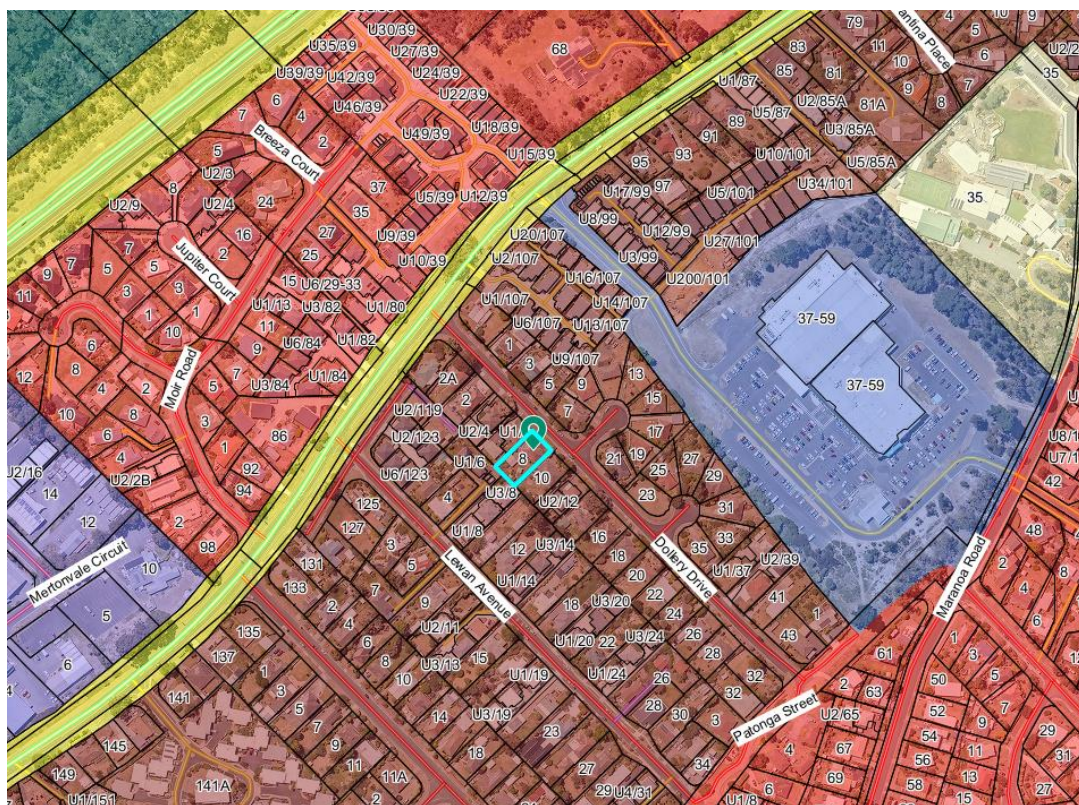


Figure 2: Aerial imagery showing the site outlined in cyan (Spectrum)

The surrounding area is characterised by a mix of single dwelling and multiple dwellings developments, contributing to a varied residential character. The site is in proximity to the Kingston Town Shopping Centre and adjoins four private residential properties, three of which are multiple dwellings.

## 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 proposed development of two multiple dwellings on the site increases reliance on on-street parking, demonstrate an unsafe parking layout and a heavily concreted frontage. This design outcome is inconsistent with the objectives of Schedule 1 of the *Land Use Planning and Approvals Act 1993*, particularly Clause (f) of Part 2, which seeks to promote a pleasant, efficient, and safe environment for living and recreation. The dominance of hard surfacing within the frontage reduces opportunities for landscaping, decreases pedestrian comfort, and detracts from the visual amenity of the streetscape, thereby undermining the quality of the urban environment.

### 2.2 Strategic Planning

The relevant strategies associated with the Scheme are as follows:

*Zone Purpose Statements of the Inner Residential Zone*

The zone purpose statements of the Inner Residential Zone are:

- 11.1.1.1 To provide for a variety of residential uses and dwelling types close to services and facilities in inner urban and historically established areas, which uses and types respect the existing variation and pattern in lot sizes, set back, and height.
- 11.1.1.2 To provide for compatible non-residential uses that primarily serve the local community.
- 11.1.1.3 To encourage residential development at higher densities in locations within walkable distance of services, facilities, employment and high frequency public transport corridors.
- 11.1.1.4 To encourage residential development at higher densities in locations that offer good access to services and employment including activity centres and public open spaces.

*Clause 11.1.2 – Local Area Objectives and Desired Future Character Statements*

The Scheme details separate Local Area Objectives and Desired Future Character Statements for the main towns in the municipal area. The following Local Area Objectives and Desired Future Character Statements are relevant to the assessment of this application.

<b>Local Area Objectives</b>	<b>Implementation Strategy</b>
(a) Land will be utilised for residential purposes to the maximum extent and in a manner that optimises high quality design and amenity outcomes	(a) Infill opportunities will be taken up with larger lots being developed at higher residential densities.
<b>Desired Future Character Statements</b>	<b>Implementation Strategy</b>
(a) Increased inner urban residential living opportunities will be provided that enable residents to have improved access to local services and public facilities.	(a) Further subdivision and/or strata development will be encouraged within this zone in a manner that encourages high quality design outcomes in both the private and public realms.

The proposal involves the development of two multiple dwellings on the site, one of which is existing. The proposal generally aligns with the relevant planning statements, particularly in supporting higher-density residential development in a location that is well-serviced and close to key facilities.

However, the proposed design does not comply with the Zone Purpose Statement 11.1.1.1 and Local Area Objectives. The proposed design, including the building and parking layout, does not appropriately respond to the characteristics of Inner Residential lots in terms of lot size, setbacks, and building height. While lots in the Inner Residential Zone are typically smaller than those in the General Residential and Low-Density Residential Zones, they allow for higher building forms. The current proposal does not fully utilise the building envelope permitted under the Inner Residential Zone standards and does not respond adequately to other zone criteria, particularly the requirement for parking to be located behind the building line and safe access and appropriate vehicle manoeuvring. As a result, the design does not demonstrate a high-quality built form or optimise residential amenity, which is inconsistent with the intent and objectives of the Inner Residential Zone.

## 2.3 Statutory Planning

The use is categorised as Residential (Multiple Dwelling) under the Scheme, which is a use that requires Permitted assessment in the Inner Residential Zone. Whilst the application is classified as a Permitted use, it relies on Performance Criteria to comply with the Scheme provisions and is therefore discretionary.

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

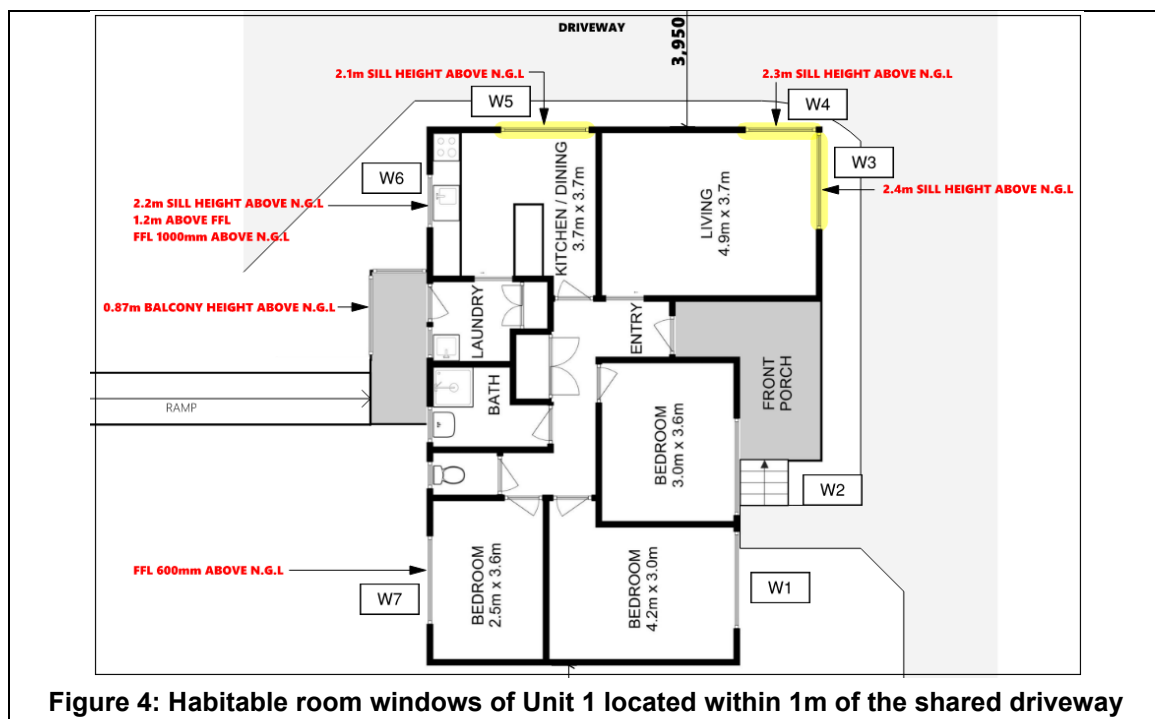
The proposal satisfies the relevant Acceptable Solutions of the Scheme (see checklist in Attachment 1), with the exception of the following:

### Inner Residential Zone

#### Clause 11.4.6 - Privacy for all dwellings

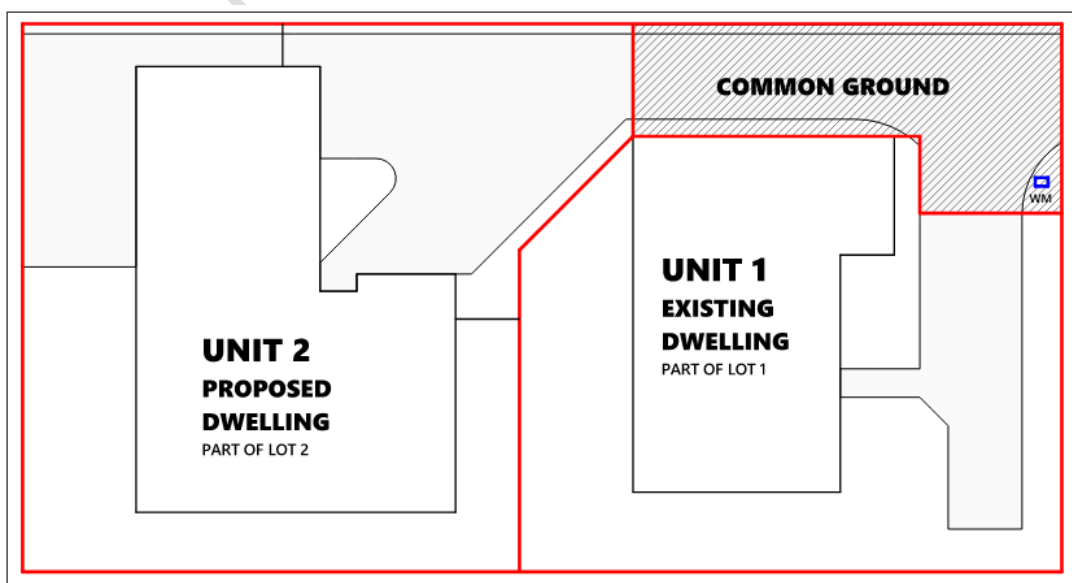
Acceptable Solution
<p><b>A3</b> - A shared driveway or parking space (excluding a parking space allocated to that dwelling) must be separated from a window, or glazed door, to a habitable room of a multiple dwelling by a horizontal distance of not less than:</p> <p>(a) 2.5m; or</p> <p>(b) 1m if:</p> <ul style="list-style-type: none"> <li>(i) it is separated by a screen of not less than 1.7m in height; or</li> <li>(ii) the window, or glazed door, to a habitable room has a sill height of not less than 1.7m above the shared driveway or parking space, or has fixed obscure glazing extending to a height of not less than 1.7m above the floor level.</li> </ul>
Performance Criteria
<p><b>P3</b> - A shared driveway or parking space (excluding a parking space allocated to that dwelling), must be screened, or otherwise located or designed, to minimise unreasonable impact of vehicle noise or vehicle light intrusion to a habitable room of a multiple dwelling.</p>
Proposal
<p>The proposed Unit 2 is setback to approximately 8m from the shared driveway. However, Unit 1's kitchen and living room windows (windows W3, W4 and W5) will be setback to less than 1m from the shared driveway and therefore are unable to comply with the Acceptable Solution A3. The proposal must be assessed against the Performance Criteria P3.</p> <p>Please note that window W6 of Unit 1 complies with A3 (b) as it is setback to approximately 1.18m from the shared driveway and has a sill height of 2.2m above the shared driveway.</p>





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

- Unit 1's kitchen and living room windows (windows W3, W4, and W5) will be setback to less than 1m from the proposed shared driveway. The proposed shared driveway is located at the northern front portion of the lot. The habitable room window W3 of the existing dwelling (Unit 1) faces the frontage and is setback to approximately 0.90m from the shared driveway. Windows W4 and W5 face the northwestern side boundary and are setback to approximately 0.60m from the shared boundary. All three windows (W3, W4, and W5) have a sill height of at least 2.1m above the level of the shared driveway. As a result, they are unlikely to be unreasonably affected by vehicle light intrusion from cars entering or exiting the property.



**Figure 5: Proposed shared driveway indicated by the hatched area and notated as 'common ground'**



**Figure 6: Proposed Windows W3, W4, and W5 of Unit 1 that have a sill height of at least 2.1m above the shared driveway**

- The proposal is for a two dwelling development with a total of five on-site car parking spaces. Given the limited number of vehicles expected to access the site, the noise impact from vehicle movements within the lot is anticipated to be minimal.

Additionally, the existing dwelling is constructed of brick and will remain unchanged. The habitable room windows W3, W4, and W5 have elevated sill heights of at least 2.1m above the proposed shared driveway. This design feature further reduces the likelihood of any unreasonable noise impact from vehicle activity within the site.

#### **Parking and Access Code**

##### **Clause E6.6.1 - Number of car parking spaces**

<b>Acceptable Solution</b>
<p><b>A1</b> - The number of on-site car parking spaces must be:</p> <p>(a) no less than the number specified in Table E6.1;</p> <p>except if:</p> <p>(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;</p>
<b>Performance Criteria</b>
<p><b>P1</b> - The number of on-site car parking spaces must be sufficient to meet the reasonable needs of users, having regard to all of the following:</p> <p>(a) car parking demand;</p> <p>(b) the availability of on-street and public car parking in the locality;</p> <p>(c) the availability and frequency of public transport within a 400m walking distance of the site;</p> <p>(d) the availability and likely use of other modes of transport;</p> <p>(e) the availability and suitability of alternative arrangements for car parking provision;</p> <p>(f) any reduction in car parking demand due to the sharing of car parking spaces by multiple uses, either because of variation of car parking demand over time or because of efficiencies gained from the consolidation of shared car parking spaces;</p>

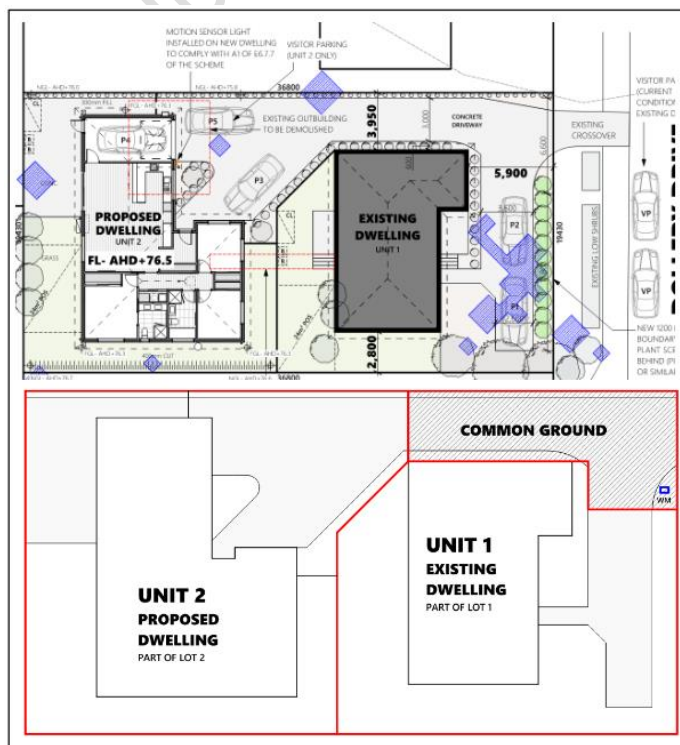
- (g) any car parking deficiency or surplus associated with the existing use of the land;
- (h) any credit which should be allowed for a car parking demand deemed to have been provided in association with a use which existed before the change of parking requirement, except in the case of substantial redevelopment of a site;
- (i) the appropriateness of a financial contribution in lieu of parking towards the cost of parking facilities or other transport facilities, where such facilities exist or are planned in the vicinity;
- (j) any verified prior payment of a financial contribution in lieu of parking for the land;
- (k) any relevant parking plan for the area adopted by Council;
- (l) the impact on the historic cultural heritage significance of the site if subject to the Local Heritage Code;
- (m) whether the provision of the parking would result in the loss, directly or indirectly, of one or more significant trees listed in the Significant Trees Schedule.

### Proposal

A total of 5 car parking spaces is required to be provided on the site under Table E6.1, comprising 2 spaces for each dwelling and 1 space for visitors. The submitted plans show the following:

- 2 car parking spaces for Unit 1 (P1 and P2).
- 2 car parking spaces for Unit 2 (P3 and P4).
- 1 car parking space for visitors of Unit 2 only (P5). This space is located on the Unit 2 area, not within the common property. P5 is located directly in front Unit 2's garage in a jockey parking arrangement and therefore is not practical for use as a shared visitor parking for both units.

To comply with Acceptable Solution A1, the proposed car parking space must not be allocated exclusively to Unit 2. Instead, it must be shared between both units and be located within the proposed common property to ensure visitor access for both units. As the proposal does not comply with the Acceptable Solution A2, it must be assessed against the Performance Criteria P2.



**Figure 7: Proposed parking layout showing that the visitor parking space is located within the Unit 2 area and is designated exclusively for Unit 2**

The proposal was referred to Council's Development Engineer who advised that the proposed development does not comply with the Performance Criteria P1 for the following reasons:

- The requirement for a dedicated visitor parking space is considered reasonable, given that each unit contains three bedrooms. Currently, the proposed visitor parking is allocated exclusively for Unit 2 and is located within the Unit 2 area, rather than within the common property. It is evident that the proposed development could accommodate a more effective parking layout. A revised design could allow for the required five car parking spaces to be provided within the site, including a visitor parking space located within common property, ensuring compliance with planning requirements.
- Existing development in the area significantly limits the availability of on-street parking. Relying on on-street parking to meet the needs of the proposed development would likely result in parking overspill, placing additional pressure on surrounding streets and reducing overall parking efficiency.
- Use of alternative transport modes in Kingston is currently low, with the area being highly car dependent. ABS Census data indicates that 94% of households own at least one vehicle, and 56% have access to two or more (Central Kingston Car Parking Strategy, 2023). Given this, a revised design could reasonably accommodate the required car parking spaces within the site to meet the planning scheme requirements.
- There are no alternatives for car parking arrangement considered suitable for the proposed development.
- The proposed development consists solely of multiple dwellings for residential use. As there are no other uses on the site, the proposal does not benefit from any reduction in car parking demand that might otherwise arise from shared uses.
- There is no car parking surplus associated with the existing residential use on the lot.
- The proposal involves the development of two dwellings (one existing), which represents a substantial intensification of use of the site.
- Financial contribution in lieu of parking is not considered appropriate for the proposed residential use and development.
- There is no available parking plan relevant to the area.
- The property is not subject to E13.0 Historic Heritage Code under the Scheme. Therefore, accommodating the required car parking spaces within the site would not impact any Heritage Place or Precinct.
- There are no trees on the subject lot or adjoining lots subject to the E24.0 Significant Trees Code under the Scheme. Therefore, accommodating the required car parking spaces within the site would not impact any significant trees.

## **Parking and Access Code**

### **Clause E6.7.5 - Layout of parking areas**

#### **Acceptable Solution**

**A1** – The layout of car parking spaces, access aisles, circulation roadways and ramps must be designed and constructed to comply with section 2 “Design of Parking Modules, Circulation Roadways and Ramps” of AS/NZS 2890.1:2004 Parking Facilities Part 1: Off-street car parking and must have sufficient headroom to comply with clause 5.3 “Headroom” of the same Standard.

<b>Performance Criteria</b>
<b>P1</b> - The layout of car parking spaces, access aisles, circulation roadways and ramps must be safe and must ensure ease of access, egress and manoeuvring on-site.
<b>Proposal</b>
The proposal was referred to Council's Development Engineer who advised that the vehicle access and parking layout does not comply with the Australian Standard. Therefore, the proposal does not comply with the Acceptable Solution A1 and must be assessed against the Performance Criteria P1.

The proposal has been reviewed against the requirements of Clause E6.7.5 of the Parking and Access Code and was referred to Council's Development Engineer. The assessment concludes that the proposed parking layout does not satisfy the Performance Criteria P1, as it fails to demonstrate a safe arrangement that ensures ease of access, egress and on-site manoeuvring, and does not comply with the *Design of Parking Modules, Circulation Roadways and Ramps* provisions of AS/NZS 2890.1:2004. Considering the above, the proposed development does not comply with the Performance Criteria P1 for the following reasons:

- Vehicles occupying these spaces would be required to reverse the full length of the driveway to exit the site, resulting in vehicles entering the street in reverse. This is contrary to Clause 2.4.2 of AS/NZS 2890.1:2004, which requires parking spaces to be designed to enable vehicles to enter and exit the site in a forward direction where practical. The minimum aisle width and turning areas prescribed by Table 2.2 and Figure 2.2 are not achieved, preventing safe and convenient manoeuvring.

This issue is further exacerbated by the constrained parking layout, which relies on tandem parking and necessitates multiple impractical and inefficient movements in order for vehicles to effectively and safely enter and exit the site. It is acknowledged that Clause E6.7.4 of the Scheme does not specifically require on-site turning for developments of only two dwellings. However, in this case the combination of tandem parking, constrained aisle widths, and the absence of turning space will consistently result in vehicles reversing onto the street. This creates safety risks for pedestrians and passing traffic and is inconsistent with the intent of Clause E6.7.1, which seeks to ensure the safe and efficient use of the road network.
- Conflict between P5 and Unit 2 garage: Parking space P5 (visitor space for Unit 2) obstructs direct access to the Unit 2 garage. This results in vehicles being dependent on shuffling and compromises the independent operation of both spaces, contrary to Clause 2.3.2 of AS/NZS 2890.1:2004, which requires each space to be accessible without interference from another vehicle.
- Non-compliance with design standards: The design fails to provide the minimum 6.0m aisle width for 90-degree spaces (Table 2.2), adequate vehicle circulation paths (Clause 3.2.1), and unobstructed access to each space (Clause 2.3.2). These departures from the Australian Standard result in a layout that is both unsafe and inefficient.
- Given the size of the site, it is evident that a revised design could provide a compliant parking layout consistent with AS/NZS 2890.1:2004 that achieves safe, functional, and convenient access and circulation for all dwellings.

On this basis, the proposal is non-compliant with Performance Criteria P1 of Clause E6.7.5 of the Parking and Access Code and the *Design of Parking Modules, Circulation Roadways and Ramps* provisions of AS/NZS 2890.1:2004, as the parking layout is not safe and does not ensure ease of access, egress and manoeuvring on-site. Given the available site area,



the proposed dwellings and associated parking spaces can be redesigned to comply with the planning scheme requirements. A revised layout can improve safety and ensure convenient access, egress, and on-site manoeuvring for all vehicles.

### Parking and Access Code

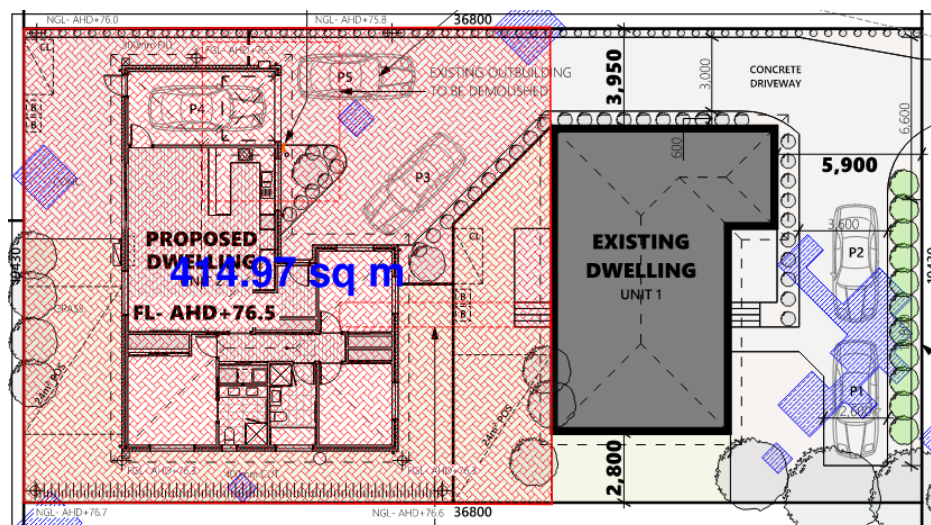
#### Clause E6.7.12 – Siting of car parking

<b>Acceptable Solution</b>
<b>A1</b> - Parking spaces and vehicle turning areas, including garages or covered parking areas in the Inner Residential Zone, Urban Mixed Use Zone, Village Zone, Local Business Zone and General Business Zone must be located behind the building line of buildings located or proposed on a site except if a parking area is already provided in front of the building line of a shopping centre.
<b>Performance Criteria</b>
<p><b>P1</b> - Parking spaces and vehicle turning areas, including garages or covered parking areas in the Inner Residential Zone, Urban Mixed Use Zone, Village Zone, Local Business Zone and General Business Zone may be located in front of the building line where topographical or other site constraints dictate that this is the only practical solution because of one or more of the following:</p> <ul style="list-style-type: none"> <li>(a) there is a lack of space behind the building line to enable compliance with A1;</li> <li>(b) it is not reasonably possible to provide vehicular access to the side or rear of the property;</li> <li>(c) the gradient between the front and the rear of existing or proposed buildings is more than 1 in 5;</li> <li>(d) the length of access or shared access required to service the car parking would constitute more than 75% of the depth of the relevant lot;</li> <li>(e) the access driveway cannot be located at least 2.5 m from a habitable room window of a building defined as a residential building in the Building Code of Australia;</li> <li>(f) the provision of the parking behind the building line would result in the loss of landscaped open space and gardens essential to the values or character of a Heritage Place or Precinct listed in the Heritage Code in this planning scheme;</li> <li>(g) the provision of the parking behind the building line would result in the loss directly or indirectly of one or more significant trees listed in the Significant Trees Code in this planning scheme,</li> </ul> <p>and only if designed and located to satisfy all of the following:</p> <ul style="list-style-type: none"> <li>(i) does not visually dominate the site;</li> <li>(ii) maintains streetscape character and amenity;</li> <li>(iii) does not result in a poor quality of visual or audio amenity for the occupants of immediately adjoining properties, having regard to the nature of the zone in which the site is located and its preferred uses;</li> <li>(iv) allows passive surveillance of the street.</li> </ul>
<b>Proposal</b>
Two tandem car parking spaces are proposed in front of the existing dwelling (Unit 1), between the dwelling and the street frontage. The proposal does not comply with the Acceptable Solution A1 and must therefore be assessed against the Performance Criteria P1 of Clause E6.7.12 of the Parking and Access Code.

Two tandem car parking spaces are proposed between Unit 1 and the frontage. The proposal does not comply with the Performance Criteria P1 for the following reasons:

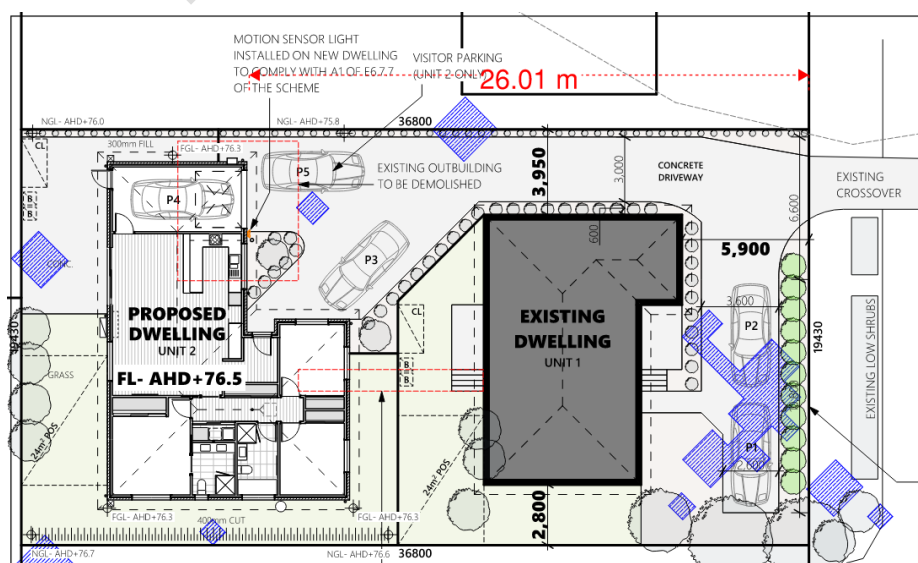
- The subject site is a rectangular shaped lot with a total area of 706m<sup>2</sup>, containing an existing dwelling at the front which is proposed to be retained. Approximately 414m<sup>2</sup>

of the rear portion of the lot is available to accommodate a new dwelling and the required car parking spaces to achieve compliance with the Acceptable Solution A1 (Figure 8). There is clear potential for a more suitable design that would achieve better compliance and outcomes.



**Figure 8: Approximately 414m<sup>2</sup> area in the rear portion of the lot available to accommodate a new dwelling and car parking spaces**

- It is evident that vehicular access to the side and rear of the property is achievable. The current design demonstrates that the driveway extends alongside the existing dwelling (Unit 1) and continues to the rear portion of the lot, providing access to the proposed new dwelling and associated parking areas.
- The land slopes gently from the southeastern boundary towards the northwestern boundary with an average gradient of approximately 1 in 15. The gradient between the front and the rear of Unit 1 or Unit 2 is less than 1 in 5.
- The length of access or shared access required to service the car parking would not constitute more than 75% of the depth of the lot (approximately 71%).



**Figure 9: The length of access required to service the car parking would be less than 75% of the depth of the lot**

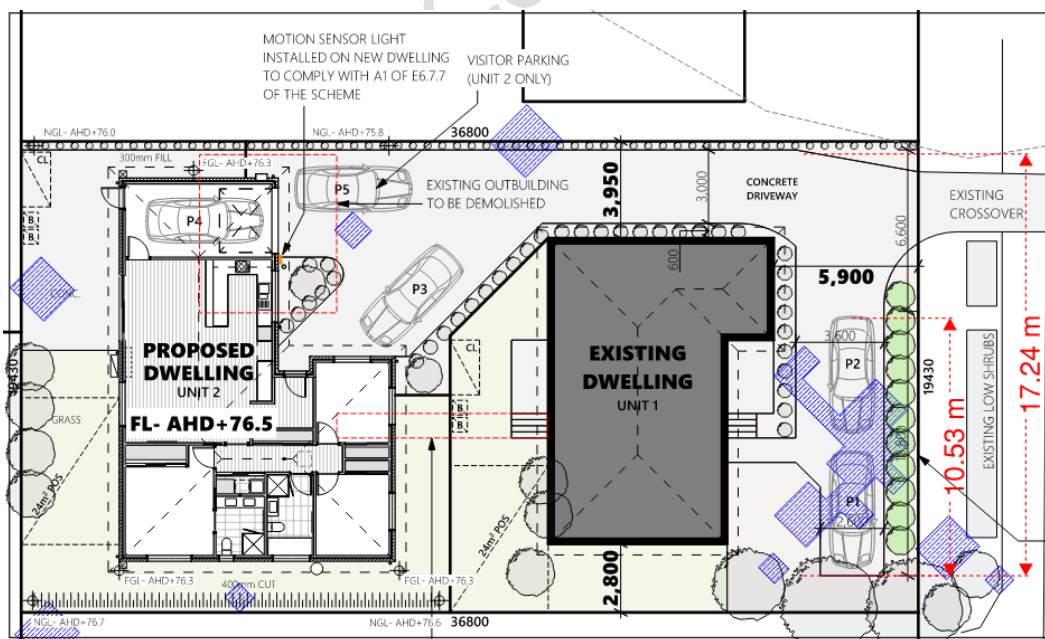
- The property is not subject to E13.0 Historic Heritage Code under the Scheme. Therefore, the placement of parking behind the building line would not impact any Heritage Place or Precinct.
- There are no trees on the subject lot or adjoining lots subject to the E24.0 Significant Trees Code under the Scheme. Therefore, the placement of parking behind the building line would not impact any significant trees.

Performance Criteria P1 allows parking spaces and vehicle turning areas to be located in front of the building line only where topographical or other site constraints make this the only practical solution. To satisfy P1, the proposal must meet at least one of the criteria listed in points (a) to (g), and the design of the parking and turning areas must also comply with points (i) to (iv). As assessed above, the proposal does not comply with points (a) to (d) and (f) to (g) of the Performance Criteria P1.

The proposal is considered to comply with point (e) of the Performance Criteria P1, as the existing dwelling (Unit 1) on the lot is proposed to be retained and the side driveway cannot be located 2.5m clear of habitable room windows. However, any impacts are minimal, as the affected windows have a sill height of at least 2.1m above driveway level.

The proposal does not comply with points (i) to (iv) of the Performance Criteria P1, as outlined below:

- The car parking spaces proposed in front of the existing dwelling (Unit 1) occupies approximately 54% of the front façade. Including the concrete driveway, the total hardstand area accounts for 88.73% of the site's frontage. As a result, the front portion of the site will be visually dominated by concrete surfaces.



**Figure 10: Proposed parking spaces and concrete driveway, accounting for approximately 54% and 88% of the site frontage, respectively**


- The proposed siting is inconsistent with the established streetscape character and amenity along Dollery Drive, which is predominantly characterised by landscaped front gardens and open lawn areas. The limited examples of front setback parking in the street are either unauthorised, pre-scheme, or approved under the current scheme (*Kingborough Interim Planning Scheme 2015*) with adequate landscaping to avoid visual dominance and maintain passive surveillance.








**Figure 11: Streetscape examples – landscaped front setbacks with limited instances of front setback parking circled in red**

**Table 1: Comparative examples at 1, 2, 6 and 39 Dollery Drive (refer to development application history as detailed below)**

Properties	Related DA	Relevant Planning Scheme	Further Details
111 Channel Highway	-	-	<p>The building was constructed in 1963, prior to the introduction of any planning scheme.</p> 
1 Dollery Drive	DA-2020-244	KIPS 2015	<p>The car parking space located in front of the building line was approved with adequate space for landscaping. As a result, it does not dominate the site's frontage, maintains the established streetscape character, does not unreasonably impact adjoining properties, and supports passive surveillance between the dwelling and the street.</p>

Properties	Related DA	Relevant Planning Scheme	Further Details
			
2 Dollery Drive	-	-	Council has no records of approval for the parking space at the front of the building.
6 Dollery Drive	DA-2008-341	KPS 2000	<p>The parking spaces in front of the building line were approved under the <i>Kingborough Planning Scheme 2000</i> (previous Planning Scheme) and are therefore not relevant to the current Planning Scheme. Under the previous Planning Scheme, the parking requirements were one car parking space per dwelling and one additional space for visitors.</p> 
39 Dollery Drive	DA-2021-258	KIPS 2015	<p>The car parking space located in front of the building line was approved with adequate space for landscaping. As a result, it does not dominate the site's frontage, maintains the established streetscape character, does not unreasonably impact adjoining properties, and supports passive surveillance between the dwelling and the street.</p>



Properties	Related DA	Relevant Planning Scheme	Further Details
			

- The space provided for landscaping within the front setback is inadequate, being limited to a minimal linear strip that does not allow for deep soil planting or diverse planting variety. This fails to achieve meaningful soft landscaping to balance the hardstand, maintain streetscape character and amenity, or provide effective passive surveillance.
- Although the proposal provides boundary fencing and limited planting to mitigate acoustic or visual impacts for neighbours (Figure 11), it fails to avoid visual dominance of the site frontage, maintain streetscape character, or ensure adequate passive surveillance of the street.
- The proposal is inconsistent with the Central Kingston Car Parking Strategy 2023, which emphasises avoiding car parking that dominates residential frontages, maintaining landscaped setbacks, and ensuring streetscape quality in highly car-dependent areas such as Kingston.

On this basis, the proposal is non-compliant with Performance Criteria P1 of Clause E6.7.12 of the Parking and Access Code. The siting of car parking in front of the dwelling is not the only practical solution and fails to avoid visual dominance, maintain streetscape character, achieve an appropriate balance between landscaping and hardstand, or provide adequate passive surveillance of the street. A more suitable and compliant design is achievable given the available rear lot area.

## 2.5 Public Consultation and Representations

The application was advertised in accordance with the requirements of s.57 of the *Land Use Planning and Approvals Act 1993* (from 9 August 2025 to 22 August 2025). No representations were received during the public exhibition period.

## 2.6 Other Matters

### 2.6.1 Unregistered Dealings and Notations:

**N266938** Transfer to Lifestyle Design Developments Pty Ltd lodged by Wallace Wilk on 04/08/2025 – does not affect the proposed development.

### 2.6.2 TasNetworks Advice:

The proposal was referred to TasNetworks who provided the below advice on 23 June 2025:

*"Thank you for your email on 12/06/2025 referring to the above development.*

*Based on the information provided, the development is not likely to adversely affect TasNetworks' operations.*

*As with any multiple dwellings, consideration should be given to the electrical infrastructure works that will be required to ensure a supply of electricity can be provided to this development.*

*It is recommended that the customer or their electrician submit an application via our website portal found here <https://www.tasnetworks.com.au/Connections/Connections-Hub> to upgrade the electricity supply connection to support this development."*

The advice above was forwarded to the applicant on 23 June 2025.

### 2.6.3 TasWater Advice:

The proposal was referred to TasWater who provided their Submission to Planning Authority Notice. In the event that a planning permit is issued for the development, the TasWater conditions must be included in the permit.

## 3. CONCLUSION

For the reasons outlined in the assessment report, the proposed two (2) multiple dwellings (one existing) and demolition of outbuilding cannot be supported. The design is inconsistent with the planning scheme, resulting in unsafe and inefficient parking, adverse impacts on streetscape and neighbourhood character, and increased reliance on on-street parking.

The site may be suitable for infill development, however for the reasons described this proposed layout with two, three-bedroom, single-storey dwellings is not appropriate.

## 4. RECOMMENDATION

That the two (2) multiple dwellings (one existing) and demolition of outbuilding at 8 Dollery Drive, Kingston be refused for the following reasons:

- (1) The proposal fails to demonstrate compliance with Clause E6.6.1 Number of Car Parking Spaces P1 of the *Kingborough Interim Planning Scheme 2015* in that the number of on-site car parking spaces is not sufficient to meet the reasonable needs of users, having regard to the following:
  - (a) car parking demand;
  - (b) the availability of on-street and public car parking in the locality;
  - (d) the availability and likely use of other modes of transport;
  - (e) the availability and suitability of alternative arrangements for car parking provision;
  - (f) any reduction in car parking demand due to the sharing of car parking spaces by multiple uses, either because of variation of car parking demand over time or because of efficiencies gained from the consolidation of shared car parking spaces;
  - (g) any car parking deficiency or surplus associated with the existing use of the land;

- (h) any credit which should be allowed for a car parking demand deemed to have been provided in association with a use which existed before the change of parking requirement, except in the case of substantial redevelopment of a site;
  - (i) the appropriateness of a financial contribution in lieu of parking towards the cost of parking facilities or other transport facilities, where such facilities exist or are planned in the vicinity;
  - (k) any relevant parking plan for the area adopted by Council;
  - (l) the impact on the historic cultural heritage significance of the site if subject to the Local Heritage Code;
  - (m) whether the provision of the parking would result in the loss, directly or indirectly, of one or more significant trees listed in the Significant Trees Schedule.
- (2) The proposal fails to demonstrate compliance with Clause E6.7.5 Layout of Parking Areas P1 of the *Kingborough Interim Planning Scheme 2015* in that the layout of car parking spaces, access aisles, circulation roadways and ramps are not safe and do not ensure ease of access, egress and manoeuvring on-site.
- (3) The proposal fails to demonstrate compliance with Clause E6.7.12 Siting of Car Parking P1 of the *Kingborough Interim Planning Scheme 2015* in that parking spaces in front of the building line does not satisfy the following requirements of the Performance Criteria by demonstrating that its design and location:
- (i) does not visually dominate the site;
  - (ii) maintains streetscape character and amenity;
  - (iii) does not result in a poor quality of visual or audio amenity for the occupants of immediately adjoining properties, having regard to the nature of the zone in which the site is located and its preferred uses;
  - (iv) allows passive surveillance of the street.

## ATTACHMENTS

1. Application Plans
2. Assessment Checklist

# ARCHITECTURAL DOCUMENTATION

SHEET INDEX:

01	COVER SHEET
02	SITE PLAN- PLANNING & SET OUT
03	SITE PLAN- SERVICES
04	SITE PLAN- STRATA
05	EXISTING HOUSE FLOOR PLAN
06	EXISTING HOUSE IMAGES
07	PROPOSED FLOOR PLAN
08	PROPOSED ELEVATIONS
09	PROPOSED ELEVATIONS
10	PERFORMANCE CRITERIA RATIONALE
11	SURROUNDING PARKING ANALYSIS

PROJECT NOTES:

TITLE REFERENCE	59967/32
LOCAL AUTHORITY	KINGBOROUGH COUNCIL
BUILDING CLASS	CLASS 1a
BUILDING ZONE	INNER RESIDENTIAL
PREVAILING WINDS	N/W
DESIGN WIND SPEED	REGION A1-A5, N2
SOIL CLASSIFICATION	REFER TO GEOTECHNICAL REPORT
CLIMATE ZONE	7
BUSHFIRE ATTACK LEVEL	N/A
CORROSION ENVIRONMENT	MEDIUM
ALPINE AREA	N/A- LESS THAN 900m AHD

PLANNING ANALYSIS- GENERAL RESIDENTIAL:

Z11.4.1	RESIDENTIAL DENSITY FOR MULTIPLE DWELLINGS	WE COMPLY
Z11.4.2	SETBACKS AND BUILDING ENVELOPE FOR ALL DWELLINGS	WE COMPLY
Z11.4.3	SITE COVERAGE AND PRIVATE OPEN SPACE FOR ALL DWELLINGS	WE COMPLY
Z11.4.4	SUNLIGHT TO PRIVATE OPEN SPACE OF MULTIPLE DWELLINGS	WE COMPLY
Z11.4.5	WIDTH OF OPENINGS FOR GARAGES AND CARPORTS FOR ALL DWELLINGS	WE COMPLY
Z11.4.6	PRIVACY FOR ALL DWELLINGS	A3 NON-COMPLIANCE
Z11.4.7	FRONTAGE FENCES FOR ALL DWELLINGS	WE COMPLY
Z11.4.8	WASTE STORAGE FOR MULTIPLE DWELLINGS	WE COMPLY
E6.6.1	CAR PARKING NUMBERS	A1 NON-COMPLIANCE
E6.7.12	SITING OF CAR PARKING	A1 NON-COMPLIANCE

Kingborough Council

Development Application: DA-2025-188

Plan Reference No: P4

Date Received: 31/07/2025

Date placed on Public Exhibition: 09/08/2025

CONFIRM ALL DIMENSIONS AND SERVICES ONSITE PRIOR TO COMMENCEMENT OF WORKS.

IF IN ANY DOUBT ABOUT BEARING AND BOUNDARIES SHOWN THEN THESE MUST BE CONFIRMED ONSITE BY A SURVEYOR PRIOR TO SETOUT.

ENSURE DRAWINGS USED ONSITE ARE STAMPED 'APPROVED' PLANS BY BUILDING SURVEYOR AND PERMIT AUTHORITY.



DA

FOR PERMIT

3	4	COUNCIL RFI	SRO	29.07.25
2	3	COUNCIL RFI	SRO	15.07.25
1	2	COUNCIL RFI	SRO	30.06.25
0	1	DEVELOPMENT APPLICATION	SRO	06.06.25
REV.	ISSUE	ISSUED FOR/ DESCRIPTION:	BY:	DATE:

CLIENT:

LIFESTYLE DESIGN DEVELOPMENTS

PROJECT:

MULTIPLE DWELLINGS- 1 EXISTING, 1 NEW

ADDRESS:

8 DOLLERY DRIVE, KINGSTON

SO  
SERVICES

0439 334 417  
soservicestas@gmail.com  
38 Burns Street, Invermay  
TAS 7248 Australia

TITLE:

COVER SHEET

PROJECT No: 25016

REV: 3

SHEET SIZE: A3

SCALE: N/A

01

© These drawings are protected by copyright law & are not to be copied in any form without written permission from SOS.





Kingborough Council

Development Application: DA-2025-188

Plan Reference No: P4

Date Received: 31/07/2025

Date placed on Public Exhibition: 09/08/2025

PROPERTY CONNECTION INFORMATION

**SIZE:** TASWATER TO UPGRADE EXISTING PROPERTY CONNECTION AND INSTALL NEW DN32 (ID25) WATER CONNECTION AS PER TWS-W-0002 SHEET 5, BY TASWATER AT DEVELOPERS COST.  
**MATERIAL:** HDPE (PE100) SDR11 PN16

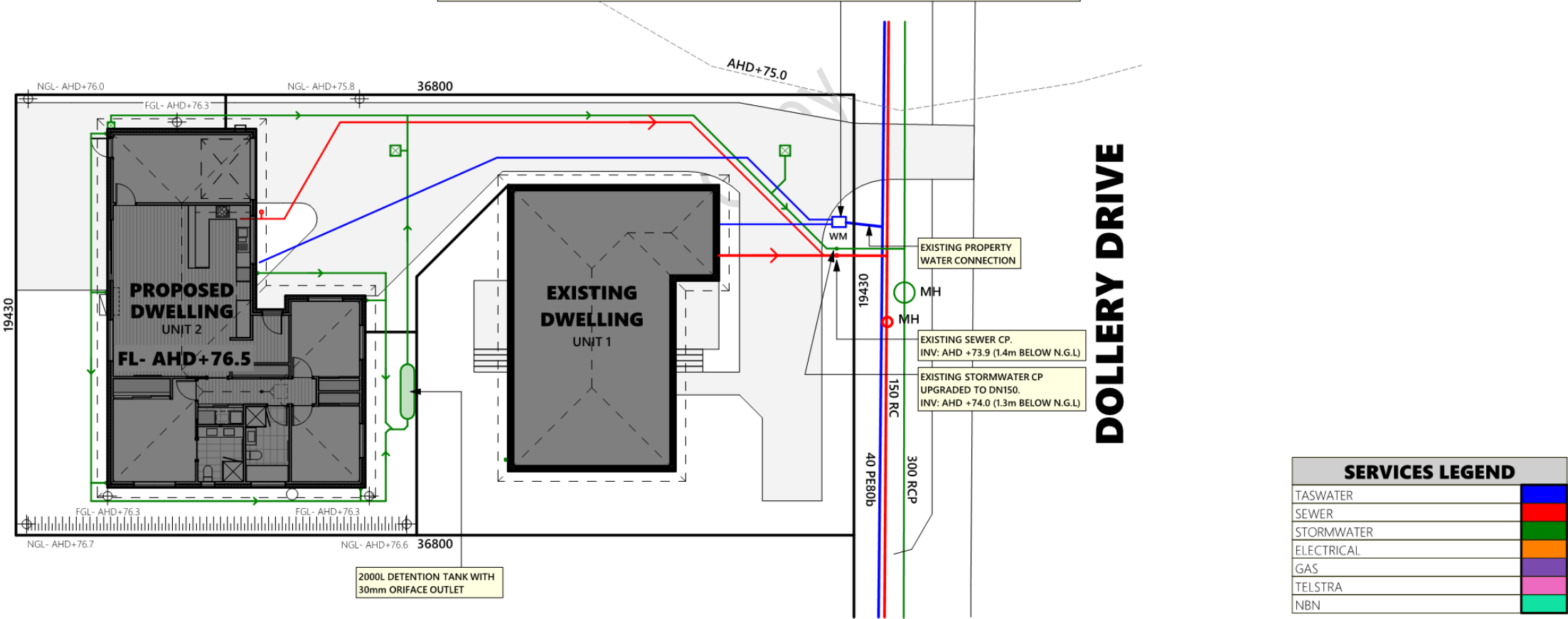
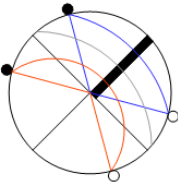
METERING INFORMATION

**SIZE:** TASWATER TO INSTALL 2/DN20 METERS ON A MANIFOLD. DEVELOPER TO PAY ALL COSTS.  
**STANDARD DRAWING REFERENCE:** TWS-W-0002 SHEET 09  
**TYPE:** 'SENSUS' WITH DUAL CHECK VALVE  
**LOCATION:** IN GROUND- NON-TRAFFICABLE. REFER TWS-W-0002 SHEET 02 FOR METER BOX DETAILS  
**HAZARD RATING:** LOW

TASWATER ADDITIONAL NOTES

TASWATER TO UPGRADE EXISTING PROPERTY CONNECTION.  
DEVELOPER TO PAY ALL COSTS.

ALL WORKS ARE TO BE IN ACCORDANCE WITH THE WATER SUPPLY CODE OF AUSTRALIA WSA 03-2011-3.1 VERSION 3.1 MRWA EDITION V2.0 AND SEWERAGE CODE OF AUSTRALIA MELBOURNE RETAIL WATER AGENCIES CODE WSA 02-2014-3.1 MRWA VERSION 2 AND TASWATER'S SUPPLEMENTS TO THESE CODES.



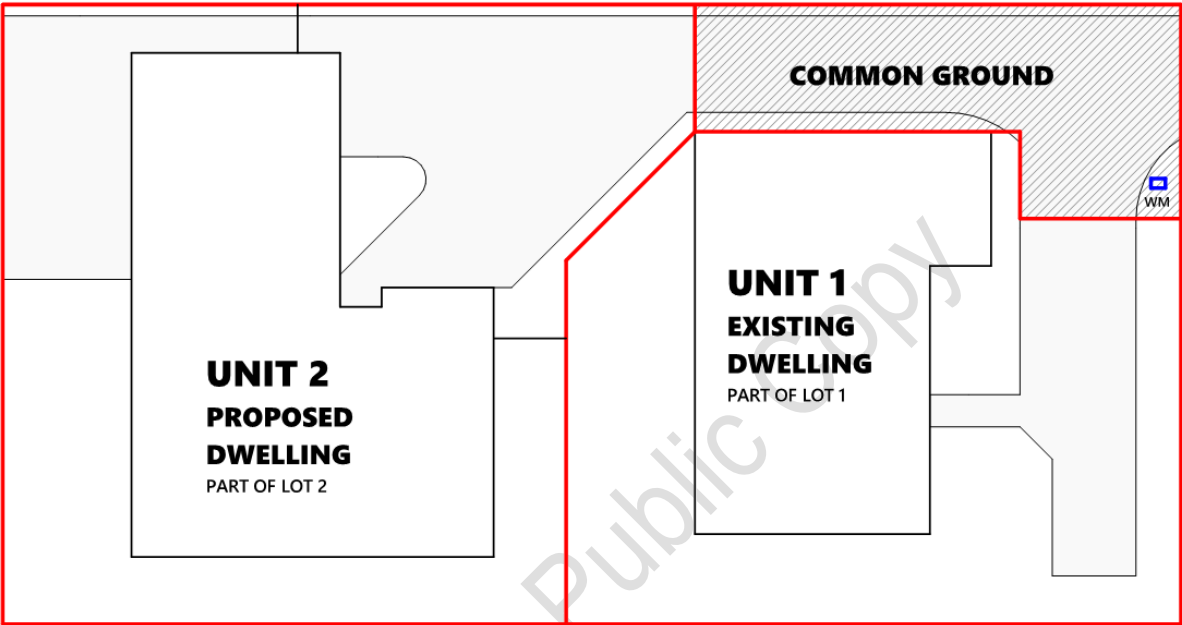
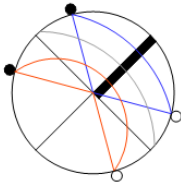
DA	FOR PERMIT						CLIENT:	 <b>SO SERVICES</b> 0439 334 417 soservicestas@gmail.com 38 Burns Street, Invermay TAS 7248 Australia	TITLE: <b>SITE PLAN- SERVICES</b>	PROJECT No: <b>25016</b> REV: <b>3</b> SHEET SIZE: <b>A3</b> SCALE: <b>1:200</b>	03					
		3	4	COUNCIL RFI	SRO	29.07.25	<b>LIFESTYLE DESIGN DEVELOPMENTS</b>									
		2	3	COUNCIL RFI	SRO	15.07.25	PROJECT: MULTIPLE DWELLINGS- 1 EXISTING, 1 NEW									
		1	2	COUNCIL RFI	SRO	30.06.25	ADDRESS: 8 DOLLERY DRIVE, KINGSTON									
		0	1	DEVELOPMENT APPLICATION	SRO	06.06.25										
		REV.	ISSUE	ISSUED FOR/ DESCRIPTION:		BY:	DATE:									

© These drawings are protected by copyright law & are not to be copied in any form without written permission from SOS.



Kingborough Council

Development Application: DA-2025-188  
Plan Reference No: P4  
Date Received: 31/07/2025  
Date placed on Public Exhibition: 09/08/2025



DA

FOR PERMIT

3	4	COUNCIL RFI	SRO	29.07.25
2	3	COUNCIL RFI	SRO	15.07.25
1	2	COUNCIL RFI	SRO	30.06.25
0	1	DEVELOPMENT APPLICATION	SRO	06.06.25
REV.	ISSUE	ISSUED FOR/ DESCRIPTION:	BY:	DATE:

CLIENT:  
**LIFESTYLE DESIGN DEVELOPMENTS**

PROJECT:  
MULTIPLE DWELLINGS- 1 EXISTING, 1 NEW

ADDRESS:  
8 DOLLERY DRIVE, KINGSTON

**SO  
SERVICES**  
0439 334 417  
soservicestas@gmail.com  
38 Burns Street, Invermay  
TAS 7248 Australia

TITLE:  
**SITE PLAN- STRATA**

PROJECT No: **25016**    REV: **3**    SHEET SIZE: **A3**    SCALE: **1:200**

04

© These drawings are protected by copyright law & are not to be copied in any form without written permission from SOS.

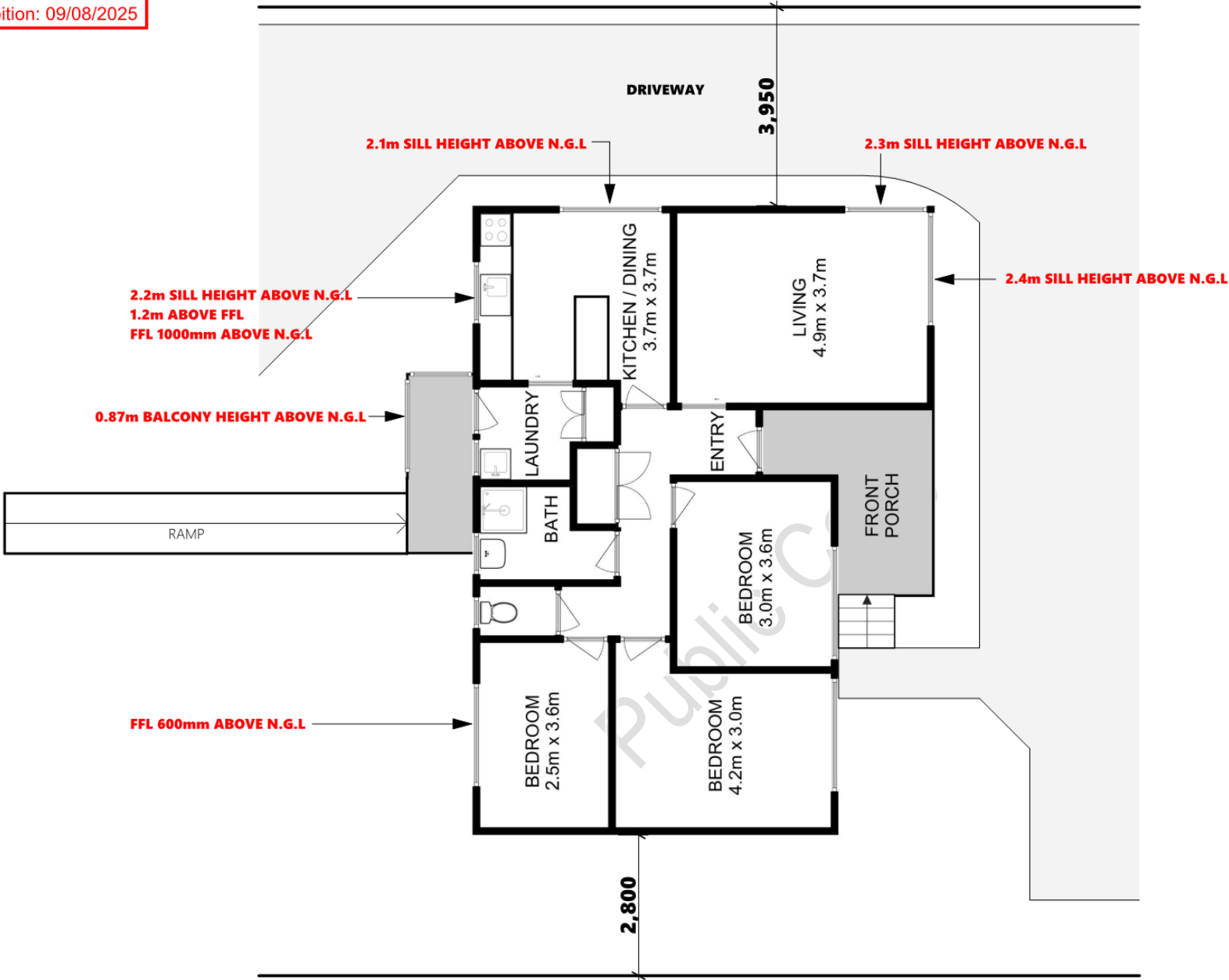
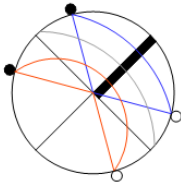
Kingborough Council

Development Application: DA-2025-188

Plan Reference No: P4

Date Received: 31/07/2025

Date placed on Public Exhibition: 09/08/2025



AREAS	
EXISTING DWELLING	98m <sup>2</sup>

DA

FOR PERMIT

3	4	COUNCIL RFI	SRO	29.07.25	
2	3	COUNCIL RFI	SRO	15.07.25	
1	2	COUNCIL RFI	SRO	30.06.25	
0	1	DEVELOPMENT APPLICATION	SRO	06.06.25	
REV.	ISSUE	ISSUED FOR/ DESCRIPTION:		BY:	DATE:

CLIENT:

LIFESTYLE DESIGN DEVELOPMENTS

PROJECT:

MULTIPLE DWELLINGS- 1 EXISTING, 1 NEW

ADDRESS:

8 DOLLERY DRIVE, KINGSTON

SO  
SERVICES

0439 334 417  
soservicestas@gmail.com  
38 Burns Street, Invermay  
TAS 7248 Australia

TITLE:

EXISTING HOUSE FLOOR PLAN

PROJECT No: 25016

REV: 3

SHEET SIZE: A3

SCALE: 1:100

05

© These drawings are protected by copyright law & are not to be copied in any form without written permission from SOS.





### EXISTING DWELLING- REAR DRIVEWAY

Development Application: DA-2025-188  
Plan Reference No: P4  
Date Received: 31/07/2025  
Date placed on Public Exhibition: 09/08/2025



DA

FOR PERMIT

3	4	COUNCIL RFI	SRO	29.07.25	
2	3	COUNCIL RFI	SRO	15.07.25	
1	2	COUNCIL RFI	SRO	30.06.25	
0	1	DEVELOPMENT APPLICATION	SRO	06.06.25	
REV.	ISSUE	ISSUED FOR/ DESCRIPTION:	BY:	DATE:	

CLIENT:  
**LIFESTYLE DESIGN DEVELOPMENTS**

PROJECT:  
MULTIPLE DWELLINGS - 1 EXISTING, 1 NEW

ADDRESS:  
8 DOLLERY DRIVE, KINGSTON



SO  
SERVICES

0439 334 417  
soservicestas@gmail.com  
38 Burns Street, Invermay  
TAS 7248 Australia

TITLE:  
**EXISTING HOUSE IMAGES**

PROJECT No: **25016**    REV: **3**    SHEET SIZE: **A3**    SCALE: **1:NTS**

06



Kingborough Council

Development Application: DA-2025-188

Plan Reference No: P4

Date Received: 31/07/2025

Date placed on Public Exhibition: 09/08/2025

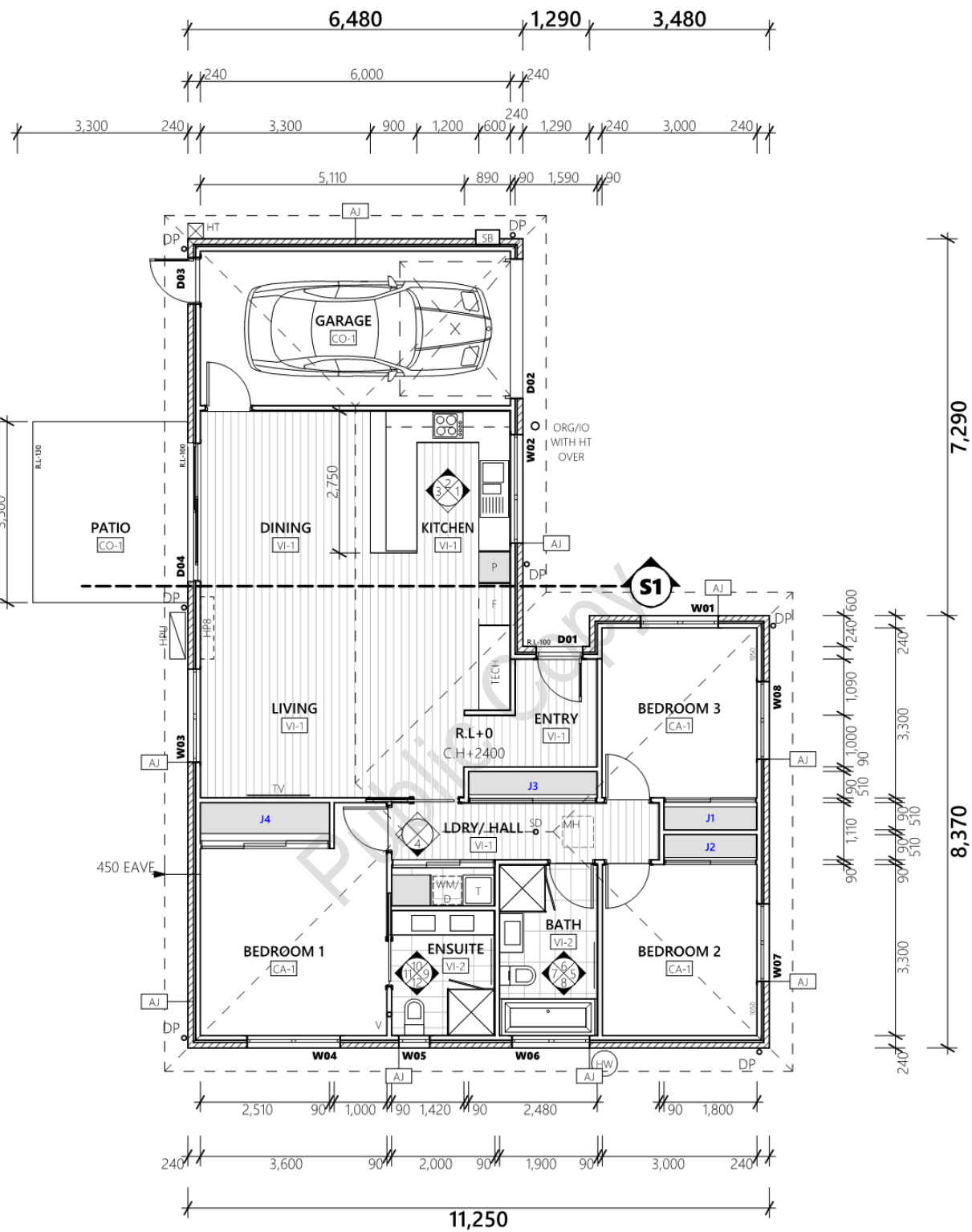
ADOPT METAL OVERFLOW GUTTER AND METAL FASCIA THROUGHOUT

ADOPT LIFT OFF HINGES TO WC DOOR TO COMPLY WITH ABCB HOUSING PROVISIONS PART 10.4.2

DOWNPipes ARE TO BE PLACED AT A MAXIMUM OF 12.0m AND AS CLOSE AS POSSIBLE TO VALLEY GUTTERS IN ACCORDANCE WITH ABCB HOUSING PROVISIONS PART 7.4.5

PROVIDE STRUCTURAL PLYWOOD BRACING IN ACCORDANCE WITH AS 1684 AND IN SECTION 9.4 OF TIMBER FRAMING MANUAL.

VERTICAL ARTICULATION JOINTS IN ACCORDANCE WITH ABCB HOUSING PROVISIONS PART 5.6.8



LEGEND	
DP	DOWNSPIPE 90mm PVC PAINTED
HT	HOSE TAP/ 300 SUMP BELOW
SD	SMOKE DETECTOR
V	VENT
ORG	OVERFLOW RELIEF GULLY
IO	INSPECTION OPENING
SB	SWITCH BOARD
HW	HOT WATER CYLINDER
MH	MAN HOLE
AJ	ARTICULATION JOINT
WM/D	WASHING MACHINE/ DRYER
T	TUB
P	PANTRY
F	FRIDGE
HP8	HEAT PUMP 8kw
HPU	HEAT PUMP UNIT

AREAS	
DWELLING TOTAL	140.5m²
DWELLING	120.0m²
GARAGE	20.5m²
PATIO	10.8m²

FLOORING SCHEDULE	
CA-1	SELECTED CARPET
VI-1	SELECTED VINYL
VI-2	SELECTED VINYL
CO-1	EXPOSED CONCRETE

DA

FOR PERMIT

3	4	COUNCIL RFI	SRO	29.07.25
2	3	COUNCIL RFI	SRO	15.07.25
1	2	COUNCIL RFI	SRO	30.06.25
0	1	DEVELOPMENT APPLICATION	SRO	06.06.25
REV.	ISSUE	ISSUED FOR/ DESCRIPTION:		BY: DATE:

CLIENT:  
**LIFESTYLE DESIGN DEVELOPMENTS**

PROJECT:  
MULTIPLE DWELLINGS- 1 EXISTING, 1 NEW

ADDRESS:  
8 DOLLERY DRIVE, KINGSTON



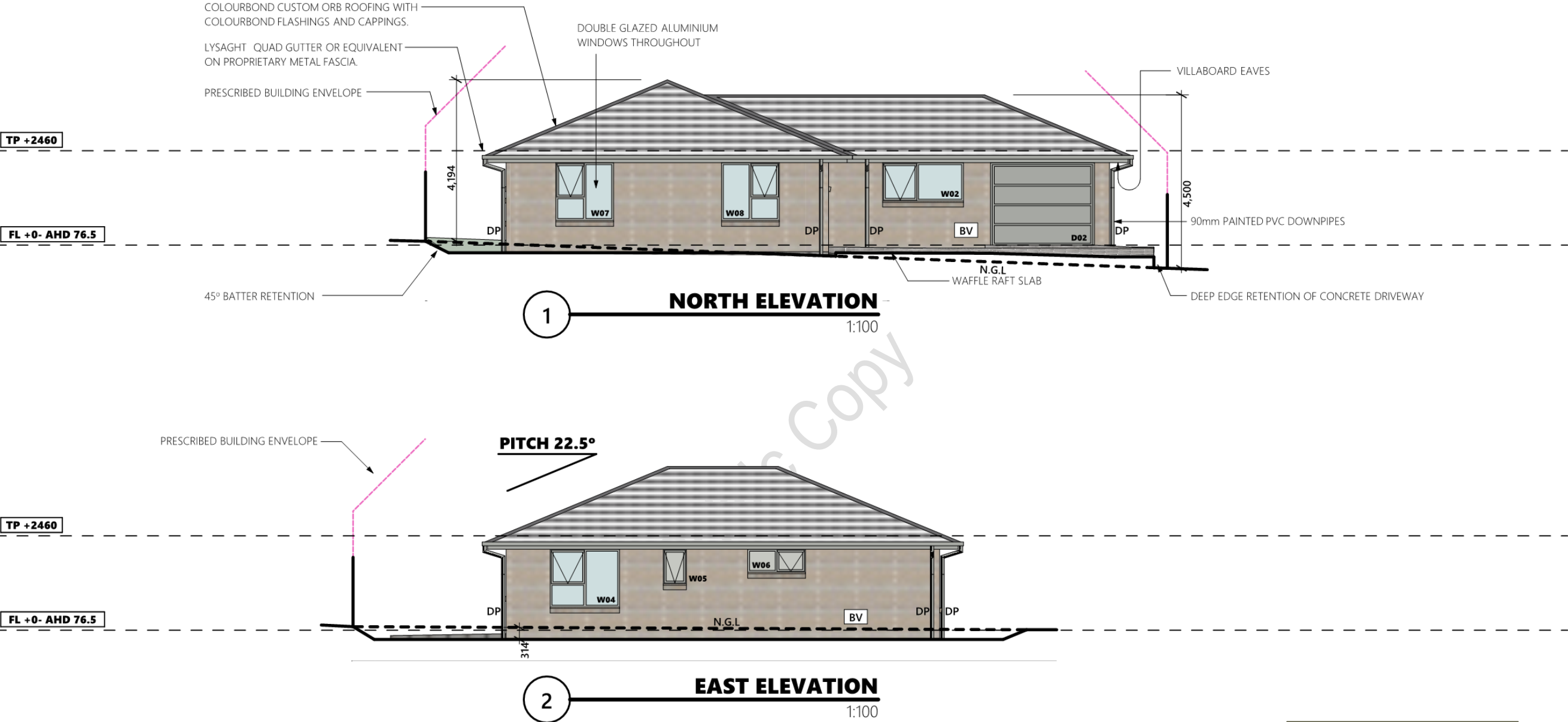
**SO  
SERVICES**

0439 334 417  
soservicesttas@gmail.com  
38 Burns Street, Invermay  
TAS 7248 Australia

TITLE:  
**PROPOSED FLOOR PLAN**

PROJECT No: **25016** REV: **3** SHEET SIZE: **A3** SCALE: **1:100**

07



**Kingborough Council**  
Development Application: DA-2025-188  
Plan Reference No: P4  
Date Received: 31/07/2025  
Date placed on Public Exhibition: 09/08/2025

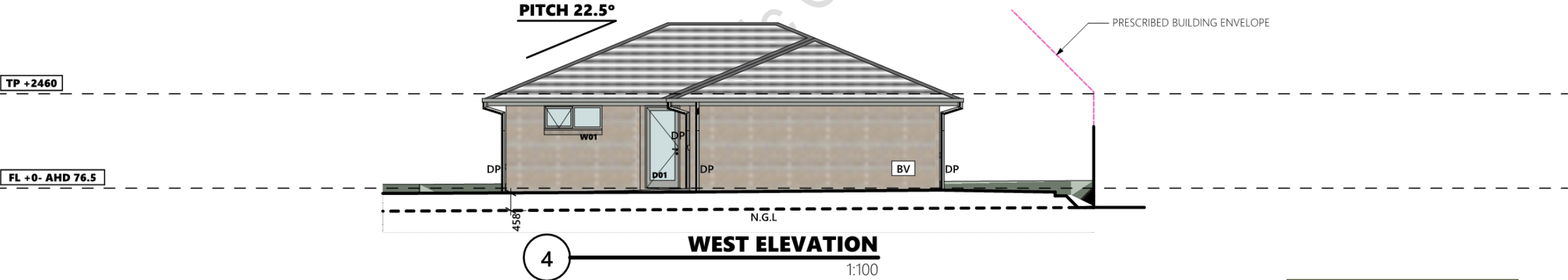
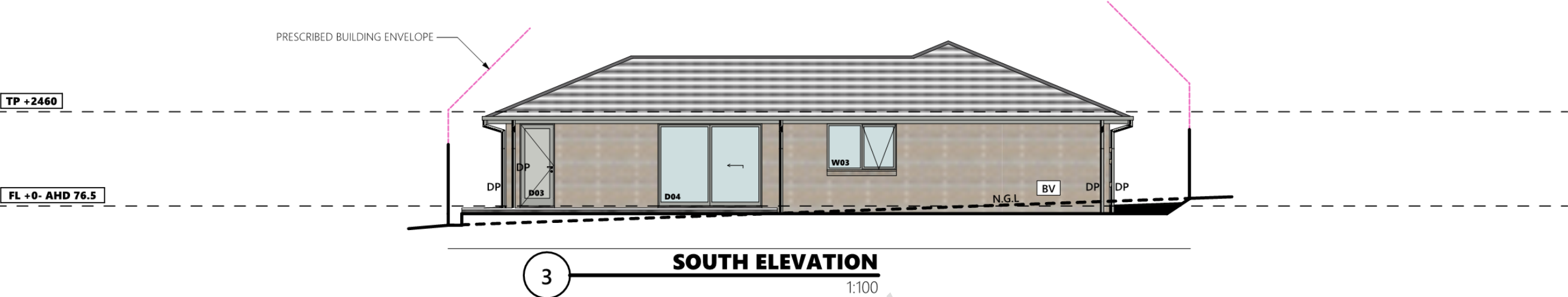
EXTERNAL CLADDING	
BV	BRICK VENEER

DA	FOR PERMIT						CLIENT: <b>LIFESTYLE DESIGN DEVELOPMENTS</b>	 <b>SO SERVICES</b> 0439 334 417 soservicestas@gmail.com 38 Burns Street, Invermay TAS 7248 Australia	TITLE: <b>PROPOSED ELEVATIONS</b>  PROJECT No: <b>25016</b> REV: <b>3</b> SHEET SIZE: <b>A3</b> SCALE: <b>1:100</b>	08
		3	4	COUNCIL RFI	SRO	29.07.25	PROJECT: MULTIPLE DWELLINGS- 1 EXISTING, 1 NEW			
		2	3	COUNCIL RFI	SRO	15.07.25	ADDRESS:			
		1	2	COUNCIL RFI	SRO	30.06.25	8 DOLLERY DRIVE, KINGSTON			
		0	1	DEVELOPMENT APPLICATION	SRO	06.06.25				
		REV.	ISSUE	ISSUED FOR/ DESCRIPTION:		BY:	DATE:			

© These drawings are protected by copyright law & are not to be copied in any form without written permission from SOS.

Kingborough Council

Development Application: DA-2025-188  
Plan Reference No: P4  
Date Received: 31/07/2025  
Date placed on Public Exhibition: 09/08/2025



EXTERNAL CLADDING	
BV	BRICK VENEER

DA	FOR PERMIT						CLIENT:	 <b>SO SERVICES</b> 0439 334 417 soservicestas@gmail.com 38 Burns Street, Invermay TAS 7248 Australia	TITLE: <b>PROPOSED ELEVATIONS</b>  PROJECT No: <b>25016</b> REV: <b>3</b> SHEET SIZE: <b>A3</b> SCALE: <b>1:100</b>	09
		3	4	COUNCIL RFI	SRO	29.07.25	<b>LIFESTYLE DESIGN DEVELOPMENTS</b>			
		2	3	COUNCIL RFI	SRO	15.07.25	PROJECT: MULTIPLE DWELLINGS- 1 EXISTING, 1 NEW			
		1	2	COUNCIL RFI	SRO	30.06.25	ADDRESS:			
		0	1	DEVELOPMENT APPLICATION	SRO	06.06.25	8 DOLLERY DRIVE, KINGSTON			
		REV.	ISSUE	ISSUED FOR/ DESCRIPTION:		BY:	DATE:			

© These drawings are protected by copyright law & are not to be copied in any form without written permission from SOS.



Z11.4.6 PRIVACY FOR ALL DWELLINGS- P3

A shared driveway or parking space (excluding a parking space allocated to that dwelling), must be screened, or otherwise located or designed, to minimise unreasonable impact of vehicle noise or vehicle light intrusion to a habitable room of a multiple dwelling.

The proposed driveway, along the north western boundary, is within the prescribed 1m setback from the existing dwelling windows. The new concrete driveway will replace the existing driveway and has a setback of 600mm from the existing dwelling wall. Discretion is requested as the existing dwelling windows have a sill height of greater than 2100mm above ground level, with the lower brick wall acting as screening, mitigating any unreasonable vehicle noise or light intrusion into the existing dwellings habitable rooms. Additionally, the proposal is for only 1 addition dwelling which will limit vehicle movement number past the existing dwelling to on average 4 movements per day.

E6.6.1 CAR PARKING NUMBERS- P1

The number of on-site car parking spaces must be sufficient to meet the reasonable needs of users, having regard to all of the following:

- (a) car parking demand;
- (b) the availability of on-street and public car parking in the locality;
- (c) the availability and frequency of public transport within a 400m walking distance of the site;
- (d) the availability and likely use of other modes of transport;
- (e) the availability and suitability of alternative arrangements for car parking provision;
- (f) any reduction in car parking demand due to the sharing of car parking spaces by multiple uses, either because of variation of car parking demand over time or because of efficiencies gained from the consolidation of shared car parking spaces;
- (g) any car parking deficiency or surplus associated with the existing use of the land;
- (h) any credit which should be allowed for a car parking demand deemed to have been provided in association with a use which existed before the change of parking requirement, except in the case of substantial redevelopment of a site;
- (i) the appropriateness of a financial contribution in lieu of parking towards the cost of parking facilities or other transport facilities, where such facilities exist or are planned in the vicinity;
- (j) any verified prior payment of a financial contribution in lieu of parking for the land;
- (k) any relevant parking plan for the area adopted by Council;
- (l) the impact on the historic cultural heritage significance of the site if subject to the Local Heritage Code;
- (m) whether the provision of the parking would result in the loss, directly or indirectly, of one or more significant trees listed in the Significant Trees Schedule.

All parking associated with the dwellings permanent inhabitants has been provided onsite in compliance with the planning scheme. 2 onsite parking spaces have been provided for the existing residence and 2 onsite spaces have been provided for the proposed dwelling. The prescribed guest parking space has been designated on-street directly in front of the existing dwelling as the proposed development is only for 1 additional dwelling and the increase in visitors will be minimal.

The pattern of parking for this location is a combination of onsite and on-street. Adjacent dwellings along Dollery Drive have the ability for onsite parking enabling short term parking for visitors on street. 2 street parking spots are available for this property.



IMAGE 1: EXISTING SCREENING TOWARDS 10 DOLLERY DRIVE

E6.7.12 SITING OF CAR PARKING- P1

Parking spaces and vehicle turning areas, including garages or covered parking areas in the Inner Residential Zone, Urban Mixed Use Zone, Village Zone, Local Business Zone and General Business Zone may be located in front of the building line where topographical or other site constraints dictate that this is the only practical solution because of one or more of the following:

- (a) there is a lack of space behind the building line to enable compliance with A1;
- (b) it is not reasonably possible to provide vehicular access to the side or rear of the property;
- (c) the gradient between the front and the rear of existing or proposed buildings is more than 1 in 5;
- (d) the length of access or shared access required to service the car parking would constitute more than 75% of the depth of the relevant lot;
- (e) the access driveway cannot be located at least 2.5 m from a habitable room window of a building defined as a residential building in the Building Code of Australia;
- (f) the provision of the parking behind the building line would result in the loss of landscaped open space and gardens essential to the values or character of a Heritage Place or Precinct listed in the Heritage Code in this planning scheme;
- (g) the provision of the parking behind the building line would result in the loss directly or indirectly of one or more significant trees listed in the Significant Trees Code in this planning scheme,

Parking for the existing dwelling has been proposed in front of the existing dwellings building line to increase the amenity of the existing and proposed dwellings. Parking in front of the building line enables a larger, more usable private open space for the existing dwelling and is in character with the existing streetscape, identical to the conditions next door at 6 Dollery Drive. The proposed parking will be screened with a new 1200 high front fence and utilises an under utilised area of the property. Discretion is requested for this breach as it is consistent with the existing streetscape and neighboring parking conditions.

and only if designed and located to satisfy all of the following:

- (i) does not visually dominate the site;  
The proposed concrete parking pad in front of the building line will not visually dominate the site. Existing vegetation along the front and side of the parking spaces and a new 1200 high front fence will soften the hardstand surface. The proposed is a replication of the existing parking conditions on the adjacent property.
- (ii) maintains streetscape character and amenity;  
The existing streetscape character along Dollery Drive is a mixture of parking conditions both in front of & behind dwellings and the proposed parking is consistent with the streetscape character and amenity. 6 Dollery Drive has tandem parking in front of the residence, identical to the proposed parking. 2 Dollery Drive has a dual parking pad in front of the building line.
- (iii) does not result in a poor quality of visual or audio amenity for the occupants of immediately adjoining properties, having regard to the nature of the zone in which the site is located and its preferred uses;  
The proposed parking in front of the existing dwellings building line does not cause an unreasonable loss of amenity to adjoining properties. 10 Dollery drive will be screened by existing vegetation, see image 1 & 6 Dollery Drive has the identical parking conditions in front of their building line. Refer to image 2.



IMAGE 2: EXISTING PARKING IN FRONT OF BUILDING LINE ON ADJACENT PROPERTIES

Kingborough Council

Development Application: DA-2025-188

Plan Reference No: P4

Date Received: 31/07/2025

Date placed on Public Exhibition: 09/08/2025

DA	FOR PERMIT						CLIENT: <b>LIFESTYLE DESIGN DEVELOPMENTS</b>	 <b>SO SERVICES</b> 0439 334 417 soservicestas@gmail.com 38 Burns Street, Invermay TAS 7248 Australia	TITLE: <b>PERFORMANCE CRITERIA RATIONALE</b>	10	
		3	4	COUNCIL RFI	SRO	29.07.25	PROJECT: MULTIPLE DWELLINGS- 1 EXISTING, 1 NEW				
		2	3	COUNCIL RFI	SRO	15.07.25	ADDRESS:				
		1	2	COUNCIL RFI	SRO	30.06.25	8 DOLLERY DRIVE, KINGSTON				
		0	1	DEVELOPMENT APPLICATION	SRO	06.06.25					
		REV.	ISSUE	ISSUED FOR/ DESCRIPTION:			BY:				DATE:
				PROJECT No:	REV:	SHEET SIZE:	SCALE:				
		25016	3	A3	N/A						

© These drawings are protected by copyright law & are not to be copied in any form without written permission from SOS.



**Kingborough Council**  
Development Application: DA-2025-188  
Plan Reference No: P4  
Date Received: 31/07/2025  
Date placed on Public Exhibition: 09/08/2025



DA

FOR PERMIT

3	4	COUNCIL RFI	SRO	29.07.25
2	3	COUNCIL RFI	SRO	15.07.25
1	2	COUNCIL RFI	SRO	30.06.25
0	1	DEVELOPMENT APPLICATION	SRO	06.06.25
REV.	ISSUE	ISSUED FOR/ DESCRIPTION:	BY:	DATE:

CLIENT:  
**LIFESTYLE DESIGN DEVELOPMENTS**

PROJECT:  
MULTIPLE DWELLINGS- 1 EXISTING, 1 NEW

ADDRESS:  
8 DOLLERY DRIVE, KINGSTON

**SO  
SERVICES**  
0439 334 417  
soservicestas@gmail.com  
38 Burns Street, Invermay  
TAS 7248 Australia

TITLE:  
**SURROUNDING PARKING CONDITIONS**  
**PARKING IN FRONT OF BUILDING LINE WITHIN 250m**

PROJECT No: **25016**    REV: **3**    SHEET SIZE: **A3**    SCALE: **N/A**

11

© These drawings are protected by copyright law & are not to be copied in any form without written permission from SOS.



### Inner Residential Zone Provisions (multiple dwellings)

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

Clause	Compliance/Comments
<b>Clause 11.4.1 - Residential density for multiple dwellings</b>  <b>A1</b> - Multiple dwellings must have a site area per dwelling of not less than 200m <sup>2</sup> .	<b>A1 – Complies.</b> <ul style="list-style-type: none"> <li>• Total area of the site – 706m<sup>2</sup>.</li> <li>• A site area per dwelling – 353m<sup>2</sup>.</li> </ul>
<b>Clause 11.4.2 - Setbacks and building envelope for all dwellings</b>  <b>A1</b> - Unless within a building area on a sealed plan, a dwelling, excluding garages, carports and protrusions that extend not more than 0.9m into the frontage setback, must have a setback from a frontage that is: <ul style="list-style-type: none"> <li>(a) if the frontage is a primary frontage, not less than 3m, or, if the setback from the primary frontage is less than 3m, not less than the setback, from the primary frontage, of any existing dwelling on the site;</li> <li>(b) if the frontage is not a primary frontage, not less than 2m, or, if the setback from the frontage is less than 2m, not less than the setback, from a frontage that is not a primary frontage, of any existing dwelling on the site;</li> <li>(c) if for a vacant site and there are existing dwellings on adjoining properties on the same street, not more than the greater, or less than the lesser, setback for the equivalent frontage of the dwellings on the adjoining sites on the same street; or</li> <li>(d) if located above a non-residential use at ground floor level, not less than the setback from the frontage of the ground floor level.</li> </ul> <b>A2</b> - A garage or carport for a dwelling must have a setback from a primary frontage of not less than: <ul style="list-style-type: none"> <li>(a) 4m, or alternatively 1m behind the building line;</li> <li>(b) the same as the building line, if a portion of the dwelling gross floor area is located above the garage or carport; or</li> <li>(c) 1m, if the existing ground level slopes up or down at a gradient steeper than 1 in 5 for a distance of 10m from the frontage.</li> </ul>	<b>A1(a) – Complies.</b> Unit 2 is setback to approx. 21.34m from the frontage. No changes proposed for the existing dwelling (Unit 1), except for demolition of the existing ramp.  <b>A1(b) – NA.</b>  <b>A1(c) – NA.</b>  <b>A1(d) – NA.</b>   <b>A1(a) – Complies.</b> The garage of Unit 2 is setback to approx. 26.12m from the frontage. The existing dwelling (Unit 1) does not have any garage/carport.  <b>A1(b) – NA.</b>  <b>A1(c) – NA.</b>

**A3** - A dwelling, excluding outbuildings with a building height of not more than 2.4m and protrusions that extend not more than 0.9m horizontally beyond the building envelope, must:

- (a) be contained within a building envelope (refer to Figures 11.1, 11.2 and 11.3) determined by:
  - (i) a distance equal to the frontage setback or, for an internal lot, a distance of 3m from the rear boundary of a property with an adjoining frontage; and
  - (ii) projecting a line at an angle of 45 degrees from the horizontal at a height of 3m above existing ground level at the side and rear boundaries to a building height of not more than 9.5m above existing ground level; and
- (b) only have a setback within 1.5m of a side or rear boundary if the dwelling:
  - (i) does not extend beyond an existing building built on or within 0.2m of the boundary of the adjoining property; or
  - (ii) does not exceed a total length of 9m or one-third the length of the side boundary (whichever is the lesser)

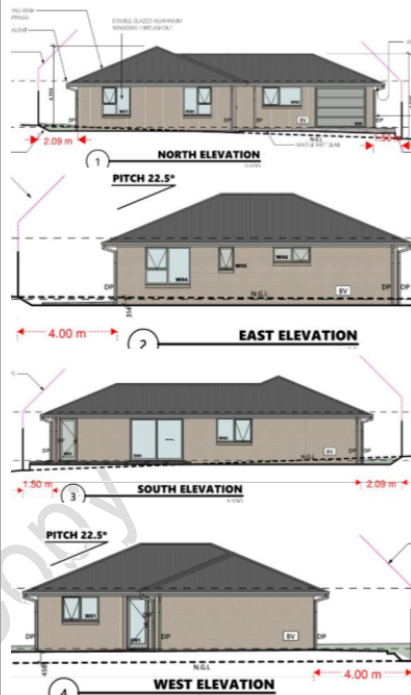
**A4** - No trees of high conservation value will be impacted.

**Clause 11.4.3 - Site coverage and private open space for all dwellings**

**A1** - Dwellings must have:

- (a) a site coverage of not more than 65% (excluding eaves up to 0.6m wide); and
- (b) for multiple dwellings, a total area of private open space of not less than 40m<sup>2</sup> associated

**A3(a) – Complies.** Unit 2 is wholly contained within the building envelope. No changes proposed for the existing dwelling (Unit 1), except for demolition of the existing ramp.



**A3(b) – NA.** Unit 2 provides the following setbacks:

- Southeast side boundary – 2.09m.
- Northwest side boundary – 1.50m.
- Rear – 4.00m.

No changes proposed for the existing dwelling (Unit 1), except for demolition of the existing ramp.

**A4 – Complies.** NRM - There are no trees of high conservation value (HCV) on or adjoining the site affected by the proposal.

**A1(a) – Complies.** The proposed site coverage is 33.5% (see Drawing 02).

**A1(b) – Complies.** Each dwelling will have more than 40m<sup>2</sup> POS area (see area highlighted in red and green).

with each dwelling, unless the dwelling has a finished floor level that is entirely more than 1.8m above the finished ground level (excluding a garage, carport or entry foyer).

**A2** - A dwelling must have private open space that:

- (a) is in one location and is not less than:
  - (i) 24m<sup>2</sup>; or
  - (ii) 12m<sup>2</sup>, if the dwelling is a multiple dwelling with a finished floor level that is entirely more than 1.8m above the finished ground level (excluding a garage, carport or entry foyer);
- (b) has a minimum horizontal dimension of not less than:
  - (i) 4m; or
  - (ii) 2m, if the dwelling is a multiple dwelling with a finished floor level that is entirely more than 1.8m above the finished ground level (excluding a garage, carport or entry foyer);
- (c) is located between the dwelling and the frontage only if the frontage is orientated between 30 degrees west of true north and 30 degrees east of true north;
- (d) has a gradient not steeper than 1 in 10; and
- (e) is not used for vehicle access or parking.



**A2(a) – Complies.** Each dwelling will have 24m<sup>2</sup> POS area in the backyard (see below).



**A2(b) – Complies.** The POS area for each dwelling has a minimum horizontal dimension of 4m.

**A2(c) – Complies.** The POS area for each dwelling is located in the backyard.

**A2(d) – Complies.** The POS area for each dwelling has a gradient of not steeper than 1 in 10 (the site is relatively flat).

**A2(e) – Complies.** The POS area for each dwelling is not used for vehicle access or parking.

#### Clause 11.4.4 - Sunlight to private open space of multiple dwellings

**A1** - A multiple dwelling, that is to the north of the private open space of another dwelling on the same site, required to satisfy A2 or P2 of clause 11.4.3, must satisfy (a) or (b), unless excluded by (c):

- (a) the multiple dwelling is contained within a line projecting (see Figure 11.4):
  - (i) at a distance of 3m from the northern edge of the private open space; and
  - (ii) vertically to a height of 3m above existing ground level and then at an angle of 45 degrees from the horizontal;
- (b) the multiple dwelling does not cause 50% of the private open space to receive less than 3

**A1(a) – NA.** The existing dwelling (Unit 1) is located to the northeast of Unit 2. However, it is not located to the north of the designated 24m<sup>2</sup> POS area of Unit 2.

**A1(b) – NA.**

**A1(c) – NA.**

<p>hours of sunlight between 9.00am and 3.00pm on 21st June; and</p> <p>(c) this Acceptable Solution excludes that part of a multiple dwelling consisting of:</p> <ul style="list-style-type: none"> <li>(i) an outbuilding with a building height not more than 2.4m; or</li> <li>(ii) protrusions that extend not more than 0.9m horizontally from the multiple dwelling.</li> </ul>	
<p><b>Clause 11.4.5 - Width of openings for garages and carports for all dwellings</b></p> <p><b>A1</b> - A garage or carport for a dwelling within 12m of a primary frontage, whether the garage or carport is free-standing or part of the dwelling, must have a total width of openings facing the primary frontage of not more than 6m or half the width of the frontage (whichever is the lesser).</p>	<p><b>A1 – NA.</b> The garage of the proposed Unit 2 is not located within 12m of the frontage (setback to approx. 26.12m from the frontage). The existing dwelling (Unit 1) does not have any garage/carport.</p>
<p><b>Clause 11.4.6 - Privacy for all dwellings</b></p> <p><b>A1</b> - A balcony, deck, roof terrace, parking space, or carport for a dwelling (whether freestanding or part of the dwelling), that has a finished surface or floor level more than 1m above existing ground level must have a permanently fixed screen to a height of not less than 1.7m above the finished surface or floor level, with a uniform transparency of not more than 25%, along the sides facing a:</p> <ul style="list-style-type: none"> <li>(a) side boundary, unless the balcony, deck, roof terrace, parking space, or carport has a setback of not less than 3m from the side boundary;</li> <li>(b) rear boundary, unless the balcony, deck, roof terrace, parking space, or carport has a setback of not less than 4m from the rear boundary; and</li> <li>(c) dwelling on the same site, unless the balcony, deck, roof terrace, parking space, or carport is not less than 6m: <ul style="list-style-type: none"> <li>(i) from a window or glazed door, to a habitable room of the other dwelling on the same site; or</li> <li>(ii) from a balcony, deck, roof terrace or the private open space of the other dwelling on the same site.</li> </ul> </li> </ul>	<p><b>A1(a) – Complies.</b></p> <p>The existing dwelling (Unit 1) has a front porch that has a FFL of &gt; 1m above the NGL which requires assessment against A1. Unit 1 also has a small balcony at the rear with a FFL of 0.9m above the NGL. Unit 2 has a patio area at the rear with a FFL of &lt; 1m above the NGL. The rear balcony of Unit 1 and patio of Unit 2 do not require assessment against A1.</p> <ul style="list-style-type: none"> <li>• The front porch of Unit 1 complies with A1 as it is setback to approx. 7.60m to the southeastern side boundary.</li> </ul> <p><b>A1(b) – Complies as existing.</b> The front porch of the existing dwelling is setback to approx. 20m from the rear boundary.</p> <p><b>A1(c) – Complies.</b> The front porch of the existing dwelling is setback to approx. 11.37m from the proposed new dwelling and its POS.</p>



**A2** - A window or glazed door to a habitable room of a dwelling, that has a floor level more than 1m above existing ground level, must satisfy (a), unless it satisfies (b):

- (a) the window or glazed door:
- (i) is to have a setback of not less than 3m from a side boundary;
  - (ii) is to have a setback of not less than 4m from a rear boundary;
  - (iii) if the dwelling is a multiple dwelling, is to be not less than 6m from a window or glazed door, to a habitable room, of another dwelling on the same site; and
  - (iv) if the dwelling is a multiple dwelling, is to be not less than 6m from the private open space of another dwelling on the same site.
- (b) the window or glazed door:
- (i) is to be offset, in the horizontal plane, not less than 1.5m from the edge of a window or glazed door, to a habitable room of another dwelling;
  - (ii) is to have a sill height of not less than 1.7m above the floor level or have fixed obscure glazing extending to a height of not less than 1.7m above the floor level; or
  - (iii) is to have a permanently fixed external screen for the full length of the window or glazed door, to a height of not less than 1.7m above floor level, with a uniform transparency of not more than 25%.

**A2(a) – Complies.**

- Unit 2 has a FFL of less than 1m above the NGL – A1 is not applicable.
- The existing dwelling (Unit 1) has 7 habitable room windows as follows (please see figure below and note that the submitted plans do not have windows number):
  - W1 (bedroom): A2 is not applicable as it is facing frontage.
  - W2 (bedroom): A2 is not applicable as it is facing frontage.
  - W3 (living room): A2 is not applicable as it is facing frontage.
  - W4 (living room): Complies as existing. It has a FFL of more than 1m above the NGL. It is facing northwestern side boundary and is setback to 3.95m from the boundary.
  - W5 (kitchen/dining): Complies as existing. It has a FFL of more than 1m above the NGL. It is facing northwestern side boundary and is setback to 3.95m from the boundary.
  - W6 (kitchen/dining): A2 is not applicable as it has a FFL of only 1m above the NGL.
  - W7 (bedroom): A2 is not applicable as it has a FFL of 0.6m above the NGL.



**A2(b) – NA.**

**A3** - A shared driveway or parking space (excluding a parking space allocated to that dwelling) must be separated from a window, or glazed door, to a habitable room of a multiple dwelling by a horizontal distance of not less than:

- (a) 2.5m; or
- (b) 1m if:
  - (i) it is separated by a screen of not less than 1.7m in height; or
  - (ii) the window, or glazed door, to a habitable room has a sill height of not less than 1.7m above the shared driveway or parking space, or has fixed obscure glazing extending to a height of not less than 1.7m above the floor level.

**A3(a-b) – Does not comply.**

- Unit 2 is setback to approx. 8m from the shared driveway.
- The existing dwelling's kitchen and living room windows are setback to less than 1m from the shared driveway:
  - W3: Does not comply. It is setback to less than 1m.
  - W4: Does not comply. It is setback to less than 1m.
  - W5: Does not comply. It is setback to less than 1m.
  - W6: Complies. It is setback to approx. 1.18m from the shared driveway. It has a sill height of 2.2m above the shared driveway.



The proposal must be assessed against P3.

**Clause 11.4.7 - Frontage fences for all dwellings**

**A1** - No Acceptable solution (when not exempt)

**A1 – NA.** The proposal includes installation of 1.2m high fencing along the front boundary which is exempt under Clause 5.6.3 of the Scheme.

**Clause 11.4.8 - Waste storage for multiple dwellings**

**A1** - A multiple dwelling must have a storage area, for waste and recycling bins, that is not less than 1.5m<sup>2</sup> per dwelling and is within one of the following locations:

- (a) an area for the exclusive use of each dwelling, excluding the area in front of the dwelling; or
- (b) a common storage area with an impervious surface that:
  - (i) has a setback of not less than 4.5m from a frontage;
  - (ii) is not less than 5.5m from any dwelling; and

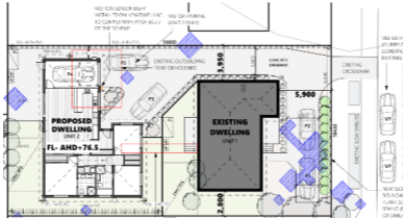
**A1(a) – Complies.** The waste storage area of each dwelling will be located in the backyard.

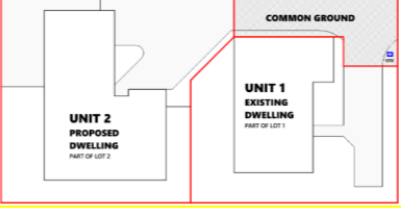
**A1(b) – NA.**

(iii) is screened from the frontage and any dwelling by a wall to a height not less than 1.2m above the finished surface level of the storage area.	
---	--

### Code Provisions

Clause	Compliance/Comments
<b>E5.0 Road and Railway Assets Code</b>	
<b>Clause E5.5.1 – Existing road accesses and junctions</b> <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.	<b>A1 – NA.</b>
<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.	<b>A2 – NA.</b> The area is not subject to a speed limit more than 60km/h.
<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.	<b>A3 – Complies.</b> DE - The proposal is in an area subject to a speed limit 60km/h or less and the number of vehicle movements does not increase by more than 20% or 40 movements per day.
<b>Clause E5.6.1 - Development adjacent to roads and railways</b> <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: (a) new buildings; (b) other road or earth works; and (c) building envelopes on new lots.	<b>A1.1 – NA.</b> The proposed development is not located within 50m of rail network, or a category 1 road or category 2 road.
<b>A1.2</b> – Buildings, may be: (a) located within a row of existing buildings and setback no closer than the immediately adjacent building; or	<b>A1.2 – NA.</b> Please see above.

<p>(b) an extension which extends no closer than:</p> <p>(i) the existing building; or</p> <p>(ii) an immediately adjacent building.</p>	
<p><b>Clause E5.6.2 - Road access and junctions</b></p> <p><b>A1</b> – No new access or junction to roads in an area subject to a speed limit of more than 60km/h.</p>	<p><b>A1 – NA.</b> None proposed. The speed limit in area being accessed is less than 60km/h.</p>
<p><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.</p>	<p><b>A2 – Complies.</b> The speed limit in the area is 60km/h or less. One existing access is proposed providing both entry and exit.</p>
<p><b>Clause E5.6.4 - Sight distance at accesses, junctions and level crossings</b></p> <p><b>A1</b> – Sight distances at:</p> <p>(a) an access or junction must comply with the Safe Intersection Sight Distance shown in Table E5.1; and</p> <p>(b) rail level crossings must comply with AS1742.7 Manual of uniform traffic control devices - Railway crossings, Standards Association of Australia.</p>	<p><b>A1 – Complies.</b> DE - The design of the existing access meets the standard.</p>
<p><b>E6.0 Parking and Access Code</b></p>	
<p><b>Clause E6.6.1 - Number of car parking spaces</b></p> <p><b>A1</b> - The number of on-site car parking spaces must be:</p> <p>(a) no less than the number specified in Table E6.1;</p> <p>except if:</p> <p>(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;</p>	<p><b>A1 – Does not comply.</b> A total of 5 car parking spaces is required to be provided on the site under Table E6.1, comprising 2 spaces for each dwelling and 1 space for visitors. The submitted plans show the following:</p> <ul style="list-style-type: none"> <li>• 2 car parking spaces for Unit 1 (P1 and P2).</li> <li>• 2 car parking spaces for Unit 2 (P3 and P4).</li> <li>• 1 car parking spaces for visitors of Unit 2 only. This space is located on the Unit 2 area, not within the common property.</li> </ul>  <p>The diagram is a site plan showing two dwellings: a 'PROPOSED DWELLING' and an 'EXISTING DWELLING'. The proposed dwelling is labeled 'FL AND 76.5' and has a footprint of 2.800. The existing dwelling is labeled 'EXISTING DWELLING' and has a footprint of 5.900. There are five parking spaces marked with blue diamonds: two for the proposed dwelling (P1, P2), two for the existing dwelling (P3, P4), and one visitor space. Dimensions and other site details are shown around the buildings.</p>

	 <p>The proposal must be assessed against P1.</p>
<p><b>Clause E6.6.3 – Number of Motorcycle Parking Spaces</b></p> <p><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 provided must be calculated on the amount of extension or intensification, provided the existing number of motorcycle parking spaces is not reduced.</p>	<p><b>A1 – NA.</b> The proposal demands fewer than 20 parking spaces.</p>
<p><b>Clause E6.7.1 - Number of vehicular accesses</b></p> <p><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.</p>	<p><b>A1 – Complies.</b> One existing access is provided for the frontage.</p>
<p><b>Clause E6.7.2 - Design of vehicular accesses</b></p> <p><b>A1</b> – Design of vehicle access points must comply with all of the following:</p> <ul style="list-style-type: none"> <li>(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;</li> <li>(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.</li> </ul>	<p><b>A1 – Complies.</b> DE - The vehicle access point complies with the Australian Standard.</p>



<p><b>Clause E6.7.3 - Vehicular passing areas along an access</b></p> <p><b>A1</b> – Vehicular passing areas must:</p> <ul style="list-style-type: none"> <li>(a) be provided if any of the following applies to an access: <ul style="list-style-type: none"> <li>(i) it serves more than 5 car parking spaces;</li> <li>(ii) is more than 30 m long;</li> <li>(iii) it meets a road serving more than 6000 vehicles per day</li> </ul> </li> <li>(b) be 6 m long, 5.5 m wide, and taper to the width of the driveway;</li> <li>(c) it meets a road serving more than 6000 vehicles per day;</li> <li>(d) have the first passing area constructed at the kerb;</li> <li>(e) be at intervals of no more than 30 m along the access.</li> </ul>	<p><b>A1 – NA.</b> The proposal does not serve more than 5 parking spaces, is not more than 30m long and does not meet a road serving more than 6000 vehicles per day.</p>
<p><b>Clause E6.7.4 - On-site turning</b></p> <p><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:</p> <ul style="list-style-type: none"> <li>(a) it serves no more than two dwelling units;</li> </ul>	<p><b>A1 – NA.</b> The proposal is for 2 multiple dwellings.</p>
<p><b>Clause E6.7.5 - Layout of parking areas</b></p> <p><b>A1</b> – The layout of car parking spaces, access aisles, circulation roadways and ramps must be designed and constructed to comply with section 2 “Design of Parking Modules, Circulation Roadways and Ramps” of AS/NZS 2890.1:2004 Parking Facilities Part 1: Off-street car parking and must have sufficient headroom to comply with clause 5.3 “Headroom” of the same Standard.</p>	<p><b>A1 – Does not comply.</b> DE - The vehicle access and parking layout does not comply with the Australian Standard. Therefore, the proposal must be assessed against the Performance Criteria.</p>
<p><b>Clause E6.7.6 - Surface treatment of parking areas</b></p> <p><b>A1</b> – Parking spaces and vehicle circulation roadways must be in accordance with all of the following;</p> <ul style="list-style-type: none"> <li>(a) paved or treated with a durable all-weather pavement where within 75m of a property boundary or a sealed roadway;</li> <li>(b) drained to an approved stormwater system, unless the road from which access is provided to the property is unsealed.</li> </ul>	<p><b>A1 – Complies.</b> DE - The proposed internal driveway is concrete.</p>

<p><b>Clause E6.7.7 - Lighting of parking areas</b></p> <p><b>A1</b> – Parking and vehicle circulation roadways and pedestrian paths serving 5 or more car parking spaces, used outside daylight hours, must be provided with lighting in accordance with clause 3.1 “Basis of Design” and clause 3.6 “Car Parks” in AS/NZS 1158.3.1:2005 Lighting for roads and public spaces Part 3.1: Pedestrian area (Category P) lighting.</p>	<p><b>A1 – Complies.</b> DE - The proposal meets the relevant standards.</p>
<p><b>Clause E6.7.8 - Landscaping of parking areas</b></p> <p><b>A1</b> – Landscaping of parking and circulation areas must be provided where more than 5 car parking spaces are proposed. This landscaping must be no less than 5 percent of the area of the car park, except in the Central Business Zone where no landscaping is required.</p>	<p><b>A1 – NA.</b> There are only 5 car parking space proposed on the site.</p>
<p><b>Clause E6.7.9 – Design of motorcycle parking areas</b></p> <p><b>A1</b> - The design of motorcycle parking areas must comply with all of the following:</p> <ul style="list-style-type: none"> <li>(a) be located, designed and constructed to comply with section 2.4.7 “Provision for Motorcycles” of AS/NZS 2890.1:2004 Parking Facilities Part 1: Off-street car parking;</li> <li>(b) be located within 30 m of the main entrance to the building.</li> </ul>	<p><b>A1 – NA.</b></p>
<p><b>Clause E6.7.12 – Siting of car parking</b></p> <p><b>A1</b> - Parking spaces and vehicle turning areas, including garages or covered parking areas in the Inner Residential Zone, Urban Mixed Use Zone, Village Zone, Local Business Zone and General Business Zone must be located behind the building line of buildings located or proposed on a site except if a parking area is already provided in front of the building line of a shopping centre.</p>	<p><b>A1 – Does not comply.</b> Two car parking space is proposed in front of the existing dwelling. The proposal must be assessed against P1.</p>
<p><b>Clause E6.7.13 – Facilities for commercial vehicles</b></p> <p><b>A1</b> - Commercial vehicle facilities for loading, unloading or manoeuvring must be provided on-site in accordance with Australian Standard for Off-street Parking, Part 2 : Commercial. Vehicle Facilities AS 2890.2:2002, unless:</p> <ul style="list-style-type: none"> <li>(a) the delivery of all inward bound goods is by a single person from a vehicle parked in a dedicated loading zone within 50 m of the site;</li> </ul>	<p><b>A1 – NA.</b></p>

(b) the use is not primarily dependent on outward delivery of goods from the site.	
<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 – Complies.</b> DE - The access is in accordance with Council's requirements.
<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 – Complies.</b> The proposal will be connected to the available reticulated public stormwater by gravity.
<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 – NA.</b>
<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 – NA.</b>
<b>A4</b> – A major stormwater drainage system must be designed to accommodate a storm with an ARI of 100 years.	<b>A4 – NA.</b>
<b>E15.0 Inundation Prone Areas Code</b>	
<b>Clause E15.6 - Use standards</b> <b>A1</b> – Change of use of a non-habitable building to a habitable building or a use involving habitable rooms must comply with all of the following: (a) floor level of habitable rooms is no less than the AHD level for the Coastal Inundation Low Hazard Area in Table E15.1;	<b>A1 – NA.</b> None proposed.

(b) floor level of habitable rooms is no less than the AHD level for the 1% AEP plus 300mm if in an area subject to riverine flooding.	
<b>Clause E15.7.4 - Riverine inundation hazard areas</b> <b>A1</b> - A new habitable building must have a floor level no lower than the 1% AEP (100 yr ARI) storm event plus 300 mm.	<b>A1 – NA.</b> The proposal has the Whitewater Creek Inundation flow path highlighted across sections of the site. However, the proposal does not include a new habitable building within a Riverine Inundation Hazard Area.
<b>A2</b> – An extension to an existing habitable building must comply with one of the following: (a) floor level of habitable rooms is no lower than the 1% AEP (100 yr ARI) storm event plus 300 mm; (b) floor area of the extension no more than 60 m <sup>2</sup> as at the date of commencement of this planning scheme.	<b>A2 – NA.</b> None proposed.
<b>A3</b> – The total floor area of all non-habitable buildings, outbuildings and Class 10b buildings under the Building Code of Australia, on a site must be no more than 60 m <sup>2</sup> .	<b>A3 – NA.</b> None proposed.
<b>Clause E15.7.5 - Riverine, coastal investigation area, low, medium high inundation hazard area</b> <b>A1</b> – For landfill, or solid walls greater than 5 m in length and 0.5 m in height, there is no acceptable solution (requires assessment against performance criteria).	<b>A1 – NA.</b> There is no landfill or solid walls greater than 5m length and 0.5m high in the area affected by the code.
<b>A2</b> – No acceptable solution (requires assessment against performance criteria)	<b>A2 – NA.</b> The proposal does not involve or rely upon any mitigation measures.
<b>A3</b> – A land application area for onsite wastewater management must comply with all of the following: (a) horizontal separation distance from high water mark or from the top of bank of a watercourse or lake must be no less than 100 m; (b) vertical separation distance from the water table must be no less than 1.5 m.	<b>A3 – NA.</b> None proposed.

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

## OPEN SESSION RESUMES

### 13 PETITIONS STILL BEING ACTIONED

---

There are no petitions still being actioned.

### 14 PETITIONS RECEIVED IN LAST PERIOD

---

At the time the Agenda was compiled no Petitions had been received.

### 15 OFFICERS REPORTS TO COUNCIL

---

#### 15.1 TAS FIRE SERVICE PROPOSAL - BARRETTA RESERVE

**File Number:** 5.457

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

**Authoriser:** Deleeze Chetcuti, Acting 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 consider a request from the Tasmanian Fire Service (TFS) for the use of Council land at Barretta to establish a new volunteer fire and State Emergency Service (SES) station (see attached correspondence).

#### 2. BACKGROUND

- 2.1 Both the existing Margate and Snug fire stations have their shortcomings, and there is no dedicated SES facility in Kingborough (other than on Bruny Island).
- 2.2 To address this situation, an amalgamation of the Margate and Snug fire brigades is proposed, with a new facility to be developed that includes an SES response facility.
- 2.3 The TFS has investigated the use of State Government land in Barretta, but this proven to be unviable due to planning restrictions.

#### 3. STATUTORY REQUIREMENTS

- 3.1 If this proposal was to progress, it would be subject to statutory development approvals.
- 3.2 The land in question is not classified as public land under the provisions of the Local Government Act and therefore there is no statutory consultation process required if Council was to make it available for use by the Tas Fire Service.



#### 4. DISCUSSION

- 4.1 The correspondence from the TFS indicates that the new facility will enhance the safety, emergency response capabilities, and overall well-being of TFS and SES volunteers and the wider community.
- 4.2 The benefits of the proposal are identified as follows:
- Reduced response times, leading to increased safety and saving lives.
  - Enhanced community risk management.
  - Improved preparedness and resilience during emergencies.
  - Recruitment and retention of our volunteer workforce.
  - Strengthened community confidence in emergency services.
  - Support for ongoing training and resource development for emergency responders.
- 4.3 The request from the TFS is for an allocation of land on the southern side of the access road lead into the Barretta Waste Management facility as shown below:



- 4.4 This land is currently unused but has previously been flagged as a potential site for the development of a carpark for users of the walking/horse riding tracks that lead into the reserve at this point.
- 4.5 The location does not form part of the former refuse disposal area but adjoins the batter of the capped landfill site.
- 4.6 There are numerous issues that need to be considered to determine the feasibility of developing such a facility at this location that will require advice from suitably qualified consultants.
- 4.7 These issues include an assessment of the impacts relating to the following:
- Vegetation removal;
  - Landfill leachate
  - Landfill gas emissions;

- Stormwater disposal;
- Vehicle access onto the Channel Highway;
- Access to the walking/horse trails; and
- Waste management facility operations.

- 4.8 Before committing to this expenditure, the TFS is seeking in-principle support from Council for the proposal.
- 4.9 Given the potential community benefits associated with the project, it is considered appropriate that Council agree to further exploration of the proposal.
- 4.10 The question of whether the land is leased, licenced, transferred or sold is one for future consideration, although it is noted that the Tarooma Fire Station is located on Council owned land under a lease agreement.

## 5. FINANCE

- 5.1 Costs associated with determining the feasibility of the proposal would need to be met by the Tas Fire Service.

## 6. ENVIRONMENT

- 6.1 The proposal area includes 1260m<sup>2</sup> of Barretta bushland reserve. The area proposed to be transferred to the TFS is in the north eastern corner of the reserve which is the main reserve entrance point. The area of reserve within the proposal area represents approximately 0.5% of the total reserve area.
- 6.2 The reserve is managed by Kingborough Council with support from local Landcare groups and is Council's largest and most significant reserve (approx. 30 hectares). The reserve has been actively managed and restored through ongoing conservation work by Council and volunteers for the past 20 years.
- 6.3 There are five distinct forest communities within the reserve with three communities listed as threatened under state and/or national environmental legislation. The reserve also contains two threatened plants species and habitat, with records of several other threatened fauna species.
- 6.4 The forest community in the area proposed for the development is *Eucalyptus amygdalina* (black peppermint) forest on sandstone which is listed as Threatened in Schedule 3A of the *Nature Conservation Act 2002*. This area has also been recently planted out by local schools.
- 6.5 The proposed site is the main entry to the reserve and has also been identified as the area for a public carpark for the reserve.
- 6.6 As a rehabilitated landfill site, the entire site is covered by an Environmental Protection Notice (EPN) regulated by the Environmental Protection Authority Tasmania. Any proposed development would be subject to the EPN which is issued under Section 44(1)d of the *Environmental Management and Pollution Control Act 1994* (EMPCA). Council has a long-term environmental monitoring and management system to manage associated environmental risks.
- 6.7 The proposed site is directly adjacent to the rehabilitated landfill and includes infrastructure associated with the environmental management of the site (a section of the leachate system and groundwater monitoring bores). There is a likelihood that if the site is developed, it will need to be designed and operated to manage environmental impacts (landfill gas, and groundwater and surface water flows) originating from the capped landfill.

6.8 The entire site is also subject to a Human Health and Ecological Risk Assessment. This assessment is primarily focused on off-site impacts, and therefore a similar risk assessment focused on the proposed site would be required.

6.9 The environmental considerations outlined above should be carefully considered by TFS and Council as part of the feasibility assessment, as well as whether the reserve area could be avoided by adjustment of the proposed site.

## **7. COMMUNICATION AND CONSULTATION**

7.1 If disposal of the land (by either lease, sale or transfer) was to occur, consultation would be undertaken in line with Council's Sale of Land or Leasing and Licencing Policies.

## **8. RISK**

8.1 There is a risk that providing in-principle support may be seen as committing to a proposal that on further investigation, may prove not to be in Council's best interests.

8.2 To mitigate this, there will need to be clear communication with the TFS that Council's approval is preliminary and subject to a detailed feasibility study and further consideration.

## **9. CONCLUSION**

9.1 There is considerable community benefit to be derived from the development of a new volunteer fire and SES station at Barretta.

9.2 However, the identified location requires considerable investigation before it can be determined if the proposal is viable or in Council's best interests.

9.3 Accordingly, it is recommended that Council's approval at this stage be in-principle and subject to a full feasibility report in relation to the proposal.

## **10. RECOMMENDATION**

That Council provides in-principle support for the proposed development of a volunteer fire and SES station at the Barretta Reserve, subject to the Tas Fire Service undertaking a feasibility study that demonstrates its viability at this location and addresses the full range of impacts associated with the development.

## **ATTACHMENTS**

### **1. Letter from Tas Fire Service**



Tasmania Fire Service

South West District / Southern Region

Dave Stewart  
Chief Executive Officer  
Kingborough Council  
15 Channel Highway  
Kingston 7050

**Subject: Request for Land to Establish a New Fire and SES Station**

Dear Mr. Stewart,

I am writing to respectfully request the allocation of land within the Kingborough Council owned Baretta Tip Site for the development of a new Tasmania Fire Service and State Emergency Service (SES) Volunteer Station.

This initiative aims to amalgamate the Margate and Snug Fire Brigades and to develop a new general-purpose SES response facility for the Kingborough area. The new station will greatly improve safety for our volunteers with a purpose-built facility that includes essential decontamination zones—features that are currently unachievable at our existing Margate and Snug sites.

Establishing this new facility will enhance the safety, emergency response capabilities, and overall well-being of our volunteers and the wider community. It will also serve to future-proof our volunteer station for at least the next 50 years.

Over recent years, our community has experienced increased population growth and development, which has heightened the need for efficient emergency services. A strategically located, dedicated Fire and SES station will significantly improve our ability to respond swiftly to fires, natural disasters, and other emergencies.

The benefits of this project include, but are not limited to:

- Reduced response times, leading to increased safety and saving lives.
- Enhanced community risk management, as current responses into school zones are suboptimal.
- Improved preparedness and resilience during emergencies.
- Recruitment and retention of our volunteer workforce.
- Strengthened community confidence in emergency services.
- Support for ongoing training and resource development for emergency responders.

The State Fire Commission prefers to own the land where infrastructure is built. I would also appreciate the opportunity to discuss the possibility of subdividing the parcel of land for the Fire Service, rather than a lease arrangement, if feasible.

**State Headquarters** Cnr Argyle and Melville St Hobart TAS 7000 | GPO Box 308 Hobart TAS 7001 | P (03) 6173 2740 | E [OfficeoftheChiefOfficer@fire.tas.gov.au](mailto:OfficeoftheChiefOfficer@fire.tas.gov.au)  
**Southern Region** 1040 Cambridge Rd Cambridge TAS 7170 | GPO Box 308 Hobart TAS 7001 | P (03) 6166 5500 | E [Southern.Region@fire.tas.gov.au](mailto:Southern.Region@fire.tas.gov.au)  
**Northern Region** 339 Hobart Rd Youngtown TAS 7249 | Phone (03) 6777 3666 | E [Northern.Region@fire.tas.gov.au](mailto:Northern.Region@fire.tas.gov.au)  
**North-West Region** 15 Three Mile Line Rd Burnie TAS 7320 | PO Box 1015 Burnie TAS 7320 | P (03) 6477 7250 | E [Northwest.Region@fire.tas.gov.au](mailto:Northwest.Region@fire.tas.gov.au)

[www.fire.tas.gov.au](http://www.fire.tas.gov.au)



We believe that by working together, the Kingborough Council and our community can make a meaningful difference in safeguarding residents and properties. We kindly request your consideration of this proposal and look forward to the opportunity to discuss it further.

For your reference, I have attached an aerial photo of the proposed site, however if this does not work for Kingborough Council we are open to other options within the area.

Thank you for your attention to this important matter. We are eager to collaborate toward achieving a safer and more resilient Kingborough community.

Yours Sincerely



**Adam Meredith**  
Acting District Officer  
South West District  
Tasmania Fire Service

Service | Professionalism | Integrity | Consideration

39 Wilmot Road Huonville Tas 7109

Phone: 0418 123 624

[adam.meredith@fire.tas.gov.au](mailto:adam.meredith@fire.tas.gov.au) | [www.fire.tas.gov.au](http://www.fire.tas.gov.au)

Public Copy



Proposed Baretta Site



## 15.2 KELVEDON OVAL LIGHTS

**File Number:** 22.142

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

**Authoriser:** Deleeze Chetcuti, Acting 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 consider the provision of funding for lights at Kelvedon Oval.

### 2. BACKGROUND

2.1 Council upgraded the training lights and poles at Kelvedon Oval in 2014 at a cost of \$150,000.

2.2 The lights were developed to meet the Australian Standard lux level specifications for training purposes.

2.3 The Taroona Football Club (TFC) was keen to improve the quality of the lights at the ground, in part to support the playing of games at night.

2.4 The Club subsequently sought and received \$150,000 in funding from the State Government to upgrade the lights.

2.5 At the request of the TFC, Council agreed to undertake management of the project.

### 3. STATUTORY REQUIREMENTS

3.1 The project has been managed in accordance with Council's Code for Tenders and Contracts.

3.2 In relation to the provision of lights on sportsgrounds, Council's Sportsground User Policy states that:

*If any sports ground user wishes to upgrade lighting in accordance with the Australian Standard to enable night games to be played, then the cost of the upgrade must be met in full by the ground user.*

### 4. DISCUSSION

4.1 Council managed the procurement process for installation of the new lights as a design and construct project.

4.2 The tenders received indicated that the light towers would need upgrading, and the potentially the footings as well.

4.3 Further investigations confirmed that the light poles needed to be replaced, and the footings upgraded, adding an additional \$100,000 to the cost of the project.

4.4 A decision is now needed as to whether to provide additional funding and proceed with the project, or to abandon and return the grant funds.

- 4.5 The TFC is wanting to proceed and has indicated that they can contribute \$15,000 of their own funds to help meet the shortfall.
- 4.6 In considering the merits of Council providing funds to meet the shortfall it is worth noting that the existing lights will need to be replaced at some stage within the next five years.
- 4.7 At the time of replacing the lights, the poles and footings will also need to be replaced and upgraded at an estimated cost of at least \$250,000.
- 4.8 Notwithstanding the fact that there is no budget allocation for this project in the 2025/25 financial year, based on an assessment of the future versus current costs, it is considered better for Council to provide funding now.

## **5. FINANCE**

- 5.1 Funding to meet the budget shortfall for the project will need to be sourced from the Capital Balancing account for 2025/26, which may mean deferral of another project.

## **6. ENVIRONMENT**

- 6.1 There are no environmental issues associated with this matter.

## **7. COMMUNICATION AND CONSULTATION**

- 7.1 Council staff have been in regular communication with representatives of the TFC in relation to the status of the project.

## **8. RISK**

- 8.1 The need for upgraded footings is to meet contemporary design requirements that aim to reduce the risk of light pole failure due to wind loading.

## **9. CONCLUSION**

- 9.1 On assessment of the options available to Council in relation to this matter, providing funding to meet the shortfall to enable the project to proceed is considered to be appropriate.

## **10. RECOMMENDATION**

That a funding allocation of \$85,000 be provided from Council's 2025/26 Capital Program to enable the upgrade of lights, poles and footings at Kelvedon Oval to proceed.

## **ATTACHMENTS**

Nil

## 15.3 FINANCIAL REPORT - AUGUST 2025

**File Number:** 10.47

**Author:** Laura Eaton, Assistant Finance Manager

**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 August 2025 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.

### 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

#### Operating Revenue and Expenditure

- 4.1 The Summary Operating Statement contains several variances to the original budget. Revenue is favourable to budget and expenditure slightly over budget. The following are the major variances and explanations:

#### REVENUE

- Statutory Fees and Fines are \$229,000 over budget mainly due to a large development application received in mid-August and the payment of fees associated with another large development. A forecast revision of \$170,000 has been made to reflect this income.
- User Fees are \$117,000 over budget, with \$73,000 of this attributed directly to Kingborough Sports Centre, where fitness centre memberships, kiosk sales and stadium rental are over budget. Memberships at the Sports Centre continued to increase following the renovations of the gym and improved class options. KSC results will continue to be monitored for forecast revisions. Room hire at The Hub is also over budget by \$17,000 due to some large bookings.
- Grants Recurrent income is \$365,000 over budget due to the timing of the receipt of the Financial Assistance Grants and the receipt of other unbudgeted grants – including the rollover of grants from 2024/2025 (\$209,000). A forecast adjustment of \$209,000 has been made for these rolled over grants.



- Reimbursements are under budget by \$1,273,000 due to the timing of the rates remissions reimbursements. There has been a delay in receiving funds for the first claim, however, it is anticipated these funds will be received in September.
- Interest income is \$76,000 over budget due to higher interest received on investments and will be monitored for a forecast revision.

#### EXPENDITURE

- Employee Costs are \$22,000 over budget, which is attributed to a combination of areas – the Works department employee costs are over budget by \$196,000, however this is offset by various other departments being under budget, including Governance (\$86,000) and Business Services (\$62,000). These departments are under budget due to staff vacancies, whilst the Works department are over budget due to employees conducting more maintenance activities and less capital works during this period.
  - Materials and Services are \$46,000 under budget, due primarily to timing differences in relation to when expenditure is made against the budget, as well as costs associated with the spending of grant funding. Hobart City Deal funding (\$91,500) was budgeted to be spent but is yet to be, as is Council's contribution to Southern SES (\$18,000). These costs will be incurred in the coming months. This is offset by Digital Experience, which is over budget by \$178,000, mainly due to the payment of annual subscriptions and licences, as well as hardware maintenance costs. A forecast adjustment of \$209,000 has been made to match the rolled over grants income which will be spent this financial year.
  - Other expenses are \$265,000 over budget. This is mainly due to Government rates remissions being over budget by \$267,000 which is higher than anticipated, but variable in nature. A forecast revision of \$170,000 has been made to this expense. A matching income forecast revision has also been made to account for the receipt of these remissions.
  - Depreciation is \$82,000 under budget. This favourable variance has arisen as there has been no capitalisation of capital works in projects for the year to date. It is anticipated depreciation will increase as capitalisation occurs.
- 4.2 Council's cash and investments amount to \$18.3M at the end of the month, which is an increase of \$5.5M compared to the July balance due to the receipt of the first council rates instalment payments. Borrowings of \$13.92M offset this amount.
- 4.3 The August Year to Date Capital Expenditure report is included, with the initial budget approved by Council. Engineering Services Department are reviewing these budgets and adjustments will be presented to Council at a future meeting.

#### 5. FINANCE

- 5.1 The year-to-date underlying result is \$680,000 unfavourable to budget, but this is influenced by some timing variances. Net forecast revisions of \$170,000 have been made.
- 5.2 The initial full year Budgeted Underlying Loss of \$2.524M has been decreased to a Forecast Underlying Loss of \$2.354M.

#### 6. ENVIRONMENT

- 6.1 There are no environmental issues associated with this matter.

**7. COMMUNICATION AND CONSULTATION**

- 7.1 The financial results for August 2025 are available for public scrutiny in the Council meeting agenda.

**8. RISK**

- 8.1 Council is forecasting an underlying deficit for the full year around the budget figure.

**9. RECOMMENDATION**

That Council endorses the attached Financial Report as at 31 August 2025.

**ATTACHMENTS**

1. **Financial Report - August 2025**
2. **Capital Report - August 2025**

Public Copy



## **FINANCIAL REPORT**

**FOR THE PERIOD**

**1ST JULY, 2025**

**TO**

**31ST AUGUST, 2025**

**SUBMITTED TO COUNCIL**

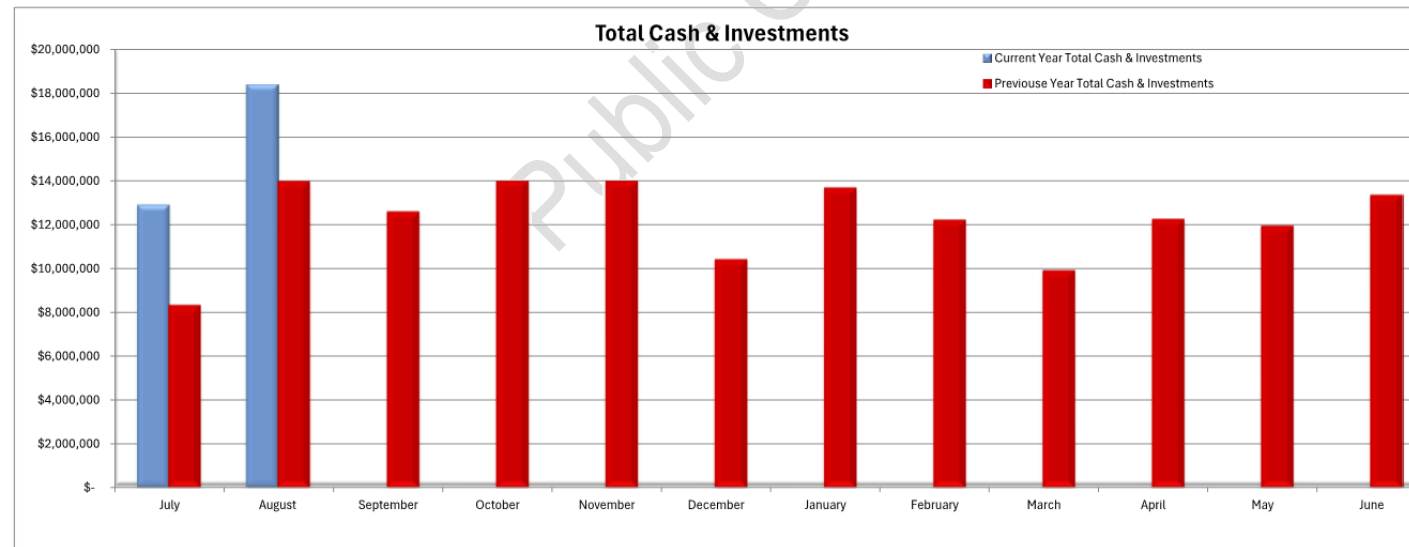
**15TH SEPTEMBER, 2025**

KINGBOROUGH COUNCIL - August 2025

CASH BALANCES

Balance Type	July	August	September	October	November	December	January	February	March	April	May	June
Reserves	\$ 6,098,571	\$ 6,106,269	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Held in Trust	\$ 1,875,177	\$ 1,875,177										
Unexpended Capital Works*	\$ 1,101,378	\$ 1,835,630										
<b>Current Year Total Committed Cash</b>	<b>\$ 9,075,126</b>	<b>\$ 9,817,076</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
<b>Previous Year Total Committed Cash</b>	<b>\$ 6,343,173</b>	<b>\$ 7,734,433</b>	<b>\$ 8,368,823</b>	<b>\$ 8,941,184</b>	<b>\$ 9,199,835</b>	<b>\$ 9,515,684</b>	<b>\$ 11,220,222</b>	<b>\$ 13,719,395</b>	<b>\$ 14,682,747</b>	<b>\$ 15,823,077</b>	<b>\$ 16,954,631</b>	<b>\$ 18,784,766</b>
Uncommitted Funds	\$ 3,770,241	\$ 8,539,189	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Current Year Total Cash</b>	<b>\$ 12,845,367</b>	<b>\$ 18,356,265</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
<b>Previous Year Total Cash</b>	<b>\$ 8,277,781</b>	<b>\$ 13,944,576</b>	<b>\$ 12,546,242</b>	<b>\$ 13,959,674</b>	<b>\$ 13,967,891</b>	<b>\$ 10,363,898</b>	<b>\$ 13,640,312</b>	<b>\$ 12,172,242</b>	<b>\$ 9,869,835</b>	<b>\$ 12,205,764</b>	<b>\$ 11,903,341</b>	<b>\$ 13,304,652</b>

\*Unexpended Capital Works excludes Kingston Park expenditure





KINGBOROUGH COUNCIL - August 2025

CASH, INVESTMENTS & BORROWINGS

CASH ACCOUNTS	Interest Rate	Maturity Date	July	August	September	October	November	December	January	February	March	April	May	June
CBA - Overdraft Account	3.35%	Ongoing	\$ 952,664	\$ 5,492,681										
CBA - Applications Account	3.35%	Ongoing	\$ 425,866	\$ 678,319										
CBA - AR Account	3.35%	Ongoing	\$ 433,497	\$ 1,114,908										
CBA - Business Online Saver	3.85%	Ongoing	\$ 7,427,622	\$ 7,453,016										
<b>Total Cash</b>			\$ 9,239,650	\$ 14,738,924	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>INVESTMENTS</b>														
Tascorp HT - At Call	3.70%	Managed Trust	\$ 1,227,989	\$ 1,231,844										
Tascorp CG - 45 Day Wdl term on funds	3.85%	Managed Trust	\$ 2,377,729	\$ 2,385,497										
<b>Total Investments</b>			\$ 3,605,718	\$ 3,617,342	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Current Year Total Cash &amp; Investments</b>			\$ 12,845,367	\$ 18,356,265	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Previous Year Cash &amp; Investments</b>			\$ 8,277,781	\$ 13,944,576	\$ 12,546,242	\$ 13,959,674	\$ 13,967,891	\$ 10,363,898	\$ 13,640,312	\$ 12,172,242	\$ 9,869,835	\$ 12,205,764	\$ 11,903,341	\$ 13,304,652
<b>Borrowings</b>														
Tascorp	4.88%	27-Jun-27	\$2,400,000	\$2,400,000										
Tascorp	5.25%	21-Jan-27	\$2,100,000	\$2,100,000										
Tascorp	4.70%	19-Feb-26	\$9,422,500	\$9,422,500										
			\$ 13,922,500	\$ 13,922,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

KINGBOROUGH COUNCIL - August 2025

RESERVES

Accounts	July	August	September	October	November	December	January	February	March	April	May	June
Boronia Hill Reserve	\$ 10,733	\$ 10,733										
Car Parking	\$ 56,512	\$ 56,512										
Infrastructure Replacement Reserve	\$ 2,000,000	\$ 2,000,000										
Hall Equipment Replacement	\$ 76,300	\$ 76,300										
IT Equipment Replacement	\$ 330,823	\$ 330,823										
KSC Equipment Replacement	\$ 120,686	\$ 120,686										
KWS Replacement Reserve	\$ 500,000	\$ 500,000										
Office Equipment Replacement	\$ 71,969	\$ 71,969										
Plant & Equipment Replacement	\$ 1,903,207	\$ 1,903,207										
Public Open Space Reserve	\$ 311,956	\$ 311,956										
Kingborough Environmental Reserve	\$ 716,386	\$ 724,084										
<b>Current Year Total Reserve</b>	<b>\$ 6,098,571</b>	<b>\$ 6,106,269</b>	<b>\$ -</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>\$ 3,213,968</b>	<b>\$ 3,214,557</b>	<b>\$ 3,250,054</b>	<b>\$ 3,265,371</b>	<b>\$ 3,275,427</b>	<b>\$ 3,257,630</b>	<b>\$ 3,340,947</b>	<b>\$ 4,362,437</b>	<b>\$ 4,336,388</b>	<b>\$ 4,368,138</b>	<b>\$ 4,346,819</b>	<b>\$ 6,088,548</b>

KINGBOROUGH COUNCIL - August 2025 YTD

PUBLIC OPEN SPACE FUNDS

Opening Balance 01/08/2025	\$ 311,956
Closing Balance 31/08/2025	<u>\$ 311,956</u>
Public Open Space Uncommitted Balance	<u><u>\$ 311,956</u></u>

Public Copy

## KINGBOROUGH COUNCIL - August 2025

## FORECAST CHANGES TO BUDGET NOTES

RECONCILIATION OF ORIGINAL TO FORECAST BUDGET	
<b>BUDGET UNDERLYING RESULT</b>	<b>(2,524,453)</b>
<b>Forecast Changes:</b>	
Statutory Fees & Fines – Planning Application Fees for AFL High Performance Centre application, and the Huntingfield development.	170,000
Grants Recurrent - Adjustment for carried forward grant revenue	209,338
Reimbursements - Adjusted inline with Remission expenses	171,000
Materials and Services - Adjustment for corresponding carried forward grant expenses	(209,338)
Other Expenses – Rates Remissions greater than expected	(171,000)
<b>FORECAST UNDERLYING RESULT</b>	<b>(2,354,453)</b>

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 - August 2025

## Summary Operating Statement All

	YTD Actuals	YTD Budget	YTD Variance	Annual Budget	Forecast Budget	Forecast Variance
<b>Income</b>						
Rates	43,504,403	43,526,569	(22,166)	43,781,269	43,781,269	0
Income Levies	2,233,934	2,224,471	9,463	2,224,471	2,224,471	0
Statutory Fees & Fines	617,696	388,980	228,716	1,874,800	2,044,800	170,000
User Fees	453,375	336,420	116,955	1,930,900	1,930,900	0
Grants Recurrent	658,920	294,000	364,920	3,394,000	3,603,338	209,338
Contributions - Cash	12,670	38,340	(25,670)	230,000	230,000	0
Reimbursements	2,653	1,275,710	(1,273,057)	1,286,000	1,457,000	171,000
Other Income	69,195	53,890	15,305	540,950	540,950	0
Internal Charges Income	36,666	36,660	6	220,000	220,000	0
<b>Total Income</b>	<b>47,589,513</b>	<b>48,175,040</b>	<b>(585,527)</b>	<b>55,482,390</b>	<b>56,032,728</b>	<b>550,338</b>
<b>Expenses</b>						
Employee Costs	3,375,306	3,353,130	(22,176)	21,494,389	21,494,389	0
Expenses Levies	0	0	0	2,224,471	2,224,471	0
Loan Interest	99,473	111,660	12,187	670,000	670,000	0
Materials and Services	2,457,164	2,503,155	45,991	14,007,833	14,217,171	(209,338)
Other Expenses	2,729,712	2,465,063	(264,649)	4,884,749	5,055,749	(171,000)
Internal Charges Expense	36,666	36,660	(6)	220,000	220,000	0
<b>Total Expenses</b>	<b>8,698,321</b>	<b>8,469,668</b>	<b>(228,653)</b>	<b>43,501,443</b>	<b>43,881,781</b>	<b>(380,338)</b>
<b>Net Operating Surplus/(Deficit) before:</b>	<b>38,891,192</b>	<b>39,705,372</b>	<b>(814,180)</b>	<b>11,980,947</b>	<b>12,150,947</b>	<b>170,000</b>
Carrying Amount of Assets Retired	0	0	0	550,000	550,000	0
Depreciation	2,795,311	2,877,760	82,449	16,945,000	16,945,000	0
<b>Net Operating Surplus/(Deficit) before:</b>	<b>36,095,881</b>	<b>36,827,612</b>	<b>(731,731)</b>	<b>(5,514,053)</b>	<b>(5,344,053)</b>	<b>170,000</b>
Interest	114,024	62,840	51,184	377,000	377,000	0
Dividends	0	0	0	1,601,600	1,601,600	0
Share of Profits/(Losses) of Invest. In Assoc	0	0	0	200,000	200,000	0
Investment Copping	0	0	0	811,000	811,000	0
<b>NET UNDERLYING SURPLUS/(DEFICIT)</b>	<b>36,209,905</b>	<b>36,890,452</b>	<b>(680,547)</b>	<b>(2,524,453)</b>	<b>(2,354,453)</b>	<b>170,000</b>
<b>NON UNDERLYING SURPLUS TRANSACTIONS</b>						
Grants Capital	1,557,967	1,570,888	(12,921)	2,900,633	2,900,633	0
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>37,767,872</b>	<b>38,461,340</b>	<b>(693,468)</b>	<b>1,376,180</b>	<b>1,546,180</b>	<b>170,000</b>

## KINGBOROUGH COUNCIL - August 2025

## Summary Operating Statement Governance

	YTD Actuals	YTD Budget	YTD Variance	Annual Budget	Forecast Budget	Forecast Variance
<b>Income</b>						
Rates	34,977,248	34,969,696	7,552	35,224,396	35,224,396	0
Income Levies	2,233,934	2,224,471	9,463	2,224,471	2,224,471	0
Statutory Fees & Fines	0	0	0	0	0	0
User Fees	17,567	17,560	7	105,400	105,400	0
Grants Recurrent	414,582	294,000	120,582	3,394,000	3,603,338	209,338
Contributions - Cash	0	25,000	(25,000)	150,000	150,000	0
Reimbursements	2,653	1,275,710	(1,273,057)	1,286,000	1,286,000	0
Other Income	4,649	160	4,489	121,000	121,000	0
Internal Charges Income	0	0	0	0	0	0
<b>Total Income</b>	<b>37,650,633</b>	<b>38,806,597</b>	<b>(1,155,964)</b>	<b>42,505,267</b>	<b>42,714,605</b>	<b>209,338</b>
<b>Expenses</b>						
Employee Costs	80,332	166,280	85,948	1,093,492	1,093,492	0
Expenses Levies	0	0	0	2,224,471	2,224,471	0
Loan Interest	0	0	0	0	0	0
Materials and Services	31,635	129,060	97,425	216,800	426,138	(209,338)
Other Expenses	1,703,344	1,442,439	(260,905)	2,619,005	2,790,005	(171,000)
Internal Charges Expense	0	0	0	0	0	0
<b>Total Expenses</b>	<b>1,815,311</b>	<b>1,737,779</b>	<b>(77,532)</b>	<b>6,153,768</b>	<b>6,534,106</b>	<b>380,338</b>
<b>Net Operating Surplus/(Deficit) before:</b>	<b>35,835,322</b>	<b>37,068,818</b>	<b>(1,233,496)</b>	<b>36,351,499</b>	<b>36,180,499</b>	<b>(171,000)</b>
Carrying Amount of Assets Retired	0	0	0	550,000	550,000	0
Depreciation	200	160	(40)	1,000	1,000	0
Loss/(Profit) on Disposal of Assets	0	0	0	0	0	0
<b>Net Operating Surplus/(Deficit) before:</b>	<b>35,835,122</b>	<b>37,068,658</b>	<b>(1,233,536)</b>	<b>35,800,499</b>	<b>35,629,499</b>	<b>(171,000)</b>
Interest	0	0	0	0	0	0
Dividends	0	0	0	1,601,600	1,601,600	0
Share of Profits/(Losses) of Invest. In Assoc	0	0	0	200,000	200,000	0
Investment Copping	0	0	0	811,000	811,000	0
<b>NET OPERATING SURPLUS/(DEFICIT)</b>	<b>35,835,122</b>	<b>37,068,658</b>	<b>(1,233,536)</b>	<b>38,413,099</b>	<b>38,242,099</b>	<b>(171,000)</b>
Grants Capital	1,557,967	1,570,888	(12,921)	2,900,633	2,900,633	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>37,393,089</b>	<b>38,639,546</b>	<b>(1,246,457)</b>	<b>42,313,732</b>	<b>42,142,732</b>	<b>(171,000)</b>

## KINGBOROUGH COUNCIL - August 2025

## 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	51,165	45,840	5,325	275,000	275,000	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	10,483	10,520	(37)	152,000	152,000	0
Internal Charges Income	25,000	25,000	0	150,000	150,000	0
<b>Total Income</b>	<b>86,649</b>	<b>81,360</b>	<b>5,289</b>	<b>577,000</b>	<b>577,000</b>	<b>0</b>
<b>Expenses</b>						
Employee Costs	416,912	478,680	61,768	3,135,746	3,135,746	0
Expenses Levies	0	0	0	0	0	0
Loan Interest	99,473	111,660	12,187	670,000	670,000	0
Materials and Services	506,281	343,920	(162,361)	1,277,664	1,277,664	0
Other Expenses	822,909	781,940	(40,969)	1,433,500	1,433,500	0
Internal Charges Expense	0	0	0	0	0	0
<b>Total Expenses</b>	<b>1,845,574</b>	<b>1,716,200</b>	<b>(129,374)</b>	<b>6,516,910</b>	<b>6,516,910</b>	<b>0</b>
<b>Net Operating Surplus/(Deficit) before:</b>	<b>(1,758,925)</b>	<b>(1,634,840)</b>	<b>(124,085)</b>	<b>(5,939,910)</b>	<b>(5,939,910)</b>	<b>0</b>
Depreciation	22,600	29,380	6,780	173,000	173,000	0
Loss/(Profit) on Disposal of Assets	0	0	0	0	0	0
<b>Net Operating Surplus/(Deficit) before:</b>	<b>(1,781,525)</b>	<b>(1,664,220)</b>	<b>(117,305)</b>	<b>(6,112,910)</b>	<b>(6,112,910)</b>	<b>0</b>
Interest	114,024	62,840	51,184	377,000	377,000	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>(1,667,501)</b>	<b>(1,601,380)</b>	<b>(66,121)</b>	<b>(5,735,910)</b>	<b>(5,735,910)</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>(1,667,501)</b>	<b>(1,601,380)</b>	<b>(66,121)</b>	<b>(5,735,910)</b>	<b>(5,735,910)</b>	<b>0</b>

## KINGBOROUGH COUNCIL - August 2025

## Summary Operating Statement Governance &amp; Property 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	155,475	152,100	3,375	453,500	453,500	0
User Fees	374,946	287,180	87,766	1,635,500	1,635,500	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	26,527	16,480	10,047	99,000	99,000	0
Internal Charges Income	0	0	0	0	0	0
<b>Total Income</b>	<b>556,949</b>	<b>434,760</b>	<b>122,189</b>	<b>2,146,000</b>	<b>2,146,000</b>	<b>0</b>
<b>Expenses</b>						
Employee Costs	738,997	742,000	3,003	4,835,399	4,835,399	0
Expenses Levies	0	0	0	0	0	0
Loan Interest	0	0	0	0	0	0
Materials and Services	290,719	307,700	16,981	1,839,256	1,839,256	0
Other Expenses	41,401	41,780	379	213,400	213,400	0
Internal Charges Expense	0	0	0	0	0	0
<b>Total Expenses</b>	<b>1,071,117</b>	<b>1,091,480</b>	<b>20,363</b>	<b>6,888,055</b>	<b>6,888,055</b>	<b>0</b>
<b>Net Operating Surplus/(Deficit) before:</b>	<b>(514,168)</b>	<b>(656,720)</b>	<b>142,552</b>	<b>(4,742,055)</b>	<b>(4,742,055)</b>	<b>0</b>
Depreciation	302,446	299,280	(3,166)	1,762,000	1,762,000	0
Loss/(Profit) on Disposal of Assets	0	0	0	0	0	0
<b>Net Operating Surplus/(Deficit) before:</b>	<b>(816,614)</b>	<b>(956,000)</b>	<b>139,386</b>	<b>(6,504,055)</b>	<b>(6,504,055)</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>(816,614)</b>	<b>(956,000)</b>	<b>139,386</b>	<b>(6,504,055)</b>	<b>(6,504,055)</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>(816,614)</b>	<b>(956,000)</b>	<b>139,386</b>	<b>(6,504,055)</b>	<b>(6,504,055)</b>	<b>0</b>



## KINGBOROUGH COUNCIL - August 2025

## 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	411,056	191,040	220,016	1,146,300	1,316,300	170,000
User Fees	33,519	15,520	17,999	93,000	93,000	0
Grants Recurrent	105,924	0	105,924	0	0	0
Contributions - Cash	12,670	13,340	(670)	80,000	80,000	0
Reimbursements	0	0	0	0	0	0
Other Income	10,599	7,400	3,199	58,300	58,300	0
Internal Charges Income	0	0	0	0	0	0
<b>Total Income</b>	<b>573,768</b>	<b>227,300</b>	<b>346,468</b>	<b>1,377,600</b>	<b>1,547,600</b>	<b>170,000</b>
<b>Expenses</b>						
Employee Costs	985,580	1,008,460	22,880	6,611,192	6,611,192	0
Expenses Levies	0	0	0	0	0	0
Loan Interest	0	0	0	0	0	0
Materials and Services	89,512	247,455	157,943	1,254,980	1,254,980	0
Other Expenses	51,929	84,900	32,971	302,400	302,400	0
Internal Charges Expense	0	0	0	0	0	0
<b>Total Expenses</b>	<b>1,139,690</b>	<b>1,340,815</b>	<b>201,125</b>	<b>8,168,572</b>	<b>8,168,572</b>	<b>0</b>
<b>Net Operating Surplus/(Deficit) before:</b>	<b>(565,922)</b>	<b>(1,113,515)</b>	<b>547,593</b>	<b>(6,790,972)</b>	<b>(6,620,972)</b>	<b>170,000</b>
Depreciation	40,882	38,880	(2,002)	232,000	232,000	0
Loss/(Profit) on Disposal of Assets	0	0	0	0	0	0
<b>Net Operating Surplus/(Deficit) before:</b>	<b>(606,804)</b>	<b>(1,152,395)</b>	<b>545,591</b>	<b>(7,022,972)</b>	<b>(6,852,972)</b>	<b>170,000</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>(606,804)</b>	<b>(1,152,395)</b>	<b>545,591</b>	<b>(7,022,972)</b>	<b>(6,852,972)</b>	<b>170,000</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>(606,804)</b>	<b>(1,152,395)</b>	<b>545,591</b>	<b>(7,022,972)</b>	<b>(6,852,972)</b>	<b>170,000</b>

## KINGBOROUGH COUNCIL - August 2025

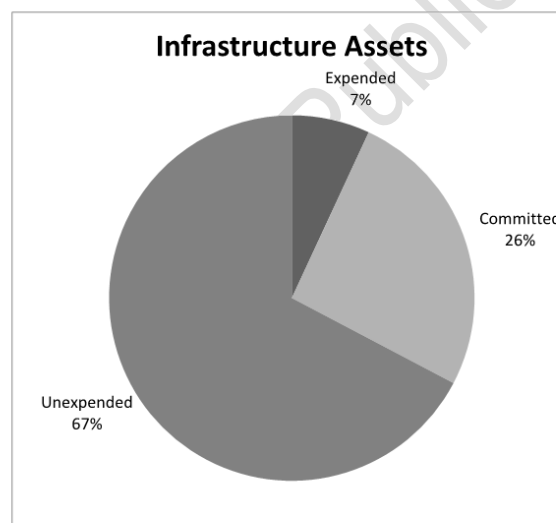
## Summary Operating Statement Infrastructure Services

	YTD Actuals	YTD Budget	YTD Variance	Annual Budget	Forecast Budget	Forecast Variance
<b>Income</b>						
Rates	8,527,155	8,556,873	(29,718)	8,556,873	8,556,873	0
Income Levies	0	0	0	0	0	0
Statutory Fees & Fines	0	0	0	0	0	0
User Fees	27,343	16,160	11,183	97,000	97,000	0
Grants Recurrent	138,415	0	138,415	0	0	0
Contributions - Cash	0	0	0	0	0	0
Reimbursements	0	0	0	0	0	0
Other Income	16,936	19,330	(2,394)	110,650	110,650	0
Internal Charges Income	11,666	11,660	6	70,000	70,000	0
<b>Total Income</b>	<b>8,721,515</b>	<b>8,625,023</b>	<b>96,492</b>	<b>8,876,523</b>	<b>8,876,523</b>	<b>0</b>
<b>Expenses</b>						
Employee Costs	1,153,485	957,710	(195,775)	5,818,561	5,818,561	0
Expenses Levies	0	0	0	0	0	0
Loan Interest	0	0	0	0	0	0
Materials and Services	1,539,019	1,475,020	(63,999)	9,419,133	9,419,133	0
Other Expenses	110,130	114,004	3,874	316,444	316,444	0
Internal Charges Expense	36,666	36,660	(6)	220,000	220,000	0
<b>Total Expenses</b>	<b>2,839,300</b>	<b>2,583,394</b>	<b>(255,906)</b>	<b>15,774,138</b>	<b>15,774,138</b>	<b>0</b>
<b>Net Operating Surplus/(Deficit) before:</b>	<b>5,882,216</b>	<b>6,041,629</b>	<b>(159,413)</b>	<b>(6,897,615)</b>	<b>(6,897,615)</b>	<b>0</b>
Depreciation	2,429,183	2,510,060	80,877	14,777,000	14,777,000	0
Loss/(Profit) on Disposal of Assets	0	0	0	0	0	0
<b>Net Operating Surplus/(Deficit) before:</b>	<b>3,453,033</b>	<b>3,531,569</b>	<b>(78,536)</b>	<b>(21,674,615)</b>	<b>(21,674,615)</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>3,453,033</b>	<b>3,531,569</b>	<b>(78,536)</b>	<b>(21,674,615)</b>	<b>(21,674,615)</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>3,453,033</b>	<b>3,531,569</b>	<b>(78,536)</b>	<b>(21,674,615)</b>	<b>(21,674,615)</b>	<b>0</b>

**KINGBOROUGH COUNCIL  
CAPITAL EXPENDITURE TO 31/08/2025**

**EXPENDITURE BY ASSET TYPE**

EXPENDITURE BY ASSET TYPE									
Roads	(246,993)	9,863,489	-	-	9,616,496	534,500	3,134,939	3,669,439	5,947,057
Stormwater	-	3,763,555	-	-	3,763,555	313,688	582,119	895,807	2,867,748
Property	972,614	4,057,740	-	-	5,030,354	427,537	943,969	1,371,506	3,658,849
Other	179,525	260,000	-	-	439,525	30,300	196,252	226,552	212,974
Sub total	905,147	17,944,784	-	-	18,849,931	1,306,025	4,857,279	6,163,304	12,686,627
Kingston Park	(2,000,535)	-	-	-	(2,000,535)	-	-	-	(2,000,535)
City Deal Funding	(1,816,378)	-	-	-	(1,816,378)	-	-	-	(1,816,378)
LRCI 4	-	739,500	-	-	739,500	132,038	409,116	541,153	198,347
Grand Total	(2,911,767)	18,684,284	-	-	15,772,517	1,438,063	5,266,394	6,704,457	9,068,060



KINGBOROUGH COUNCIL  
CAPITAL EXPENDITURE TO 31/08/2025

					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
1	LOCAL ROADS AND COMMUNITY INFRASTRUCTURE 4													
2	G10095	Total Grant \$939,947 - payable 2024/25 \$563,969 and 2025/26 \$375,978						-	-	-	-	-	-	-
3	No	C03775	KB & Osborne Esp Foreshore Rehab - footpath, pedestrian ramps, etc	New		600,000		-	-	600,000	130,239	409,116	539,355	60,645
4	No	C03776	Kingston Beach LATM - Stage 2 Beach Rd	New		115,500		-	-	115,500	1,799	-	1,799	113,701
5	No	C03777	KB & Osborne Esp Foreshore Rehab - Kerb extensions	New		24,000		-	-	24,000	-	-	-	24,000
6														
7					-	739,500	-	-	-	739,500	132,038	409,116	541,153	198,347
8	PROPERTY AND RESERVES													
9	No	C03423	Kingston Beach Foreshore Rehabilitation	Reserves	Renewal	500,000		-	-	500,000	-	-	-	500,000
10	No	C03455	Alamo Close Play Space and Parkland Works	Property	Upgrade	145,000	-	-	-	145,000	-	-	-	145,000
11	No	C03546	Civic Centre HVAC System Upgrade, Design & Install	Property	New	124,657		-	-	124,657	21,330	82,418	103,748	20,909
12	No	C03314	Silverwater Park Upgrade	Property	Upgrade	160,000	- to come \$115k	-	-	160,000	144,252	308,551	452,803	(292,803)
13	No	C03610	Mt Royal Park Upgrade	Property	Upgrade	31,000	-	-	-	31,000	53,194	393	53,587	(22,587)
14	No	C03622	Barretta Transfer Station Vehicle Storage Shed	Property	New	346,240		-	-	346,240	18,552	-	18,552	327,688
15	No	C03624	Snug Community Hall Upgrade	Property	Upgrade	1,000	-	-	-	1,000	-	2,914	2,914	(1,914)
16	No	C03632	North West Bay River Trail - Stage 2	Reserves	New	200,000		-	-	200,000	42,131	-	42,131	157,869
17	No	C03634	Kelvedon Park Drainage Upgrade	Reserves	Upgrade	18,836	-	-	-	18,836	-	-	-	18,836
18	No	C03639	Kingston Wetlands Access Upgrade (POS)	Reserves	30% R / 70% U	10,000	-	-	-	10,000	-	-	-	10,000
19	No	C03640	Sherburd Oval cricket net replacement	Reserves	Renewal	100,000		-	-	100,000	310	-	310	99,690
20	No	C03642	Taroona Bowls & Tennis Club Carpark - Design	Reserves	Renewal			-	-	-	-	-	-	-
21	No	C03704	CC Customer Service area alteration	Property	Renewal	-		-	-	-	-	-	-	-
22	No	C03712	Silverwater Park Toilet Replacement	Property	Renewal	10,000	-	-	-	10,000	26,525	30,000	56,525	(46,525)
23	No	C03713	KSC Main Stadium Fire Detection System Replacement	Property	Renewal	15,000		-	-	15,000	61,314	76,855	138,169	(123,169)
24	No	C03719	Sherberd Park Clubrooms Upgrade	Property	New	454,701	-	-	-	454,701	3,958	-	3,958	450,743
25	No	C03721	Y Space Project Office Renovation	Property	Upgrade	30,000		-	-	30,000	93	-	93	29,907
26	No	C03724	KSC Lightwood Park 2 Safe Access	Reserves	New	67,000		-	-	67,000	-	-	-	67,000
27	Yes	C03726	Works Depot Main Gate No 2 Replacement	Reserves	New	-		-	-	-	-	17,100	17,100	(17,100)
28	No	C03729	Adventure Bay Cemetery Columbarium Wall	Reserves	Renewal	7,420	-	-	-	7,420	-	9,824	9,824	(2,404)
29	No	C03730	Adventure Bay Exercise Equipment Replacement	Reserves	Renewal	116,000		-	-	116,000	1,141	-	1,141	114,859
30	No	C03731	Taroona Bowls Club Disability Parking - Design	Reserves	80% R / 20% U	20,000		-	-	20,000	-	-	-	20,000
31	No	C03784	Kelvedon Park Ground Lighting	Reserves	Upgrade	150,000		-	-	150,000	8,923	125,082	134,004	15,996
32	No	C03789	Dru Point Basketball Court	Reserves	New	150,000		-	-	150,000	-	-	-	150,000
33	No	C03733	Alonnah Playground Renewal	Playgrounds	Renewal	69,000		-	-	69,000	182	32,300	32,482	36,518
34	No	C03735	Dru Point Timber Play Ship	Playgrounds	Renewal	10,000	-	-	-	10,000	379	55,000	55,379	(45,379)
35	No	C03769	Old Station Rd to Davies Rd Shared Path	Reserves	New	250,000		-	-	250,000	30,245	143,724	173,969	76,031
36	No	C03783	Re-Ashphalting Dennes Point Tennis Court	Property	Renewal	50,000		-	-	50,000	4,748	30,700	35,448	14,552
37	No	C03785	Margate Hall Disability Access Ramp	Property	New	30,000		-	-	30,000	1,300	120	1,420	28,580
38	No	C03786	Blackmans Bay Hall Disability Toilet	Property	New	150,000		-	-	150,000	3,304	3,200	6,504	143,496
39	No	C03787	Kettering Hall Disability Toilet	Property	New	150,000		-	-	150,000	1,020	3,860	4,880	145,120
40	No	C03788	Kingston Beach Disability Toilet	Property	New	88,000		-	-	88,000	-	-	-	88,000
41	No	C03790	Alonnah Hall Emergency Equipment (G10102)	Property	New	10,000		-	-	10,000	2,472	5,432	7,904	2,096
42	No	C03791	Middleton Hall Emergency Equipment (G10103)	Property	New	10,000		-	-	10,000	235	7,158	7,393	2,607
43	No	C25001	KSC Storage Area Concrete Floor Slab	Property	New	20,000		-	-	20,000	-	-	-	20,000
44	No	C25002	Adventure Bay Community Hall Septic System Upgrade	Property	Upgrade	120,000		-	-	120,000	-	-	-	120,000
45	No	C25003	Woodbridge Community Hall Toilet Demolition	Property	Renewal	90,000		-	-	90,000	-	-	-	90,000
46	No	C25004	Kingston Hub Door Replacement	Property	Renewal	25,000		-	-	25,000	-	7,839	7,839	17,161
47	No	C25005	Margate Oval Changeroom Upgrade - Design Only	Property	Upgrade	36,000		-	-	36,000	-	-	-	36,000
48	No	C25006	Sherburd Oval Changerooms	Property	New	750,000		-	-	750,000	-	-	-	750,000
49	No	C25007	Cottage Road Track Upgrade	Reserves	Upgrade	46,500		-	-	46,500	-	1,500	1,500	45,000
50	No	C25008	Blackmans Bay Foreshore Shelter Replacement	Reserves	Renewal	103,000		-	-	103,000	-	-	-	103,000
51	No	C25009	Tracks & Trails Signage Upgrades	Reserves	Upgrade	30,000		-	-	30,000	-	-	-	30,000



KINGBOROUGH COUNCIL  
CAPITAL EXPENDITURE TO 31/08/2025

						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
52	No	C25010	Hollyhock Dr to Whitewater Creek Connector Track - D	Reserves	New		15,000			-	15,000	1,024	-	1,024	13,976
53	No	C25011	Snug Foreshore Beach Access - Design Only	Reserves	New		20,000			-	20,000	-	-	-	20,000
54	No	C25012	Blackmans Bay Community Hall Walkway Lighting	Reserves	New		36,000			-	36,000	-	-	-	36,000
55	No	C25013	Picnic Table / Bench Seat Replacement	Reserves	Renewal		60,000			-	60,000	-	-	-	60,000
56	No	C25014	Spring Farm Playground Shade Shelter	Reserves	New		20,000			-	20,000	905	-	905	19,095
57	No	C25039	Longley Reserve Carpark Upgrade	Reserves	Upgrade		20,000			-	20,000	-	-	-	20,000
58	No	C25040	Mills Reef Reserve Alonnah Rehabilitation	Reserves	Renewal		165,000			-	165,000	-	-	-	165,000
59							-			-	-	-	-	-	-
60						972,614	4,057,740	-	-	-	5,030,354	427,537	943,969	1,371,506	3,658,849
61			IT												
62	No	C03130	Multi-function devices - CC, Depot, KSC etc	IT	Renewal	-	-		-	-	-	-	-	-	-
63	No	C00613	Purchase IT Equipment	IT	New		-		-	-	-	18,460	-	18,460	(18,460)
64	No	C03794	AV system for Council Chambers	IT	Renewal	179,525	-		-	-	179,525	-	178,492	178,492	1,034
65	No	C25036	Dynamics NAV implementation (finance system to Clo	IT	Upgrade		90,000			-	90,000	-	-	-	90,000
66	No	C25037	Website transformation	IT	Upgrade		150,000			-	150,000	11,840	17,760	29,600	120,400
67	No	C25038	Website booking system implementation	IT	New		20,000			-	20,000	-	-	-	20,000
68										-	-	-	-	-	-
69						179,525	260,000	-	-	-	439,525	30,300	196,252	226,552	212,974
70			DESIGN/SURVEY FOR FUTURE WORKS												
71	Yes	C90003	Design/survey for future works	Design	Renewal		150,000		-	-	150,000	-	-	-	150,000
72	No	C03537	Recreation Street Carpark Rehabilitation	Design	Renewal		-		-	-	-	-	-	-	-
73	No	C03645	Belhaven Avenue (vic.2-16) Design	Design	Renewal		8,000		-	-	8,000	10,245	-	10,245	(2,245)
74	No	C03706	Simpson Bay Boat Ramp - Design	Design	New		83,500		-	-	83,500	-	13,160	13,160	70,340
75						-	241,500	-	-	-	241,500	10,245	13,160	23,405	218,095
76															
77							-		-	-	-	-	-	-	-
78											-	-	-	-	-
79						-	-	-	-	-	-	-	-	-	-

KINGBOROUGH COUNCIL  
CAPITAL EXPENDITURE TO 31/08/2025

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	
80		<b>ROADS</b>												
81	No	C03499	Wyburton Place and Clare Street Reconstruction	Roads	20% R / 80% U	950,000		-	-	950,000	657	5,938	6,596	943,404
82	No	C03508	Pelverata Road Slope Failure Repair	Roads	New	100,000		-	-	100,000	167,956	15,398	183,354	(83,354)
83	No	C03569	Whitewater Ck pedestrian Underpass Summerleas Rd	Roads	New	(284,508)		-	-	(284,508)	1,226	39,243	40,469	(324,977)
84	No	C03571	Auburn Road Reconstruction	Roads	80% R / 20% U	-		-	-	-	87	-	87	(87)
85	No	C03541	Browns River Pedestrian Bridge Replacement	Roads	Renewal	15,238		-	-	15,238	-	-	-	15,238
86	No	C03572	Browns Road Stg2 (vic1-19) Reconstruction	Roads	80% R / 20% U	2,262,000		-	-	2,262,000	1,522	1,648,438	1,649,960	612,040
87	No	C03574	Taroona Bike Lanes Upgrade	Roads	New	543,000		-	-	543,000	937	870	1,807	541,193
88	No	C03577	Kingston Beach Precinct LATM - Stage 1	Roads	Upgrade	70,000		-	-	70,000	81,426	101,176	182,602	(112,602)
89	No	C03644	Crescent Drive shared path	Roads	50% R / 50% N	1,000		-	-	1,000	812	-	812	188
90	No	C03342	Pelverata Road (vic 609) Rehabilitation	Roads	Upgrade	680,000		-	-	680,000	4,244	494,068	498,312	181,688
91	No	C03646	Margate Main Street Master Plan	Roads	80% R / 20% U	7,673		-	-	7,673	-	-	-	7,673
92	No	C03655	Maranoa Road - Denison Street Black Spot Project (Gra	Roads	Upgrade	(11,793)		-	-	(11,793)	35,223	-	35,223	(47,016)
93	No	C03664	Channel Hwy (Vic2216-2236) Snug Footpath	Footpaths	New	425,000		-	-	425,000	193,125	83,895	277,020	147,980
94	No	C03665	Channel Hwy (vic157-197) Kingston Footpath	Footpaths	New	26,000		-	-	26,000	-	-	-	26,000
95	No	C03672	North West Bay Bridge Replacement - Design Only	Bridges	Renewal	36,000		-	-	36,000	-	-	-	36,000
96	No	C03737	Stewart Crescent Reconstruction	Roads	60% R / 40% N	26,000		-	-	26,000	9,570	-	9,570	16,430
97	No	C03738	Wells Parade (Illawarra-Suncoast) Reconstruction	Roads	Renewal	11,000		-	-	11,000	1,389	-	1,389	9,611
98	No	C03591	Davies Road Rehabilitation	Roads	Renewal	560,000		-	-	560,000	592	480,376	480,968	79,032
99	No	C03739	Snug Tiers Road (vic166) Bridge Approach Sealing	Roads	Renewal	23,000		-	-	23,000	-	-	-	23,000
100	No	C03740	Rowleys Road (vic21) Bridge Approach Sealing	Roads	Upgrade	20,500		-	-	20,500	-	-	-	20,500
101	No	C03741	Church St/Beach Rd Junction Signalisation	Roads	Upgrade	750,000		-	-	750,000	-	-	-	750,000
102	No	C03758	Algonoa Road Shared Path feasibility Study	Roads	New	52,000		-	-	52,000	-	-	-	52,000
103	No	C03773	Whitewater Creek Path (KFC-Underpass) Upgrade	Roads	New	275,000		-	-	275,000	2,744	244,503	247,248	27,752
104	No	C03761	Barretta Re-Use Yard Upgrade	Roads	Upgrade	220,000		-	-	220,000	-	-	-	220,000
105	No	C03774	Sandfly Road Sealed Shoulders	Roads	Upgrade	500,000		-	-	500,000	1,762	573	2,335	497,665
106	No	C25016	Tyndall Road (Christopher Johnson Pk) Slip Failure	Roads	New	90,000		-	-	90,000	-	-	-	90,000
107	No	C25022	Burwood Drive (vic69-130) Footpath - Design Only	Roads	New	25,000		-	-	25,000	2,806	-	2,806	22,194
108	No	C25023	Esplanade (vic2-4) Snug Footpath	Roads	New	96,000		-	-	96,000	609	-	609	95,391
109	No	C25024	Sirius Dr to Park & Ride Footpath - Design Only	Roads	New	25,000		-	-	25,000	443	-	443	24,557
110	No	C25025	Hutchins Street (vic8-10) Footpath Upgrade	Roads	Upgrade	165,500		-	-	165,500	-	-	-	165,500
111	No	C25026	Tinderbox Jetty Dive Platform	Roads	New	40,000		-	-	40,000	-	-	-	40,000
112	No	C03795	Barnes Bay Jetty Light and Safety Ladder	Roads	80% R / 20% N	-	\$10,441 grant to come	-	-	-	7,550	4,600	12,150	(12,150)
113								-	-	-	-	-	-	-
114	Yes	C90006	Access ramps	Roads	New	-		-	-	-	-	-	-	-
115	No	C03736	Redwood Road/Lewan Avenue Access Ramps	Roads	New	24,000		-	-	24,000	9,574	720	10,295	13,705
116	No	C25015	Dollery Dr / Jantina Pl / Corina Pl Access Ramps	Roads	New	24,000		-	-	24,000	-	-	-	24,000
117								-	-	-	-	-	-	-
118	Yes	C90002	2023/24 Resheeting Program	Roads	Renewal	-		-	-	-	-	-	-	-
119	No	C03756	Leslie Road (vic192-436) Resheet	Roads	Renewal	9,635		-	-	9,635	-	1,980	1,980	7,655
120	No	C03757	Cloudy Bay Road (vic202-884) Resheet	Roads	Renewal	5,000		-	-	5,000	-	-	-	5,000
121	No	C25018	Summerleas Rd (vic429-799) Resheet	Roads	Renewal	326,000		-	-	326,000	-	-	-	326,000
122	No	C25019	Betts Road (vic20-126) Resheet	Roads	Renewal	106,000		-	-	106,000	-	-	-	106,000
123	No	C25020	Talbots Road (vic9-147) Resheet	Roads	Renewal	139,000		-	-	139,000	-	-	-	139,000
124	No	C25021	Resolution Road Resheet	Roads	Renewal	234,000		-	-	234,000	-	-	-	234,000
125								-	-	-	-	-	-	-
126	RS		2023/24 Resealing Program	Roads	Renewal	-		-	-	-	-	-	-	-
127	No	C03700	Hackford Drive (vic15-61) Spray Seal	Roads	Renewal	93,011		-	-	93,011	-	-	-	93,011
128	No	C03747	Fergusson Avenue (vic24-52) Spray Seal	Roads	Renewal	39,000		-	-	39,000	-	-	-	39,000
129	No	C03748	Brook Lane (vic6-16) Spray Seal	Roads	Renewal	41,000		-	-	41,000	-	-	-	41,000
130	No	C03749	Dayspring Drive (vic15-19) Spray Seal	Roads	Renewal	3,000		-	-	3,000	-	-	-	3,000
131	No	C03703	Manuka Road (vic110-122) Spray Seal	Roads	Renewal	12,258		-	-	12,258	-	-	-	12,258

KINGBOROUGH COUNCIL  
CAPITAL EXPENDITURE TO 31/08/2025

						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
132	No	C03751	Bruchs Road (vic38) Spray Seal	Roads	Renewal		5,000		-	-	5,000	-	-	-	5,000
133	No	C03752	Corbys Road (vic4) Spray Seal	Roads	Renewal		10,000		-	-	10,000	-	-	-	10,000
134	No	C03753	Rada Road (vic5-15) Spray Seal	Roads	Renewal		24,000		-	-	24,000	-	-	-	24,000
135	No	C03702	Pelverata Road (vic239-379) Spray Seal	Roads	Renewal		96,682		-	-	96,682	-	-	-	96,682
136	No	C03701	Adventure Bay Road reseal	Roads	Renewal		134,800		-	-	134,800	-	-	-	134,800
137	No	C25017	Old Station Rd (vic75-101) Reseal	Roads	Renewal		50,000			-	50,000	-	-	-	50,000
138				Roads	Renewal		-		-	-	-	-	-	-	-
139	Yes	C90001	Prep works 2024/25	Roads	Renewal		300,000		-	-	300,000	-	-	-	300,000
140				Roads	Renewal		-		-	-	-	-	-	-	-
141							-		-	-	-	-	-	-	-
142						(246,993)	9,621,989	-	-	-	9,374,996	524,255	3,121,779	3,646,034	5,728,962
143															
144				Other	Upgrade		-		-	-	-	-	-	-	-
145				Other	Renewal		-		-	-	-	-	-	-	-
146							-		-	-	-	-	-	-	-
147						-	-	-	-	-	-	-	-	-	-
148			STORMWATER												
149	No	C03242	Leslie Road Stormwater Upgrade	Stormwater	New		67,105		-	-	67,105	-	215	215	66,890
150	No	C03447	Woodlands-View-Hazell Catchment Invest incl Survey	Stormwater	50% R / 50% N		5,000		-	-	5,000	-	-	-	5,000
151	No	C03583	Roslyn Ave / James Ave Stormwater Investigation	Stormwater	50% R / 50% N		5,000		-	-	5,000	-	-	-	5,000
152	No	C03252	Willowbend Catchment Investigation	Stormwater	50% R / 50% N		5,000		-	-	5,000	-	-	-	5,000
153	No	C03444	Roslyn, Pearsall & Wells Catchment Investigation	Stormwater	50% R / 50% N		5,000		-	-	5,000	-	-	-	5,000
154	No	C03544	Illawong to Hinsby Storwater Upgrade	Stormwater	Upgrade		367,000		-	-	367,000	208,032	192,642	400,674	(33,674)
155	No	C03585	Atunga Street Stormwater Upgrade - relining	Stormwater	Renewal		12,000		-	-	12,000	-	-	-	12,000
156	No	C03592	Old Bernies Road (vic 102) SW Upgrade	Stormwater	Upgrade		17,000		-	-	17,000	-	-	-	17,000
157	No	C03674	Suncoast Catchment Investigation	Stormwater	50% R / 50% N		-		-	-	-	-	-	-	-
158	No	C03675	KSC Stormwater Strategy - Design Only	Stormwater	50% R / 50% N		100,000		-	-	100,000	14,650	-	14,650	85,350
159	No	C03678	Campbell Street SW Upgrade - Design Only	Stormwater	Upgrade		490,250		-	-	490,250	13,366	320	13,686	476,564
160	No	C03680	Drysdale / Whitewater SW Upgrade	Stormwater	Upgrade		456,100		-	-	456,100	-	-	-	456,100
161	No	C03707	Whitewater-Boddy Creek Flood Investigation	Stormwater	Upgrade		37,500		-	-	37,500	21,497	1,500	22,997	14,503
162	No	C03762	Sophia Street (vic12) SW Upgrade	Stormwater	Upgrade		45,500		-	-	45,500	-	-	-	45,500
163	No	C03763	Baringa / Wandella Road SW Upgrade	Stormwater	Upgrade		425,500		-	-	425,500	1,374	870	2,244	423,256
164	No	C03765	Ewing Ave (vic2) SW Upgrade	Stormwater	Upgrade		368,000		-	-	368,000	1,739	282,186	283,925	84,075
165	No	C03766	Kelvedon Ave (vic1-3) SW Upgrade	Stormwater	New		75,000		-	-	75,000	1,449	-	1,449	73,551
166	Yes	C03767	Esplanade Middleton Culvert Upgrade	Stormwater	New		-		-	-	-	3,121	-	3,121	(3,121)
167	No	C03768	Kingston Beach/Boriona Hill Flood Investigation	Stormwater	50% R / 50% N		60,000		-	-	60,000	92	37,500	37,592	22,408
168	No	C03770	O'Connor Dr SW Improvements	Stormwater	Upgrade		14,000		-	-	14,000	-	-	-	14,000
169	No	C03772	Stirling Ave (vic22-24) SW Upgrade	Stormwater	Upgrade		95,700		-	-	95,700	-	51,984	51,984	43,716
170	No	C03676	Albion Heights SW Upgrade	Stormwater	Upgrade		30,100		-	-	30,100	-	-	-	30,100
171	No	C25027	Frosts Rd (vic69-81) Margate SW Upgrade	Stormwater	Upgrade		53,000		-	-	53,000	31,926	-	31,926	21,074
172	No	C25028	Burwood Dr (vic98 & vic102) SW Improvements	Stormwater	Upgrade		97,800		-	-	97,800	-	-	-	97,800
173	No	C25029	Millers Road (vic13) Middleton SW Upgrade	Stormwater	Upgrade		39,000		-	-	39,000	16,442	3,734	20,175	18,825
174	No	C25030	Pullens Rd (vic40) Woodbridge SW Upgrade	Stormwater	Upgrade		51,000		-	-	51,000	-	-	-	51,000
175	No	C25031	Risby Rd (vic49) Middleton SW Upgrade	Stormwater	Upgrade		40,000		-	-	40,000	-	11,168	11,168	28,832
176	No	C25032	Taranaki Place (vic23-25) Snug SW Upgrade	Stormwater	Upgrade		62,000		-	-	62,000	-	-	-	62,000
177	No	C25033	Vinces Saddle Rd (vic208) Lower Longley SW Upgrade	Stormwater	Upgrade		60,000		-	-	60,000	-	-	-	60,000
178	No	C25034	Tramway Creek flood modelling	Stormwater	New		90,000		-	-	90,000	-	-	-	90,000
179	No	C25035	Gross Pollutant Trap CBD (39899) Rehabilitation	Stormwater	Renewal		500,000		-	-	500,000	-	-	-	500,000
180	No	C25041	Snug River flood modelling	Stormwater	New		90,000		-	-	90,000	-	-	-	90,000
181							-		-	-	-	-	-	-	-
182						-	3,763,555	-	-	-	3,763,555	313,688	582,119	895,807	2,867,748
183		B00000	Capital Balancing Account	Other					-	-	-	-	-	-	-

KINGBOROUGH COUNCIL  
CAPITAL EXPENDITURE TO 31/08/2025

	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
184		OC	On costs on capital project						-		-				-
185															
186			MAJOR PROJECTS												
187			Kingston Park			(2,000,535)	-		-	-	(2,000,535)			-	(2,000,535)
188			City Deal funding			(1,816,378)	-		-	-	(1,816,378)			-	(1,816,378)
189															
190															
191			TOTAL CAPITAL EXPENDITURE			(2,911,767)	18,684,284	-	-	-	15,772,517	1,438,063	5,266,394	6,704,457	9,068,060

	Budget	Actual incl Commit- ments
Renewal	6,572,105	2,373,536
Upgrade	7,399,229	2,567,037
New	4,878,595	1,222,729
	18,849,929	6,163,302
Kingston Park New	(2,000,535)	-
City Deal funding	(1,816,378)	-
LRCI 4	739,500	541,153
	15,772,516	6,704,455
NOTE: Classification is an estimate at the start of a project and may change on completion of job.		

## 15.4 APPENDICES

### RECOMMENDATION

That the Appendices attached to the Agenda be received and noted.

## 16 NOTICES OF MOTION

---

At the time the Agenda was compiled there were no Notices of Motion received.

## 17 CONFIRMATION OF ITEMS TO BE DEALT WITH IN CLOSED SESSION

---

### RECOMMENDATION

That in accordance with the *Local Government (Meeting Procedures) Regulations 2025* Council, by absolute majority, move into closed session to consider the following items:

#### Confirmation of Minutes

Regulation 40(6) *At the next closed meeting, the minutes of the previous closed meeting, after any necessary correction, are to be confirmed as the true record by the council or council committee and signed by the chairperson of the closed meeting.*

#### Applications for Leave of Absence

Regulation 17(2)(i) *applications by councillors for a leave of absence*

#### Rate Rebate - Conservation Covenant

Regulation 17(2)(a), and (2)(h)(i) *personnel matters, including complaints against an employee of the council, and information that is of a personal and 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	
Rate Rebate - Conservation Covenant	

CLOSURE

Public Copy

## APPENDICES

---

A Mayor's Activities 12 August 2025 to 10 September 2025

Public Copy

**A MAYOR'S ACTIVITIES 12 AUGUST 2025 TO 10 SEPTEMBER 2025**

DATE	LOCATION	ITEM
13 August 2025	Online	Meeting with CEO and President of Local Government Association of Tasmania
18 August 2025	Civic Centre	Interview with Elizabeth College Student, Lachie Monk, for Sociology project.
	Civic Centre	Chaired Council meeting
20 August 2025	Civic Centre	Met with Emma Wilson & Jags Goldsmith re Applebox Studio
	Civic Centre	Met with Mel Cooper and Mikayla Gilewicz, Kingston Beach RSL Sub Branch re works at Kingston Beach memorial
22 August 2025	Civic Centre	Met with Lorelle Weltman re planning issues
	Online	Attended ALGWA (Tasmania) board meeting
	Hobart	Attended launch of JackJumpers 25/26 Season
23 August 2025	Kingston	Attended and judged model train show at Kingborough Community Hub
25 August 2025	Civic Centre	Chaired Workshop on Strategic Plan
27 August 2025	Civic Centre	Along with the CEO, met with Annie Weatherburn re planning issues
	Kingston	Met with Jags Goldsmith re life in Local Government
	Civic Centre	Along with the CEO, met with representatives of Friends of Longley Area Group
29 August 2025	Civic Centre	Along with the CEO, met with Inspector Colin Riley, Kingston Police
	Cambridge	Attended opening of new security screening facilities at Hobart International Airport
1 Sept 2025	Civic Centre	Chaired Council meeting
2 Sept 2025	Online	Interview on Tuesday Mayor with Kaz & Tubes
3 Sept 2025	Civic Centre	Met with AV provider re Council Chamber Audio upgrades
	Civic Centre	Met with Maureen Robertson and Fran Thompson of Kingborough U3A re parking issues
5 Sept 2025	Civic Centre	Along with Ms Chetcuti met with representatives of the Kallis Group re Margate Shopping Centre
	Civic Centre	Along with the CEO, met with Julie Collins MP, Member for Franklin re various issues
	Civic Centre	Met with representatives of Sandy Bay Athletics Club re Light Up The Dark fun run to be held at Kingston Park on Sat 18 October
	Hobart	Attended investiture for King's Birthday Honours at Government house – local residents Adrian Kelly (Real Estate Institute) and Craig Webb (Raptor Refuge).
8 Sept 2025	Hobart	Attended launch of Crimestoppers Week

DATE	LOCATION	ITEM
	Civic Centre	Meeting with representatives of North West Bay Golf Club re Council services and other matters
	Civic Centre	Chaired Council workshop on unpaid rates
10 Sept 2025	Canberra	Attended ALGA Board dinner along with the CEO and President of LGAT

Public Copy