

Kingborough



COUNCIL MEETING AGENDA

NOTICE is hereby given that an Ordinary meeting of the Kingborough Council will be held in the Kingborough Civic Centre, 15 Channel Highway, Kingston on
Monday, 1 December 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



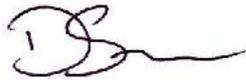
Councillor Mark Richardson



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. 21 to be held on Monday, 1 December 2025 contain advice, information and recommendations given by a person who has the qualifications or experience necessary to give such advice, information or recommendations.



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

Tuesday, 25 November 2025

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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.

| | |
|---|---|
| How to Ask a Question: | <p>You can ask a question either:</p> <ul style="list-style-type: none">• In writing (before the meeting) (see questions on notice below), or• In person at a regular Council meeting (see questions without notice below). <p>Your question must be about Council activities only.</p> |
| Purpose of Question Time: | <ul style="list-style-type: none">• This time is for asking questions, not for debating them.• Answers will be given, but there won't be any discussion. |
| Written Questions (Questions on Notice): | <ul style="list-style-type: none">• Must be sent at least 7 days before the meeting.• The 7-day period includes weekends and public holidays, but not the day you submit the question or the day of the meeting.• Title your submission clearly as “Question/s on Notice.” |
| Verbal Questions (Questions Without Notice): | <ul style="list-style-type: none">• At least 15 minutes will be set aside during the meeting for these.• A maximum of three (3) questions will be allowed per person, per meeting.• You can't ask about topics already on the meeting agenda.• If your question can't be answered right away, it will be answered at the next meeting or as soon as possible. |
| Rules for Asking Questions: | <p>Your question should:</p> <ul style="list-style-type: none">• Be short and clear;• Not be a statement;• Have little or no introduction. <p>The Chairperson may reject your question if it:</p> <ol style="list-style-type: none">1. Is offensive, defamatory, or illegal;2. Doesn't relate to Council business;3. Is unclear, repetitive, or about confidential matters. |

AGENDA of an Ordinary Meeting of Council
Kingborough Civic Centre, 15 Channel Highway, Kingston
Monday, 1 December 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:

Acting 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

Mayor, Councillor P Wriedt

4 CONFIRMATION OF MINUTES

RECOMMENDATION

That the Minutes of the open session of the Council Meeting No. 20 held on 17 November 2025 be confirmed as a true record.

5 WORKSHOPS HELD SINCE LAST COUNCIL MEETING

No workshops have been held.

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 Consultation Regarding the Bonnet Hill Specific Area Plan

Mr Brendan Charles submitted the following question on notice:

The 'LPS Consultant' update of Nov 7th on the council website advises that council will be writing to landowners affected by the LCZ. Could council please confirm that this notice, and (hopefully some further follow-up consultation) will also be extended to those properties included in the proposed Bonnet Hill and Bruny Island Specific Area Plans (SAPs) which, as per the motion past at the 20th October meeting, are also included in the scope of the LPS Consultant review?

Officer's Response:

Council issued letters in early November to landowners who may be affected by the Landscape Conservation Zone (LCZ). At this stage, there is no intention to undertake the same notification process for landowners potentially impacted by the proposed Specific Area Plans (SAPs). It should be noted that the Tasmanian Planning Commission (TPC), as part of its assessment process, may choose to undertake further consultation; however, this is not a matter for Council to comment on. Council continues to provide advice on LPS related matters, and anyone seeking further information is welcome to visit the Council's website or meet with our planning team, who can explain the proposed changes in detail.

Adriaan Stander, Lead Strategic Planner

9.2 Code of Conduct Complaint Against Former Mayor Dean Winter

At the Council meeting on 17 November 2025, **Mr Charles Biggins** asked the following question without notice to the Chief Executive Officer, with a response that the question would be taken on notice:

In 2018, former Mayor Dean Winter was the subject of a code of conduct complaint by a member of the public following his public criticism of Council's enforcement officers relating to dog control. The former Mayor was also disciplined by the Labor Party as a direct result of his criticism of Council staff actions. Was the Australian Services Union involved in either the Code of Conduct complaint or the disciplinary action taken by the Tasmanian Labor Party?

Officer's Response:

A review of the Code of Conduct complaint against former Mayor Dean Winter does not indicate any involvement of the Australian Services Union. Additionally, the matter was unrelated to comments about staff.

Council has no involvement in any processes of the Tasmanian Labor Party.

Dave Stewart, Chief Executive Officer

9.3 Cultural Cool Burns

Professor Michael Rowan submitted the following question on notice:

If Council asserts that planning approval is not required for a cultural cool burn but is required for 'the physical removal of native vegetation' what is Council's understanding of the physical effects of a cultural cool burn other than the physical removal by combustion of leaf litter, dry grasses etc which constitute fine fuels? Or does Council consider that 'fine fuels' do not constitute 'native vegetation'?

Officer's Response:

Physical removal of native vegetation in the context of this response is referring to the direct physical removal of native vegetation by a person (by hand or mechanical means), rather than via the process of the cool burn. For example, if in preparing for a cool burn or following a cool burn, a landowner cuts down small shrubs or removes a tree, these actions would not benefit from the exemption.

Nikki den Exter, Environmental Planner

9.4 LCZ Applications

Professor Michael Rowan submitted the following question on notice:

1. *If it is the case that Council's policy on delegations requires that every application for residential development in LCZ which the delegated officer determines should be refused but:
 - a. *Complies with the Planning Scheme in being a permitted development*
 - b. *Has been submitted and progressed by the applicant such as to provide Council sufficient time to determine the application within the statutory timeframe**

will be referred to the councillors acting as Planning Authority for decision, what training or other guidance will be provided to councillors on the application of the criteria on which the application was rejected?

2. *What process does Council administration have in place to monitor and report to the elected Council on the number and nature of applications which have been refused as not being compliant with the Planning Scheme either in virtue of the nature of the application or Council's ability to determine its approval within the statutory timeframe?*
3. *In the absence of such a process, how does the elected Council satisfy itself that the delegated authority in relation to the Planning Scheme is appropriately exercised by Council administration?*

Officer's Response:

1. The question appears to relate to the response provided under Item 9.2 of Council's Agenda dated 17 November 2025. Where officers do not hold delegated authority to determine a development application, the matter is referred to the Planning Authority (the elected Council). In these circumstances, a report is prepared to support the decision-making process by outlining the relevant provisions of the planning scheme and associated considerations. The Local Government Learning and Development Framework includes a module on land use planning, including statutory planning. Councils are required to report on learning activities completed by Councils – this information can be found in Kingborough's most recent Annual Report.

As previously noted, each application is assessed on its individual merits. Applications within the Landscape Conservation Zone are evaluated in their specific context, recognising that landscape values vary across the municipality.

2. Council has processes in place to monitor and report on development applications refused due to non-compliance with the Planning Scheme. All refusals are recorded in Council's development application system, including reasons and relevant statutory references, and summary reports are periodically provided to the elected Council. Applicants retain the right to appeal any refusal under the *Land Use Planning and Approvals Act 1993* (LUPAA), ensuring decisions remain subject to independent review. Development application data is also reported to the Office of Local Government as part of the state's Councils Consolidated Data Collection reporting framework. This data can be accessed via the open data portal on the Land Information System Tasmania (LIST).
3. Refer to the above response.

Deleeze Chetcuti, Director Environment, Development & Community 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 Feral Cat Management

At the Council meeting held on 17 November 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 in a position to increase the scale and scope of our feral cat trapping operations to the extent necessary to make a meaningful impact in reducing the feral cat population in Kingborough? Anecdotally, there's just so many more sightings of feral cats now, particularly in our rural and

regional areas. If members of the community are willing to have their private property used for cat trapping purposes, is there an online form on our website or is that something that we're doing call outs to the community to ask them to offer their land for cat trapping? Or are we at a point in terms of capacity where if a thousand people say, you can come and trap on my private land, are we in a position to accommodate those requests?

Officer's Response:

Council is aware and appreciative of the increased community concern about feral and roaming cats; however, this increase is most likely due to improved community awareness rather than increased cat populations. Community reported sightings do provide valuable insights and improved data sets, and alongside those from cat management centres and trapping programs, create more meaningful and detailed data over time.

As Council is not resourced to undertake broad scale trapping, this data informs prioritisation and targeted cat management in those locations where they have the greatest ecological impact. In some high-priority areas, and where capacity allows, Council does undertake trapping on private land, in partnership with landowners, and as part of a broader strategic approach. Council also provides support for private landowners wanting to undertake trapping, including provision of advice, guidance on legislative requirements, and the loan of trapping equipment.

It is important to recognise that trapping alone will not reduce long-term cat impacts. Due to the lack of a legislated containment requirements in Tasmania, a substantial number of cats roaming in suburban and peri-urban areas are domestic pets. As a result, education on responsible cat ownership is a critical component of Council's approach, helping to reduce roaming behaviour and improving the effectiveness of targeted trapping in high value conservation areas.

Council remains committed to working with the community to improve cat management outcomes while ensuring limited resources are directed where they are most effective.

Rene Raichert, NAB Coordinator

OPEN SESSION ADJOURNS

PLANNING AUTHORITY IN SESSION

12 OFFICERS REPORTS TO PLANNING AUTHORITY

12.1 PSA-2025-1 PROPOSED AMENDMENT TO THE KINGBOROUGH INTERIM PLANNING SCHEME 2015 - SITE SPECIFIC QUALIFICATION (ADDITIONAL DISCRETIONARY USES) AT 124 CHANNEL HIGHWAY, TAROONA

File Number: PSA-2025-1
Author: Kate Hecklemann, Consultant Planner
Authoriser: Deleeze Chetcuti, Director Environment, Development & Community Services

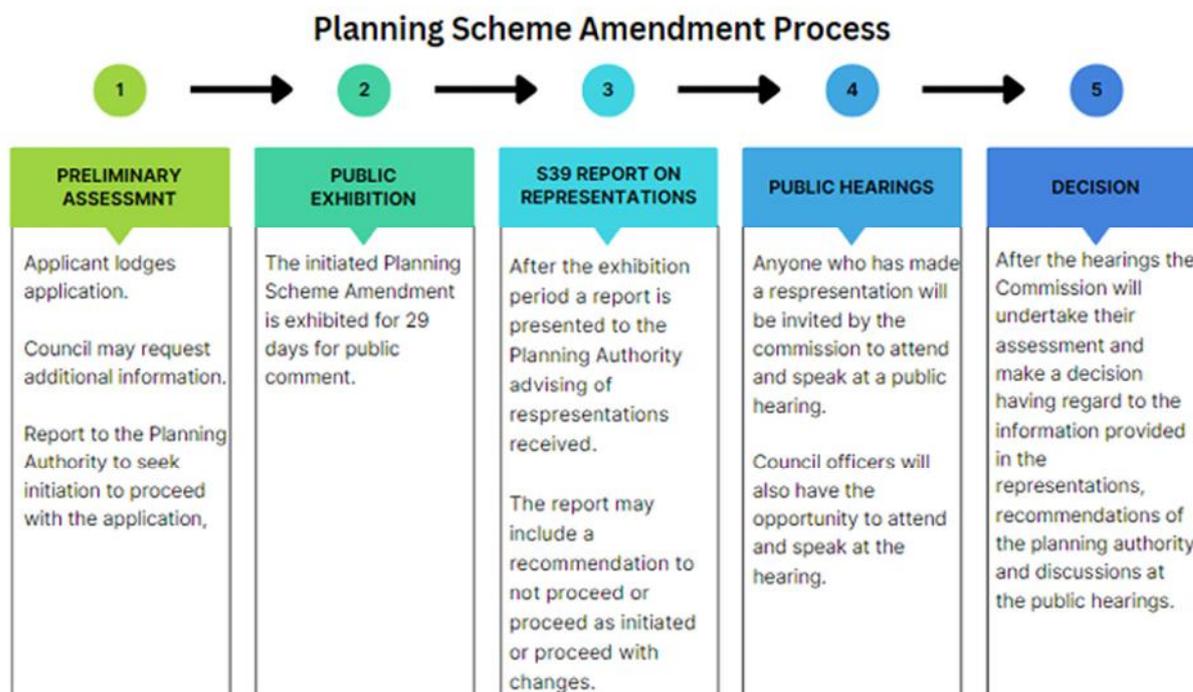
| | |
|-------------------------|--|
| Applicant: | ERA Advisory Pty Ltd |
| Owner: | Nod On Paterson Pty Ltd |
| Zoning: | Low Density Residential Zone |
| Purpose: | The purpose of this report is to consider an application made for a Planning Scheme Amendment at 124 Channel Highway, Taroona. The application is to introduce a Site Specific Qualification (SSQ) that allows for additional discretionary uses in Low Density Residential Zone of the <i>Kingborough Interim Planning Scheme 2015</i> (KIPS2015). |
| Representations: | The report is prepared prior to the public exhibition. Following initiation by the Planning Authority, the draft Planning Scheme Amendment is advertised for public comment for a minimum of 28 days. After the exhibition period, a further report addressing any representations received will be presented to the Planning Authority, providing recommendations for inclusion in its submission to the Tasmanian Planning Commission for consideration. |
| Recommendation: | That the Planning Authority resolves to: <ul style="list-style-type: none"> • make modifications to the proposed Amendment PSA-2025-1; • initiate and certify Amendment PSA-2025-1, as amended to the Kingborough Interim Planning Scheme 2015, with modifications; and • advise the Tasmanian Planning Commission of this decision and exhibit the initiated planning scheme amendment in accordance with the statutory process. |

1. INTRODUCTION

- 1.1 Council is in receipt of an application by ERA Advisory Pty Ltd on behalf of Nod On Paterson Pty Ltd to amend the Kingborough Interim Planning Scheme 2015 (KIPS 2015) in accordance with section 33(1) of the former provisions of the *Land Use Planning and Approvals Act 1993* (LUPAA). The application is to introduce a Site Specific Qualification (SSQ) that allows for additional discretionary uses in the Low Density Residential Zone.
- 1.2 The application was submitted under section 43A of the former provisions of the Land Use LUPAA. Section 43A of the former provisions of LUPAA provides a mechanism for the planning authority to consider an application for a combined permit for a use or development that cannot be approved unless the planning scheme is amended. This

proposed amendment is associated development application (DA-2025-164) which seeks a change in use for a medical centre and associated works.

- 1.3 This application is only the first phase of the planning scheme amendment process. An overview of the statutory process is provided below.



2. SITE AND CONTEXT

- 2.1 The site is identified as 124 Channel Highway, Tarooma and is formally identified as CT 152556/2 and is 2167m² in size.
- 2.2 The site had been formerly used as a church facility for over 70 years and contains an existing building, driveway and car parking. A church use has not operated within the last 2 years, and as such it is considered that previous use rights associated with this use have expired. The site is now considered to be a vacant building.
- 2.3 The site is identified as having a frontage to Channel Highway from which vehicle access is provided via an existing driveway. A bus stop is located along the site's frontage. The site is identified as being serviced by existing sewer, water, and stormwater connections.
- 2.4 The site is identified as being burdened by an existing Drainage Easement which runs along the southern boundary of the site. Additionally, a Right of Way exists along a northern portion of the Channel Highway frontage of the site.
- 2.5 Additionally, a portion of the road reserve at the frontage of the site includes an existing pedestrian access and driveway widening which is provided for under an existing Part 5 Agreement that provides for a disability pedestrian access to the site.
- 2.6 The site is identified being located within the Low Density Residential Zone under the KIPS 2015. Under the Kingborough draft LPS (LPS) the site will remain within the Low Density Residential Zone. No overlays are identified as being relevant to the site under the existing or proposed planning schemes.
- 2.7 The site immediately adjoins Channel Highway to the west and a mix of single and multiple dwellings to the north, east and south on land which is also included within the Low Density Residential Zone. The site is located approximately 250m to the south of Tarooma Highschool and approximately 300m to the north of a cluster of Local Business

Zoned land which currently provides for a variety of local businesses including a vet, plant store, laundrette, massage therapy and a medical centre.



Figure 1 - Subject site identified on aerial mapping. (source: State of Tasmania www.theLIST.tas.gov.au)

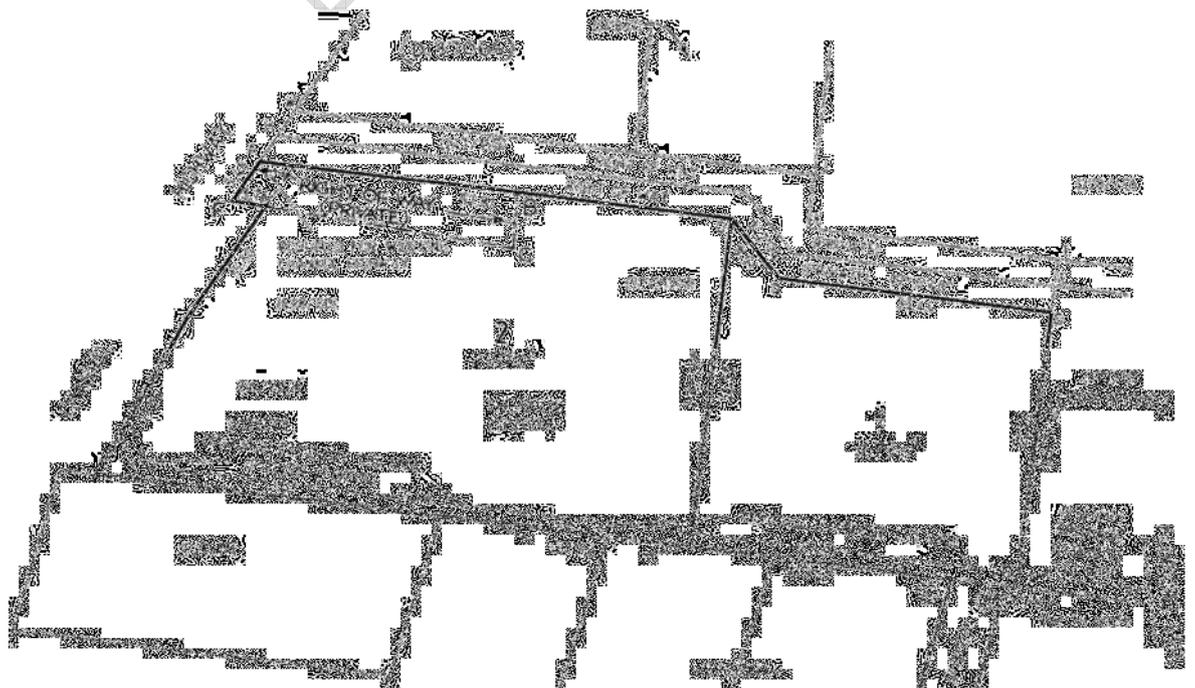


Figure 2 - Subject site with existing easements and title boundaries identified. (Source Certificate of Title)

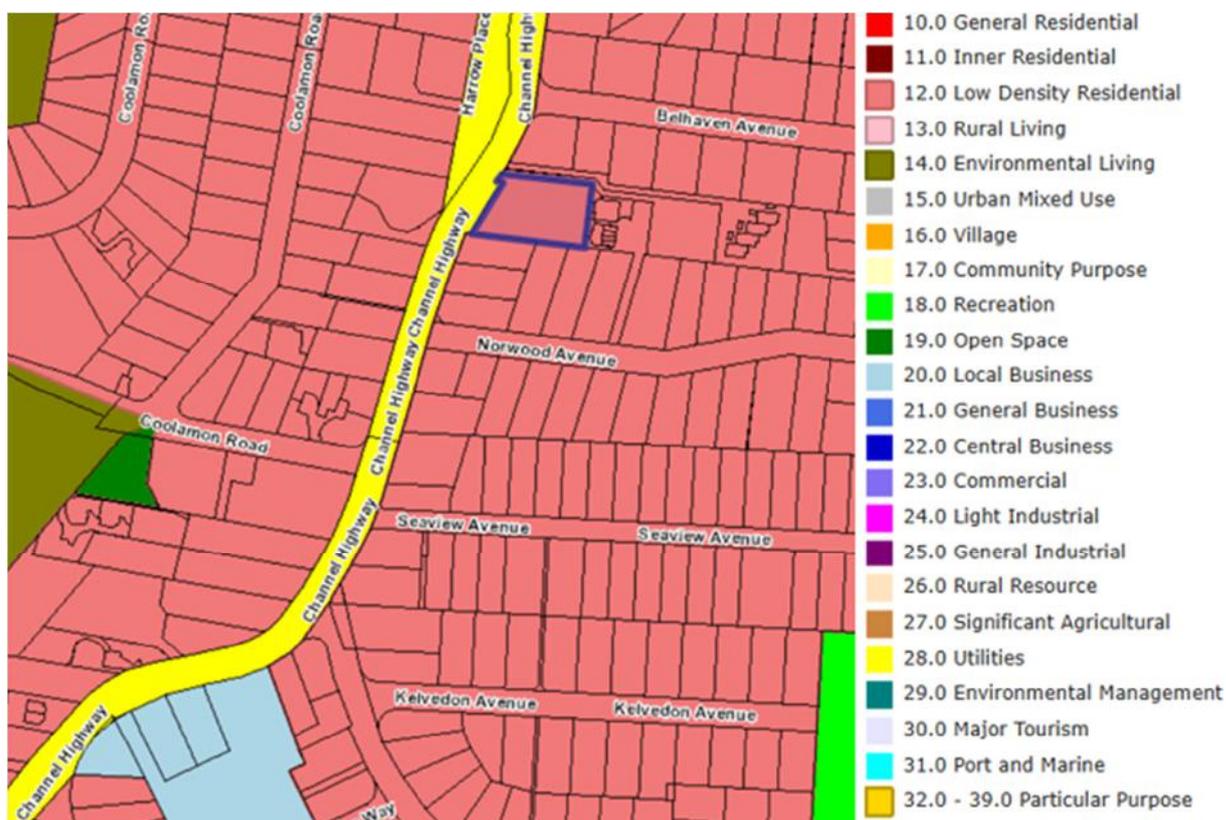


Figure 3 - KIPS 2015 Zoning Mapping with subject site identified. (source: State of Tasmania www.theLIST.tas.gov.au)

3. DESCRIPTION OF THE PROPOSAL

3.1 The proposal (as submitted by the applicant) seeks to introduce a Site Specific Qualification (SSQ) that allows for additional discretionary uses Low Density Residential Zone on the site to include:

- Business and professional services [currently prohibited under KIPS2015]
- Food services (if not for a takeaway with drive through) [currently prohibited under KIPS2015]
- General retail and hire [currently prohibited under KIPS2015]
- Community meeting and entertainment [currently discretionary if for church, art centre or public hall under KIPS2015]
- Educational and occasional care [currently no permit required for home based child care or discretionary if for day respite facility under KIPS2015]

3.2 Apart from the additional land uses proposed under the SSQ, no changes are proposed to the applicable zone or code provisions of the planning scheme. Consequently, any application for these uses and other uses available in the zone will remain subject to the existing provisions within the Low Density Residential Zone.

3.3 The proposed amendment is combined with an application for a permit which seeks to utilise the existing building on the site for a medical centre and that report is tabled in this Agenda of 1 December 2025, as item 12.2.

4. STATUTORY REQUIREMENTS

- 4.1 Section 3(2)(b) of Schedule 6 of LUPAA provides for a planning scheme amendment application to the planning instrument (i.e. *Kingborough Interim Planning Scheme 2015*) to be considered under the former provisions of LUPAA.
- 4.2 Pursuant to section 33(1) of the former provisions of LUPAA, a person may request a planning authority to amend a planning scheme administered by it. This report considers the proposed amendment application as lodged by ERA Advisory Pty Ltd on behalf of Nod On Paterson Pty Ltd.
- 4.3 Pursuant to section 33(2B) of the former provisions of LUPAA, before making a decision as to whether or not to initiate an amendment of the planning scheme, the planning authority must consider –
- (a) *whether the requested amendment is consistent with the requirements of section 32; and*
 - (ab) *any representation made under s30I, and any statements in any report under section 30J as to the merit of the representation, that may be relevant to the amendment; and*
 - (b) *any advice referred to in section 65 of the Local Government Act 1993 received by it.*
- 4.4 A detailed assessment of the proposed planning scheme amendment against section 32(1) of the former provisions of LUPAA is provided under section 8 of this report.

5. ASSESSMENT OVERVIEW

- 5.1 An application was initially submitted to Council in May 2025 which sought a planning scheme amendment for the rezoning of the subject site changed from the Low Density Residential Zone to the Local Business Zone.
- 5.2 Following initial review of the application and in consideration of the applicant's response to a further information request about the proposed amendment provided in August 2025, Council officers formed the view that a rezoning would be unlikely to be supported as:
- the rezoning could be viewed as a spot rezoning which is not encouraged under the planning framework;
 - the types, scale and intensity of used provided for under the Local Business Zone could introduce potential land use conflicts with the surrounding residential uses;
 - the proposed zoning could not be considered to align with the *Kingborough Land Use Strategy 2019*, which aims to consolidate Local Business activities around the existing neighbourhood centre at the Taroon Shopping Centre; and
 - the inclusion of the site within the Local Business Zone was not supported by any localised strategic planning for the area. Taroon is identified by Council as part of LPS discussions as an area where further strategic planning and structure planning needs to be undertaken to determine the appropriate future location of land for the provision of local business and services. This work is yet to be undertaken and as such, a rezoning of this site prior to this strategic planning being undertaken may undermine future land use strategies.
- 5.3 In response to further discussions about the proposed rezoning, the applicant in October 2025 submitted a revised approach to the planning scheme amendment which proposes to retain the existing Low Density Residential Zoning but provide for site specific qualifications that would allow a number of non-residential uses to be considered as Discretionary Uses instead of Prohibited Uses. The proposal is described in section 3 of this report.

- 5.4 This revised application has been submitted and considered in relation to the following supporting documents:
- Planning report by ERA Advisory Pty Ltd, dated 13 October 2025;
 - Applicant response to Request for Further Information, dated 13 August 2025;
 - Noise Impact Assessment by NVC, dated 16 May 2025.
- 5.5 The application has been assessed by having regard to the following:
- Strategic alignment, with particular reference to the consistency of the proposal with the *Southern Tasmania Regional Land Use Strategy 2010- 2035*, *Kingborough Land Use Strategy 2019* and *Council's Strategic Plan 2020-2025*;
 - Infrastructure and service provision;
 - Environmental impacts; and
 - Statutory compliance with the requirements of the former provisions of LUPAA and state policies.
- 5.6 The above is discussed in more detail in the following sections of this report. In short, an assessment of the application has concluded that the application can proceed, although this should be subject to modifications that are identified in the following.

6. STRATEGIC ALIGNMENT

Existing situation under the Kingborough Interim Planning Scheme 2015

- 6.1 The Use Table under section 12.2 of the Low Density Residential Zone under the existing KIPS 2015 provides for:
- Business and Professional Services, Food Services (if not for a takeaway with drive through), General Retail and Hire uses to be categorised as Prohibited Uses;
 - Community Meeting and Entertainment uses are categorised as a Discretionary use if for church, art centre or public hall – with all other Community Meeting and Entertainment Uses categorised as Prohibited Uses; and
 - Educational and Occasional Care uses to be categorised as No Permit required if for home based child care or Discretionary if for day respite facility – with all other Educational and Occasional Care uses categorised as Prohibited Uses.
- 6.2 The application as proposed would provide for the Use Table under section 12.2 of the Low Density Residential Zone to identify the following uses as Discretionary Uses:
- Business and Professional Services
 - Food Services (if not for a takeaway with drive through)
 - General Retail and Hire
 - Community Meeting and Entertainment
 - Educational and Occasional Care.

Alignment with Draft Local Planning Provision Schedule

- 6.3 Council is currently in the public hearing process of the Kingborough draft Local Provisions Schedule (LPS).

6.4 Under the LPS, the site is currently identified as remaining within the Low Density Residential Zone. Table 1 provides an overview of the use categorisation proposed by the planning scheme amendment application compared with those which exist under the current KIPS 2015 and those which would be provided for under Tasmanian Planning Scheme and the LPS.

Table 1: Comparison of use categorisation

| Use Class | Proposed Planning Scheme Amendment (as proposed by the applicant) | Current Kingborough Interim Planning Scheme 2015 (KIPS 2015) | Proposed Tasmanian Planning Scheme (TPS) |
|--|---|--|--|
| <i>Business and professional services</i> | Discretionary | Prohibited | Discretionary - <i>If for a consulting room, medical centre, veterinary centre, child health clinic or for the provision of residential support services</i> |
| <i>Food services</i> | Discretionary- <i>If not for a takeaway with drive through</i> | Prohibited | Discretionary - <i>If not for a take away food premises with a drive through facility</i> |
| <i>General retail and hire</i> | Discretionary | Prohibited | Discretionary - <i>If for a local shop</i> |
| <i>Community meeting and entertainment</i> | Discretionary | Discretionary - <i>If for church, art centre or public hall</i> | Discretionary - <i>If for a place of worship, art and craft centre or public hall</i> |
| <i>Educational and occasional care</i> | Discretionary | No permit required for home based child care or Discretionary - <i>If for day respite facility</i> | Discretionary - <i>If not for a tertiary institution</i> |

6.5 The proposal will result in inclusion of uses which although currently prohibited under the existing KIPS2015, are generally supported as uses which are compatible under the Low Density Residential Zone of the TPS. However, it is acknowledged that the proposed amendment will result in a significantly greater variety of the types of these uses being allowable on this site, than would be otherwise provide for within the Low Density Residential Zone under the TPS.

6.6 Section 7 of this report discusses the potential impacts of this approach and identifies proposed modifications to the amendment which would result in greater alignment with the proposed TPS arrangements.

Southern Tasmania Regional Land Use Strategy 2010-2035

6.7 The *Southern Tasmania Regional Land Use Strategy 2010-2035* (STRLUS) has been implemented to provide guidance and direction for future development and use in the southern region. The strategy represents the agreed and approved strategic directions for the southern region and provides certainty to the broader community, infrastructure providers and governments for medium and long-term investment decisions.

6.8 The STRLUS contains a number of regional policies that are in place to support strategic directions for the southern region. The following policies are considered the most relevant to the proposed amendment.

- 6.9 The site is identified as being located within the urban growth boundary identified in the STRLUS, which contemplates a variety of use and development to serve the region, including both residential and non-residential use.
- 6.10 The application includes an assessment of the proposed amendments alignment with the STRLUS and specifically identifies the following policies as being relevant considerations:

- *Regional policies for social infrastructure*
 - *SI1 - Provide high quality social and community facilities to meet the education, health and care needs of the community and facilitate healthy, happy and productive lives.*
 - *SI1.3 - Provide social infrastructure that is well located and accessible in relation to residential development, public transport services, employment and education opportunities.*
 - *SI1.6 - Co-locate and integrate community facilities and services to improve service delivery and form accessible hubs and focus points for community activity, in a manner consistent with the Activity Centre hierarchy.*

- 6.11 The applications assessment of these regional policies considers that:

“Social infrastructure refers to all services, facilities, and structures that are intended to support the wellbeing and amenity of the community, including education, health, social housing, and other community facilities. The proposed amendment seeking a discretionary pathway for additional non-residential development, such as health care, enables the delivery of social infrastructure on the site where there is an identified community need.

The Greater Hobart area faces increasing healthcare demands due to an aging population, chronic health conditions, and socioeconomic factors, requiring robust and accessible social infrastructure.

The site is well located for social infrastructure, being on a major thoroughfare through an existing residential community that is serviced by public transport. While not adjoining or adjacent, the site is also in walking distance to other facilities, such as employment and education.”

- 6.12 This assessment is generally supported as achieving alignment with the intended policy outcomes.

- *Regional policies for land use and transport integration*
 - *LUT11 - Develop and maintain an integrated transport and land use planning system that supports economic growth, accessibility and modal choice in an efficient, safe and sustainable manner.*

- 6.13 The application identifies that this site is accessible to public and private transport modes, with bus services on Channel Highway providing direct connections to suburbs in Kingston and Hobart which supports this policy. The proposal is considered to achieve alignment with the intended policy outcome.

- *Regional policies for activity centres*
 - *AC1 - Focus employment, retail and commercial uses, community services and opportunities for social interaction in well-planned, vibrant and accessible regional activity centres that are provided with a high level of amenity and with good transport links with residential areas.*

- AC2 - Reinforce the role and function of the Primary and Principal Activity Centres as providing for the key employment, shopping, entertainment, cultural and political needs for Southern Tasmania.
- AC3 - Evolve Activity Centres focussing on people and their amenity and giving the highest priority to creation of pedestrian orientated environments.

6.14 The applications assessment of these regional policies considers that:

“The existing Local Business Zone in Tarooma is a local or neighbourhood centre scale, totalling 1.6 ha in area across two sites and providing for some daily needs of the community. The proposed SSQ allowing additional non-residential use on the 2200 m2 site is equivalent to a 14% increase in the existing Tarooma activity centre. This will not change the function of the centre nor the catchment area, which will still continue to serve the daily needs of the local community. Given the small scale, and given the physical separation distances, the proposal will also have no impact on the role and function of the primary and principal activity centres of Hobart, Glenorchy and Kingston.

For context, although prohibited in the planning scheme, the Low Density Residential Zone in the State Planning Provisions (SPPs) of the Tasmanian Planning Scheme (TPS) allows for numerous non-residential uses under a discretionary permit pathway. For example, local shops, some business and professional services, and food services without drive throughs are all capable of being approved on residential land under the TPS. In other words, there is a policy position in the TPS to contemplate these types of small-scale local services in residential areas, noting that they will most likely not have an impact on the activity centre hierarchy of the region.”

- 6.15 As discussed further in section 7, the non-residential uses that are provided for in the Low Density Residential Zone via the application are generally aligned with those that are contemplated under the TPS arrangements and as a result there is considered to be a level of alignment with policy intention that the TPS which establishes non-residential uses which may be compatible with the intention of the zoning, while prohibiting others which should not be contemplated in the zone. In considering the operation of zones and use categorisation under the TPS, it is acknowledged that the non-residential uses provided for in the Low Density Residential Zone under the TPS would most likely not have an impact on the activity centre hierarchy of the region. However, the application cannot be considered to align with this policy position as it does not seek to carry forward the qualifications, particularly in relation to Business and Professional Services and General Retail and Hire use classes, and as a result would provide for further types of these uses than is considered by the Low Density Residential Zone under the TPS. This could have the effect of providing for uses which may not be compatible with the intention of the Zone and could impact on the function of the nearby Local Business Zoned land.
- 6.16 The proposed amendment is not considered to achieve alignment with this aspect of the STRLUS. However, section 7 identifies proposed modifications to the amendment which would result in the proposal being considered to align with this policy.
- 6.17 With modifications, the proposed amendment is considered to accord with the intended policy outcomes of the STRLUS.

Kingborough Council Strategic Plan 2020-2025

- 6.18 Section 20(1)(d) of the former provisions of LUPAA requires the amendment to have regard to the *Kingborough Council Strategic Plan 2020-2025*. It is acknowledged that a new strategic plan commenced in October 2025, however the application has been considered against the 2020-2025 Strategic Plan, which was in effect at the time the application as made. This strategic plan provides the direction for the future delivery of services by Kingborough Council, which influence the quality of life for residents and businesses. The Council’s commitment is to put the community at the heart of our

priorities and decisions. The plan focuses on the unique elements of Kingborough and the challenges that it will face in the years to come. The Strategic Plan includes a number of Strategic Outcomes that are listed under Key Priority Areas. Below is the relevant Key Priority Area, Strategic Outcome and Strategy.

| | | |
|--------------------|-----|---|
| Key Priority Area | 3.0 | Sustaining the natural environment whilst facilitating development for our future |
| Strategic Outcomes | 3.1 | A Council that values and prioritises its natural environment, whilst encouraging investment and economic growth. |
| | 3.4 | Best practice land use planning systems are in place to manage the current and future impacts of development. |
| | 3.5 | Management of environmental assets is based on professional advice and strategic planning. |

- 6.19 The application provides for more effective utilisation of existing urban land which contains the impacts of growth and development from expanding on to land with more significant natural values. The provision to allow appropriate scale non-residential uses on this site will support and encourage investment and economic growth in the local area and facilitate healthy community with quality services on existing land with no environmental impact.
- 6.20 Consideration of this application, and the subsequent modifications which are proposed by section 7 of this report, will ensure appropriate land use planning systems are in place to manage the current and future impacts of development in relation to this site.

Kingborough Land Use Strategy 2019

- 6.21 The Kingborough Land Use Strategy is a local high-level non-statutory strategic document that was developed through informal consultation over a span of 10+ years. The document provides broad land use aspirations for the municipality and also helped to inform the first version of the Draft LPS (submitted to the TPC in 2019). The revised Draft LPS is not entirely consistent with the outcomes anticipated by the Kingborough Land Use Strategy 2019 because partly of the time that has passed, the decision-making by the Tasmanian Planning Commission for other Councils and reconsiderations of aspects following the post lodgement meetings with the commission. However, the objectives of the strategy are still relevant, and the broader strategic intentions have been used in a manner to inform the content of the revised Draft LPS as directed by the Tasmanian Planning Commission.
- 6.22 This strategy seeks the consolidation of business activities around the existing neighbourhood centre, the Tarooma Shopping Centre. In considering this strategy in the context of non-residential uses which are considered in the Low Density Residential Zone under the TPS, the application is not considered to align with this strategy as it will provide for local business activity that is beyond what would be otherwise considered under the TPS arrangements which do not align with the intention of consolidation and could have broader strategic planning implications which will be best considered more holistically as part of intended future structure planning for the Tarooma area.
- 6.23 It is considered that with the modifications proposed to the application which are set out in section 7, the proposed amendment would better align with the outcomes of this strategy as the business activity that would be allowable will be directly reflective of that which is provided for under the Low Density Residential Zone in the TPS.

Consideration of environmental impacts

- 6.24 The site contains an existing development footprint which extends across the whole extent of the site, and it is considered that there would be no environmental values that will be

impacted by the future non-residential use of this site under either the planning scheme amendment as proposed or the proposed planning scheme amendment including Council's modifications.

Infrastructure and service considerations

6.25 The site is identified as being serviced by existing sewer, water, and stormwater connections which are not anticipated to be impacted by either the application.

7. PROPOSED MODIFICATIONS TO APPLICATION

7.1 The application materials acknowledge that the proposed SSQ seeks to leverage the opportunities this site presents to enable its highest and best use. The site is recognised as a unique site that contains a large building and car parking area that has previously accommodated community meeting and entertainment use (church) and has potential to accommodate a variety of other non-residential uses with minimal alterations required.

7.2 In supporting the proposed approach, the application materials identifies:

...although prohibited in the planning scheme, the Low Density Residential Zone in the State Planning Provisions (SPPs) of the Tasmanian Planning Scheme (TPS) allows for numerous non-residential uses under a discretionary permit pathway. For example, local shops, some business and professional services, and food services without drive throughs are all capable of being approved on residential land under the TPS. In other words, there is a policy position in the TPS to contemplate these types of small-scale local services in residential areas, noting that they will most likely not have an impact on the activity centre hierarchy of the region.

7.3 The view that the policy position articulated through the provision of non-residential uses in the Low Density Residential Zone in the TPS is intended to contemplate small-scale services in residential areas is generally supported.

7.4 However, it is considered that this policy position is furthered through the use of qualifications on these uses in the Low Density Residential Zone under the TPS, and that these qualifications play an important role in ensuring the zone can only contemplate small-scale local services in residential areas that avoid any potential impact on the activity centre hierarchy of the region.

7.5 Table 1 in this report provides overview of the use categorisation included within the proposed planning scheme amendment compared with those which exist under the current KIPS2015 and those which would be provided for under TPS.

7.6 As currently proposed the amendment would result in a significantly greater variety of the type of uses than would be expected within the Low Density Residential Zone under the TPS.

7.7 The inclusion of non-residential uses beyond those which would be provided for in the Low Density Zone under the TPS is not supported, considering:

- The expanded scope of uses has the potential to introduce uses which may not be compatible with the surrounding Low Density Residential Zoned land. For example, under the TPS, Business and Professional Services Uses are only Discretionary Uses in the Low Density Residential Zone where limited to uses that are a consulting room, medical centre, veterinary centre, child health clinic or for the provision of residential support services. This limitation recognises that these types of uses may be appropriate within a residential setting. All other types of Business and Professional Services, such as offices or real estate agencies remain Prohibited, indicating that these uses are not appropriate within the Low Density Residential Zone under the TPS.

- The application materials evidence the alignment of the overall uses proposed by the proposed amendment and the uses provided for under the Low Density Residential Zone as justification for supporting the SSQ. However, the proposed amendment does not provide justification or commentary that supports the need for the SSQ to deviate from these TPS categorisations in regard to the qualifications imposed on these uses.
 - The Kingborough draft LPS has been publicly exhibited on as part of the process of making the TPS and as a result it is considered to be general public awareness of the types of uses which will be provided for in the Low Density Residential Zone under the new TPS arrangements.
 - The application materials also identify that the inclusion of the proposed non-residential uses is intended to provide future flexibility in use of the site. However, it is considered that the inclusion of these uses as proposed (without qualification) will have the effect of providing for business, retail and other non-residential uses which would otherwise be expected to occur in the Local Business Zone.
 - Given the sites close proximity to a cluster of existing Local Business Zoned land, and the existing strategic intention under the *Kingborough Land Use Strategy 2019* of consolidation of local business activity around land within the Local Business Zoning, it is considered that the SSQ as proposed, would introduce uses which could impact on the function of this local business cluster and impact the activity centre hierarchy of the region, noting that the inclusion of these additional business and non-residential uses is not supported by any localised strategic planning for the area.
 - Additionally, Tarooma is identified by Council as an area where further strategic planning and structure planning needs to be undertaken to determine the appropriate future location of land for the provision of local business and services. This work is yet to be undertaken and the implementation of the SSQ as proposed may not align with future land use strategies.
- 7.8 In considering the above, while it is agreed that the site is unique in that it represents a large land holding which remains suitable for certain non-residential uses in the future, it is considered that future non-residential use of this site must remain compatible with surrounding development and the broader context of the location and for that reason, a modification to the proposed amendment should be considered which provides for the identified use classes to include the relevant qualifications which are provided for those uses under the Low Density Residential Zone under the TPS.
- 7.9 Modifying the proposed amendment would result in a planning scheme amendment that would have the effect of bringing forward land use options that will become available under the proposed TPS, which are standard provisions across all other councils who have the TPS in effect and would be considered to better align with the STRLUS and other relevant planning policies.
- 7.10 It is proposed that modifications to the proposed amendment seek to provide for the Use Table under section 12.2 of the Low Density Residential Zone to provide for the following uses on the 124 Channel Highway site to be categorised as Discretionary Uses:
- Business and Professional Services (if for a consulting room, medical centre, veterinary centre, child health clinic or for the provision of residential support services);
 - Food Services (if not for a takeaway with drive through);
 - General Retail and Hire (if for a local shop);
 - Educational and Occasional Care (if not for a tertiary institution).

- 7.11 Table 2 below provides an overview of the proposed modifications compared against the proposed amendment, the existing KIPS2015 arrangements and those which will be provided for under the TPS.
- 7.12 Additionally, it is noted that the council proposed modifications should remove the Community Meeting and Entertainment use class from the proposed site specific qualification on the basis that the use is currently discretionary under the scheme and the qualifications which apply under the current planning scheme are effectively carried forward by the proposed TPS. No specific justification has been provided as part of the application to support the removal of the qualifications associated with this use class.

Table 2: Comparison of use categorisation – with council proposed modification

| Use Class | Proposed Planning Scheme Amendment (as proposed by the applicant) | Current Kingborough Interim Planning Scheme 2015 (KIPS 2015) | Proposed Tasmanian Planning Scheme (TPS) | Council proposed modification (recommendation of this report) |
|--|---|--|--|--|
| <i>Business and professional services</i> | Discretionary | Prohibited | Discretionary - <i>If for a consulting room, medical centre, veterinary centre, child health clinic or for the provision of residential support services</i> | Discretionary - <i>If for a consulting room, medical centre, veterinary centre, child health clinic or for the provision of residential support services</i> |
| <i>Food services</i> | Discretionary- <i>If not for a takeaway with drive through</i> | Prohibited | Discretionary - <i>If not for a take away food premises with a drive through facility</i> | Discretionary - <i>If not for a take away food premises with a drive through facility</i> |
| <i>General retail and hire</i> | Discretionary | Prohibited | Discretionary - <i>If for a local shop</i> | Discretionary - <i>If for a local shop</i> |
| <i>Community meeting and entertainment</i> | Discretionary | Discretionary - <i>If for church, art centre or public hall</i> | Discretionary - <i>If for a place of worship, art and craft centre or public hall</i> | Remove |
| <i>Educational and occasional care</i> | Discretionary | No permit required for home based child care or Discretionary - <i>If for day respite facility</i> | Discretionary - <i>If not for a tertiary institution</i> | Discretionary - <i>If not for a tertiary institution</i> |

- 7.13 Where the SSQ as proposed by the application was supported and approved by the Tasmanian Planning Commission (TPC) and given effect under the current KIPS 2015, Council would need to seek a determination from the Planning Minister, who in consultation with the TPC, would need to decide to declare this SSQ as suitable for insertion into the LPS. There is a risk that the Minister may not approve the inclusion of this SSQ.
- 7.14 However, if the council modified amendments were supported and given effect under the current Interim Planning Scheme (KIPS 2015), it is considered there would be no need to

pursue this determination as once the TPS took effect, the uses provided for in the SSQ would be already provided for under the Low Density Residential Zone of the TPS.

8. STATUTORY ASSESSMENT

Ability to amend the planning scheme

- 8.1 Pursuant to section 33(1) of the former provisions of LUPAA, a person may request a planning authority to amend a planning scheme administered by it.
- 8.2 This report considers the proposed amendment application as lodged by ERA Advisory Pty Ltd and pursuant to section 35(1)(b) of the former provisions of LUPAA proposes modifications to the application (i.e. through the further qualification of discretionary uses) as set out in section 7.10 of this report.

Compliance with section 32(1) of the former provisions of LUPAA

- 8.3 Pursuant to section 32(1) of the former provisions of LUPAA, *a draft amendment of a planning scheme, and an amendment of a planning scheme, in the opinion of the relevant decision-maker within the meaning of section 20(2A) -*
- (a)
 - (b)
 - (c)
 - (d)
 - (e) *must, as far as practicable, avoid the potential for land use conflicts with use and development permissible under the planning scheme applying to the adjacent area; and*
 - (ea) *must not conflict with the requirements of section 30O; and*
 - (f) *must have regard to the impact the use and development permissible under the amendment will have on the use and development of the region as an entity in environmental, economic and social terms.*
- 8.4 The following provides a detail assessment of the proposal under the provisions of section 32(1) (e); (ea) and (f) of LUPAA.

Potential land use conflicts

- 8.5 Section 32(e) of the former provisions of LUPAA requires that planning scheme amendments must avoid the potential for land use conflicts in adjacent planning scheme areas.
- 8.6 Land immediately adjacent to the site is in the Low Density Residential Zone. Land use conflicts between the adjacent land and the potential non-residential use on the site could potentially result from the scale and intensity of use, including because of noise impacts on the adjacent residential use.
- 8.7 As identified in section 7 of this report, the amendment as currently proposed by the applicant is considered to have potential to result in land use conflicts with adjacent sites due to the scope of uses provided for by the amendment.
- 8.8 However, where the proposed amendment were to be modified as set out in section 7 of this report, it is considered that the proposed amendment would no longer result in potential land use conflicts as the uses provided for under the SSQ as modified, will directly align the qualifications for those uses which is provided for in the Low Density Residential Zone under the TPS.

- 8.9 This will ensure, at the permit stage, land use conflicts between residential and non-residential use are managed through the planning scheme requirements established by the Low Density Residential Zone and the existing land use compatibility tests.

Alignment with the regional land use strategy

- 8.10 Section 32(ea) of the former provisions of LUPAA requires that planning scheme amendments must not conflict with the requirements of section 30O of the former provisions of LUPAA.
- 8.11 Section 30O of the former provisions of LUPAA requires that an amendment to an interim planning scheme is as far as practicable, consistent with the regional land use strategy. Strategic alignment with the Southern Tasmania Regional Land Use Strategy is addressed in section 5 of this report.
- 8.12 It is considered that the proposed amendment, where modified as proposed in section 7 of this report, is consistent with the regional land use strategy and local land use strategy and therefore meets the requirements of section 30O and therefore Section 32(ea) of the former provisions of LUPAA.

Impact on the use and development in the area

- 8.13 Section 32(f) of the former provisions of LUPAA also requires of the former provisions of LUPAA requires that planning scheme amendments must have regard to the impact that the use and development permissible under the amendment will have on the use and development of the region as an entity in environmental, economic and social terms.
- 8.14 The proposed amendment seeks to provide for prescribed non-residential uses to occur on an individual property within the local council area. This represents a minor scale of impact that is not likely to result in regional level impacts. However, it is acknowledged that the proposed modification of the proposal set out in section 7 of this report will ensure the amendment cannot detract from or impact on the existing surrounding Local Business Zoned land in anyway greater than that which is already considered under the TPS arrangements.

Sections 30I and 30J of LUPAA

- 8.15 Section 33(2B)(ab) of the former provisions of LUPAA requires that any representations made under section 30I of the former provisions of LUPAA, and any statements in a report under section 30J of the former provisions of LUPAA as to the merit of a representation, that may be relevant to the amendment application, must be considered.
- 8.16 No representations were received during the exhibition of the Scheme which are relevant to the proposed amendment, therefore sections 30I and 30J of the former provisions of LUPAA have been satisfied.

Objectives of Schedule 1 of LUPAA

- 8.17 LUPAA requires that planning scheme amendments must seek to further the objectives of Schedule 1 of the former provisions of LUPAA.
- 8.18 The objectives of the former provisions of LUPAA require use and development to occur in a fair, orderly and sustainable manner and for the planning process to facilitate economic development in accordance with the other Schedule 1 objectives.
- 8.19 The following table assess the proposed amendment against the objectives of Schedule 1 of the former provisions of LUPAA.

| Objectives of Schedule 1 of the former provisions of the <i>Land Use Planning and Approvals Act 1993</i> | | |
|---|---|--|
| Part 1 Objectives | | |
| Objective | Proponent response | Comment |
| (a) <i>to promote the sustainable development of natural and physical resources and the maintenance of ecological processes and genetic diversity</i> | The land subject to the amendment is existing urban land. No waterways, threatened species, or threatened vegetation communities exist on or in proximity to the site. Therefore, the proposal will not impact ecological processes or genetic diversity. | The objective is satisfactorily addressed. |
| (b) <i>to provide for the fair, orderly and sustainable use and development of air, land and water</i> | The land is in the urban growth boundary of the Southern Tasmania Regional Land Use Strategy. Allowing for additional non-residential use servicing the local community provides an orderly and efficient use of infrastructure and resources. | The modifications proposed in section 7 of this report will ensure this objective is achieved by providing an outcome which aligns with community expectations. The objective is satisfactorily addressed by the proposed amendment, if modified as proposed by section 7 of this report. |
| (c) <i>to encourage public involvement in resource management and planning</i> | This objective is achieved through the legislative process. The draft amendment will be placed on public exhibition for a formal comment period. Representors will be provided the opportunity to provide additional input during a public hearing process. | The objective is satisfactorily addressed by the proposed amendment, if modified as proposed by section 7 of this report. |
| (d) <i>to facilitate economic development in accordance with the objectives set out in paragraphs (a), (b) and (c)</i> | The proposed SSQ will directly contribute to the economic development of the area, serving the local community and utilising existing infrastructure in an efficient way without impacting on natural values. | The objective is satisfactorily addressed by the proposed amendment, if modified as proposed by section 7 of this report. |
| (e) <i>to promote the sharing of responsibility for resource management and planning between the different spheres of Government, the community and industry in the State</i> | The proposed amendment represents a process of shared responsibility between State government, local government, the development industry and the community. All relevant bodies will be consulted as part of the planning approval process. | The objective is satisfactorily addressed by the proposed amendment, if modified as proposed by section 7 of this report. |
| Objective | | |
| (a) <i>to require sound strategic planning and co-ordinated action by State and Local Government</i> | The site is in the urban growth boundary identified in the Southern Tasmania Regional Land Use Strategy, which contemplates a variety of use and development to serve the | The objective is satisfactorily addressed by the proposed amendment, if modified as proposed by section 7 of this report. |

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| | <p>region, including both residential and non-residential use. The proposed SSQ allowing additional non-residential use is of a scale that will not distort the activity centre hierarchy. Specifically, it is worth noting that although prohibited under current Low Density Residential Zone in the Kingborough Interim Planning Scheme 2015, a medical centre and numerous other non-residential uses would be permissible in the same zone under the State Planning Provisions of the Tasmanian Planning Scheme. On balance, the proposal will provide for much needed improvements to social infrastructure in the area, serving an aging population and strained health system.</p> | |
| <p><i>(b) to establish a system of planning instruments to be the principal way of setting objectives, policies and controls for the use, development and protection of land</i></p> | <p>The proposal seeks a SSQ to allow additional non-residential use of the land without any change to the prevailing zone and code provisions applicable to the existing zoning. This system of planning instruments is enabled by the Act and will allow for future development of the site to be considered against the provisions of the planning scheme.</p> | <p>The objective is satisfactorily addressed by the proposed amendment, if modified as proposed by section 7 of this report.</p> |
| <p><i>(c) to ensure that the effects on the environment are considered and provide for explicit consideration of social and economic effects when decisions are made about the use and development of land</i></p> | <p>This planning scheme amendment application has given due consideration to a triple bottom line approach that includes environmental, social and economic effects. As indicated in the responses to Part 1 (a) through (d) above, future development of the site will contribute positively to the economic and social fabric of the municipality without introducing unmitigated environmental impacts. This is primarily achieved through the application of the prevailing zone and code provisions of the planning scheme during subsequent development stages.</p> | <p>The objective is satisfactorily addressed by the proposed amendment, if modified as proposed by section 7 of this report.</p> |
| <p><i>(d) to require land use and development planning and policy to be easily integrated with environmental, social, economic, conservation</i></p> | <p>The proposal does not affect the attainment of this objective.</p> | <p>The objective is satisfactorily addressed by the proposed amendment, if modified as proposed by section 7 of this report.</p> |

| | | |
|--|--|--|
| <p><i>and resource management policies at State, regional and municipal levels;</i></p> | | |
| <p><i>(e) to provide for the consolidation of approvals for land use or development and related matters and to co-ordinate planning approvals with related approvals</i></p> | <p>The proposal does not affect the attainment of this objective.</p> | <p>The objective is satisfactorily addressed by the proposed amendment, if modified as proposed by section 7 of this report.</p> |
| <p><i>(f) to secure a pleasant, efficient and safe working, living and recreational environment for all Tasmanians and visitors to Tasmania</i></p> | <p>The proposal will directly contribute to the health and wellbeing of Tasmanians and visitors by providing an opportunity to access medical services. Subsequent use and development on the site will be assessed for suitability against the planning scheme requirements to ensure a safe and liveable environment.</p> | <p>The objective is satisfactorily addressed by the proposed amendment, if modified as proposed by section 7 of this report.</p> |
| <p><i>(g) to conserve those buildings, areas or other places which are scientific, aesthetic, architectural or historical interest, or otherwise of special cultural value</i></p> | <p>The site has not been identified as having heritage values.</p> | <p>The objective is satisfactorily addressed by the proposed amendment, if modified as proposed by section 7 of this report.</p> |
| <p><i>(h) to protect public infrastructure and other assets and enable the orderly provision and co-ordination of public utilities and other facilities for the benefit of the community</i></p> | <p>Public infrastructure requiring protection and orderly provision includes roads, water supply, sewer supply, stormwater supply, gas supply, and electricity supply. This infrastructure is protected and generally provided for in typical development assessment processes under legislation including but not limited to the Land Use Planning and Approvals Act 1993, Water and Sewerage Industry Act 2008, Urban Drainage Act 2013, and Gas Pipelines Act 2000.</p> <p>That is, the planning scheme amendment process itself will not affect the attainment of this objective given the significant legislative framework in place to protect and provide for public infrastructure throughout various stages of the development process.</p> <p>Irrespective of the above, a traffic assessment report has been undertaken to understand the impacts of the proposal on the public road network. The assessment concludes that the traffic generation from the use</p> | <p>The objective is satisfactorily addressed by the proposed amendment, if modified as proposed by section 7 of this report.</p> |

| | | |
|--|--|---|
| | of the site following the planning scheme amendment will have no discernible impact on the public road network. | |
| (i) <i>to provide a planning framework which fully considers land capability</i> | The proposal does not affect the attainment of this objective. The site is not productive land capable of being used for rural or agricultural pursuits. | The objective is satisfactorily addressed by the proposed amendment, if modified as proposed by section 7 of this report. |

State Policies

8.20 LUPAA requires that planning scheme amendments must be prepared in accordance with State Policies.

8.21 The applicant has addressed the proposal’s alignment with the *State Coastal Policy 1996*, *State Policy on Water Quality Management 1997* and *State Policy on the Protection of Agricultural Land 2009* and the National Environmental Protection Measures. The proposal is not inconsistent with the outcomes sought by the relevant state policies.

9. PUBLIC CONSULTATION

9.1 If Council initiates the proposed amendment, as modified, it must also certify the draft amendment in accordance with section 35 of the former provisions of LUPAA. Section 38 of the former provisions of LUPAA requires that the proposal be advertised for a period of between 3 weeks and 2 months, as determined by the planning authority.

9.2 It is proposed to publicly exhibit the planning scheme amendment for a minimum period of 28 days with notification:

- a) on the Kingborough Council website;
- b) twice in a newspaper circulating in the area, with one notice to be on a Saturday; and
- c) a site notice during the public exhibition period;
- d) in writing to owners and occupiers for the property and adjoining properties.

9.3 A full package of exhibition material will be made available for viewing on the Kingborough Council website and at Customer Service at the Civic Centre in Kingston. This package will include:

Attachment 1: Application proposed by applicant

Attachment 2: Planning Authority Initiation Report

Attachment 3: Instrument of Certification; and

Attachment 4: Draft Kingborough Interim Planning Scheme 2015

If supported by Council, the above information will also include the Draft Permit for DA-2025-164 - Change of use (vacant building to medical centre).

9.4 All attachments have been provided to Council as additional information to this report and the associated development application will be considered by Council under a separate report in this agenda (refer to item 12.2).

9.5 Council will review all submissions to the planning scheme amendment and draft permit and report them to the Tasmanian Planning Commission. The report would include the planning authority’s views on the merit of each representation, whether the amendment should be modified and the impact of the representation on the amendment.

10. CRITICAL DATES / TIME FRAMES

- 10.1 If Council supports the amendment and initiates and certifies the amendment for public exhibition, it must advise the Commission within seven days.
- 10.2 Post-public exhibition, Council has 35 days from the close of the notification period to forward its report to the Commission. The Commission may grant an extension of time if requested.
- 10.3 The Commission must complete its consideration and decision process within three months of receiving Council's report on the representations, unless an extension of time has been agreed by the Minister.
- 10.4 If the Commission approves the amendment, the amendment takes effect seven days after being signed by the Commission, unless a date is specified.

11. RECOMMENDATION

That Council resolves that:

- (a) Pursuant to section 34(1) of the former provisions of the *Land Use Planning and Approvals Act 1993*, Council initiates Amendment PSA-2025-1, as modified to the *Kingborough Interim Planning Scheme 2015* (KIPS2015) as per Attachment 1.
- (b) Pursuant to section 35 of the former provisions of the *Land Use Planning and Approvals Act 1993*, Council certifies that Amendment PSA-2025-1, as modified to the KIPS2015 meets the requirements of section 32 of the former provisions of the *Land Use Planning and Approvals Act 1993* and authorises the Chief Executive Officer to sign the Instrument of Certification provided in Attachment 2.
- (c) Pursuant to section 35(4) of the former provisions of the *Land Use Planning and Approvals Act 1993*, Council will forward a copy of the draft amendment and the Instrument of Certification to the Tasmanian Planning Commissions within 7 days of certification;
- (d) Pursuant to section 56S of the *Water and Sewer Industry Act 2008*, Council will refer Amendment PSA-2025-1 to TasWater; and
- (e) Pursuant to section 38 of the former provisions of the *Land Use Planning and Approvals Act 1993*, Council will place Amendment PSA-2025-1 to the KIPS2015 on public exhibition for a period of at least 28 days following certification.

ATTACHMENTS

1. **PSA-20251- Draft Amendment**
2. **PSA-2025-1 Instrument of Certification**



Kingborough Interim Planning

Draft Amendment PSA-2025-1

The *Kingborough Interim Planning Scheme 2015* is amended as follows:

1. Add the following listed Use Classes and associated qualifications as Discretionary Uses under the Low Density Residential Zone to apply to land at 124 Channel Highway Tarooma and legally described as CT 152556/2.
 - Business and Professional Services (if for a consulting room, medical centre, veterinary centre, child health clinic or for the provision of residential support services);
 - Food Services (if not for a takeaway with drive through);
 - General Retail and Hire (if for a local shop);
 - Educational and Occasional Care (if not for a tertiary institution).

12.2 Use Table

| No Permit Required | |
|--|--|
| Use Class | Qualification |
| Educational and occasional care | Only if for home-based child care in accordance with a licence under the Child Care Act 2001 |
| Natural and cultural values management | |
| Passive recreation | |
| Residential | Only if a single dwelling or home-based business. |
| Utilities | Only if for minor utilities |
| Permitted | |
| Use Class | Qualification |
| Residential | Except if no permit required Only if located in Area C |
| Visitor accommodation | |

| Discretionary | |
|--|---|
| Use Class | Qualification |
| Business and Professional Services | Only if for a consulting room, medical centre, veterinary centre, child health clinic or for the provision of residential support services where on land at 124 Channel Highway Tarooma (CT 152556/2) |
| Community meeting and entertainment | Only if church, art and craft centre or public hall |
| Domestic animal breeding, boarding or training | |
| Educational and occasional care | Except if No Permit Required if not for a tertiary institution and only where on land at 124 Channel Highway Tarooma (CT 152556/2) Otherwise, Only if day respite facility |
| Emergency services | |
| Food Services | If not for a takeaway with drive through and only where on land at 124 Channel Highway Tarooma (CT 152556/2) |
| General Retail and Hire | Only if for a local shop where on land at 124 Channel Highway Tarooma (CT 152556/2) |
| Residential | Only if a retirement village and located in Areas A and/or B |
| Sports and recreation | |
| Utilities | Except if no permit required |
| Prohibited | |
| Use Class | Qualification |
| All other uses | |

The Common Seal of the Kingborough Council is affixed hereto, pursuant to the Council's resolution on 1 December 2025, in the presence of:

..... Councillor

..... Chief Executive Officer

..... Date



Kingborough Interim Planning

INSTRUMENT OF CERTIFICATION

PSA2025-1

It is hereby certified that draft Amendment PSA2025-1, as modified, to the *Kingborough Interim Planning Scheme 2015* meets the requirements in section 32 of the former provisions of the *Land Use Planning and Approvals Act 1993*.

Public Copy

The Common Seal of the Kingborough Council is affixed hereto, pursuant to the Council's resolution on 1 December 2025 in the presence of:

..... Councillor

..... Chief Executive Officer
..... Date

12.2 DA-2025-164 - S34A DEVELOPMENT APPLICATION FOR CHANGE OF USE (VACANT BUILDING TO MEDICAL CENTRE) ASSOCIATED WITH PLANNING SCHEME AMENDMENT (PSA-2025-1) FOR SITE SPECIFIC QUALIFICATION (ADDITIONAL DISCRETIONARY USES)

File Number: DA-2025-164
Author: Kate Hecklemann, Consultant Planner
Authoriser: Deleeze Chetcuti, Director Environment, Development & Community Services

| | |
|---|--|
| Applicant: | ERA Advisory Pty Ltd |
| Owner: | Nod On Paterson Pty Ltd |
| Subject Site: | 124 Channel Highway, Taroona (CT 152556/2) |
| Proposal: | Change of use for Medical Centre and associated works |
| Planning Scheme: | Kingborough Interim Planning Scheme 2015 <i>Assessment is based on KIPS2015 and provisions of PD8 (which commenced 22 Feb 2022)</i> |
| Zoning: | Low Density Residential Zone |
| Codes: | E5.0 Road and Railway Assets Code E6.0 Parking and Access E7.0 Stormwater Management E17.0 Signs Code |
| Use Class/Category: | Medical Centre as a Business and Professional Services use is categorised as a Prohibited use under the Low Density Residential Zone Use Table 12.2. The proposed amendment to the planning scheme (PSA-2025-1) which is associated with this development application will provide for Business and Professional Services uses involving a Medical Centre to be instead categorised as a Discretionary use under the Low Density Residential Zone Use Table 12.2. |
| Discretions: | Use Class Clause 12.3.1 – Non-Residential Use (P1) Clause E5.5.1 – Existing road accesses and junctions (P3) Clause E6.6.1 – Number of car parking spaces (P1) Clause E6.7.5 – Layout of parking areas (P1) Clause E17.6.1 – Use of Signs (P1) Clause E17.7.1 - Standards for Signs (P1) |
| Public Notification: | This application is associated with a planning scheme amendment request and has not yet been advertised. Notification and opportunity for public comment on any permit given for this application will be undertaken as part of the planning scheme amendment, following initiation of the planning scheme amendment by the Planning Authority. |
| Section 52(1B) Owner consent requirements: | The development is wholly contained within land in private ownership, no further consents required. |
| Representations: | Not applicable at this time. |

| | |
|------------------------|---|
| Recommendation: | If council resolves to initiate Amendment PSA-2025-1 to the <i>Kingborough Interim Planning Scheme 2015</i> , approval subject to conditions. |
|------------------------|---|

1. PROPOSAL

1.1 Description of Proposal

The proposal seeks approval for a change of use for a medical centre and associated works.

The proposed medical centre is to occur within the existing building site which has an existing gross floor area of approximately 450m².

This existing building will be internally refitted to provide for, 7 clinic rooms; 1 procedure room; 1 pathology/medical imaging room; patient waiting area and staff facilities. The proposal will provide for 29 car parking spaces including 2 accessible spaces.

The proposal is intended to operate with a total of 10 staff on the site at any one time is 10, which includes:

- 5 medical practitioners (regular doctor services)
- 2 administration staff (bookings, payments, and general admin duties)
- 2 cleaners (cleaning offices and amenities – likely in early morning or late evening periods only)
- 1 nurse (injections and minor consultancy services)

The proposed medical centre intends to have hours of operation between 8am-5pm 7 days a week.

The proposal also includes minor works associated with proposed re-arrangement of existing car parking on the site.

Although not identified in the accompanying planning report, the proposal plans include indicative signage to be fixed to the building frontage.

The proposed application for use and development is combined with an application for a scheme amendment and that report is also tabled in the this Agenda of 1 December 2025, at item 12.1.

1.2 Description of Site

The site is identified as 124 Channel Highway, Taroom and is formally identified as CT 152556/2. The site is 2167m² and contains an existing building, driveway and car parking which was formerly used as a church.

The site is accessed via Channel Highway which is identified as the primary frontage to the site. A bus stop is located immediately in front of the site.

The site is identified as being burdened by an existing Drainage Easement which runs along the southern boundary of the site. Additionally, a Right of Way exists along a northern portion of the Channel Highway frontage of the site.

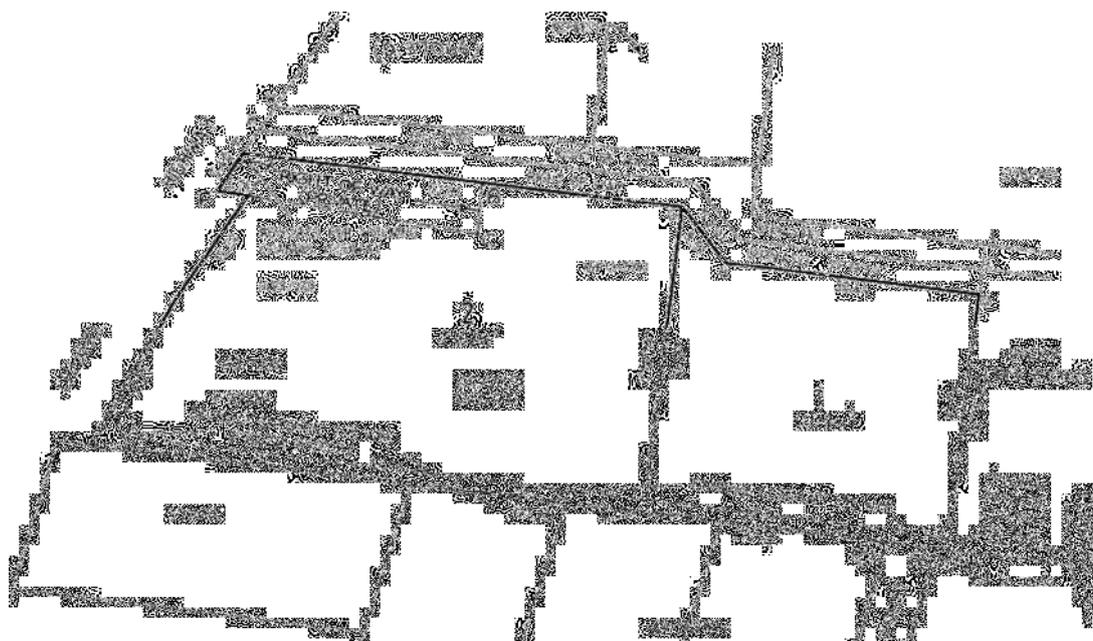


Figure 1: Subject site with existing easements and title boundaries identified.
(Source Certificate of Title)

A portion of the road reserve at the frontage of the site includes an existing pedestrian access and driveway widening which was previously utilised for disabled pedestrian access to the site. This pedestrian access point is to be retained as part of the proposal.

The site is adjoining Channel Highway to the west, and a mix of single and multiple dwellings to the north, east and south. The site is located approximately 250m to the south of Tarooma Highschool and approximately 300m to the north of a cluster of land which includes a variety of local businesses including a vet, plant store, laundrette, massage therapy and a medical centre.

1.3 Background

The site had historically provided for a church use on the site for over 70 years. Although the former church use has not operated within the last 2 years, and as such it is considered that previous use rights associated with this use have expired. The site is now considered to be a vacant building.

Part 5 Agreement (Dealing C974827)

An existing Part 5 Agreement is identified as affecting the site. This Part 5 Agreement provides for a disability accessible pedestrian access ramp as part of the existing driveway access to the site and also establishes that the ongoing maintenance and repair costs associated with the ramp and provides for the owner to be liable for costs associated with replacing or reconstructing the extent of disability access ramp contained within the Crown road reserve in the event works are required to be carried out in the road reserve. This pedestrian access point is understood to be retained as part of the proposal.

2. ASSESSMENT

2.1 State Policies and Act Objectives

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

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

2.2 Strategic Planning

The relevant strategies associated with the Scheme are as follows:

Zone Purpose Statements of the Low Density Residential Zone

- 12.1.1.1 *To provide for residential use or development on larger lots in residential areas where there are infrastructure or environmental constraints that limit development.*
- 12.1.1.2 *To provide for non-residential uses that are compatible with residential amenity.*
- 12.1.1.3 *To avoid land use conflict with adjacent Rural Resource or Significant Agricultural zoned land by providing for adequate buffer areas.*
- 12.1.1.4 *To provide for existing low density residential areas that usually do not have reticulated services and have limited further subdivision potential.*

Clause 12.1.2 and Clause 12.1.3 – 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.

| Local Area Objectives | | Implementation Strategy | |
|--|---|--------------------------------|---|
| (a) | The relative low residential density of Tarooma will be maintained and any significant change to higher densities is to be avoided. | (a) | Infill development should only be encouraged on sites convenient to urban facilities and services. |
| (b) | Areas within Tarooma that are zoned Low Density Residential are to be developed so that both visual landscape and natural environmental values are protected. | (b) | Existing larger lot sizes are to be retained in order that there is sufficient land to accommodate substantial vegetation on site and provide for the desired landscape and natural amenity with only minimal expansion of the existing urban footprint permitted. |
| Desired Future Character Statements | | Implementation Strategy | |
| (a) | Tarooma is to continue to be a seaside suburb mainly containing single detached dwellings with established landscaped gardens. | (a) | Multi-unit housing is to be discouraged other than in the vicinity of the Tarooma shopping centre. |
| (b) | The existing neighbourhood character that is associated with the area's landscape and environmental values should be protected. | (b) | The visual amenity of hillsides and skylines is retained by providing for larger lots that are able to retain sufficient native vegetation. Native vegetation is to be protected along the coastline and alongside gullies and watercourses. In some cases these areas also provide a buffer or transition between more closely settled urban areas and other areas with high natural values. |

The proposal generally aligns with the above-mentioned statements and objectives as it will provide for the reutilisation of an existing established non-residential building in the Low Density Residential Zone which is of a size and scale that is compatible with its residential surroundings.

2.3 Statutory Planning

Medical Centre is defined under the Scheme as meaning: *the use of land to provide health services (including preventative care, diagnosis, medical and surgical treatment, and counselling) to outpatients only.*

Medical Centre falls within the Business and Professional Services use class under the Scheme. Business and Professional Services uses are generally categorised as a Prohibited use under the Low Density Residential Zone Use Table 12.2.

Council’s consideration of this proposal is provided for through PSA-2025-1 which is a S43A application which provides for consideration of the scheme amendment and development application concurrently.

The proposed amendment to the planning scheme (PSA-2025-1) which is associated with this development application provides for Business and Professional Services uses involving a Medical Centre on this site to be instead categorised as a Discretionary use under the Low Density Residential Zone Use Table 12.2.

Therefore this proposal must be considered as a Discretionary Use.

Additionally, the proposal includes the introduction of a signage which is considered to be best described as a wall sign. Wall signs may be categorised as exempt under Table E17.1 of the Signs Code, however clause E17.4.1 of the scheme establishes that signage listed in Table E17.1 can only be exempt from requiring a permit where the Acceptable Solutions in clauses E.17.6.1 and E.17.7.1 are complied with. In relation to the proposal, the Acceptable Solutions cannot be complied with and as such a permit is required. A wall sign in the Low Density Residential Zone is categorised as Discretionary under Table E17.3.

Council's assessment of this proposal should also consider 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:

**Low Density Residential Zone
Clause 12.3.1 – Non-Residential Use**

| Acceptable Solution |
|---|
| <p>A1</p> <p>Hours of operation must be within:</p> <ul style="list-style-type: none"> (a) 8.00 am to 6.00 pm Mondays to Fridays inclusive; (b) 9.00 am to 12.00 noon Saturdays; (c) nil Sundays and Public Holidays; <p>except for office and administrative tasks or visitor accommodation.</p> |

| |
|--|
| Performance Criteria |
| <p>P1 Hours of operation must not have an unreasonable impact upon the residential amenity through commercial vehicle movements, noise or other emissions that are unreasonable in their timing, duration or extent.</p> |
| Proposal |
| <p>The proposed medical centre intends to have hours of operation between 8am-5pm 7 days a week which extends beyond the hours of operation provided for under A1. The proposal relies on assessment against the performance criteria.</p> |

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

- The site has previously operated as a church and it is not considered that the proposed use of this site for medical centre would have a significantly greater impact on surrounding residential amenity.
- The Noise Impact Assessment completed by Noise Vibration Consulting dated 16 May 2025 concludes that noise levels from vehicles and mechanical plant will be largely inaudible at nearby sensitive receivers and will therefore not have an unreasonable impact on residential amenity.
- It is noted that the NVC report does consider longer hours of operation however the assessment is still considered to appropriately assess the impacts that would occur between 8am-5pm 7 days a week.

Conditions are recommended for inclusion in any permit requiring the hours of operation be limited to between 8am-5pm 7 days a week.

E5.0 Road and Railway Assets Code

Clause E5.5.1 – Existing road accesses and junctions

| |
|--|
| Acceptable Solution |
| <p>A3 The annual average daily traffic (AADT) of vehicle movements, to and from a site, using an existing access or junction, in an area subject to a speed limit of 60km/h or less, must not increase by more than 20% or 40 vehicle movements per day, whichever is the greater.</p> |
| Performance Criteria |
| <p>P3 Any increase in vehicle traffic at an existing access or junction in an area subject to a speed limit of 60km/h or less, must be safe and not unreasonably impact on the efficiency of the road, having regard to:</p> <ul style="list-style-type: none"> (a) the increase in traffic caused by the use; (b) the nature of the traffic generated by the use; (c) the nature and efficiency of the access or the junction; (d) the nature and category of the road; (e) the speed limit and traffic flow of the road; (f) any alternative access to a road; (g) the need for the use; |

| |
|--|
| (h) any traffic impact assessment; and (i) any written advice received from the road authority. |
| Proposal |
| The site is currently unoccupied and has been for over 2 years. The proposal is anticipated to generate more than 40 vehicle trips per day. The proposal relies on assessment against the performance criteria. |

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

- The Traffic Impact Assessment (TIA) which accompanies the application estimates that the proposal will typically generate up to 349 vehicle trips per day. The TIA determines that such vehicle numbers can be readily accommodated by the existing Channel Highway, which carries around 5,800 vehicles per day.
- The TIA concludes that the vehicle traffic generated by the proposal will not unreasonably impact on the efficiency of the Channel Highway.
- Overall, the TIA considered that the increased traffic is safe for other uses; the efficiency of the channel highway is not compromised due to addition acknowledging that the existing speed limit 50km/hr and traffic flow is
- The conclusions of the TIA are further validated by advice provided by the Department of State Growth who have indicated that the Channel Highway can accommodate the increased intensification.

E6.0 Parking and Access Code

Clause E6.6.1 - Number of car parking spaces

| |
|---|
| Acceptable Solution |
| A1 - The number of on-site car parking spaces must be: (a) no less than the number specified in Table E6.1; except if: 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; |
| Performance Criteria |
| 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; and
- (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

Table E6.1 establishes medical centre uses require 5 car parking spaces for each person providing health care services.

The proposed medical centre has a gross floor area of approximately 450m² and the Planning Report which supports the application identifies the medical centre will have capacity for 7 medical practitioners with 7 clinic rooms, 1 procedure room and 1 pathology/imaging room.

It also confirms a total number of staff on site at one time as 10 to include:

- 2 cleaners (cleaning offices and amenities – likely in early morning or late evening periods only)
- 5 medical practitioners (regular doctor services)
- 2 administration staff (bookings, payments, and general admin duties)
- 1 nurse (injections and minor consultancy services).

On this basis there is anticipated to be up to 6 persons providing medical services on site at any one time, this results in a requirement to provide 30 car parking spaces.

The proposal will provide 29 car parking spaces, resulting in a parking shortfall of 1 car parking space.

The proposal relies on assessment against the performance criteria.

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

- The TIA which accompanies the application identifies that the proposed provision of 29 car parking spaces represents an 11-space surplus when compared to the requirements identified within Transport for NSW Guide to Transport Impact Assessment. On this basis the TIA concludes that the proposed development satisfies the performance criteria.

Conditions are recommended for inclusion in any permit requiring the use be limited to 6 (Full Time Equivalent) persons providing medical services.

E6.0 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. |
| Performance Criteria |
| P1 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. |
| Proposal |
| The design and layout at the rear comply with Australian Standards, while the front aisle width is identified as being marginally below the required standard. The proposal relies on assessment against the performance criteria. |

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

- The TIA which accompanies the application provided a swept path analysis which demonstrates that the layout is both acceptable and safe. On this basis the TIA concludes that the proposed development satisfies the performance criteria.

E17.0 Signs Code
Clause E17.6.1 – Use of Signs

| |
|--|
| Acceptable Solution |
| A1 A sign must be a permitted sign in Table E.17.3. |
| Performance Criteria |
| P1 A sign must be a discretionary sign in Table E.17.3. |
| Proposal |
| Table E.17.3 establishes a wall sign in the Low Density Residential Zone, has a discretionary status. The proposal relies on assessment against the performance criteria. |

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

- A wall sign in the Low Density Residential Zone is listed in Table E17.3 as a discretionary sign.

E17.0 Signs Code
Clause E17.7.1 - Standards for Signs

| |
|---|
| Acceptable Solution |
| A1 A sign must comply with the standards listed in Table E.17.2 and be a permitted sign in Table E17.3. |

Performance Criteria

P1

P1

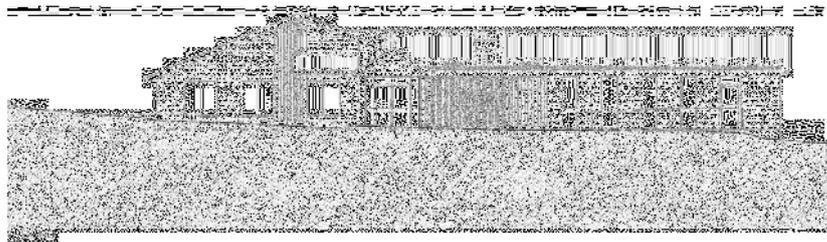
A sign not complying with the standards in Table E17.2 or has discretionary status in Table E17.3 must satisfy all of the following:

- (a) be integrated into the design of the premises and streetscape so as to be attractive and informative without dominating the building or streetscape;*
- (b) be of appropriate dimensions so as not to dominate the streetscape or premises on which it is located;*
- (c) be constructed of materials which are able to be maintained in a satisfactory manner at all times;*
- (d) not result in loss of amenity to neighbouring properties;*
- (e) not involve the repetition of messages or information on the same street frontage;*
- (f) not contribute to or exacerbate visual clutter;*
- (g) not cause a safety hazard.*

Proposal

Proposal Plan A23-COU01 includes an elevation plan which indicates the extent of the proposed signage as being approximately 2m by 1m in size, with a 2m² signage area.

Proposed extent of signage:



The signage will be fixed on an existing wall frontage of the building, context of placement the existing street frontage:



Table E17.2 establishes that a wall sign standards as:

- (a) Message on the front face only;
- (b) Projection from the face of the wall or fence no more than 450mm;
- (c) Does not extend laterally beyond the wall or above the top of the wall to which it is attached;
- (d) Area of sign no more than 2m².

The proposed signage is considered to satisfy the Standards of Table E17.2.

Table E.17.3 establishes a wall sign in the Low Density Residential Zone, has a discretionary status and as such the Acceptable Solution cannot be achieved.

Accordingly, the proposal relies on assessment against the performance criteria.

The proposed variation cannot be supported pursuant to this Performance Criteria of the Zone for the following reasons:

- The proposed signage aligns with the minimum standards prescribed for wall signs under Table E17.2 of the Signs Code and is considered to have appropriate dimensions that will not dominate the streetscape or premises.
- The proposal involves a single sign which is to be a fixed to an existing building that is set back from the road frontage. The sign is not proposed to be illuminated or contain flashing lights, moving parts or moving or changing messages or graphics and as such would not result in the loss of amenity to neighbouring properties or present a safety hazard or result in the repetition of messages or information on the same street frontage.
- Its proportions in relation to the exiting building will not result in to visual clutter of the streetscape.

Conditions are recommended for inclusion in any permit requiring detailed signage plans be submitted to council for approval to ensure that signage is constructed of materials which are able to be maintained in a satisfactory manner at all times and ensure that the proposed signage achieves the wall sign standards established in Table E7.2 of the Scheme.

2.5 Public Consultation and Representations

The application is associated with a planning scheme amendment request and has not yet been advertised. Details of the exhibition requirements are outlined in Section 9 of item 12.1.

Notification and opportunity for public comment on any permit given for this application will be undertaken as part of the planning scheme amendment, following initiation of the planning scheme amendment by the Planning Authority.

Any matters raised in representations will be considered through the Tasmanian Planning Commissions consideration of the proposed planning scheme amendment.

2.6 Other Matters

Restrictions on Title

Right of way access and Drainage Easements

The site is identified as being burdened by an existing Drainage Easement which runs along the southern boundary of the site. Additionally a Right of Way exists along a northern portion of the Channel Highway frontage of the site.

The proposal is not anticipated to effect these existing title restriction.

Part 5 Agreement (Dealing C974827)

An existing Part 5 Agreement is identified as affecting the site. This Part 5 Agreement provides for a disability accessible pedestrian access ramp as part of the existing driveway access to the site. It is not anticipated the proposal will effect this existing Part 5 Agreement.

External Referrals

TasNetworks

TasNetworks were referred the application by Council on 28 May 2025.

On 5 June 2025 TasNetworks provided council with a response which confirmed the proposed development is not likely to adversely affect Tas Networks operations.

TasWater

Council referred the application to TasWater on 23 June 2025. On 3 July 2025 TasWater provided Council with its TasWater Submission to Planning Authority notice which outlines conditions to be applied to any planning permit given by Council, pursuant to the *Water and Sewerage Industry Act 2008 (TAS)* Section 56P(1).

Department of State Growth

The Department of State Growth were referred the application by Council on 30 May 2025. On 2 June 2025 the State Roads division of the Department of State Growth provided council with a response which confirmed that, based on the TIA submitted with the application, the Department had no objections to the proposal.

3. CONCLUSION

The proposal involves development, which is categorised as discretionary under the planning scheme, as would be provided for through proposed planning scheme amendment PSA-2025-1. It also relies on the performance criteria to comply with applicable standards.

The proposal is assessed as satisfying the performance criteria and complies with those standards.

The proposal is assessed as complying with all other relevant use and development standards in the Low Density Residential Zone, as well as the applicable standards of the Road and Railway Assets code, Parking and Access code and Stormwater Management code.

It is concluded that the proposal is consistent with the planning schemes zone purpose statements, specific area plan purpose statements and relevant code purpose statements and is satisfactory.

4. RECOMMENDATION

That If the Planning Authority resolves that the resolves to initiate Amendment PSA-2025-1 to the *Kingborough Interim Planning Scheme 2015*, that the change in use and associated works for a Medical Centre at 124 Channel Highway, Tarooma (CT 152556/2), be approved subject to the following conditions.

1. Except as otherwise required by this Permit, use and development of the land must be substantially in accordance with Development Application No. DA2025-164 and Council Plan Reference No. P1. submitted on 19 May 2025 and Council Plan Reference No. P2. submitted on 13 August 2025.

This Permit relates to the use of land or buildings irrespective of the applicant or subsequent occupants, and whoever acts on it must comply with all conditions in this Permit. Any amendment, variation or extension of this Permit requires further planning consent of Council.

2. The use of the medical centre must be limited to no more than six (6) persons providing health services on the site at any one time.
3. The hours of operation are limited to 8:00 a.m. and 5:00 p.m., seven (7) days per week.

4. Commercial vehicle movements, (including loading and unloading and garbage removal) to or from a site are limited to 20 vehicle movements per day and occur only within the following hours:
 - (a) 7.00 am to 5.00 pm Mondays to Fridays inclusive;
 - (b) 9.00 am to 12 noon Saturdays;
 - (c) nil on Sundays and Public Holidays.
5. Noise emissions measured at the boundary of the site must not exceed the following:
 - (a) 55 dB(A) (LAeq) between the hours of 8.00 am to 6.00 pm;
 - (b) 5dB(A) above the background (LA90) level or 40dB(A) (LAeq), whichever is the lower, between the hours of 6.00 pm to 8.00 am;
 - (c) 65dB(A) (LAmax) at any time.
6. The use requires a minimum of two (2) on-site bicycle spaces. These spaces must be installed prior to the commencement of the use and maintained to the satisfaction of the Director Development Services.
7. External lighting must be turned off between 6:00 pm and 8:00 am, except for security lighting.
8. A minimum of 29 car parking spaces must be provided on site, including two (2) parking spaces provided for people with a disability. The layout of parking areas must be provided in accordance with Council Plan Reference No. P2. submitted on 13 August 2025 to the satisfaction of the Director- Engineering Services.
10. Landscaping must be provided in accordance with Council Plan Reference No. P2. submitted on 13 August 2025. Landscaping must be installed prior to the commencement of the use and maintained to the satisfaction of the Manager Development Services.
11. Lighting must be provided in accordance with Council Plan Reference No. P2. submitted on 13 August 2025., and AS/NZS 1158.3.1(2020). All lighting must be installed prior to the commencement of the use and maintained to the satisfaction of the Manager - Development Services.
12. Signage must be provided in accordance with Council Plan Reference No. P1. submitted on 19 May 2025, and the wall sign (1) must:
 - a) Directly relate to the use of the building which it is affixed
 - b) not contain flashing lights, moving parts or moving or changing messages or graphics
 - c) not be illuminated
 - d) not project the face of the wall no more than 450mm
 - e) not extend laterally beyond the wall or above the top of the wall to which it is attached
 - f) be no greater than 2m² in area.
 - g) Only include messages on the front face of the sign
13. The conditions as determined by TasWater, and set out in the attached Appendix A, form part of this permit.

ADVICE

- A. In accordance with section 53(5) of the *Land Use Planning and Approvals Act 1993* this permit lapses after a period of two years from the date on which it is granted if the use or development in respect of which it is granted is not substantially commenced within that period.
- B. The approval in this permit is under the *Land Use Planning and Approvals Act 1993* and does not provide any approvals under other Acts including, but not limited to *Building Act 2016*, *Urban Drainage Act 2013*, *Food Act 2003* or Council by-laws.

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

- C. An application for Notifiable Plumbing Work must be lodged with Council before commencing any work.
- D. Section 7 of the *Environmental Management and Pollution Control (Noise) Regulations 2016* below is relevant to the development:
- (1) A person must not operate fixed equipment on any premises –
- (a) from 7.00 a.m. until 10.00 p.m., if the fixed equipment, when so operated, emits noise that is greater than 45dB(A); or
 - (b) from 10.00 p.m. until 7.00 a.m., if the fixed equipment, when so operated, emits noise that is greater than 40dB(A).
- (2) A measurement of noise, emitted by fixed equipment on any premises, that is to be measured at residential premises –
- (a) is to be taken one metre from the external wall, of the residential premises, that is closest to the fixed equipment emitting the noise; or
 - (b) if the distance between the external wall of the residential premises closest to the fixed equipment and the property boundary of the residential premises is less than one metre, is to be taken at that property boundary.

Fixed equipment includes domestic heating equipment, systems for the production of hot water, air conditioners, evaporative coolers, pumps, generators or wind turbines, that are affixed at the location at which they are in use.

ATTACHMENTS

1. **Assessment Checklist**
2. **P1 Plans (existing site plan, demolition plan and elevations including signage)**
3. **P2 Plans (landscaping and site plan and lighting plan)**
4. **Applicant's Planning Assessment Report (ERA Advisory, October 2025)**
5. **Transport Impact Assessment (Ratio, 16 July 2025)**
6. **Noise Impact Assessment (NVC, 16 May 2025)**

Assessment Checklist for Development Applications for Non-Dwelling/Non-Residential Use and/or Development within the Low Density Residential Zone

| | |
|---|--|
| Application No: DA-2025-164 | Description: Change of use from vacant building to medical centre |
| Applicant: ERA Advisory Pty Ltd | Owner: Nod On Paterson Pty Ltd |
| Location: 124 Channel Highway, Tarooma | |

Use Status

| | |
|-------------------|---|
| Use Class | Business and professional services (Medical Centre) Medical Centre is defined under the Scheme as meaning: <i>the use of land to provide health services (including preventative care, diagnosis, medical and surgical treatment, and counselling) to outpatients only.</i> |
| Use Status | Business and Professional Services uses are categorised as a Discretionary Use under the Low Density Residential Zone where at 124 Channel Highway, Tarooma |

Low Density Residential Zone Provisions (non-dwelling/non-residential use and/or development)

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

| Clause | Compliance/Comments |
|---|--|
| 12.3 Use Standards | |
| <p>Clause 12.3.1 - Non-Residential Use</p> <p>A1 - Hours of operation must be within:</p> <p>(a) 8.00 am to 6.00 pm Mondays to Fridays inclusive;</p> <p>(b) 9.00 am to 12.00 noon Saturdays;</p> <p>(c) nil Sundays and Public Holidays;</p> <p>except for office and administrative tasks or visitor accommodation.</p> | <p>A1 – Does not Comply</p> <p>The proposed medical centre intends to have hours of operation between 8am-5pm 7 days a week and resulting cannot comply with the Acceptable Solution.</p> <p>The proposal relies on assessment against the performance criteria.</p> <p>P1</p> <p><i>Hours of operation must not have an unreasonable impact upon the residential amenity through commercial vehicle movements, noise or other emissions that are unreasonable in their timing, duration or extent.</i></p> <p>The site has previously operated as a church and it is not considered that the proposed use of this site for medical centre would have a significantly greater impact on surrounding residential amenity.</p> <p>The Noise Impact Assessment completed by Noise Vibration Consulting dated 16 May 2025 concludes that noise levels from vehicles and mechanical plant will be largely inaudible at nearby sensitive receivers and will therefore not have an unreasonable impact on residential amenity.</p> <p>It is noted that the NVC report does consider longer hours of operation however the assessment is still considered to appropriately assess the impacts that would occur between 8am-5pm 7 days a week.</p> <p>The proposal can be considered to satisfy the performance criteria.</p> |

| Clause | Compliance/Comments |
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| | It is recommended that any permit include a condition which ensures the hours of operation are limited to between 8am-5pm 7 days a week. |
| <p>A2 - Noise emissions measured at the boundary of the site must not exceed the following:</p> <ul style="list-style-type: none"> (a) 55 dB(A) (LAeq) between the hours of 8.00 am to 6.00 pm; (b) 5dB(A) above the background (LA90) level or 40dB(A) (LAeq), whichever is the lower, between the hours of 6.00 pm to 8.00 am; (c) 65dB(A) (LAmax) at any time. | <p>A2 – Complies</p> <p>Noise Impact Assessment completed by Noise Vibration Consulting dated 16 May 2025 demonstrates that expected noise emissions from the development comply with the acceptable solution.</p> |
| <p>A3 - External lighting must comply with all of the following:</p> <ul style="list-style-type: none"> (a) be turned off between 6:00 pm and 8:00 am, except for security lighting; (b) security lighting must be baffled to ensure they do not cause emission of light into adjoining private land. | <p>A3 – Complies</p> <p>The proposal includes new external lighting in the carpark.</p> <p>The Traffic Impact Assessment which accompanies the application, confirms that this lighting is for security and safety purposes however will be turned off between 6pm and 8am. Other existing external lighting is for security purposes and will be retained.</p> <p>It is recommended that any permit include a condition to enforce this approach.</p> |
| <p>A4 - Commercial vehicle movements, (including loading and unloading and garbage removal) to or from a site must be limited to 20 vehicle movements per day and be within the hours of:</p> <ul style="list-style-type: none"> (a) 7.00 am to 5.00 pm Mondays to Fridays inclusive; (b) 9.00 am to 12 noon Saturdays; (c) nil on Sundays and Public Holidays. | <p>A4 – Complies</p> <p>The proposal will be capable of having commercial vehicle movement to and from the site limited to being within the permitted hours.</p> <p>It is recommended that any permit include a condition to enforce commercial vehicle movement times.</p> |
| <p>Clause 12.3.2 - Visitor Accommodation</p> <p>A1 - Visitor accommodation must comply with all of the following:</p> <ul style="list-style-type: none"> (a) is accommodated in existing buildings; (b) provides for any parking and manoeuvring spaces required pursuant to the Parking and Access Code on-site; (c) has a floor area of no more than 160m². | <p>A1(a) – N/A</p> <p>The proposal does not involve visitor accommodation.</p> <p>A1(b) – N/A</p> <p>The proposal does not involve visitor accommodation.</p> <p>A1(c) – N/A</p> <p>The proposal does not involve visitor accommodation.</p> |
| 12.4 Development Standards for Buildings and Works | |
| <p>Clause 12.4.1 – Non-dwelling Development</p> <p>A1 – Non-dwelling development must comply with the following acceptable solutions as if it were a dwelling:</p> <ul style="list-style-type: none"> (a) 12.4.2 A1 and A3; (b) 12.4.3 A1 (a) and (b); (c) 12.4.7 A1. (d) 12.4.2 A4 | <p>A1 – N/A</p> <p>The proposal involves the reutilisation of an existing building and parking area on the site and this clause is not considered applicable to the proposal.</p> |
| <p>A2 – Non-residential garages and carports must comply with all of the following acceptable solutions as if they were ancillary to a dwelling:</p> <ul style="list-style-type: none"> (a) 12.4.2 A2; | <p>A2(a) – N/A</p> <p>The proposal seeks to generally retain the existing building footprint and parking layout. No garage or carports are proposed.</p> |

| Clause | Compliance/Comments |
|---|---|
| <p>(b) 12.4.5 A1.</p> | <p>A2(b) – N/A The proposal seeks to generally retain the existing building footprint and parking layout. No garage or carports are proposed.</p> |
| <p>A3 - Outdoor storage areas must comply with all of the following:</p> <ul style="list-style-type: none"> (a) be located behind the building line; (b) all goods and materials stored must be screened from public view; (c) not encroach upon car parking areas, driveways or landscaped areas. | <p>A1(a) – N/A The proposal seeks to generally retain the existing building footprint and parking layout. No outdoor storage areas are proposed.</p> <p>A1(b) – N/A The proposal seeks to generally retain the existing building footprint and parking layout. No outdoor storage areas are proposed.</p> <p>A1(c) – N/A The proposal seeks to generally retain the existing building footprint and parking layout. No outdoor storage areas are proposed.</p> |
| <p>Clause 12.4.2 - Setbacks and building envelope</p> <p>A1 - Unless within a building area, a dwelling, excluding protrusions (such as eaves, steps, porches, and awnings) that extend not more than 0.6 m into the frontage setback, must have a setback from a frontage that is:</p> <ul style="list-style-type: none"> (a) if the frontage is a primary frontage, at least 4.5 m, or, if the setback from the primary frontage is less than 4.5 m, not less than the setback, from the primary frontage, of any existing dwelling on the site; or (b) if the frontage is not a primary frontage, at least 3 m, or, if the setback from the frontage is less than 3 m, not less than the setback, from a frontage that is not a primary frontage, of any existing dwelling on the site; or (c) if for a vacant site with existing dwellings on adjoining sites 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. <p>A2 - A garage or carport must have a setback from a frontage of at least:</p> <ul style="list-style-type: none"> (a) 5.5 m, or alternatively 1m behind the façade of the dwelling; or (b) the same as the dwelling façade, if a portion of the dwelling gross floor area is located above the garage or carport; or (c) 1m, if the natural ground level slopes up or down at a gradient steeper than 1 in 5 for a distance of 10 m from the frontage. <p>A3 - A dwelling, excluding outbuildings with a building height of not more than 2.4m and protrusions (such as eaves, steps, porches, and awnings) that extend not more than 0.6m horizontally beyond the building envelope, must:</p> | <p>A1 – N/A The proposal does not involve a dwelling. However the proposal does involve the reuse of an existing building on site which is located over 4.5m from the frontage.</p> <p>A2 – N/A The proposal seeks to generally retain the existing building footprint and parking layout. No garage or carports are proposed.</p> <p>A3(a) – N/A The proposal does not involve a dwelling.</p> <p>A3(b) – N/A</p> |

| Clause | Compliance/Comments |
|---|---|
| <p>(a) be contained within a building envelope (refer to diagrams 12.4.2A, 12.4.2B, 12.4.2C and 12.4.2D) determined by:</p> <ul style="list-style-type: none"> (i) a distance equal to the frontage setback or, for an internal lot, a distance of 4.5m from the rear boundary of a lot with an adjoining frontage; and (ii) projecting a line at an angle of 45 degrees from the horizontal at a height of 3m above natural ground level at the side boundaries and a distance of 4m from the rear boundary to a building height of not more than 8.5m above natural ground level; and <p>(b) only have a setback within 1.5m of a side boundary if the dwelling:</p> <ul style="list-style-type: none"> (i) does not extend beyond an existing building built on or within 0.2m of the boundary of the adjoining lot; or (ii) does not exceed a total length of 9m or one-third the length of the side boundary (whichever is the lesser). <p>A4 - No trees of high conservation value will be impacted.</p> | <p>The proposal does not involve a dwelling.</p> <p>A4 – Complies The site is not identified as containing any trees of high conservation value.</p> |
| <p>Clause 12.4.3 - Site coverage and private open space A1 – Dwellings must have:</p> <ul style="list-style-type: none"> (a) a site coverage of not more than 25% (excluding eaves up to 0.6m); and (b) a site area of which at least 25% of the site area is free from impervious surfaces; (c) n/a, only applicable to multiple dwelling. | <p>A1 – N/A The proposal does not involve a dwelling.</p> |
| <p>Clause 12.4.5 - Width of openings for garages and carports A1 – A garage or carport within 12 m 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 not exceeding 6m or half the width of the frontage (whichever is the lesser).</p> | <p>A1 – N/A The proposal does not involve a dwelling.</p> |
| <p>Clause 12.4.7 - Frontage fences A1 - A fence (including a free-standing wall) within 4.5 m of a frontage must have a height above natural ground level of not more than:</p> <ul style="list-style-type: none"> (a) 1.2 m if the fence is solid; or (b) 1.5 m, if any part of the fence that is within 4.5 m of a primary frontage has openings above a height of 1.2 m which provide a uniform transparency of not less than 30% (excluding any posts or uprights). | <p>A1 – N/A The site does not currently have a frontage fence and the medical centre proposal does not seek to include one.</p> |

Code Provisions

| Clause | Compliance/Comments |
|---|--|
| E2.0 Potentially Contaminated Land Code | |
| <p>Clause E2.5 - Use standards</p> <p>A1 – The Director, or a person approved by the Director for the purpose of this Code:</p> <p>(a) certifies that the land is suitable for the intended use; or</p> <p>(b) approves a plan to manage contamination and associated risk to human health or the environment that will ensure the land is suitable for the intended use.</p> | <p>A1 – N/A</p> <p>Site is not identified as a potentially contaminated site or as a potentially contaminating use.</p> |
| <p>Clause E2.6.1 – Subdivision</p> <p>A1 – For subdivision of land, the Director, or a person approved by the Director for the purpose of this Code:</p> <p>(a) certifies that the land is suitable for the intended use; or</p> <p>(b) approves a plan to manage contamination and associated risk to human health or the environment, that will ensure the subdivision does not adversely impact on health or the environment and is suitable for its intended use.</p> | <p>A1 – N/A</p> <p>Site is not identified as a potentially contaminated site or as a potentially contaminating use.</p> |
| <p>Clause E2.6.2 - Excavation</p> <p>A1 – No acceptable solution (requires assessment against performance criteria)</p> | <p>A1 – N/A</p> <p>Site is not identified as a potentially contaminated site or as a potentially contaminating use.</p> |
| E5.0 Road and Railway Assets Code | |
| <p>Clause E5.5.1 – Existing road accesses and junctions</p> <p>A1 – The annual average daily traffic (AADT) of vehicle movements, to and from a site, onto a category 1 or category 2 road, in an area subject to a speed limit of more than 60km/h , must not increase by more than 10% or 10 vehicle movements per day, whichever is the greater.</p> | <p>A1 – N/A</p> <p>The site is not identified as fronting a Category 1 or 2 road.</p> |
| <p>A2 – The annual average daily traffic (AADT) of vehicle movements, to and from a site, using an existing access or junction, in an area subject to a speed limit of more than 60km/h, must not increase by more than 10% or 10 vehicle movements per day, whichever is the greater.</p> | <p>A2 – N/A</p> <p>The area is not subject to a speed limit more than 60km/h.</p> |
| <p>A3 – The annual average daily traffic (AADT) of vehicle movements, to and from a site, using an existing access or junction, in an area subject to a speed limit of 60km/h or less, must not increase by more than 20% or 40 vehicle movements per day, whichever is the greater.</p> | <p>A3 – Does not comply</p> <p>The site is currently unoccupied and has been for over 2 years. The proposal is anticipated to generate more than 40 vehicle trips per day.</p> <p>The proposal relies on assessment against the performance criteria.</p> <p>P1</p> <p><i>Any increase in vehicle traffic at an existing access or junction in an area subject to a speed limit of 60km/h or less, must be safe and not unreasonably impact on the efficiency of the road, having regard to:</i></p> |

| Clause | Compliance/Comments |
|--|---|
| | <p>(a) the increase in traffic caused by the use; (b) the nature of the traffic generated by the use; (c) the nature and efficiency of the access or the junction; (d) the nature and category of the road; (e) the speed limit and traffic flow of the road; (f) any alternative access to a road; (g) the need for the use; (h) any traffic impact assessment; and (i) any written advice received from the road authority.</p> <p>The TIA which accompanies the application estimates that the proposal will typically generate up to 349 vehicle trips per day. The TIA determines that such vehicle numbers can be readily accommodated by the existing Channel Highway, which carries around 5,800 vehicles per day.</p> <p>In summary, the TIA concludes that the vehicle traffic generated by the proposal will not unreasonably impact on the efficiency of the Channel Highway.</p> <p>This conclusion is also validated by advice provided by the Department of State Growth who have indicated that the Channel Highway can accommodate the increased intensification.</p> <p>Overall it is considered that the increased traffic is safe for other uses; the efficiency of the channel highway is not compromised due to addition acknowledging that the existing speed limit 50km/hr and traffic flow is moderate.</p> <p>The proposal can be considered to satisfy the performance criteria.</p> |
| <p>E5.5.2 Exiting level crossings A1 – Where use has access across part of a rail network, the annual average daily traffic (AADT) at an existing level crossing must not be increased by greater than 10% or 10 vehicle movements per day, whichever is the greater.</p> | <p>A1 – N/A The site is not identified as being in proximity to an existing level crossing.</p> |
| <p>Clause E5.6.1 - Development adjacent to roads and railways A1.1 – 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.</p> | <p>A1.1 – N/A The proposal does not involve any new buildings or works or new building envelopes.</p> |
| <p>A1.2 – Buildings, may be: (a) located within a row of existing buildings and setback no closer than the immediately adjacent building; or (b) an extension which extends no closer than: (i) the existing building; or (ii) an immediately adjacent building.</p> | <p>A1.2 – N/A The site is not identified being in proximity to a category 1 or category 2 road.</p> |

| Clause | Compliance/Comments |
|---|--|
| <p>Clause E5.6.2 - Road access and junctions</p> <p>A1 – No new access or junction to roads in an area subject to a speed limit of more than 60km/h.</p> <p>A2 – 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>A1 – N/A</p> <p>The site speed limit in area being accessed is less than 60km/h.</p> <p>A2 – Complies</p> <p>The site speed limit in area being accessed is less than 60km/h and the proposal will retain the existing single access point.</p> |
| <p>Clause E5.6.3 – New level crossings</p> <p>A1 – No acceptable solution (requires assessment against performance criteria)</p> | <p>A1 – N/A</p> <p>The site is not identified as being in proximity to an existing level crossing.</p> |
| <p>Clause E5.6.4 - Sight distance at accesses, junctions and level crossings</p> <p>A1 – 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>A1 – Complies</p> <p>The proposal will retain the existing single access point. The TIA provided to accompany the application concludes that adequate sight lines are achieved in both directions, meeting the 80m minimum requirement outlined in Table E5.1 of the code.</p> |
| <p>E6.0 Parking and Access Code</p> | |
| <p>Clause E6.6.1 - Number of car parking spaces</p> <p>A1 - 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>A1 – Does not comply</p> <p>Table E6.1 establishes medical centre uses require 5 car parking spaces for each person providing health care services.</p> <p>The proposed medical centre has a gross floor area of approximately 450m² and the Planning Report which supports the application identifies the medical centre will have capacity for 7 medical practitioners with 7 clinic rooms, 1 procedure room and 1 pathology/imaging room.</p> <p>It also confirms a total number of staff on site at one time as 10 to include:</p> <ul style="list-style-type: none"> • 2 cleaners (cleaning offices and amenities – likely in early morning or late evening periods only) • 5 medical practitioners (regular doctor services) • 2 administration staff (bookings, payments, and general admin duties) • 1 nurse (injections and minor consultancy services). <p>On this basis there is anticipated to be up to 6 persons providing medical services on site at any one time, this results in a requirement to provide 30 car parking spaces.</p> <p>The proposal will provide 29 car parking spaces, resulting in a parking shortfall of 1 car parking space.</p> <p>The proposal relies on assessment against the performance criteria.</p> <p>P1</p> <p><i>The number of on-site car parking spaces must be sufficient to meet the reasonable needs of users,</i></p> |

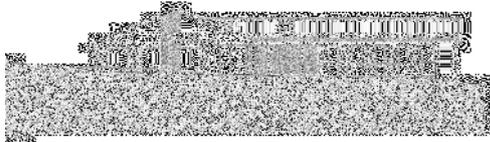
| Clause | Compliance/Comments |
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| | <p>having regard to all of the following:</p> <ul style="list-style-type: none"> (a) car parking demand; (b) the availability of on-street and public car parking in the locality; (c) the availability and frequency 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. <p>The TIA which accompanies the application identifies that the proposed provision of 29 car parking spaces represents an 11-space surplus when compared to the requirements identified within Transport for NSW Guide to Transport Impact Assessment. The TIA further concludes that the proposed development satisfies the performance criteria.</p> <p>Condition – recommended condition to cap use to 6 persons providing medical services on site at any one time.</p> |
| <p>Clause E6.6.2 – Number of Accessible Car Parking Spaces for People with a Disability</p> <p>A1 - Car parking spaces provided for people with a disability must:</p> <ul style="list-style-type: none"> (a) satisfy the relevant provisions of the Building Code of Australia; (b) be incorporated into the overall car park design; | <p>A1 – Complies</p> <p>As a proposed, the medical centre will be classified as a Class 9a building for which, where involving a clinic or day surgery not forming part of a hospital, the Building Code establishes a requirement of 1 accessible space for every 50 car parks.</p> <p>The proposal includes 2 accessible car parking</p> |

| Clause | Compliance/Comments |
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| (c) be located as close as practicable to the building entrance. | spaces with appropriate dimensions that are located near the existing lift within the building. |
| <p>Clause E6.6.3 – Number of Motorcycle Parking Spaces</p> <p>A1 - 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>A1 – Complies</p> <p>The proposed development requires 30 car parking space under Table E6.1 in the scheme. This results in a requirements of 1 motorcycle parking space being required.</p> <p>The proposal includes 1 motorcycle parking space.</p> |
| <p>Clause E6.6.4 – Number of Bicycle Parking Spaces</p> <p>A1 - The number of on-site bicycle parking spaces provided must be no less than the number specified in Table E6.2.</p> | <p>A1 – Complies</p> <p>The planning report identifies that the proposal includes 6 bicycle parking spaces.</p> <p>The TIA at Appendix D notes that the existing building being retained has a floor area less than 500 m² and that the use of this building is being changed to a medical centre. Therefore, pursuant to Table E6.2 there is no requirement for bicycle parking.</p> <p>However this exemption provision is considered to include building and floor area which would mean that the proposal is required to consider parking required under TableE6.2.</p> <p>The proposed medical centre use would require 2 bicycle parking spaces under Table E6.2.</p> <p>The proposal includes 6 bicycle parking spaces.</p> <p>Condition to require minimum parking provided.</p> |
| <p>Clause E6.7.1 - Number of vehicular accesses</p> <p>A1 – 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>A1 – Complies</p> <p>The site has only one existing access point provided for each road frontage.</p> |
| <p>Clause E6.7.2 - Design of vehicular accesses</p> <p>A1 – Design of vehicle access points must comply with all of the following:</p> <p>(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;</p> <p>(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.</p> | <p>A1 – Complies</p> <p>The existing vehicle access point complies with the Australian Standard.</p> |

| Clause | Compliance/Comments |
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| <p>Clause E6.7.3 - Vehicular passing areas along an access</p> <p>A1 – Vehicular passing areas must:</p> <ul style="list-style-type: none"> (a) be provided if any of the following applies to an access: <ul style="list-style-type: none"> (i) it serves more than 5 car parking spaces; (ii) is more than 30 m long; (iii) it meets a road serving more than 6000 vehicles per day (b) be 6 m long, 5.5 m wide, and taper to the width of the driveway; (c) it meets a road serving more than 6000 vehicles per day; (d) have the first passing area constructed at the kerb; (e) be at intervals of no more than 30 m along the access. | <p>A1 – Complies</p> <p>The clause applies to the proposal because total parking required is 25, and the requirements of (b), (d) and (e) are satisfied as the proposed driveway/aisle are of double width.</p> |
| <p>Clause E6.7.4 - On-site turning</p> <p>A1 – 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"> (a) it serves no more than two dwelling units; | <p>A1 – Complies</p> <p>All vehicles can leave the site in a forward direction.</p> |
| <p>Clause E6.7.5 - Layout of parking areas</p> <p>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.</p> | <p>A1 – Does not Comply</p> <p>The design and layout at the rear comply with Australian Standards, while the front aisle width is marginally below the required standard.</p> <p>The proposal relies on assessment against the performance criteria.</p> <p>P1</p> <p><i>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.</i></p> <p>The TIA which accompanies the application undertook as swept path analysis which demonstrates that the layout is both acceptable and safe.</p> <p>The proposal can be considered to satisfy the performance criteria.</p> |
| <p>Clause E6.7.6 - Surface treatment of parking areas</p> <p>A1 – Parking spaces and vehicle circulation roadways must be in accordance with all of the following:</p> <ul style="list-style-type: none"> (a) paved or treated with a durable all-weather pavement where within 75m of a property boundary or a sealed roadway; (b) drained to an approved stormwater system, unless the road from which access is provided to the property is unsealed. | <p>A1 – Complies</p> <p>The existing asphalt surface for parking areas and are connected to approved stormwater system.</p> |

| Clause | Compliance/Comments |
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| <p>Clause E6.7.7 - Lighting of parking areas</p> <p>A1 – 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>A1 – Complies</p> <p>The TIA which accompanies the application provides a lighting plan which is demonstrates compliance with the acceptable solution.</p> <p>Recommend condition for lighting plan (as per Appendix B of TIA).</p> |
| <p>Clause E6.7.8 - Landscaping of parking areas</p> <p>A1 – 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>A1 – Complies</p> <p>The Landscaping Plan which accompanies the application provides a lighting plan which is demonstrates compliance with the acceptable solution.</p> <p>Recommend condition for landscaping plan.</p> |
| <p>Clause E6.7.9 – Design of motorcycle parking areas</p> <p>A1 - The design of motorcycle parking areas must comply with all of the following:</p> <ul style="list-style-type: none"> (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; (b) be located within 30 m of the main entrance to the building. | <p>A1 – Complies</p> <p>The proposal includes 1 motorcycle parking space which has dimensions of 1.2m by 2.5m, satisfies the standard and is located within 30m of the building entrance.</p> |
| <p>Clause E6.7.10 – Design of bicycle parking facilities</p> <p>A1 - The design of bicycle parking facilities must comply with all the following;</p> <ul style="list-style-type: none"> (a) be provided in accordance with the requirements of Table E6.2; (b) be located within 30 m of the main entrance to the building. | <p>A1 – Complies</p> <p>The proposal complies with the design requirement required.</p> |
| <p>A2 - The design of bicycle parking spaces must be to the class specified in table 1.1 of AS2890.3-1993 Parking facilities Part 3: Bicycle parking facilities in compliance with section 2 “Design of Parking Facilities” and clauses 3.1 “Security” and 3.3 “Ease of Use” of the same Standard. R1</p> | <p>A2 – Complies</p> <p>The proposal complies with the design requirement required.</p> |
| <p>Clause E6.7.11 – Bicycle end of trip facilities</p> <p>A1 - For all new buildings where the use requires the provision of more than 5 bicycle parking spaces for employees under Table E6.2, 1 shower and change room facility must be provided, plus 1 additional shower for each 10 additional employee bicycle spaces thereafter.</p> | <p>A1 – N/A</p> <p>The requirement for bicycle parking associated with the proposal is less than 5 spaces.</p> |
| <p>Clause E6.7.12 – Siting of car parking</p> <p>A1 - 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</p> | <p>A1 – N/A</p> <p>The site is not located within the Inner Residential Zone, Urban Mixed Use Zone, Village Zone, Local Business Zone and General Business Zone.</p> |

| Clause | Compliance/Comments |
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| if a parking area is already provided in front of the building line of a shopping centre. | |
| <p>Clause E6.7.13 – Facilities for commercial vehicles</p> <p>A1 - 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> <p>(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;</p> <p>(b) the use is not primarily dependent on outward delivery of goods from the site.</p> | <p>A1 – Complies</p> <p>The proposal retains double width drive and parking area which can accommodate commercial deliveries in accord with this provision.</p> |
| <p>Clause E6.7.14 - Access to a road</p> <p>A1 – Access to a road must be in accordance with the requirements of the road authority.</p> | <p>A1 – Complies</p> <p>The access is in accordance with the requirements of the Department of State Growth who have confirmed that they do not object to the proposal.</p> |
| E7.0 Stormwater Management Code | |
| <p>Clause E7.7.1 - Stormwater drainage and disposal</p> <p>A1 – Stormwater from new impervious surfaces must be disposed of by gravity to public stormwater infrastructure.</p> | <p>A1 – Complies</p> <p>The proposal will be connected to the available reticulated public stormwater by gravity.</p> |
| <p>A2 – 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:</p> <p>(a) the size of new impervious area is more than 600 m²;</p> <p>(b) new car parking is provided for more than 6 cars;</p> <p>(c) a subdivision is for more than 5 lots.</p> | <p>A2 – N/A</p> <p>The application is only for change of use- no new impervious area is added.</p> |
| <p>A3 – A minor stormwater drainage system must be designed to comply with all of the following:</p> <p>(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;</p> <p>(b) stormwater runoff will be no greater than pre-existing runoff or any increase can be accommodated within existing or upgraded public stormwater infrastructure.</p> | <p>A3 – N/A</p> <p>The application is only for change of use- no new impervious area is added.</p> |
| <p>A4 – A major stormwater drainage system must be designed to accommodate a storm with an ARI of 100 years.</p> | <p>A4 – N/A</p> <p>The application is only for change of use- no new impervious area is added and the proposal relies on existing stormwater drainage.</p> |
| E17.0 Signs Code | |
| <p>Clause E17.6.1 – Use of Signs</p> <p>A1 – A sign must be a permitted sign in Table E.17.3.</p> | <p>A1 – Does not comply</p> <p>Table E.17.3 establishes a wall sign in the Low Density Residential Zone, has a discretionary status.</p> |

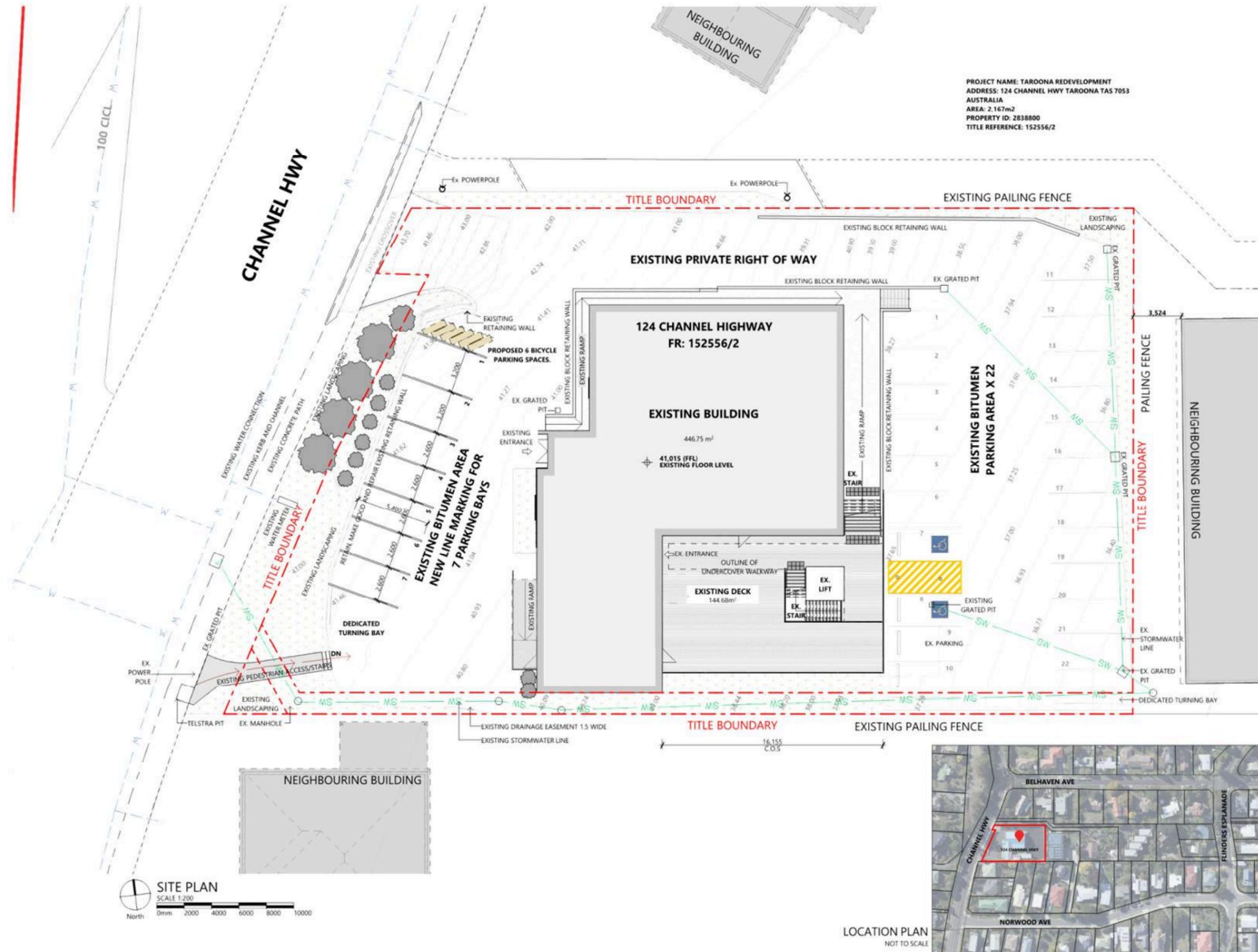
| Clause | Compliance/Comments |
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| | <p>The proposal relies on assessment against the performance criteria.</p> <p>P1 <i>A sign must be a discretionary sign in Table E.17.3.</i> A wall sign in the Low Density Residential Zone is listed in Table E17.3 as a discretionary sign.</p> |
| <p>A2 - A sign associated with the sale of goods or services must relate directly to the use of the building or site to which it is affixed.</p> | <p>A2 – Complies</p> <p>It is anticipated that the signage proposed would be associated with the proposed medical centre, which would comply with this this acceptable solution.</p> <p>Recommend condition to ensure signage is directly to the use.</p> |
| <p>A3 - A sign must not contain flashing lights, moving parts or moving or changing messages or graphics, except if a Statutory Sign</p> | <p>A3 – Complies</p> <p>The application materials do not include any information that indicates an intention for the signage to contain flashing lights, moving parts or moving or changing messages or graphics, and as such would provide for the proposed sign to comply with this this acceptable solution.</p> <p>Recommend condition to ensure signage does not contain flashing lights, moving parts or moving or changing messages or graphics.</p> |
| <p>A4 - An illuminated sign must not be located within 30 metres of a residential use, except if a Statutory Sign</p> | <p>A4 – Complies</p> <p>The application materials do not include any information that indicates an intention for the signage to be illuminated and as such, would provide for the sign to comply with this this acceptable solution.</p> <p>Recommend condition to ensure signage is not illuminated.</p> |
| <p>Clause E17.7.1 - Standards for Signs A1 - A sign must comply with the standards listed in Table E.17.2 and be a permitted sign in Table E17.3.</p> | <p>A1 – Does not comply</p> <p>Proposal Plan A23-COU01 includes an elevation plan which indicates the extent of the proposed signage as being approximately 2m x 1m in size and having a 2m² signage area.</p> <p>Proposed extent of signage:</p>  <p>The signage will be fixed on an existing wall frontage of the building, context of placement the existing street frontage:</p>  <p>Table E17.2 establishes that a wall sign standards as:</p> <ul style="list-style-type: none"> (a) Message on the front face only; (b) Projection from the face of the wall or fence no more than 450mm; |

| Clause | Compliance/Comments |
|---|---|
| | <p>(c) Does not extend laterally beyond the wall or above the top of the wall to which it is attached;</p> <p>(d) Area of sign no more than 2m².</p> <p>The proposed signage satisfies the Standards of E17.2.</p> <p>Recommend condition to ensure standard is achieved.</p> <p>Table E.17.3 establishes a wall sign in the Low Density Residential Zone, has a discretionary status and as such the Acceptable Solution cannot be achieved.</p> <p>Accordingly, the proposal relies on assessment against the performance criteria.</p> <p><i>P1</i></p> <p><i>A sign not complying with the standards in Table E17.2 or has discretionary status in Table E17.3 must satisfy all of the following:</i></p> <p><i>(a) be integrated into the design of the premises and streetscape so as to be attractive and informative without dominating the building or streetscape;</i></p> <p><i>(b) be of appropriate dimensions so as not to dominate the streetscape or premises on which it is located;</i></p> <p><i>(c) be constructed of materials which are able to be maintained in a satisfactory manner at all times;</i></p> <p><i>(d) not result in loss of amenity to neighbouring properties;</i></p> <p><i>(e) not involve the repetition of messages or information on the same street frontage;</i></p> <p><i>(f) not contribute to or exacerbate visual clutter;</i></p> <p><i>(g) not cause a safety hazard.</i></p> <p>The proposed signage aligns with the minimum standards prescribed for wall signs under Table E17.2 of the Signs Code and is considered to have appropriate dimensions that will not dominate the streetscape or premises.</p> <p>The proposal involves a single sign which is to be a fixed to an existing building that is set back from the road frontage. The sign is not proposed to be illuminated or contain flashing lights, moving parts or moving or changing messages or graphics and as such would not result in the loss of amenity to neighbouring properties or present a safety hazard or result in the repetition of messages or information on the same street frontage.</p> <p>Its proportions in relation to the exiting building will not result in to visual clutter of the streetscape.</p> |
| <p>A2 - The number of signs per business per street frontage must comply with all of the following:</p> <p>(a) maximum of 1 of each sign type;</p> <p>(b) maximum of 1 window sign per window;</p> <p>(c) if the street frontage is less than 20 m in length, the maximum number of signs on that frontage is 3;</p> | <p>A2 – Complies</p> <p>The proposal involves only 1 wall sign.</p> |

| Clause | Compliance/Comments |
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| <p>(d) if the street frontage is 20 m in length or greater, the maximum number of signs on that frontage is 6. except for the following sign types, for which there is no limit;</p> <ul style="list-style-type: none"> (i) Building Site, (ii) Name Plate, (iii) Newspaper Day Bill, (iv) Open/Closed, (v) Real Estate, (vi) Street Number, (vii) Temporary Sign. | |
| <p>A3 - Signs must not obscure or prevent or delay a driver from seeing a Statutory Sign or a Tourist Information Sign.</p> | <p>A3 – Complies The proposal involves a single sign which is to be a fixed to an existing building that is set back from the road frontage and would not result in the obscuring, prevention or delay for a driver from seeing a Statutory Sign or a Tourist Information Sign.</p> |
| <p>A4 - Signs must not resemble Statutory Signs because of the same or similar shape, size, design, colour, letter size or lighting.</p> | <p>A4 – Complies The proposal involves a single sign that is associated with the proposed medical centre and is to be a fixed to an existing building that is set back from the road frontage. The proposed sign is not considered to resemble a Statutory Sign.</p> |

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

Public



| REVISION | | | | |
|----------|-----|------------------------------------|------------|------|
| RevID | CHD | Description | Date | App. |
| COU01 | 004 | ISSUED FOR DEVELOPMENT APPLICATION | 18/01/2025 | BT |
| COU02 | 005 | ISSUED FOR DEVELOPMENT APPLICATION | 18/01/2025 | BT |

- SITE PLAN LEGEND**
- - - TITLE BOUNDARY
 - EXISTING BUILDING
 - EX. DECK
 - EX. LANDSCAPE
 - EX. TREES
 - W - EXISTING WATER LINE
 - SW - EXISTING STORMWATER LINE

SITE PLAN
SCALE 1:200
North 0m 2000 4000 6000 8000 10000

TAROONA REDEVELOPMENT

NOD ON PATERSON

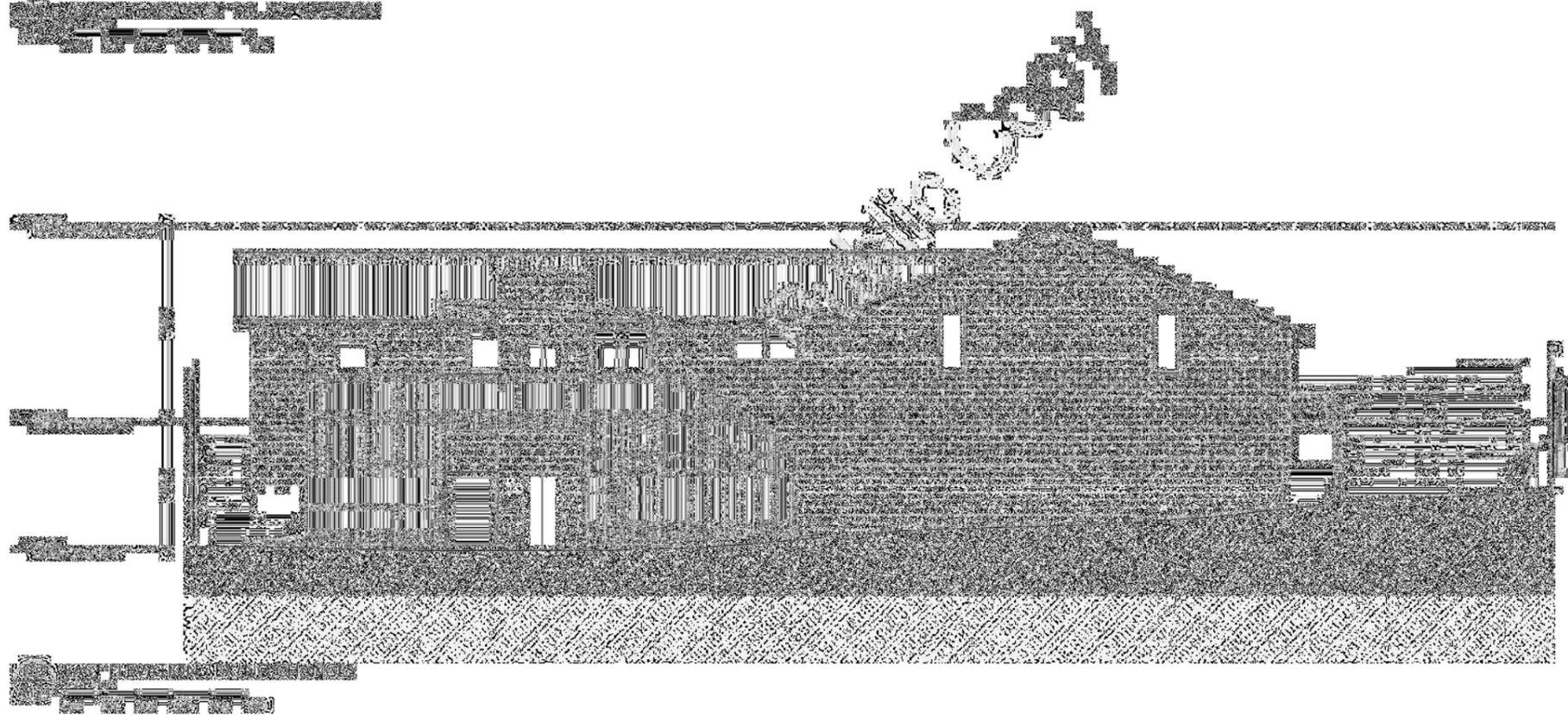
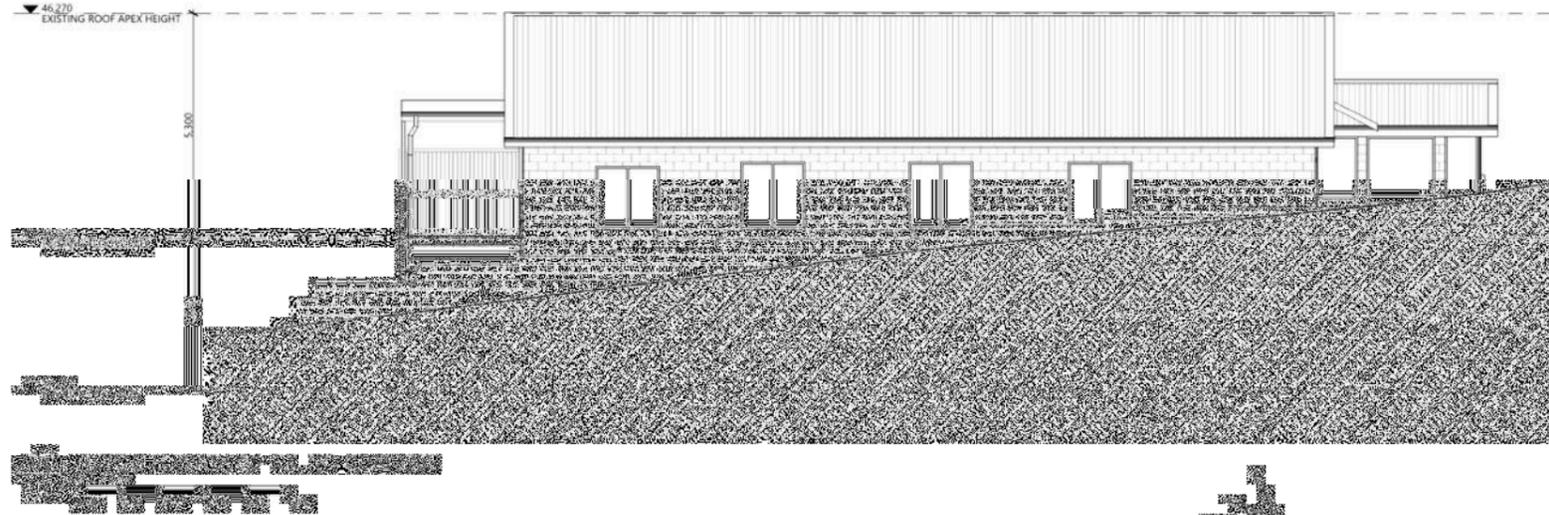
APPROVAL
231038

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| REVISION | | | | | |
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| RevID | CHD | Description | Date | Int. | App. |
| 001 | ISS | ISSUED FOR CHANGE OF USE APPLICATION | 18/01/2025 | SS | BT |
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TAROONA REDEVELOPMENT

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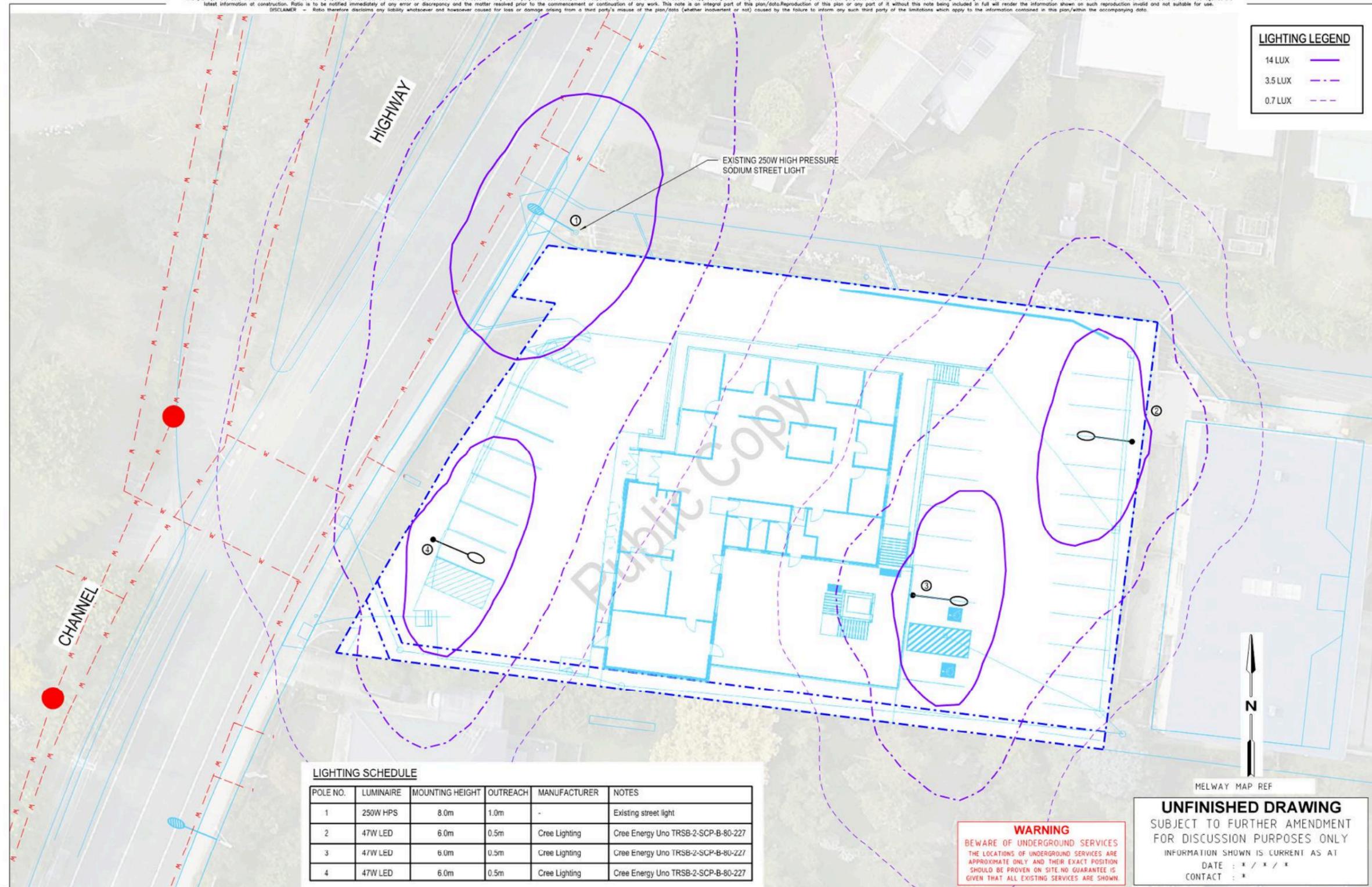
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LIGHTING SCHEDULE

| POLE NO. | LUMINAIRE | MOUNTING HEIGHT | OUTREACH | MANUFACTURER | NOTES |
|----------|-----------|-----------------|----------|---------------|-------------------------------------|
| 1 | 250W HPS | 8.0m | 1.0m | - | Existing street light |
| 2 | 47W LED | 6.0m | 0.5m | Cree Lighting | Cree Energy Uno TRSB-2-SCP-B-80-227 |
| 3 | 47W LED | 6.0m | 0.5m | Cree Lighting | Cree Energy Uno TRSB-2-SCP-B-80-227 |
| 4 | 47W LED | 6.0m | 0.5m | Cree Lighting | Cree Energy Uno TRSB-2-SCP-B-80-227 |

WARNING
 BEWARE OF UNDERGROUND SERVICES
 THE LOCATIONS OF UNDERGROUND SERVICES ARE APPROXIMATE ONLY AND THEIR EXACT POSITION SHOULD BE PROVEN ON SITE. NO GUARANTEE IS GIVEN THAT ALL EXISTING SERVICES ARE SHOWN.

UNFINISHED DRAWING
 SUBJECT TO FURTHER AMENDMENT
 FOR DISCUSSION PURPOSES ONLY
 INFORMATION SHOWN IS CURRENT AS AT
 DATE : * / * / *
 CONTACT : *

CAD File: 22376-CLP-001.dgn

| ISSUE | APPD | DATE | COMMENTS |
|-------|------|----------|---------------|
| A | M.P. | 15.07.25 | INITIAL ISSUE |

GENERAL NOTES
 1. AERIAL IMAGE OBTAINED FROM LANDCHEEKER DATED 19/01/2025
 2. ARCHITECTURAL BASE PLAN PREPARED BY ARTAS ARCHITECTS REF No SITE PLAN - COU.dwg DATED 04/07/2025
 3. CAR PARK LIGHTING ASSESSMENT CARRIED OUT IN ACCORDANCE WITH AS1158.3.1 TO CATEGORY PC3 STANDARD
 4. DDA PARKING SPACES LIGHTING ASSESSMENT CONDUCTED IN ACCORDANCE WITH AS1158.3.1 TO CATEGORY PC4 STANDARD

DESIGNED S. MCKENZIE
 CHECKED P. MALLEY
 APPROVED M. PETRUSMA
 SCALE 1:300@A3



124 CHANNEL HIGHWAY, TAROONA
 Kingborough Council
 PUBLIC LIGHTING DESIGN
 CONCEPT LAYOUT
 DATE 15.07.25 SHEET NO 01 of 01 DRAWING NO 22376-CLP-001 ISSUE A

124 Channel Highway

Combined scheme amendment and permit application

era

Final V3 | October 2025

Era Advisory acknowledge palawa as the Traditional Owners of lutruwita (Tasmania).

They are the original custodians of our land, sky and waters.

We respect their unique ability to care for country and deep spiritual connection to it.

We honour and pay our respect to Elders past and present, whose knowledge and wisdom has and will ensure the continuation of culture and traditional practices.

We acknowledge that their sovereignty has never been ceded.

Always was, always will be.

Era Advisory Pty Ltd

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Level 1, 125A Elizabeth St Hobart 7000
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| Date | October 2025 |
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| Author | Mark O'Brien |
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| Reviewer | Emma Riley & Clare Hester |
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| Job number | 2425-081 |
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1 Introduction

1.1 Purpose of the report

Era Advisory (Era) has been engaged to request a combined amendment and permit request to the *Kingborough Interim Planning Scheme 2015* (the planning scheme) pursuant to sections 33 and 43A of the *Land Use Planning and Approvals Act 1993* (the Act)¹.

This report forms the basis of the amendment application and has been prepared considering the provisions of the planning scheme, the requirements of the Act, and other relevant strategic documents.

1.2 Summary of the proposal

The proposal includes a planning scheme amendment for a site specific qualification and a permit application for use and development at 124 Channel Highway, Taroona (the site). Proposal plans are provided in Appendix A.

The planning scheme amendment seeks the introduction of a site specific qualification to allow additional non-residential uses on the site under the Low Density Residential Zone. Other than the permissible uses, no changes are proposed to the zone and code provisions. An appraisal of the planning scheme amendment against the relevant legislative requirements is provided in Section 4 of this report.

The permit application predominantly involves internal building works to repurpose an existing building on the site for use as a medical centre. An appraisal of the development application against the relevant planning scheme requirements is provided in Section 5 of this report.

1.3 Title details

The proposal relates to land at 124 Channel Highway, Taroona, with title reference CT 152556/2. The land is owned by NOD on Paterson Pty Ltd. Title documents are provided in Appendix B.

Pursuant to Sections 33 and 43D of the Act, the landowner's written permission for the making of this application has been provided and is available separately to this report.

1.4 Enquiries

Enquiries relating to this report can be directed to Mark O'Brien, Principal Planner, on 0415 407 294 or at mark@era-advisory.com.au.

¹ References in this document to the provisions of the *Land Use Planning and Approvals Act 1993* are references to the former provisions of the Act as defined in Section 2 of Schedule 6 – Savings and transitional provisions of the Act.

2 Site and surrounds

[REDACTED]

south of the Taroona Primary and High School.

An aerial image of the site is shown in Figure 1.² Zoning of the site and surrounds is shown in Figure 2.



Figure 1 Aerial image of site (source: theLIST)²

² Note: aerial image is outdated and does not reflect current extent of buildings and works on the site, that are currently being constructed pursuant to planning permit DA-2024-25.



Figure 2 Zoning of site and surrounds (source: theLIST)

Public Copy

3 Proposal

The proposal includes a planning scheme amendment combined with a planning permit application at 124 Channel Highway, Taroona. Proposal plans are provided in Appendix A. An extract of the proposed site plan and floor plan is shown in Figure 3 and Figure 4 respectively.

3.1 Planning scheme amendment

The planning scheme amendment request is made pursuant to Section 33 of the Act.



Consideration has been given for a potential rezoning to the Local Business Zone rather than a site specific qualification. While Era hold the opinion that such a rezoning meets the relevant legislative and strategic planning merit tests, initial advice from Council assessment officers confirmed that Council would not support a rezoning of the site to the Local Business Zone.

3.2 Development

The permit application is made pursuant to Section 43A of the Act.

The proposal is for a medical centre, whereby an existing building on the site will be repurposed with only internal building works involved.³ The medical centre is approximately 450 m² gross floor area and is comprised of the following:



³ Note that building works are currently occurring on the site pursuant to planning permit DA-2025-25. The proposal plans in Appendix A depict the building works currently under construction.

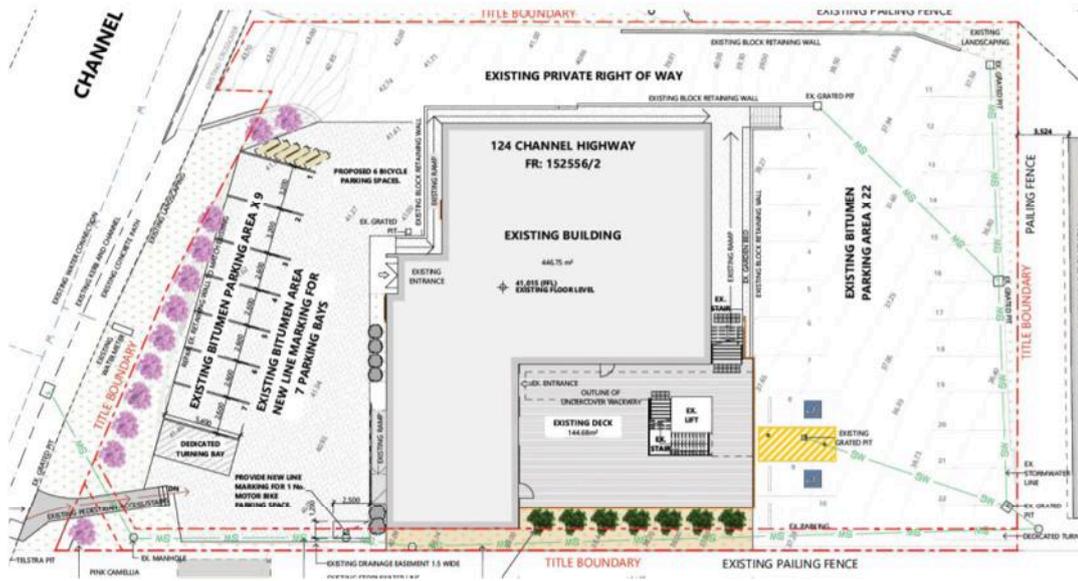


Figure 3 Site plan (source: ARTAS Architects)

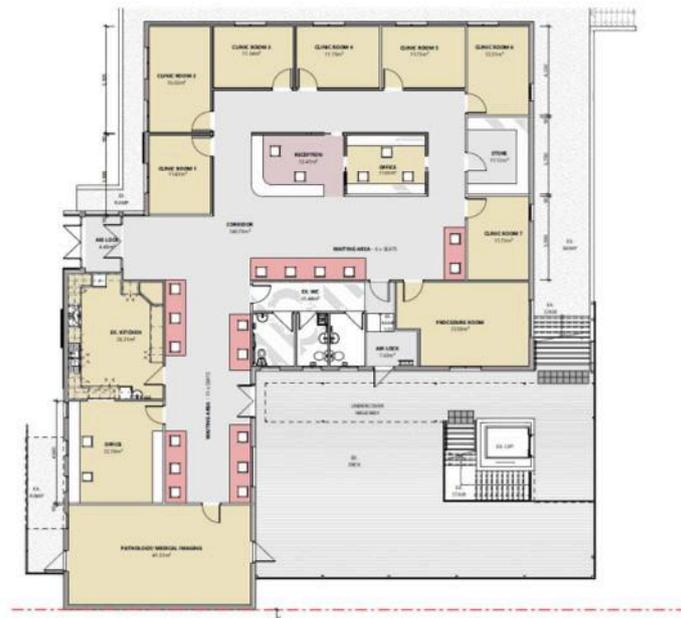


Figure 4 Floor plan (ARTAS Architects)

4.3 Assessment against Section 20(1)(b), and (e) – state policy

Section 20(1)(b) and (e) requires that the amendment be consistent with each State policy and the *Gas Pipelines Act 2000*. There are currently three state policies operational in Tasmania that articulate the government’s strategic policy direction. The National Environmental Protection Measures are also taken as State policy for the purposes of this assessment. The relevance of these policies to the proposed scheme amendment are addressed below:

[REDACTED]

The site is not identified as potentially contaminated and the proposal does not involve any potential use or development that require environmental considerations under the NEPMs.

4.3.5 Gas Pipelines Act 2000

The site is not affected by a gas pipeline. Therefore, this requirement is not applicable.

4.4 Assessment against Section 20(1)(d) – Council strategic plan

Section 20(1)(d) of the Act requires the amendment to have regard to the Kingborough Council Strategic Plan 2020-2025. The plan provides the direction for the future delivery of Council services, to influence the quality of life for residents and businesses. The plan is based on key priorities to support a safe, healthy and connected community, to deliver quality infrastructure and services, and to sustain the natural environment whilst facilitating development. The proposed amendment furthers these priorities,

[REDACTED]

4.5 Assessment against Section 30O(1) – regional land use strategy

Section 30O(1) requires the amendment, as far as practicable, to be consistent with the Southern Tasmania Regional Land Use Strategy 2010-2035 (STRLUS). The STRLUS guides the planning direction for the region and provides a critical link between State and local strategic planning. It sets out the strategy and policy basis to facilitate and manage change, growth, and development.

The STRLUS includes a suite of land use planning policies that are intended to guide decision making by [REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

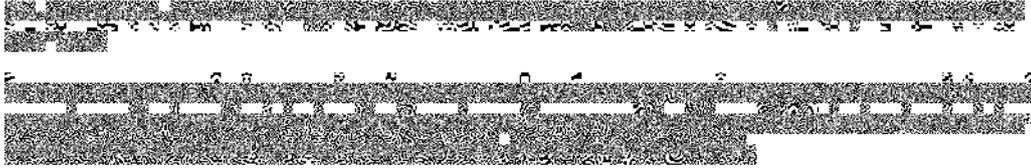
[REDACTED]

[REDACTED]

[REDACTED]

⁴ The Kingborough Land Use Strategy 2019 is a Council document supporting the preparation of the draft Local Provisions Schedule; part of Council's transitions to the Tasmanian Planning Scheme.

⁵ Discussion paper: Healthy, Active Tasmania – 20 year preventative health strategy 2026-2046



The results of the noise report, and the consideration of amenity protections for non-residential use, demonstrate that this amendment can result in use and development on the site that avoids land use conflict.

4.7 Assessment against Section 32(1)(ea)

Section 32(1)(ea) requires the amendment to not conflict with Section 30O of the Act. Refer to Section 4.5 of this report for assessment against Section 30O(1) of the Act. Noting that the amendment seeks a SSQ but no change to the underlying planning scheme provisions, the remaining tests in Section 30O of the Act are not applicable.

4.8 Assessment against Section 32(1)(f) – regional scale impact

Section 32(1)(f) of the Act requires consideration of any regional scale impact that potential use and development could have because of the amendment. Assessment against regional scale impacts is provided in Sections 4.2, 4.3, and 4.5 of this report. In summary, the minor scale of the site will not result in a regional level impacts.

4.9 Assessment against Section 32(2)



[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

The proposed use is discretionary in the Low Density Residential Zone, pursuant to the SSQ.

5.2.5 Applicable standards

Table 3 provides a summary of the applicable use and development standards for the Low Density Residential Zone. Assessment against the applicable standards is provided in the sections following.

Table 2 - Applicable standards in the Local Business Zone

| Clause | Applicability |
|---|---|
| 12.3.1 Non-residential use | Applicable |
| 12.3.2 Visitor accommodation | Not applicable; no visitor accommodation proposed |
| 12.4.1 Non-dwelling development | Not applicable; no change to existing development |
| 12.4.2 Setbacks and building envelopment | Not applicable; applies to dwellings only. |
| 12.4.3 Site coverage and private open space | Not applicable; applies to dwellings only. |
| [REDACTED] | [REDACTED] |
| 12.4.9 Residential density for multiple dwellings | Not applicable; no dwellings proposed |
| 12.5 Subdivision | Not applicable; no subdivision proposed |

5.2.5.1 Clause 12.3.1 Non-residential use

Acceptable Solutions

Performance Criteria

A1

Hours of operation must be within:

(a) 8.00 am to 6.00 pm Mondays to Fridays inclusive;

[Redacted]

[Redacted] unloading and garbage removal) to or from a site must be limited to 20 vehicle movements per day and be within the hours of:

(a) 7.00 am to 5.00 pm Mondays to Fridays inclusive;

P1

Hours of operation must not have an unreasonable impact upon the residential amenity through commercial

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]



[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted] unloading and garbage removal) must not result in unreasonable adverse impact upon residential amenity having regard to all of the following:

(a) the time and duration of commercial vehicle movements;

| Clause | Applicability |
|--------|---------------|
|--------|---------------|

| | |
|----------------------------|-------------------------------|
| E5.6.3 New level crossings | Not applicable. Not proposed. |
|----------------------------|-------------------------------|

| | |
|------------------------|---------------------------|
| E5.6.4 Sight distances | Not applicable. Existing. |
|------------------------|---------------------------|

5.3.1.1 Clause E5.5.1 Existing road accesses and junctions

| Acceptable Solutions | Performance Criteria |
|----------------------|----------------------|
|----------------------|----------------------|

A1
 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.

P1
 Any increase in vehicle traffic at an existing access or junction in an area subject to a speed limit of 60km/h or less, must be safe and not unreasonably impact on the efficiency of the road, having regard to:
 (a) the increase in traffic caused by the use;
 (b) the nature of the traffic generated by the use;



Planner Response

The proposal will use an existing single access point providing both entry and exit to the site.
 The acceptable solution (A2) is met.

5.3.1.2 Clause E5.6.4 Site distances

Acceptable Solutions

Performance Criteria

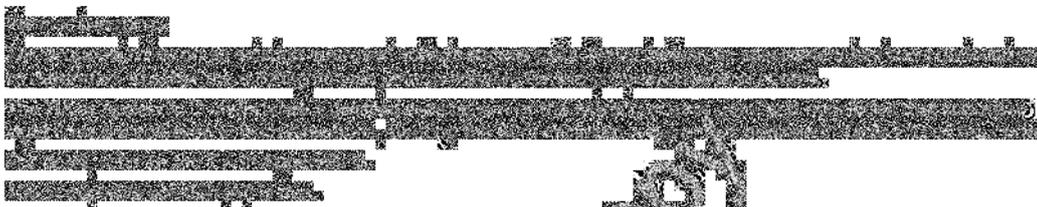
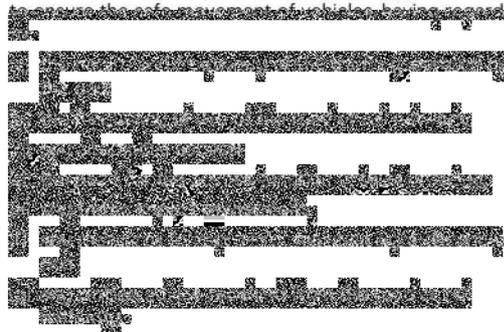
A1

Sight distances at: (a) an access or junction must comply with the Safe Intersection Sight Distance shown in Table



P1

The design, layout and location of an access, junction or rail level crossing must provide adequate sight distances



5.3.2 Parking and access code

The Parking and Access Code applies to all use and development. A summary of the applicable code requirements is provided in Table 5 and the sections following. Although the proposal relies on much of the existing parking and access available on the site, an appraisal of some standards has been completed irrespective of their applicability. This is to ensure that the existing arrangements are suitable for the proposed medical centre.

Table 4 - Applicable standards in the Parking and Access Code

| Clause | Applicability |
|--|---------------------------|
| E6.6.1 Number of car parking spaces | Applicable |
| E6.6.2 Number of accessible parking spaces | Applicable |
| E6.6.3 Number of motorcycle parking spaces | Applicable |
| E6.6.4 Number of bicycle parking spaces | Applicable |
| E6.7.1 Number of vehicular accesses | Applicable |
| E6.7.2 Design of vehicular accesses | Not applicable. Existing. |
| E6.7.3 Vehicle passing areas along an access | Not applicable. Existing. |
| E6.7.4 On site turning | Applicable |

| Clause | Applicability |
|---|---------------------------|
| E6.7.5 Layout of parking areas | Applicable |
| E6.7.6 Surface treatment of parking areas | Not applicable. Existing. |
| [REDACTED] | [REDACTED] |

E6.7.13 Facilities for commercial vehicles Applicable

E6.7.14 Access to a road Applicable

5.3.2.1 Clause E6.6.1 Number of car parking spaces

Acceptable Solutions

Performance Criteria

A1

The number of on-site car parking spaces must be:

[REDACTED]

P1

The number of on-site car parking spaces must be

[REDACTED]

- (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;

[REDACTED]

[REDACTED]

the proposed. In addition, the site is well served by public transport, noting there is a bus stop directly at the street frontage to the site. Finally, it is acknowledged that the parking areas are existing on the site and there is no suitable alternative arrangements available.

For detail, refer to the TIA in Appendix D.

The performance criteria (P1) are satisfied.

5.3.2.2 Clause E6.6.3 Number of motorcycle parking spaces

| Acceptable Solutions | Performance Criteria |
|------------------------------------|------------------------------------|
| <p>A1</p> <p>[REDACTED]</p> | <p>P1</p> <p>[REDACTED]</p> |

Planner Response

The proposal includes one dedicated motorcycle parking space in accordance with A1.

For detail, refer to the TIA in Appendix D.

The acceptable solution (A1) is met.

5.3.2.3 Clause E6.6.4 Number of bicycle parking spaces

| Acceptable Solutions | Performance Criteria |
|--|---|
| <p>A1</p> <p>The number of on-site bicycle parking spaces provided must be no less than the number specified in Table E6.2.</p> | <p>P1</p> <p>The number of on-site bicycle parking spaces provided must have regard to all of the following:</p> <ul style="list-style-type: none"> (a) the nature of the use and its operations; (b) the location of the use and its accessibility by cyclists; |

[REDACTED]

[REDACTED]

Therefore, pursuant to Table E6.2 there is no requirement for bicycle parking.
 For detail, refer to the TIA in Appendix D.
 The acceptable solution (A1) is met.

5.3.2.4 Clause E6.7.1 Number of vehicular accesses

| Acceptable Solutions | Performance Criteria |
|---|---|
| <p>A1</p> <p>The number of vehicle access points provided for each road frontage must be no more than 1 or the existing.</p> <p>[REDACTED]</p> | <p>P1</p> <p>The number of vehicle access points for each road frontage must be minimised, having regard to all of the</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>Local Historic Heritage Code; (vi) the enjoyment of any 'al fresco' dining or other outdoor activity in the vicinity.</p> |

Planner Response

The proposal relies on the single exiting vehicle access point to Channel Highway frontage.
 The acceptable solution (A1) is met.

5.3.2.5 Clause E6.7.2 Design of vehicular accesses

| Acceptable Solutions | Performance Criteria |
|--|--|
| <p>A1</p> <p>Design of vehicle access points must comply with all of the following:</p> <ul style="list-style-type: none"> (a) in the case of non-commercial vehicle access; the location, sight distance, width and gradient of an access must be designed and constructed to comply with section 3 – “Access Facilities to Off-street Parking Areas and Queuing Areas” of AS/NZS 2890.1:2004 Parking Facilities Part 1: Off-street car parking; (b) in the case of commercial vehicle access; the location, sight distance, geometry and gradient of an access must be designed and constructed to comply with all access driveway provisions in section 3 “Access Driveways and Circulation Roadways” of | <p>P1</p> <p>Design of vehicle access points must be safe, efficient and convenient, having regard to all of the following:</p> <ul style="list-style-type: none"> (a) avoidance of conflicts between users including vehicles, cyclists and pedestrians; (b) avoidance of unreasonable interference with the flow of traffic on adjoining roads; (c) suitability for the type and volume of traffic likely to be generated by the use or development; (d) ease of accessibility and recognition for users. |

[REDACTED]

[REDACTED]

For detail, refer to the TIA in Appendix D.
 The performance criteria (P1) are satisfied.

5.3.2.6 Clause E6.7.3 Vehicle passing areas along an access

Acceptable Solutions

Performance Criteria

A1

Vehicular passing areas must:

- (a) be provided if any of the following applies to an

access:

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

P1

Vehicular passing areas must be provided in sufficient number, dimension and siting so that the access is safe, efficient and convenient, having regard to all of the

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Planner Response

The site serves 29 parking spaces, and the proposal relies on the exiting vehicle access point and passing areas. Specifically, the first passing area at the kerb is 5.5 m wide and longer than 6 m.
 The acceptable solution (A1) is met.

5.3.2.7 Clause E6.7.4 On site turning

Acceptable Solutions

Performance Criteria

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

- (e) suitability of the location of the access point and the traffic volumes on the road.

[REDACTED]

5.3.2.8 Clause E6.7.5 Layout of parking areas

| Acceptable Solutions | Performance Criteria |
|---|--|
| <p>A1</p> <p>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</p> | <p>P1</p> <p>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.</p> |

[REDACTED]

5.3.2.9 Clause E6.7.7 Lighting of parking areas

| Acceptable Solutions | Performance Criteria |
|--|---|
| <p>A1</p> <p>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)</p> | <p>P1</p> <p>Parking and vehicle circulation roadways and pedestrian paths used outside daylight hours must be provided with lighting to a standard which satisfies all of the following:</p> <ul style="list-style-type: none"> (a) enables easy and efficient use of the area; (b) minimises potential for conflicts involving <p>[REDACTED]</p> |

[REDACTED]

For details, refer to the TIA in Appendix D.
The acceptable solution (A1) is met.

5.3.2.10 Clause E6.7.8 Landscaping of parking areas

| Acceptable Solutions | Performance Criteria |
|---|--|
| <p>A1 Landscaping of parking and circulation areas must be provided where more than 5 car parking spaces are</p> | <p>P1 Landscaping of parking and circulation areas accommodating more than 5 cars must satisfy all of the</p> |

A landscaping plan has been prepared demonstrating that the landscape provisions for the site is more than 5% of the parking area.
For detail, refer to the proposal plans at Appendix A and TIA at Appendix D.
The acceptable solution (A1) is met.

5.3.2.11 Clause E6.7.9 Design of motorcycle parking areas

| Acceptable Solutions | Performance Criteria |
|---|--|
| <p>A1 The design of motorcycle parking areas must comply</p> | <p>P1 The design of motorcycle parking areas must provide</p> |

relevant Australian standard.
For detail, refer to the proposal plans at Appendix A and TIA at Appendix D
The acceptable solution (A1) is met.

5.3.2.12 Clause E6.7.10 Design of bicycle parking facilities

| Acceptable Solutions | Performance Criteria |
|---|---|
| <p>A1 The design of bicycle parking facilities must comply with all the following; (a) be provided in accordance with the requirements of Table E6.2; (b) be located within 30 m of the main entrance to the building.</p> | <p>P1 The design of bicycle parking facilities must provide safe, obvious and easy access for cyclists, having regard to all of the following: (a) minimising the distance from the street to the bicycle parking area; (b) providing clear sightlines from the building or the public road to provide adequate passive surveillance</p> |

[REDACTED]

[REDACTED]

The performance criteria (P1) are satisfied.

5.3.2.14 Clause E6.7.13 Facilities for commercial vehicles

| Acceptable Solutions | Performance Criteria |
|--|---|
| <p>A1 Commercial vehicle facilities for loading, unloading or manoeuvring must be provided onsite in accordance with Australian Standard for Off-street Parking, Part 2: Commercial, Vehicle Facilities AS 2890.2:2002, unless:</p> <p>[REDACTED]</p> | <p>P1 Commercial vehicle arrangements for loading, unloading or manoeuvring must not compromise the safety and convenience of vehicular traffic, cyclists, pedestrians and other road users.</p> |

| Acceptable Solutions | Performance Criteria |
|--|---|
| <p>A1 Access to a road must be in accordance with the requirements of the road authority.</p> | <p>P1 No Performance Criteria.</p> |

Planner Response
The proposal relies on the existing approved access point to Channell Highway.
The acceptable solution (A1) is met.

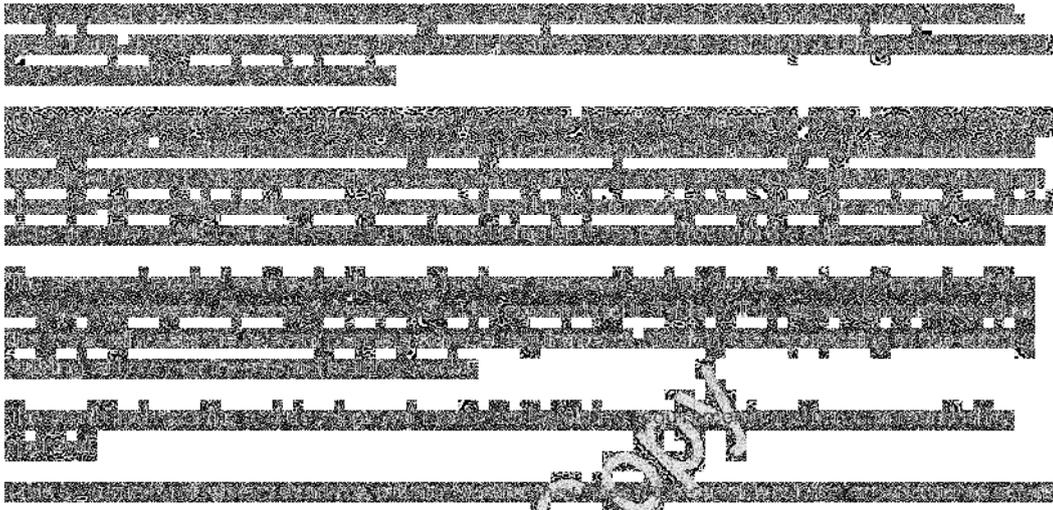
5.3.3 Stormwater management code

The Stormwater Management Code applies to all development requiring the management of stormwater. However, the proposal does not introduce any new impervious surface areas and relies on the existing



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6 Conclusion



| Clause | Assessment result |
|---|------------------------------------|
| Low Density Residential Zone | |
| 12.3.1 Non-residential use | Meets P1, Complies with A2, A3, A4 |
| Road and Railway Assets Code | |
| E5.5.1 A3/P3 Existing road accesses and junctions | Meets PC |
| E5.6.2 Road accesses and junctions | Complies with AS |
| Parking and Access Code | |
| E6.6.1 Number of car parking spaces | Meets PC |
| E6.6.2 Number of accessible parking spaces | Complies with AS |
| E6.6.3 Number of motorcycle parking spaces | Complies with AS |
| E6.6.4 Number of bicycle parking spaces | Complies with AS |
| E6.7.1 Number of vehicular accesses | Complies with AS |
| E6.7.4 Onsite turning | Complies with AS |

| Clause | Assessment result |
|----------------------------------|-------------------|
| E6.7.5 Layout of parking areas | Meets PC |
| E6.7.7 Lighting of parking areas | Complies with AS |
| [REDACTED] | [REDACTED] |

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Appendix A Proposal plans



Appendix B Title documents

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Appendix C Noise assessment



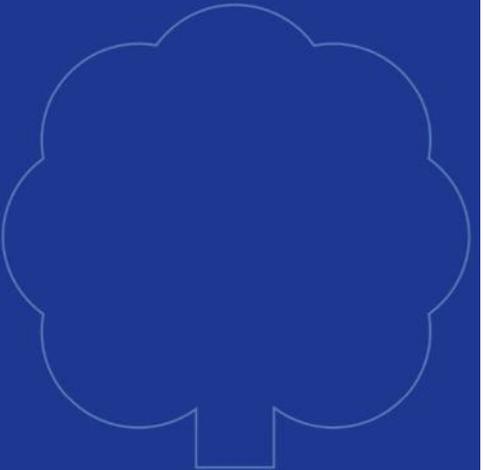
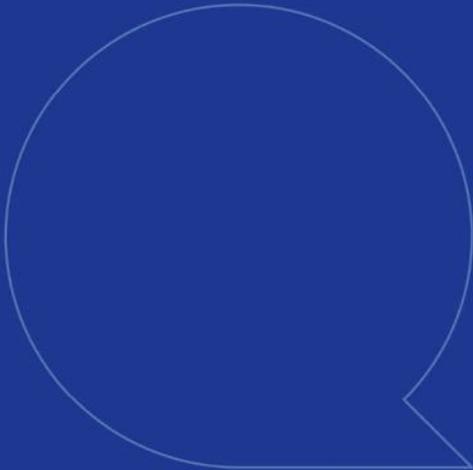
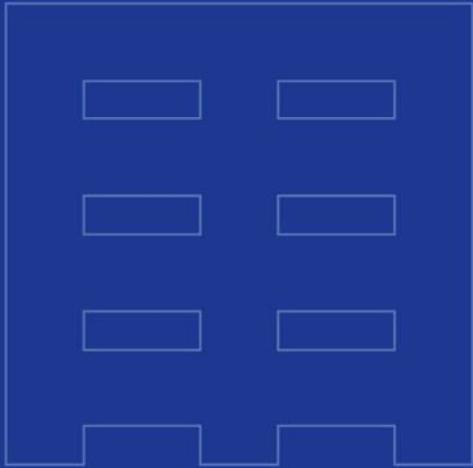
Appendix D Traffic impact assessment



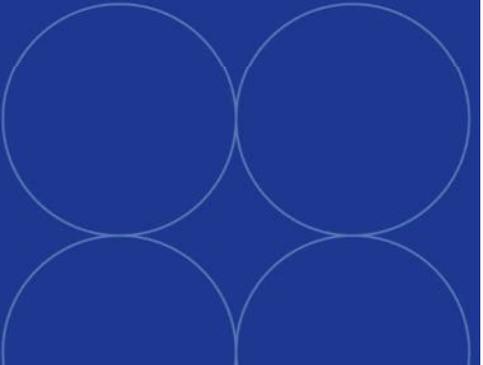


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Client
JMC Property Group P/L

Date
16 July 2025

Planning

Transport

Urban Design

Waste

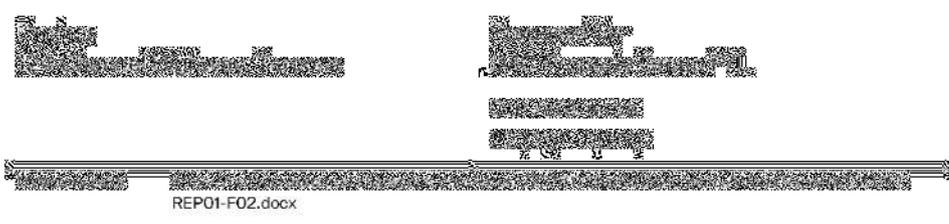
Transport Impact Assessment

Proposed Medical Centre

124 Channel Highway, Tarooma

ratio:

ratio.com.au



| Version | Date | Issue | Prepared by | Checked by |
|---------|------------|----------------|-------------|-------------|
| F01 | 5/03/2025 | Final Report | R. Tan | M. Petrusma |
| F02 | 16/07/2025 | Amended Report | R. Tan | M. Petrusma |

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Consultants Pty Ltd.

Acknowledgement of Country

We acknowledge the Traditional Owners of the land we work, live and travel on, and appreciate the rich cultures of the Aboriginal and Torres Strait Islander Peoples and their enduring connection to country.

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1. Introduction

1.1. Background

Ratio Consultants were engaged by JMC Property Group P/L to prepare a Transport Impact Assessment for a proposed medical centre at 124 Channel Highway, Tarooma.

1.2. Purpose and Structure of This Report

The purpose of this report is to identify and assess the potential traffic and transport impacts

- Section 4: Assessment of site access arrangements
- Section 5: Assessment of parking supply, layout and manoeuvring within the site
- Section 6: Assessment of the potential traffic and transport impacts of the proposal
- Section 7: A review of the proposal against the relevant provisions of the Planning Scheme
- Section 8: Conclusions

1.3. References

The following documents and resources have been referred to during the preparation of this

2. Existing Conditions

2.1. Location and Environment

The subject site is located on the eastern side of Channel Highway between Belhaven Avenue and Norwood Avenue, at 124 Channel Highway, Taroom.

The subject site location is provided in Figure 2-1.

Figure 2-1: Subject site location

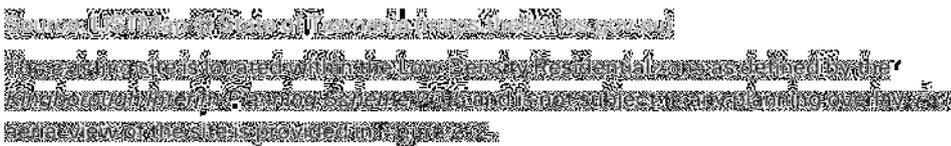


Figure 2-2: Aerial view of the existing site

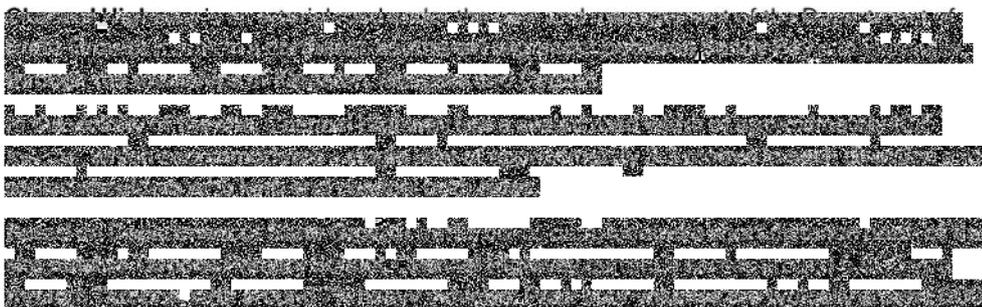


Source: Nearmap Imagery © 2024 Nearmap, HERE (dated 21 February 2025)

The subject site is currently occupied by a church, accessed via a crossover located at the northwestern corner of the site. There is an existing private car park with 31 parking spaces. Recent construction work at the site has added a deck and a lift to the rear of the building, improving access from the existing carpark.

The subject site is generally a trapezoidal shape, with a western frontage of approximately 40 metres to Channel Highway and a maximum depth of 67 metres, for an overall site area of approximately 2,167 square metres.

2.2. Road Network



vehicles per hour during the AM peak and 600 vehicles per hour during the PM peak.

The posted speed limit on this part of the Channel Highway is 50 km/h, and a 40 km/h school zone applies north of the site.

Views along Channel Highway in the vicinity of the site is provided in Figure 2-3 and Figure 2-4 below.

Figure 2-3: Channel Highway Facing North



Source: google.com/maps (image dated: May 2024)

Figure 2-4: Channel Highway Facing South



Source: google.com/maps (image dated: May 2024)

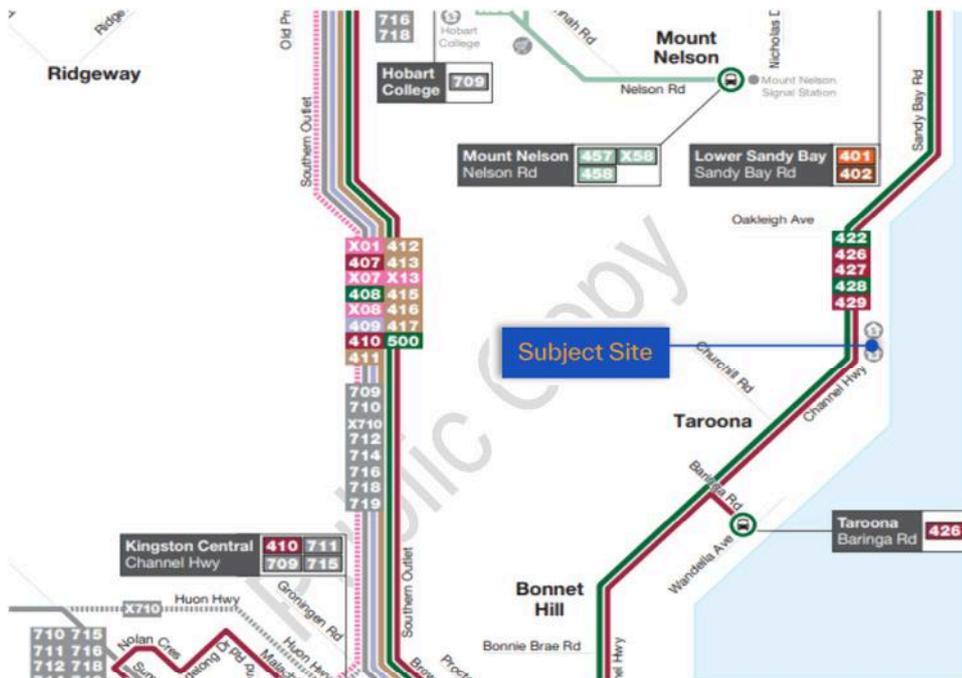
2.3. Sustainable Transport

Public Transport

The proposed development has convenient public transport access, with an existing bus stop located directly in front of the site, opposite No. 155 Channel Highway. This stop services four bus routes heading south (426, 427, 428, and 429), providing connections between Hobart, Sandy Bay, Tarooma, Blackmans Bay, and Kingston Central. Additionally, a bus stop at No. 145 Channel Highway, located approximately 300 metres north of the site, offers services towards Hobart City with pedestrian crossings provided via pedestrian operated traffic signals.

An excerpt from the Hobart South bus network is shown in Figure 2-5 below.

Figure 2-5: Excerpt of Hobart South Bus Network



Source: Transport Tasmania

Walking and Cycling Facilities

A footpath is provided on one side of Channel Highway along the site’s frontage. A pedestrian operated traffic signal is located north of the site (near Tarooma Primary School) to facilitate access to the northbound bus stop.

There are no dedicated cycling facilities in the area. Bicycle warning signage is present on Channel Highway alerting drivers to the presence of cyclists within the road shoulder or carriageway.

2.4. Crash History

Crash history data was obtained from the Department of State Growth for Channel Highway covering the most recent 5-year time period from 1 January 2020 to 31 December 2024. The area of interests has been identified below in Figure 2-6, comprising Channel Highway within 500 metres of the subject site.

Figure 2-6: Study Area for Crashes Surrounding the Subject Site



Source: Nearmap Imagery © 2024 Nearmap, HERE (dated 21 February 2025)

Six crashes were recorded within 500 metres on either side of the site, with two resulting in minor injuries and the remaining causing property damage only.

Three intersections (Channel Highway/Meath Avenue, Channel Highway/Coolamon Road, and Channel Highway/Churchill Road) each recorded one crash, while three mid-block

[REDACTED]

3. The Proposal

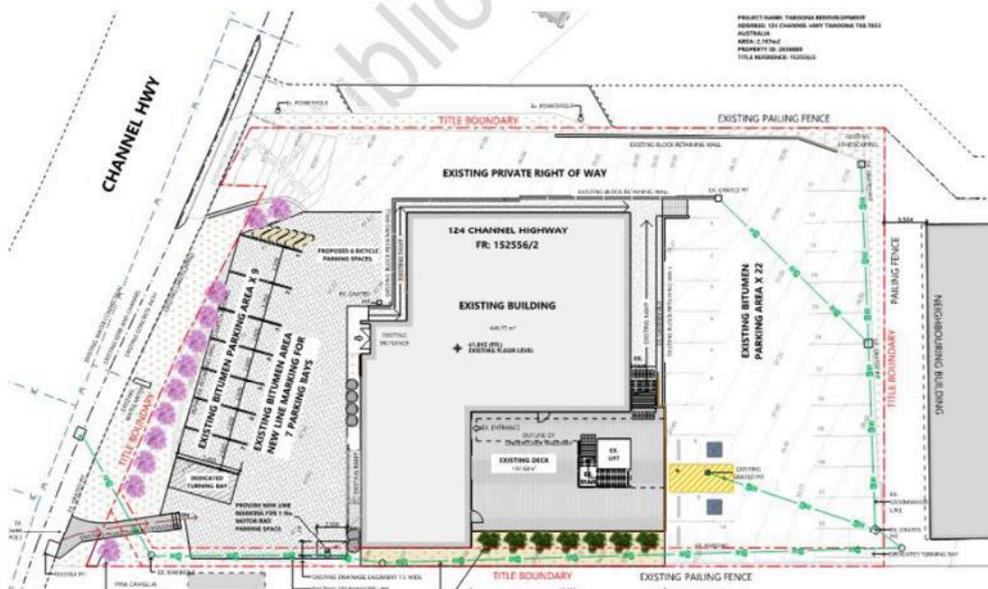
3.1. Overview

The proposed development involves the conversion of the existing church at 124 Channel Highway, Tarooma (floor area of 446.75 m²), to a medical centre. There are no proposed changes to the existing access arrangements, which are currently located at the northwestern corner of the site on Channel Highway.

The development has the following features:

- 1. Conversion of the existing church building to a medical centre.
- 2. Conversion of the existing parking area to a medical centre parking area.
- 3. Conversion of the existing driveway to a medical centre driveway.
- 4. Conversion of the existing access arrangements to a medical centre access arrangements.
- 5. Conversion of the existing site to a medical centre site.

Figure 3-1: Proposed Site Plan



Source: Site Plan (dwg no. A00-COU04, supplied by Artas Architect on 4 July 2025)

3.2. Proposed Staffing

Based on information provided by the applicant, it is expected that the centre will employ eight (8) doctors, two (2) nurses and two (2) full-time administration staff as well as two (2) cleaners.

Note that:

- Doctors would typically work four days a week
- Nurses would alternate two/three days per week.

On a typical day, the total number of staff on-site would be as summarised in Table 3-1.

Table 3-1: Total Number of Staff On-Site

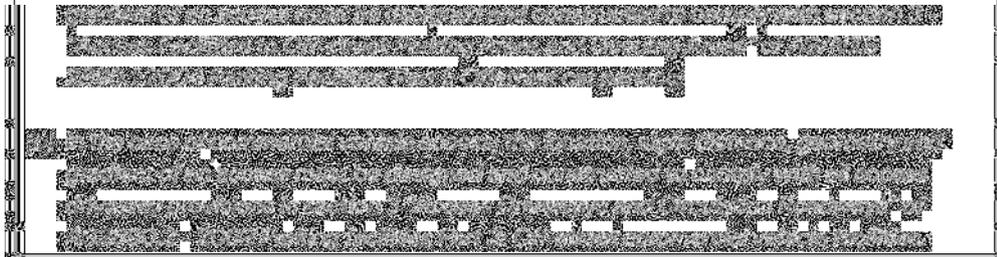
| Staff | No. | Role(s) |
|---------------------------------|----------|--|
| <i>6:30 am to 8:00 am</i> | | |
| Cleaners | 2 | Cleaning offices and amenities |
| <i>8:00 am to 5:00 pm</i> | | |
| Doctors (medical practitioners) | 5 | Regular doctor services |
| Administration staff | 2 | Booking, payments and general admin duties |
| Nurses | 1 | Injections and minor consultancy services |
| Maximum on-site | 8 | |

There would be a maximum of eight (8) staff on-site at any one time, comprising five medical practitioners and three support staff.

4.2. Design of Access

Clause E6.7.2-A1 of the Planning Scheme states:

Design of vehicle access points must comply with all of the following
(a) in the case of non-commercial vehicle access; the location, sight distance, width and



2890.1 are assessed in the following sections.

4.2.1 Assessment Against AS/NZS 2890.1

The existing access point has been assessed against the requirements of Section 3 of AS/NZS 2890.1 as outlined below.

3.1 General

The existing access point will be retained for the proposed use and will remain clearly recognisable to road users as a driveway.

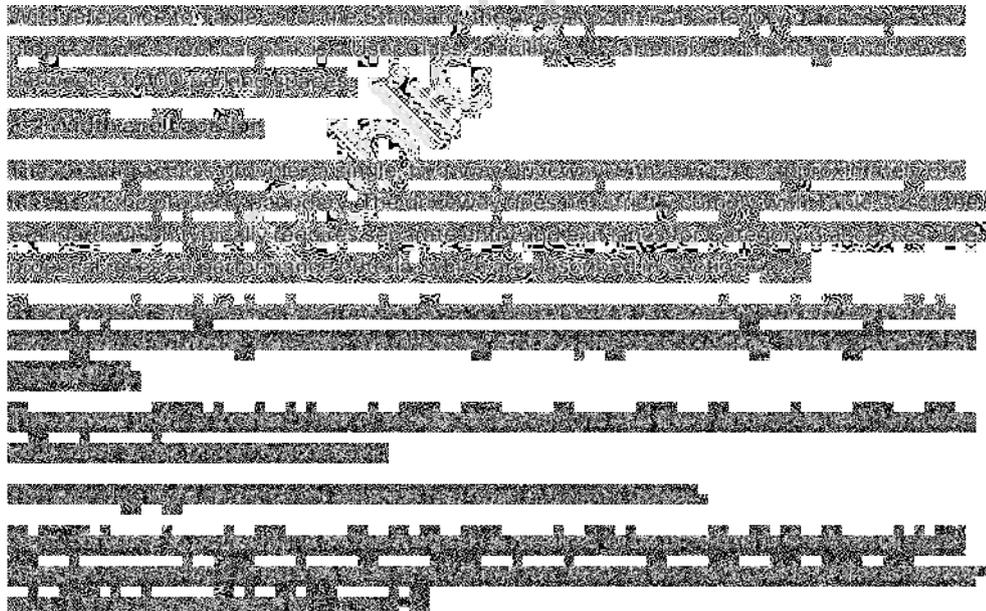
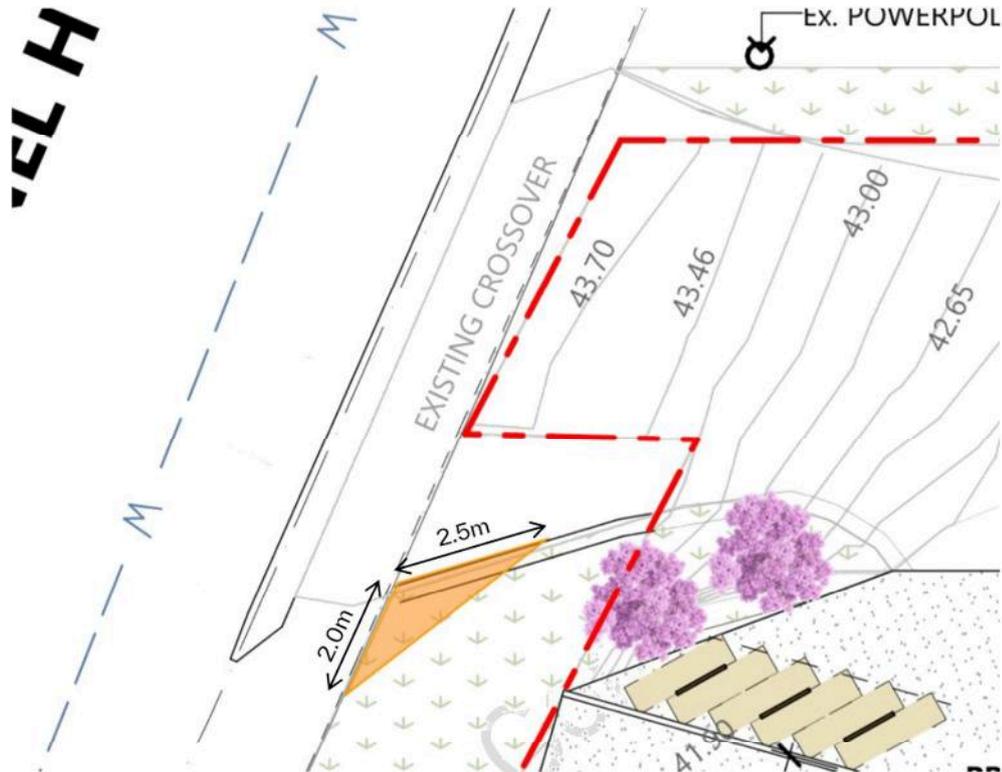


Figure 4-2: Pedestrian Sightline at the Access



Source: Site Plan (dwg no. A00-COU04, supplied by Artas Architect on 4 July 2025)

3.3 Gradient

The gradient across the public footpath is generally level. Based on the available survey data, the proposed driveway for the 6 metres into the site after the pedestrian footpath, has a gradient of up to approximately 1 in 6.25 (16%) before transitioning to a grade of around 1:8 (12.5%).

Some of the gradients comply with the requirements set out in AS/NZS 2890.1 including:

[REDACTED]

[REDACTED]

3.4 Queuing Areas

It is desirable that any queuing for access to the site should not impact on traffic or pedestrian flows on Channel Highway.

Table 4-1: Extract from Planning Scheme Table E5.1

| Vehicle Speed | Safe Intersection Sight Distance in metres, for speed limit of: | |
|---------------|---|----------------------|
| km/h | 60 km/h or less | Greater than 60 km/h |
| 50 | 80 | 90 |
| 60 | 105 | 115 |
| 70 | 130 | 140 |

The speed limit on Channel Highway is 50km/h, a safe intersection sight distance (SISD) of 80 metres applies.

The access point is also required to comply with the requirements of the Australian Standards which are as follows:

- AS/NZS 2890.1 requires a minimum 5 s gap sight distance of 55 metres for 40 km/h which is measured 2.5 metres back from the frontage road and using a driver eye height and object height of 1.15 metres.

A sightline assessment was undertaken at the location of the proposed access point to/from Channel Highway. The sight distance is assessed based on the position of the driver, placed at a 5m set back from the conflict point as shown in Figure 4-3 below.

Figure 4-3: Sight Lines for Accesses and junctions

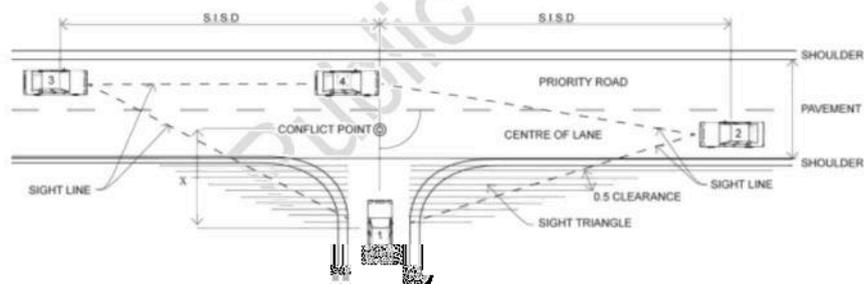


Figure 4-4: Channel Highway looking south from the site access



Source: google.com/maps (image dated: May 2024)

Figure 4-5: Channel Highway looking north from the site access



Source: google.com/maps (image dated: May 2024)

There are no obstructions to visibility in either direction from the site's access point shown in Figure 4-4 and Figure 4-5 above. Sightlines to the south and north along Channel Highway are over 80 metres, as demonstrated in Figure 4-6 below.

Figure 4-6: Available Sight Distances



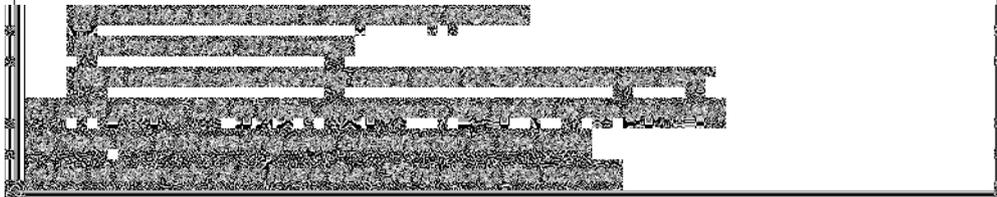
Source: Nearmap Imagery © 2024 Nearmap, HERE (dated 31 December 2024)

Based on the sight distance assessment as shown in Figure 4-6 above, the existing access point is provide sufficient sight distance, extending beyond the minimum sight distance requirement of 80m in accordance with the acceptable solution A1 of Clause E5.6.4 as well as the requirement of AS/NZS 2890.1 and AS 2890.2

4.4. Passing Areas

Clause E6.7.3-A1 of the Planning Scheme states:

Vehicular passing areas must:
(a) be provided if any of the following applies to an access:




as it is currently serving under 6,000 vehicles per day. Notwithstanding the above, a passing area has been provided on site. Therefore, the proposal complies with the acceptable solution.

4.5. On-site Turning

Clause E6.7.4-A1 of the Planning Scheme states:

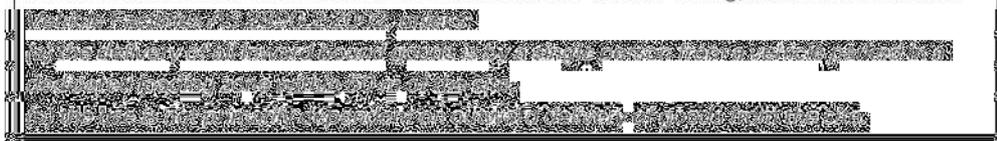
On-site turning must be provided to enable vehicles to exit a site in a forward direction, except where the access complies with any of the following:
(a) it serves no more than two dwelling units;
(b) it meets a road carrying less than 6000 vehicles per day.

The proposed development allows vehicles to enter and exit in a forward direction and therefore complies with the acceptable solution. Notably, turning areas are provided within both the front and rear carparks.

4.6. Access for Service Vehicles

Clause E6.7.13-A1 of the Planning Scheme states that:

Commercial vehicle facilities for loading, unloading or manoeuvring must be provided onsite in accordance with Australian Standard for Off-street Parking, Part 2 : Commercial.




major deliveries, this would be infrequent and occur outside of normal business hours.

Compliance with AS 2890.2 has been demonstrated using a swept path analysis for the 8.8 metre MRV design vehicle and is provided in Appendix A. Based on this, the proposal complies with the acceptable solution.

5. Parking

5.1. Car Parking Supply

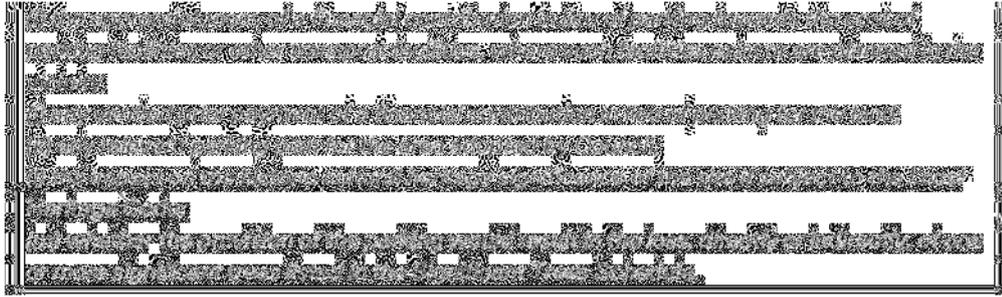
Clause E6.6.1-A1 of the Planning Scheme states that:

The number of on-site car parking spaces must be:
(a) no less than and no greater than the number specified in Table E6.1;
except if:
(i) the site is subject to a parking plan for the area adopted by Council, in which case parking

[REDACTED]

[REDACTED]

(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;



Channel Highway includes a trafficable road shoulder and warning signage alerting motorists to the presence of cyclists. Bicycle parking will be provided on the site to ensure that this is a viable mode of transport for those that choose to cycle.

A footpath is provided along the site frontage along with a pedestrian access to the site separate from the vehicular access.

[REDACTED]

[REDACTED]

[REDACTED]

Summary

The proposed provision of 29 car parking spaces represents an 11-space surplus compared to the recommendations of the GTIA, and a 1-space surplus based on a first principles calculation, and is therefore considered sufficient to meet the reasonable needs of users.

Furthermore, the site is located on a public transport route, and walking and cycling is catered for in the external network and on the site.

As a result, the proposed development aligns with the performance criteria of Clause E6.6.1-P1.

5.2. Accessible Car Parking

Clause E6.6.2-A1 of the Planning Scheme states:

Car parking spaces provided for people with a disability must:

- (a) satisfy the relevant provisions of the Building Code of Australia;*
- (b) be incorporated into the overall car park design;*
- (c) be located as close as practicable to the building entrance.*

The current version of the Code is the *National Construction Code (NCC) 2022 Volume One – Building Code of Australia Class 2 to 9 buildings*. The proposed medical centre, which is used

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

The proposed development includes two accessible car parking spaces with dimensions and adjacent shared area in compliance with the Standard, and therefore complies with the Acceptable Solution of Clause E6.6.2-A1.

5.3. Motorcycle Parking

Clause E6.6.3-A1 of the Planning Scheme states:

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.

[Redacted text]

[Redacted text]
(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;
(b) be located within 30 m of the main entrance to the building.

The proposed motorcycle parking space has dimensions of 1.2 metres by 2.5 metres and satisfies the requirements of the Standard, and is located within 30 metres of the building entrance, and therefore complies with the acceptable solution.

5.4. Bicycle Parking Supply

[Redacted text]

As the existing building will be retained for its conversion into a medical centre, no bicycle parking spaces are required on-site. Nevertheless, six bicycle parking spaces have been proposed on site for staff and/or patients to promote cycling and ensure cyclists are accommodated.

The proposal therefore complies with the acceptable solution.

5.5. Carpark Layout

Clause E6.7.5-A1 of the Planning Scheme states:

[Redacted text]

[Redacted text]

[Redacted text]

– Aisle width 5.8 metres

The above dimensions are generally adopted by the on-site car parking spaces, however the front car park fronting Channel Highway does not meet the standard dimensional requirements due to constraints imposed by the land and existing building.



Furthermore, a swept path assessment demonstrates that vehicles can adequately access these parking spaces, as shown in Appendix A. On the above basis, the proposed car parking layout aligns with the performance criteria of Clause E6.7.5-P1.

5.6. Lighting of Parking Areas

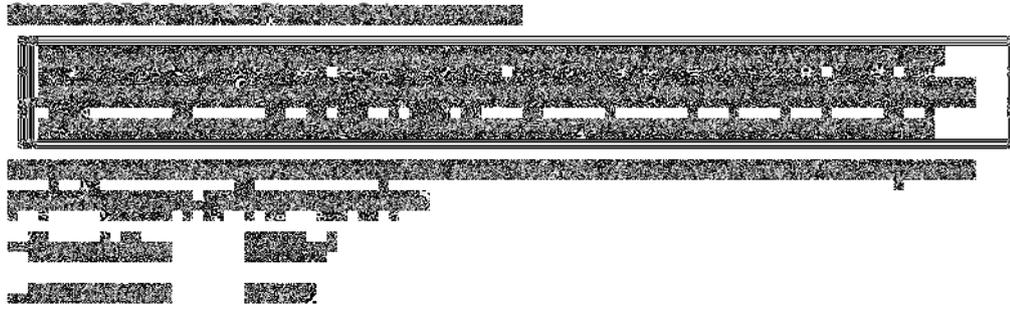
Clause E6.7.7-A1 of the Planning Scheme states:

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.

Given typical business hours of between 8:00 am and 5:00 pm, there will be times that the carpark is used outside of daylight hours, particularly during winter months.

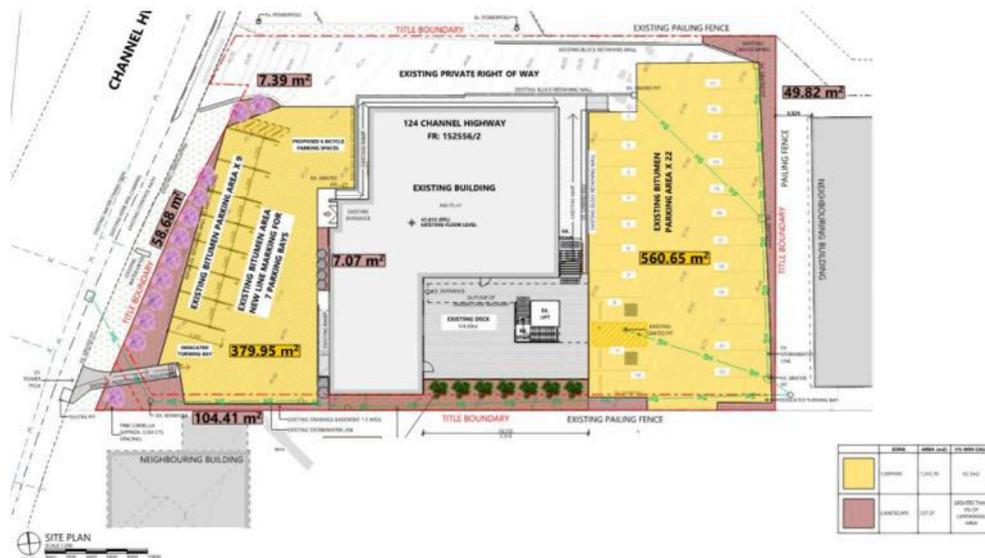
A Lighting Plan has been prepared in accordance with AS/NZS 1158.3.1 (2020) Clauses 4.1 and 4.9 and is provided in Appendix B. The Lighting Plan satisfies the acceptable solution of Clause E6.7.7-A1.

5.7. Landscaping of Parking Areas



– Landscape Area 227 m²

Figure 5-1: Landscape Ratio Calculation



Source: Site Plan (dwg no. A03-COU01, supplied by Artas Architect on 3 July 2025)

Based on the above, the proposal complies with the acceptable solution of Clause E6.7.8-A1.

6. Traffic Impacts

6.1. Expected Trip Generation

The expected trip generation has been estimated based on the peak hour generation model formula for medical centres by the *Transport for NSW Guide to Transport Impact Assessment (GTIA)*, which is outlined in Table 4-1/ Table 6-1.

Table 6-1: Person trips generation

| Period | Peak hour trip generation model ¹ | Person Trips |
|----------------------|--|-----------------------|
| Peak 1-hour (in+out) | $=0.0314(R^2) + 6.1122(R) + 8.0607$ | 66 person trips/ hour |
| Total daily | $=0.0314(R^2) + 6.1122(R) + 8.0607$ | 367 person trips/ day |

Where (R): Number of consulting rooms²

Private vehicles are typically the dominant mode of transport for medical centres. For this assessment, a mode share split of 95% by car and 5% by other (including public transport, taxis, etc.) is assumed. The proposed development is expected to generate up to 349 person trips per day during peak hours. This is significantly lower than the existing site, which generates approximately 1,000 person trips per day. The proposed development is expected to generate up to 349 person trips per day during peak hours. This is significantly lower than the existing site, which generates approximately 1,000 person trips per day.

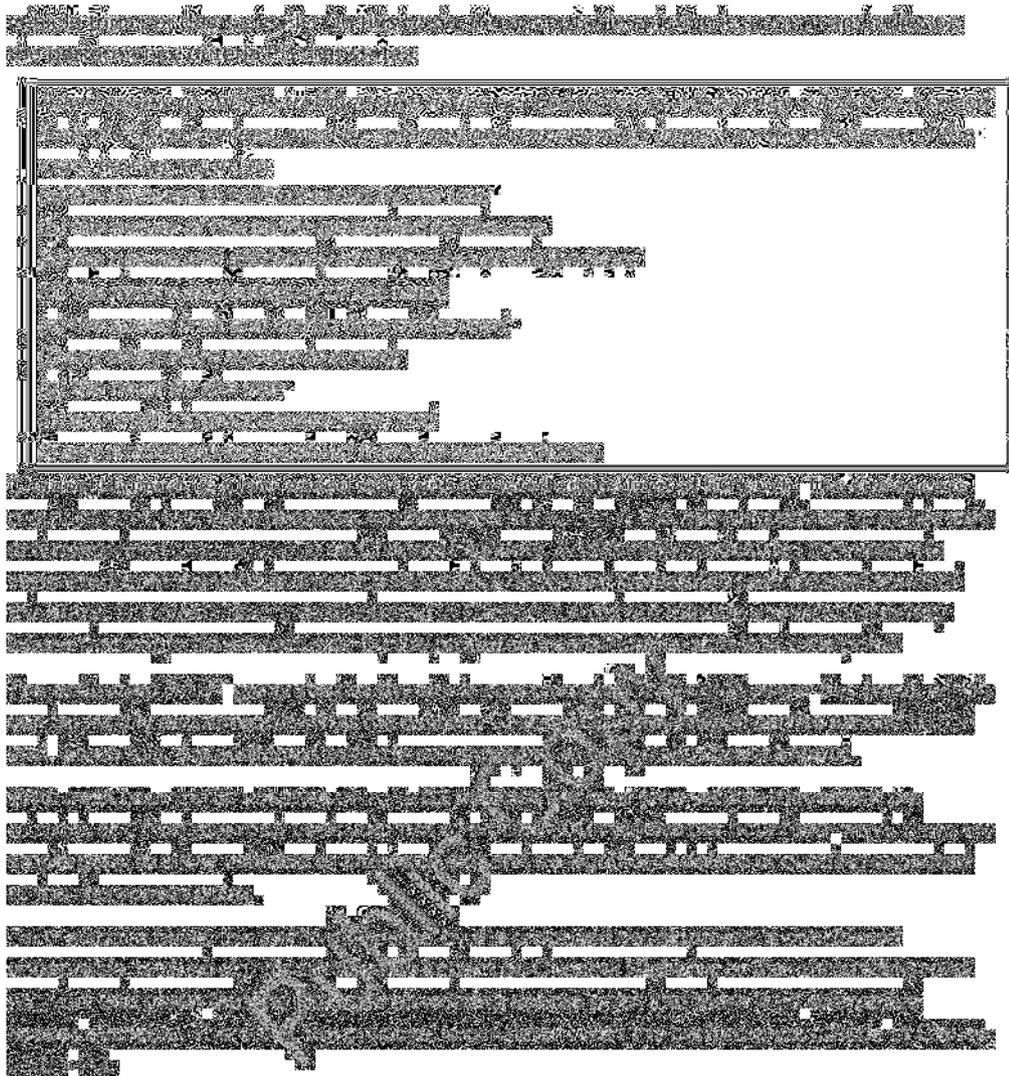
6.2. Traffic Assessment

Clause E5.5.1-A3 of the Planning Scheme states the following:

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.

For the purpose of this assessment, no traffic generation is assumed to be generated from the existing site during weekdays. The proposed development is expected to generate up to 349

¹ Formulas obtained from Table 5.68 of GTIA
² Given 9 consulting rooms are proposed, R is adopted as 9



6.3. Road Safety Assessment

No significant detrimental road safety impacts are foreseen for the proposed development. This is based generally on the following:

- The proposed development would generate relatively low traffic based on the total 29 car parking spaces provided.
- Swept path assessments show that the design vehicles can enter and exit the site in a forward direction, as demonstrated in Appendix A.
- The crash history does not suggest any specific road safety deficiencies that might be exacerbated by the proposed development as the existing crash history did not identify any safety issues that might be exacerbated by the proposed intensification at this access point .
- There is adequate sight distance at the site access point in accordance with relevant standards and the Planning Scheme.

7. Planning Scheme Assessment

The following tables provide a summary of this transport impact assessment against the relevant provision of the *Kingborough Interim Planning Scheme 2015*

Table 7-1: Road and Railway Assets Code

| Clause | Description | Response |
|--------|---|---|
| E5.5.1 | Existing road accesses and junctions | Consistent with P3. Refer Section 4.1. |
| E5.5.2 | Existing level crossings | Not relevant |
| E5.6.1 | Development adjacent to roads and railways | Not relevant |
| E5.6.2 | Road accesses and junctions | Complies with A2. Refer Section 4.1 |
| E5.6.3 | New level crossings | Not relevant |
| E5.6.4 | Sight distance at accesses, junctions and level crossings | Complies with A1. Refer Section 4.2.2. |

Table 7-2: Parking and Access Code

| Clause | Description | Response |
|--------|--|---|
| E6.6.1 | Number of car parking spaces | Consistent with P1. Refer Section 5.1. |
| E6.6.2 | Number of accessible car parking spaces for people with a disability | Complies with A1. Refer Section 5.2. |
| E6.6.3 | Number of motorcycle parking spaces | Complies with A1. Refer Section 5.3. |
| E6.6.4 | Number of bicycle parking spaces | Complies with A1. Refer Section 5.4 |

| Clause | Description | Response |
|---------|---|--|
| E6.6.5 | Number of car parking spaces - Central Business Zone | Not relevant. |
| E6.6.6 | Number of car parking spaces - General and Local Business Zones | Not relevant |
| E6.6.7 | Number of car parking spaces - Particular Purpose Zone 4 | Not relevant |
| E6.6.8 | Number of car parking spaces - Particular Purpose Zone 8 | Not relevant |
| E6.6.9 | Number of car parking spaces - Particular Purpose Zone 10 | Not relevant |
| E6.6.10 | Number of car parking spaces - Residential Zones | Not relevant |
| E6.7.1 | Number of vehicular accesses | Complies with A1 and A2. Refer Section 4.1. |
| E6.7.2 | Design of vehicular accesses | Consistent with P1. Refer Section 4.2. |
| E6.7.3 | Vehicular passing along an access | Complies with A1. Refer Section 4.4. |
| E6.7.4 | On-site turning | Complies with A1. Refer Section 4.5 |
| E6.7.5 | Layout of parking areas | Consistent with P1. Refer Section 5.5. |
| E6.7.6 | Surface treatment of parking areas | Not assessed |
| E6.7.7 | Lighting of parking areas | Complies with A1. Refer Section 5.6 and Appendix B. |
| E6.7.8 | Landscaping of parking areas | Complies with A1. Refer Section 5.7. |
| E6.7.9 | Design of motorcycle parking areas | Complies with A1. Refer Section 5.3. |
| E6.7.10 | Design of bicycle parking facilities | Not relevant |

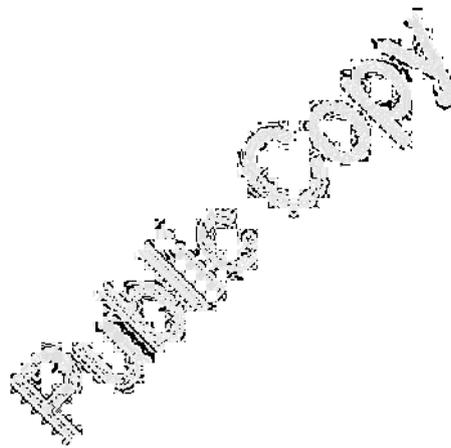
| Clause | Description | Response |
|---------|------------------------------------|---|
| E6.7.11 | Bicycle end of trip facilities | Not relevant |
| E6.7.12 | Siting of car parking | Not assessed |
| E6.7.13 | Facilities for commercial vehicles | Complies with A1. Refer to Section 4.6 and Appendix A. |
| E6.7.14 | Access to a road | Existing access complies with A1. |
| E6.7.15 | Access to Niree Lane Sandy Bay | Not relevant |

Public Copy

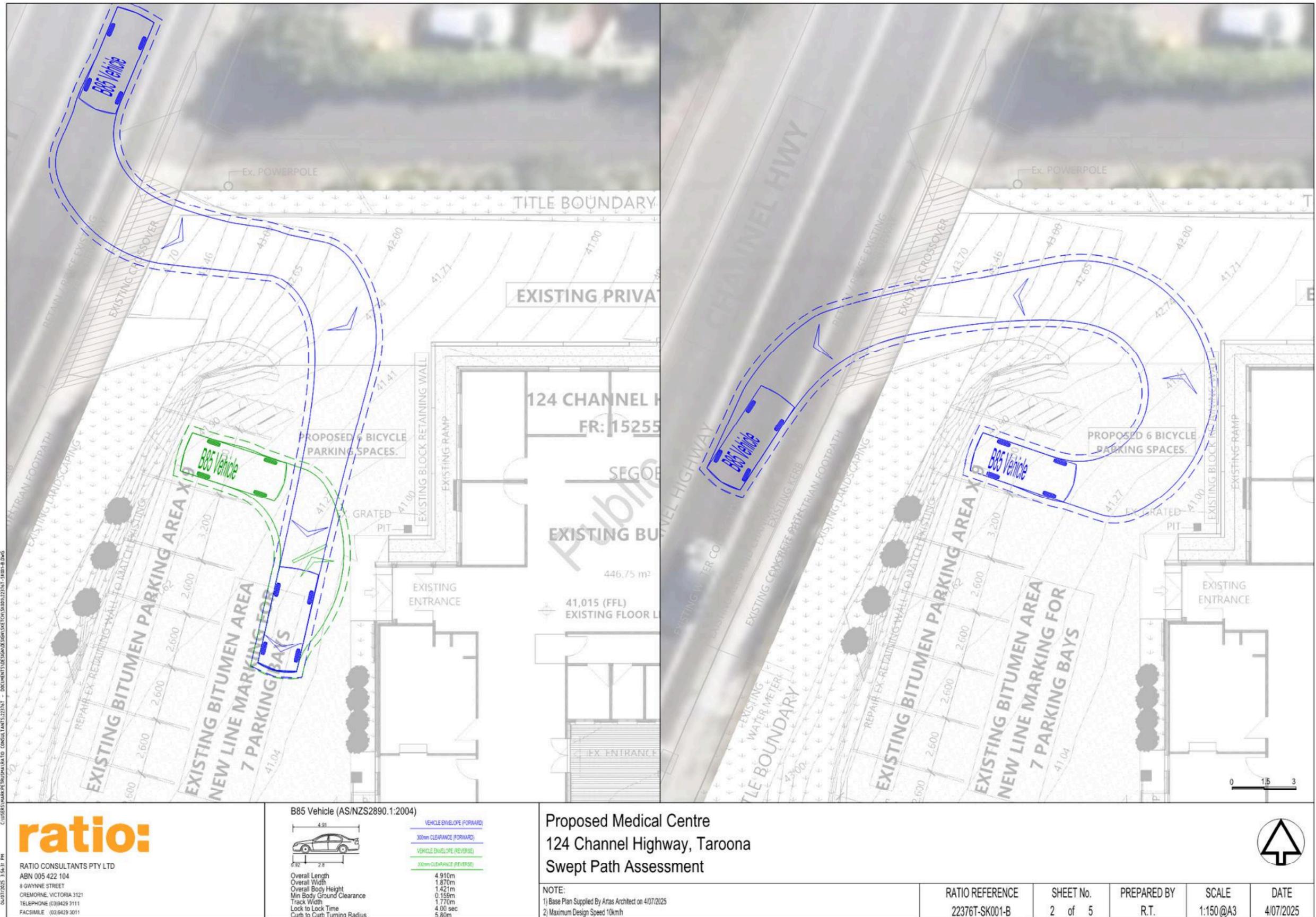
8. Conclusion

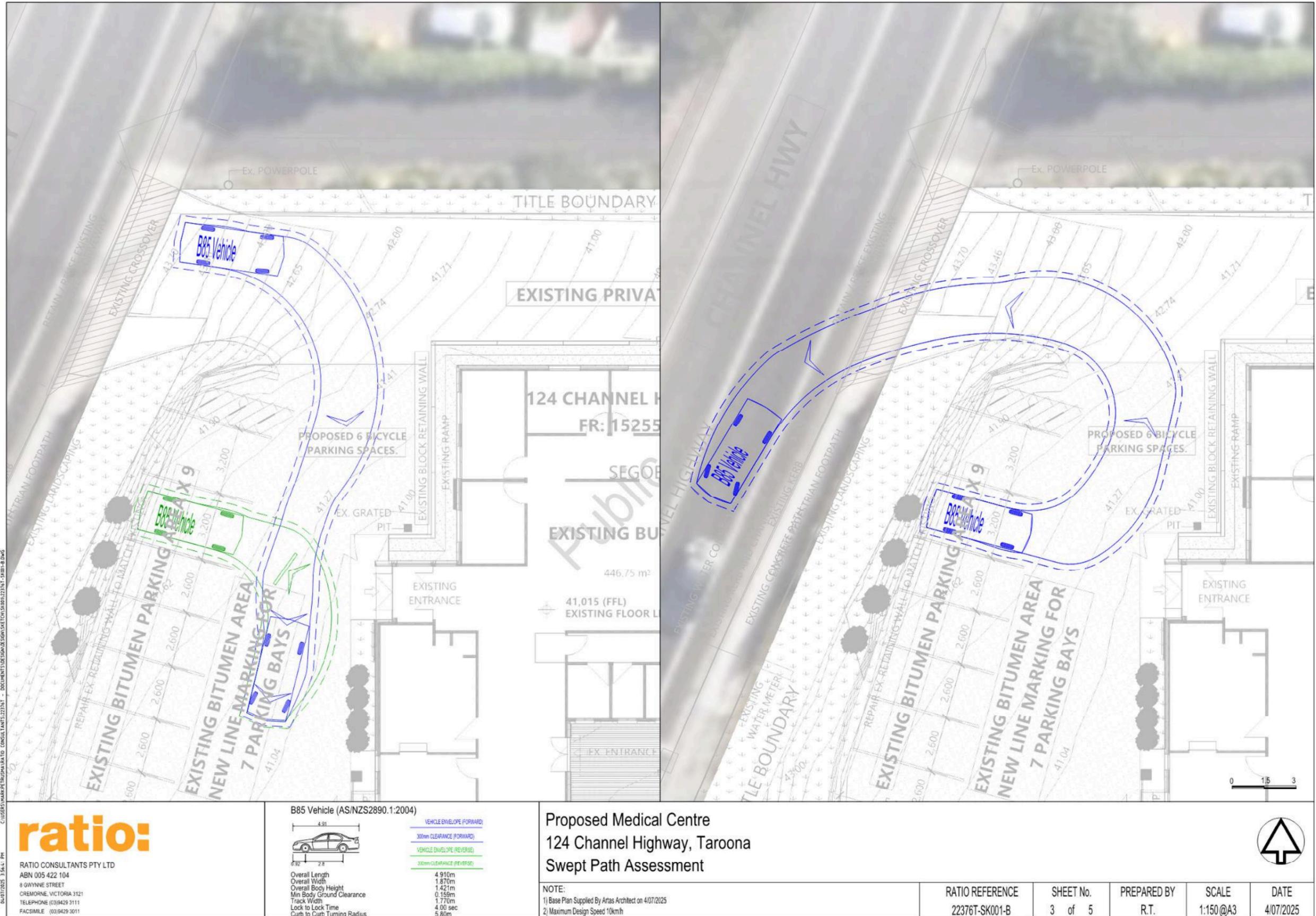
[REDACTED]

Appendix A – Swept Path Assessment









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 8 GWYNNE STREET
 CREMORNE, VICTORIA 3121
 TELEPHONE (03)9429 3111
 FACSIMILE (03)9429 3011

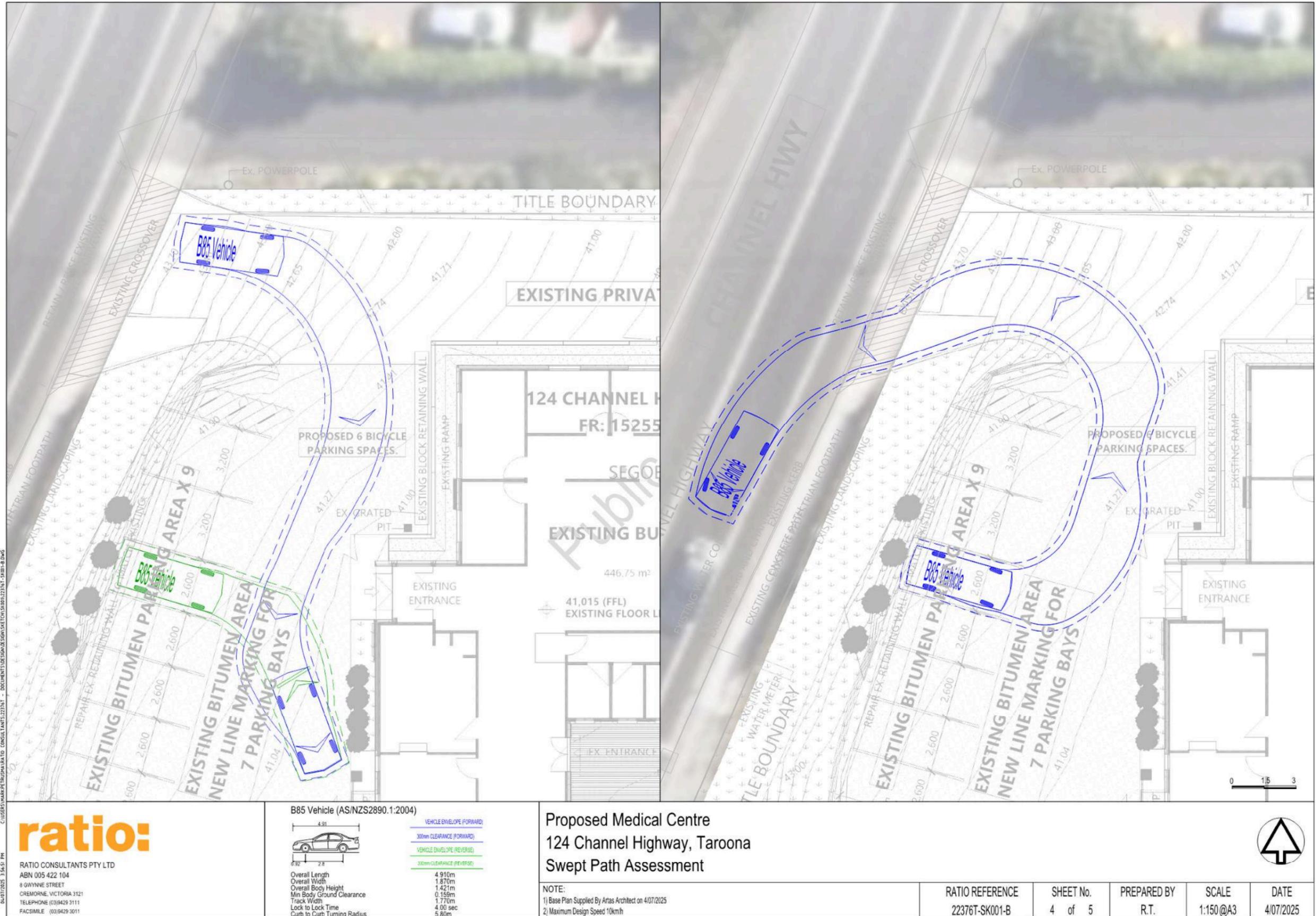
| B85 Vehicle (AS/NZS2890.1:2004) | |
|---------------------------------|----------|
| | |
| Overall Length | 4.910m |
| Overall Width | 1.870m |
| Overall Body Height | 1.421m |
| Min Body Ground Clearance | 0.159m |
| Track Width | 1.770m |
| Lock to Lock Time | 4.00 sec |
| Curb to Curb Turning Radius | 5.80m |

Proposed Medical Centre
124 Channel Highway, Taroom
Swept Path Assessment

NOTE:
 1) Base Plan Supplied By Artas Architect on 4/07/2025
 2) Maximum Design Speed 10km/h

| RATIO REFERENCE | SHEET No. | PREPARED BY | SCALE | DATE |
|-----------------|-----------|-------------|----------|-----------|
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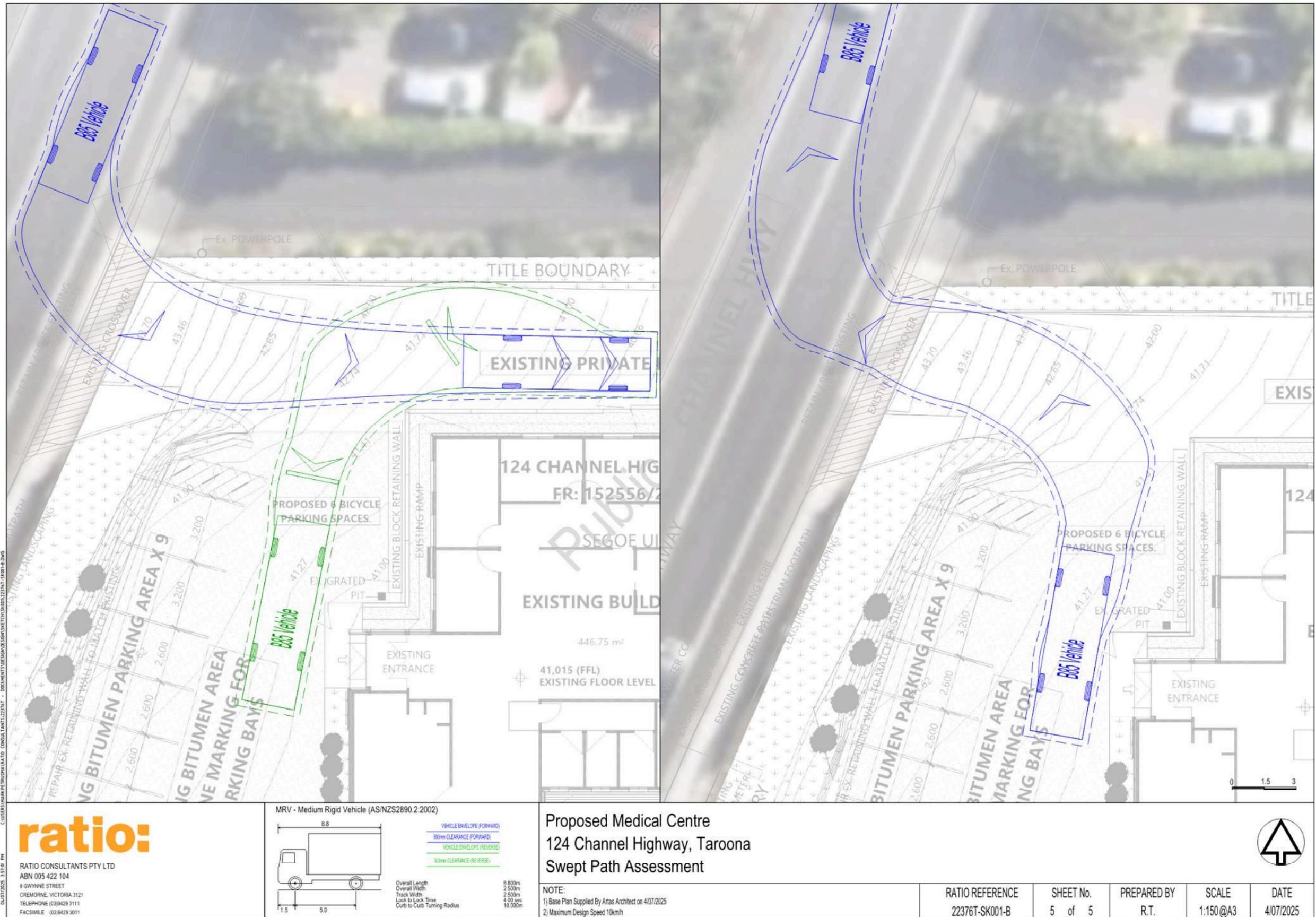
B85 Vehicle (AS/NZS2890.1:2004)

| | |
|-----------------------------|----------|
| Overall Length | 4.910m |
| Overall Width | 1.870m |
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| Lock to Lock Time | 4.00 sec |
| Curb to Curb Turning Radius | 5.80m |

**Proposed Medical Centre
 124 Channel Highway, Taroom
 Swept Path Assessment**

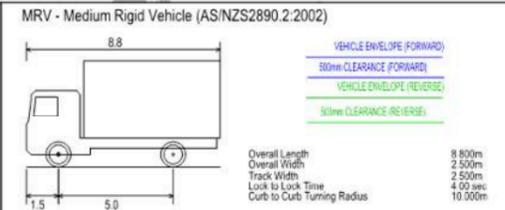
NOTE:
 1) Base Plan Supplied By Artas Architect on 4/07/2025
 2) Maximum Design Speed 10km/h

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|-----------------|-----------|-------------|----------|-----------|
| RATIO REFERENCE | SHEET No. | PREPARED BY | SCALE | DATE |
| 22376T-SK001-B | 4 of 5 | R.T. | 1:150@A3 | 4/07/2025 |



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ratio:



**Proposed Medical Centre
124 Channel Highway, Taroom
Swept Path Assessment**

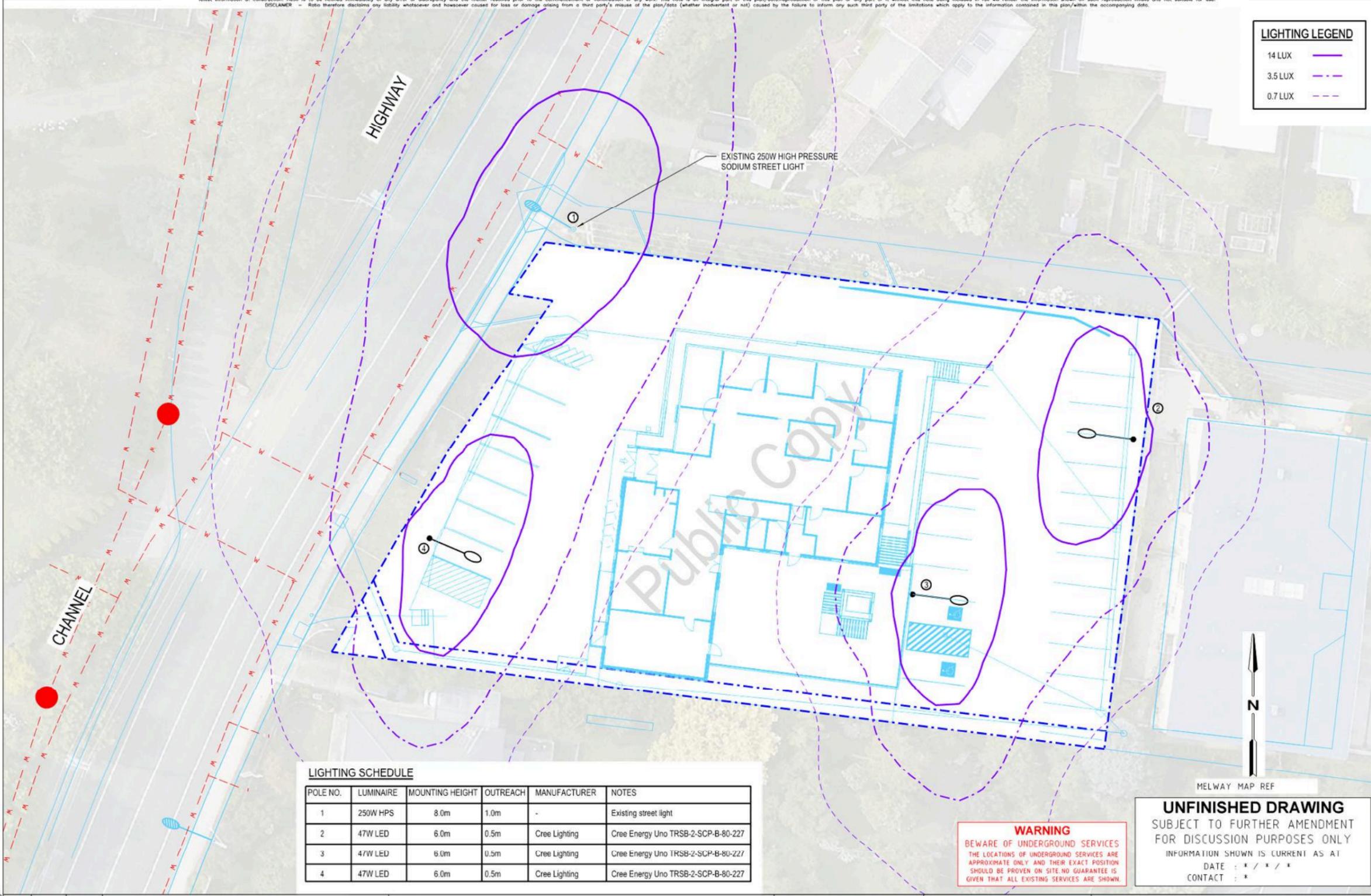
NOTE:
 1) Base Plan Supplied By Artas Architect on 4/07/2025
 2) Maximum Design Speed 10km/h

| | | | | |
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| RATIO REFERENCE | SHEET No. | PREPARED BY | SCALE | DATE |
| 22376T-SK001-B | 5 of 5 | R.T. | 1:150@A3 | 4/07/2025 |

Appendix B – Lighting Plan

Public Copy

This plan (or the data transmitted herewith) has been prepared to facilitate the construction and should not be used for any other purpose. Ratio accepts no responsibility whatsoever for the use of unapproved plans in any construction or for any commercial purposes. Set-Out dimensions of all design lines, grid lines, control lines, recovery marks and bench marks should be verified and confirmed against the latest information at construction. Ratio is to be notified immediately of any error or discrepancy and the matter resolved prior to the commencement or continuation of any work. This note is an integral part of this plan/data. Reproduction of this plan or any part of it without this note being included in full will render the information shown on such reproduction invalid and not suitable for use.
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| LIGHTING SCHEDULE | | | | | |
|-------------------|-----------|-----------------|----------|---------------|-------------------------------------|
| POLE NO. | LUMINAIRE | MOUNTING HEIGHT | OUTREACH | MANUFACTURER | NOTES |
| 1 | 250W HPS | 8.0m | 1.0m | - | Existing street light |
| 2 | 47W LED | 6.0m | 0.5m | Cree Lighting | Cree Energy Uno TRSB-2-SCP-B-80-227 |
| 3 | 47W LED | 6.0m | 0.5m | Cree Lighting | Cree Energy Uno TRSB-2-SCP-B-80-227 |
| 4 | 47W LED | 6.0m | 0.5m | Cree Lighting | Cree Energy Uno TRSB-2-SCP-B-80-227 |

UNFINISHED DRAWING
 SUBJECT TO FURTHER AMENDMENT
 FOR DISCUSSION PURPOSES ONLY
 INFORMATION SHOWN IS CURRENT AS AT
 DATE : * / * / *
 CONTACT : *

| | | | | | | | | | | |
|--|---|----------|---------------|----------|-------------------------|---|---|---------------|-------|---|
| CAD File: 22376-CLP-001.dgn | GENERAL NOTES | | | DESIGNED | S. MCKENZIE |  RATIO CONSULTANTS PTY LTD https://ratio.com.au/ | 124 CHANNEL HIGHWAY, TAROOMA Kingborough Council PUBLIC LIGHTING DESIGN CONCEPT LAYOUT | | | |
| | 1. AERIAL IMAGE OBTAINED FROM LANDCHECKER DATED 19/01/2025 | | | CHECKED | P. MALLEY | | | | | |
| | 2. ARCHITECTURAL BASE PLAN PREPARED BY ARTAS ARCHITECTS REF No SITE PLAN - COU.dwg DATED 04/07/2025 | | | APPROVED | M. PETRUSMA | | | | | |
| | 3. CAR PARK LIGHTING ASSESSMENT CARRIED OUT IN ACCORDANCE WITH AS1158.3.1 TO CATEGORY PC3 STANDARD | | | SCALE | 0 7.5 15 1: 300 @ A3 | | | | | |
| 4. DDA PARKING SPACES LIGHTING ASSESSMENT CONDUCTED IN ACCORDANCE WITH AS1158.3.1 TO CATEGORY PC0 STANDARD | | | DATE | 15.07.25 | SHEET NO | 01 of 01 | DRAWING NO | 22376-CLP-001 | ISSUE | A |
| A | M.P. | 15.07.25 | INITIAL ISSUE | | | | | | | |
| ISSUE | APPD | DATE | COMMENTS | | | | | | | |

Energy UNO

LED Street/Area Luminaire



Product Description

Designed as a complete street lighting system and optimized for LED light sources, it is distinguished by its extraordinary efficiency. Energy provides the best lighting solution. Developed with three product sizes, a wide range of light sources together with a comprehensive optical range, stand-alone flux control options and Zhaga and Nema connectivity. Energy can be mounted on a pole or bracket with an adjustability of +/- 20° and with 5° increments. Adjustments can be done from outside without having to open the product cover.

Applications: Urban and internal roads, pedestrian walkways and car parks.



Performance Summary

Efficacy: Up to 180 lm/W

Initial Color Consistency: 4 Step SDCM

System Lumen Output: Up to 11500 lm

Limited Warranty: 5 years on luminaire

Extended warranty (up to 10 years) available for approved projects. Contact ADLT for further information.

Ordering information

Eg. TRSB-2-K10-B-80-407-^ -A -G -FX -S -S -00

| TRSB | 2 | K10 | B | 80 | 407 | ^ | A | G | FX | S | S | 00 | |
|-------------------------------------|--|-------------------------------------|-------------------------------------|-----------------------------|--|--|-----------------------|---------------|-------------------------------|--|------------------------------|--------------------------|-------------------------|
| Product | Mounting | Optic | Light engine | Lumen output | CCT | Insulation Class | Voltage | Finish | Option | Variant | Protection | Cable Length | |
| TRSB Energy UNO Version B | 2 Horiz/vert tenon 60/42mm OD | K07 NanoComfort Narrow Street | 150 Wide Street | A Up to 4200 lm | 20 - 2000lm 30 - 3000lm 36 - 3600lm 42 - 4200lm | 227 2200K CRI70 | + Class I | A 220-240V | G Sapphire Grey | FX Fixed Output | S No socket/ No sensor | S By Driver | 00 No cable |
| | TUSB Energy UNO LCU Version B | 3 Vert tenon 76mm OD | K08 NanoComfort Narrow Street | 200 Extra Wide Street | B Up to 8000 lm | 50 - 5000lm 55 - 5500lm 60 - 6000lm 65 - 6500lm 70 - 7000lm 80 - 8000lm | 277 2700K CRI70 | ^ Class II | S Silver B Black | M1 Virtual Midnight 1 M2 Virtual Midnight 2 | N Nema socket | SF* Standard +Fuse | B1 Exit cable 1 m |
| K09 NanoComfort Medium Street | | | SCP Street & Cycle Path | C Up to 11500 lm | | 90 - 9000lm 100 - 10000lm 115 - 11500lm | 307 3000K CRI70 | | | | U 10 kV | B6 Exit cable 6 m | |
| K10 NanoComfort Medium Street | | | PCR Pedestrian Crossing Right | | 407 4000K CRI70 | | B Zhaga Bottom | | | | UF* 10 kV +Fuse | B8 Exit cable 8 m | |
| K11 NanoComfort Medium Street | | | PCL Pedestrian Crossing Left | D Zhaga Top & Bottom | 0B Exit cable 10 m | | | | | | | | |
| K12 NanoComfort Broad Street | | | P05 Pedestrian Narrow | | | | | | | | | | |
| 100 Medium Street | | | P25 Pedestrian Extra Wide | 2B Exit cable 12 m | | | | | | | | | |
| 125 Broad Street | | | | | | | | | | | | | |

*Fuseholder with 5x20 8A rit. fuse on the input (line only)
Standard cable cross-section 1.5mm². Other cross-sections available on request.

| LIGHT SHIELDS | |
|---------------|--------------|
| TRS-BLSF | Front shield |
| TRS-BLSR | Right shield |
| TRS-BLSL | Left shield |
| TRS-BLSB | Back shield |

| ADAPTER | |
|-----------------------|---|
| KIT-TRS-AP60-42-48-V0 | Fitter kit to mount to 42 & 48 mm tenon |

Advanced Lighting Technologies Australia Inc
Advanced Lighting Technologies New Zealand Ltd

Australia
New Zealand

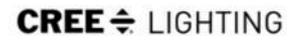
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+64 9 415 6332

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www.adlt.co.nz

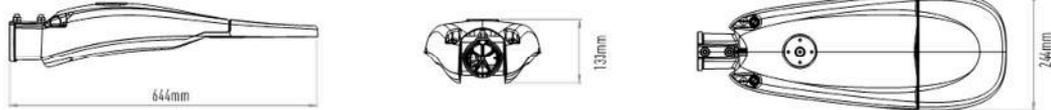
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Energy UNO

LED Street/Area Luminaire



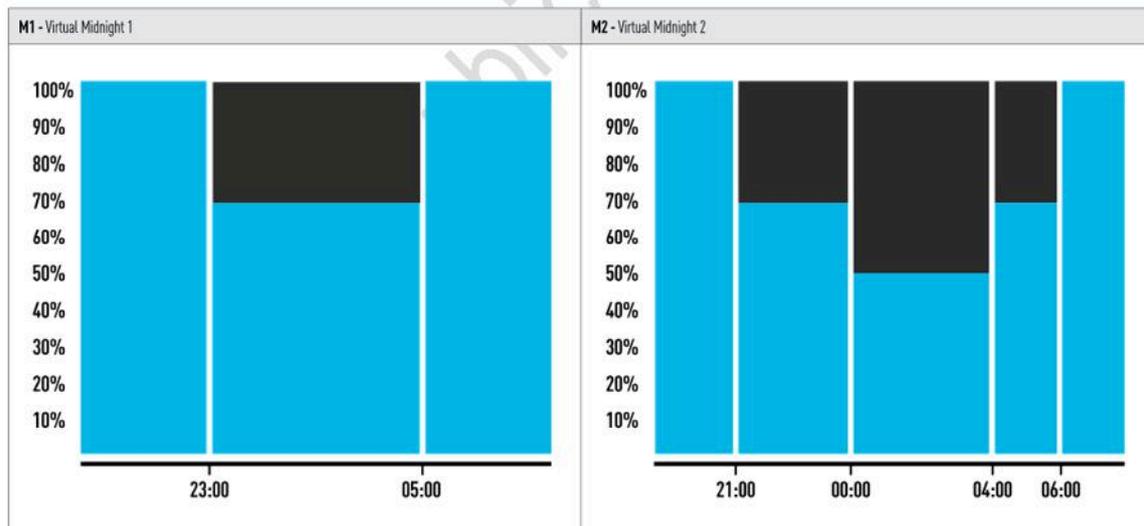
Dimensions



| Light engine | System Lumen Output (lm) | Power (W) | Efficacy (lm/W) |
|--------------|--------------------------|-----------|-----------------|
| A | 2024 | 13,2 | 153 |
| | 2995 | 18,5 | 162 |
| | 3626 | 21,7 | 167 |
| | 4211 | 24,7 | 170 |
| B | 5027 | 29,8 | 169 |
| | 5507 | 32,7 | 168 |
| | 5985 | 35,4 | 169 |
| | 6538 | 38,7 | 169 |
| | 7010 | 41,4 | 169 |
| | 8023 | 47,4 | 169 |
| C | 9000 | 54,3 | 166 |
| | 9992 | 60,6 | 165 |
| | 11494 | 70,2 | 164 |

Note¹: Data above for 4000K CRI70. Conversion factor for 3000K CRI70 = 0.95 | 2700K CRI70 = 0.91 | 2200K CRI70 = 0.79

Note²: Lumen and power data are typical values at 25°C ambient temperature. These values are subject to a tolerance of ±7%. In order to facilitate product updates, Cree Lighting Europe reserves the right to make changes without prior notice.



Virtual Midnight

This independent stand-alone system requires no additional wiring; it is integrated into the luminaire and requires no intervention from the installer. A system that is reliable and easy to set, as the adjustment follows pre-defined steps. Virtual Midnight offers excellent results in terms of savings: the device updates automatically according to the system's switch-on and switch-off times. Most energy saving regulations - GPP and the like - require maximum light output during the first and last hours of operation, which are generally the busiest, and a reduction of at least 30% during the central hours of the night. Through a self-learning process, the microprocessor determines the central point - the so-called virtual midnight - between the time the system is switched on (sunset) and the time it is switched off (dawn). The process is carried out over three consecutive days with regular on/off cycles. Virtual midnight is the reference point for switching the setback intervals according to the desired profile.

Advanced Lighting Technologies Australia Inc
Advanced Lighting Technologies New Zealand Ltd

Australia
New Zealand

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Rev.Date : 18/03/2025

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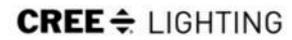
LED Street/Area Luminaire



| FEATURES |
|---|
| <ul style="list-style-type: none"> • Available with NanoComfort® precision optical system • System lumen output up to 11500 lm • Zhaga Book 15 compliant LED module efficiency (excluding optical system): ≥ 220 lm/W • Luminaire efficiency (including optical losses): up to 180 lm/W • CCT: 4000K Ra70, 3000K Ra70, 2700K Ra70, 2200K Ra70 • CRI Standard min. 70 • Initial Chromatic Selection: ≤ 4-Step MacAdam ellipse or $\Delta u'v' \leq 0.003$ (LM80:08) • Luminous flux maintenance factor: L90B10 > 100,000 hours $T_a=25^\circ\text{C}$ • Optical compartment and wiring compartment ingress protection: IP66 (IEC 60529) • Optical compartment and wiring compartment impact resistance: IK10 (EN 62262) • Overvoltage protection: up to 10kV CM/DM according to EN 61000-4-5 and EN 61547 • Driver equipped with over-temperature protection for optimal performance and safety • Power factor: up to 0.98 at full load • Operating temperature: -40°C up to $+50^\circ\text{C}$ • Control options: Virtual Midnight, D4i • Available with fuse, 20mm Zhaga Book 18 connector and NEMA socket • Backlight control accessory available on request for selected lenses • Front, side & rear light shield accessories available • SPD with LED fault indicator (Standard in class I, available on request in class II) • Weight: 6,5 kg • Lateral windage area: 0.04 m², maximum windage area: 0.12 m² |
| CONSTRUCTION AND MATERIALS |
| <ul style="list-style-type: none"> • Die-cast aluminum body EN 47100 (copper content <0.7%). Aluminum alloy EN AB 44300 (copper content <0.1%) available as an option. • Power supply compartment accessible without the use of tools • Ultra-clear 4mm tempered glass with anti-reflective coating • Replaceable PMMA lenses • Replaceable LED board equipped with ESD protection • Cable type H07RN-F (Cable length up to 15m) • Easy installation: wiring compartment accessible without tools, no need to open it for installation if the fixture is configured with protruding cable • Convenience in routine and extraordinary maintenance: accessible power supply compartment; lenses and LEDs easily removable and replaceable • Luminaire assembled without the use of adhesives, fully demountable and recyclable • Can be mounted on poles or brackets with an adjustability of $\pm 20^\circ$ and with 5° increments |
| WARRANTY AND CERTIFICATIONS |
| <ul style="list-style-type: none"> • Warranty: 5 years / 10 years on request • CE / CB / RoHS / ENEC • Compliant to: EN 60598-1, EN 60598-2-3 • TM66 rated with an excellent circularity • Meets CAM requirements • Exempt risk class (EN 62471) • Compliant with vibration test in accordance with IEC 60068-2-6 severity levels • Lead-free powder coatings with excellent exterior durability, conforms to the requirements: <ul style="list-style-type: none"> • Adhesion - test compliant with ISO 2409 • Salt spray - test NSS compliant with ISO 9227 • Accelerated Weathering - test UV compliant with ISO 16474-3 (ex ISO 11507) • Constant humidity - test compliant with ISO 6270-1 |

Energy UNO

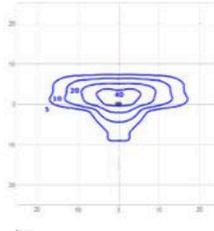
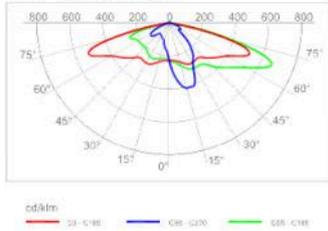
LED Street/Area Luminaire



Photometry

All published luminaire photometric testing performed by an external certified ISO 17025 laboratory. To obtain an IES file specific to your project consult: www.creelighting-europe.com

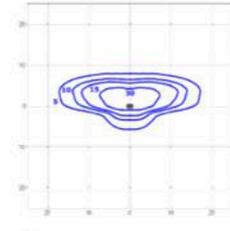
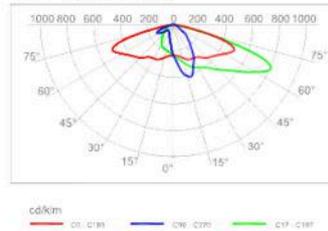
K07 - Narrow Street



Luminous Intensity Class G*3
Glare Index D6

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Mounting Height: 6m

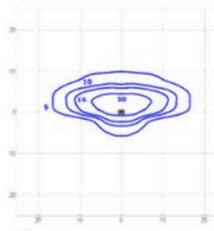
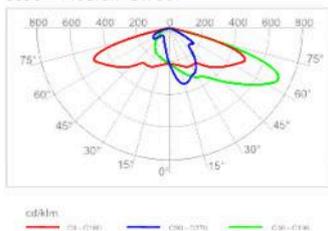
K08 - Narrow Street



Luminous Intensity Class G*3
Glare Index D5

TRSB-2-K08-B-80-407
Mounting Height: 6m

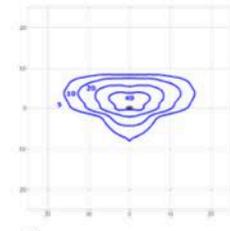
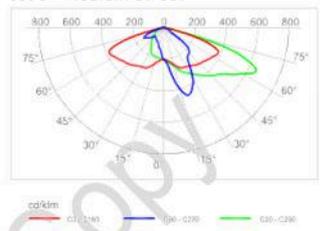
K09 - Medium Street



Luminous Intensity Class G*3
Glare Index D5

TRSB-2-K09-B-80-407
Mounting Height: 6m

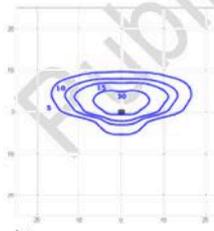
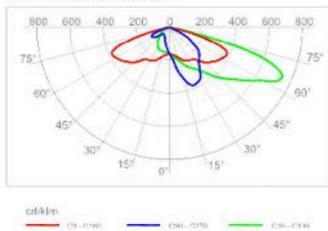
K10 - Medium Street



Luminous Intensity Class G*3
Glare Index D5

TRSB-2-K10-B-80-407
Mounting Height: 6m

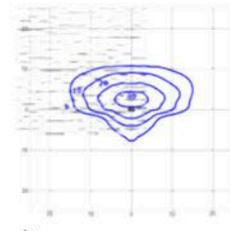
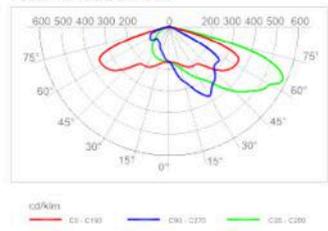
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Luminous Intensity Class G*3
Glare Index D5

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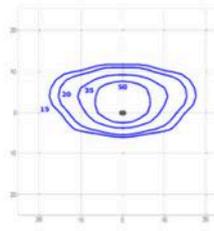
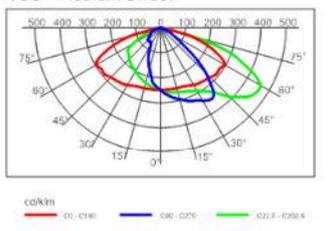
K12 - Broad Street



Luminous Intensity Class G*3
Glare Index D5

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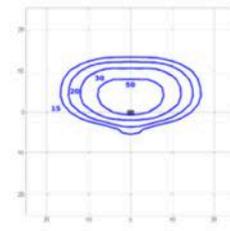
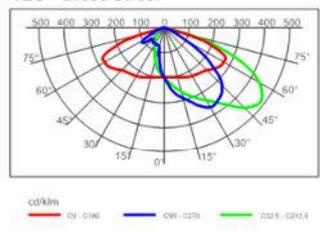
100 - Medium Street



Luminous Intensity Class G*4
Glare Index D5

TRSB-2-100-B-80-407
Mounting Height: 6m

125 - Broad Street



Luminous Intensity Class G*4
Glare Index D6

TRSB-2-125-B-80-407
Mounting Height: 6m

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Energy UNO

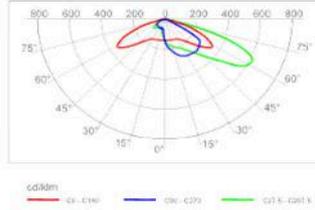
LED Street/Area Luminaire



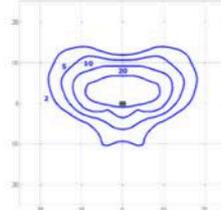
Photometry

All published luminaire photometric testing performed by an external certified ISO 17025 laboratory. To obtain an IES file specific to your project consult: www.creelighting-europe.com

150 - Wide Street

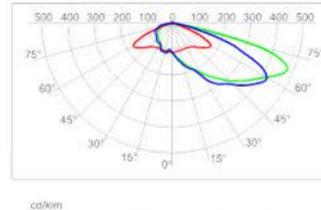


Luminous Intensity Class G*3
Glare Index D5

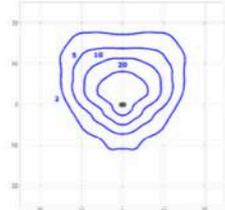


lux
TRSB-2-150-B-80-407
Mounting Height: 6m

200 - Extra Wide Street

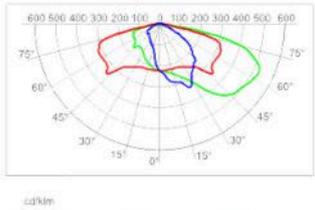


Luminous Intensity Class G*3
Glare Index D5

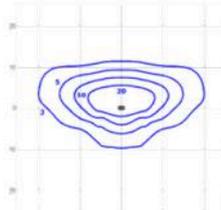


lux
TRSB-2-200-B-80-407
Mounting Height: 6m

SCP - Street & Cycle Path

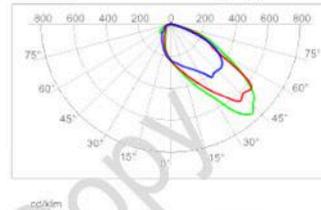


Luminous Intensity Class G*2
Glare Index D4

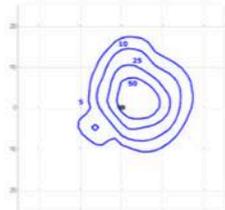


lux
TRSB-2-SCP-B-80-407
Mounting Height: 6m

PCR - Pedestrian Crossing Right

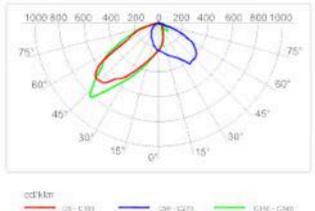


Luminous Intensity Class G*6
Glare Index D5



lux
TRSB-2-PCR-B-80-407
Mounting Height: 6m

PCL - Pedestrian Crossing Left

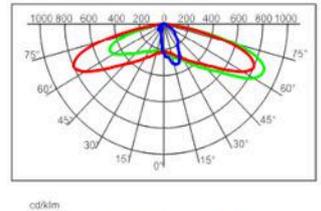


Luminous Intensity Class G*6
Glare Index D5

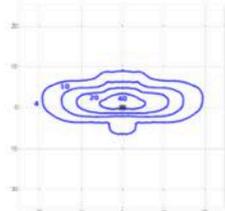


lux
TRSB-2-PCL-B-80-407
Mounting Height: 6m

P05 - Pedestrian Narrow

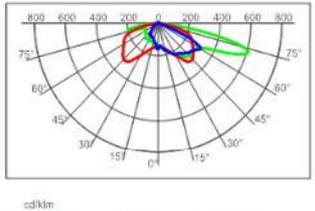


Luminous Intensity Class G*1
Glare Index D4

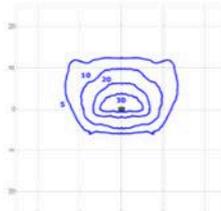


lux
TRSB-2-P05-B-80-407
Mounting Height: 6m

P25 - Pedestrian Extra Wide



Luminous Intensity Class G*0
Glare Index D4



lux
TRSB-2-P25-B-80-407
Mounting Height: 6m

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Rev.Date : 18/03/2025



Noise Impact Assessment



Ref: 25032 124 Channel Highway NIA_01
16 May 2025





124 Channel Highway Noise Impact Assessment

Prepared for:
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1. BACKGROUND

An existing site at 124 Channel Highway, Tarooma, is proposed for rezoning and development. The site is currently zoned Low Density Residential, and is proposed to be rezoned to Local Business, to allow the development of a medical centre. The existing building is to be retained and is to be used as the medical centre, with only internal works and construction of a deck on the south-eastern section of site proposed. Due to the site's proximity to existing sensitive use, a noise impact assessment has been requested to assess site noise emissions against the Kingborough Interim Planning Scheme 2015. This report presents such an assessment, completed by NVC in May 2025.

1.1. Site and Surrounding Area

The proposed site is located at 124 Channel Highway, Tarooma, and comprises an existing building previously occupied by a church group with a front and back carpark, with the overall site denoted by the white outline in Figure 1.1, below. The site and surrounding area is currently zoned Low Density Residential, with rezoning of site to Local Business zoning proposed. The lot is bound to the west by the Channel Highway, which is a moderately sized highway that connects Hobart to Kingston and the state's southern suburbs, and thus experiences a variety of light and heavy vehicles. This section of Channel Highway is predominantly flat and has a sign-posted speed limit of 50 km/h. The site is bound to the north, east and south by residential dwellings with a solid timber fence along these boundaries. The fence was noted to be nominally 1.8 m tall, and in relatively good condition (no missing palings or substantial gaps).



FIGURE 1.1: SITE AND SURROUNDING AREA

1.2. Proposed Development

Figure 1.2, below, shows the proposed layout of the medical centre. While the tenancy has not yet been secured, NVC has been informed that the facility is intended to operate as a general medical practice offering daytime consultations only. It is not proposed for emergency or after-hours medical use.

It is noted that the existing building is to be retained and is constructed of masonry block work. The only proposed changes to the existing structure include internal renovations and the addition of a mechanical plant area beneath the recently constructed deck on the rear of the building (see Figure 1.2, below).

Table 1.1, below, summarises the proposed operating hours for general operations and commercial vehicles accessing site.

TABLE 1.1: EXISTING OPERATING HOURS

| Operation | Monday - Friday | Saturdays | Sundays / Public Holidays |
|---------------------|-----------------|-----------|---------------------------|
| General Operations | 7AM - 7PM | 7AM - 7PM | 9AM - 5PM |
| Commerical Vehicles | 7AM - 5PM | 9AM - 5PM | 10AM - Midday |

It is noted that NVC has been informed that all mechanical plant equipment will be constrained to the hours outlined under general operations.



FIGURE 1.2: PRELIMINARY SITE PLAN

20.3.4 Commercial Vehicle Movements

| | |
|--|--|
| Objective: | |
| To ensure that commercial vehicle movements not have unreasonable impact on residential amenity on land within a residential zone. | |
| Acceptable Solutions | Performance Criteria |
| [REDACTED] | <p>(d) the ability of the site to accommodate commercial vehicle turning movements, including the amount of reversing (including associated warning noise);</p> <p>(e) noise reducing structures between vehicle movement areas and dwellings;</p> <p>(f) the level of traffic on the road;</p> <p>(g) the potential for conflicts with other traffic.</p> |

In determining appropriate noise levels due to fixed mechanical equipment on site, the Tasmanian Environmental Management and Pollution Control (Noise) Regulations 2016¹ (TAS Noise Regulations) is referred to, which details the following criteria, under section 7.1:

- “(1) A person must not operate fixed equipment on any premises -
- a. from 7:00AM until 10:00PM, if the fixed equipment, when so operated, emits noise that is greater than 45 dBA; or
 - b. from 10:00PM until 7:00AM, if the fixed equipment, when so operated, emits noise that is greater than 40 dBA.”

It is noted that the TAS Noise Regulations criteria apply 1 m from the facade of residential buildings.

2.1. Project Criteria

As such, the following project criteria have been deemed appropriate in ensuring that the residential amenity of the surrounding residences is protected:

Site Noise Emissions:

- Operational noise: 55 dBA Leq_(15-minute) at the boundary of a residential zone.
- Operational noise: 65 dBA Lmax at the boundary of a residential zone.
- Mechanical plant noise: 45 dBA at 1 m from the residential facades.

It is noted that the medical facility is proposed to operate during the day time period only, as defined by the Scheme (between 7:00 AM to 7:00 PM), and thus only day time criteria relevant to site noise emissions is assessed.

Additionally, NVC has been informed that all commercial vehicle movements are to occur during the hours outlined within the Acceptable Solutions, and thus clause 20.3.4-A1 is satisfied. Therefore, commercial vehicle movements are not considered further in this report.

¹ Tasmanian Environmental Protection Policy (Noise) 2009 (the Noise EPP)

3. NOISE MEASUREMENTS

Unattended noise measurements were conducted on site between 8th and 15th of April 2025 to quantify ambient noise levels in the area. Measurements used a Svan Type 1 sound level meter, logging in A-weighted decibels with a *Fast* response time. The data set comprised overall levels, one-third octave spectra and full statistical data at 10-minute intervals, with spectra and overall level data recorded at 1-second intervals.

Initially, noise measurements were intended to be carried out on site, however, due to ongoing construction works on site, noise measurements were instead conducted at location A (see Figure 1.1), which was chosen as being representative of the existing ambient noise levels in the area surrounding site. Location A is nominally 64 m from the Channel Highway road verge, with the eastern boundary of site being between 56 and 72 m from the Channel Highway road verge.

The overall noise levels across the measurement period are summarised in Table 3.1, with the measured noise trend and spectrogram shown in Figure 3.1.

TABLE 3.1: SUMMARY OF NOISE MEASUREMENTS - LOCATION A

| Time Period | Sound Pressure Level, dBA | | |
|-------------------------|---------------------------|-----|-----|
| | L10 | L90 | LEQ |
| Day (7:00AM - 7:00PM) | 46 | 37 | 44 |
| Night (7:00PM - 7:00AM) | 42 | 33 | 40 |

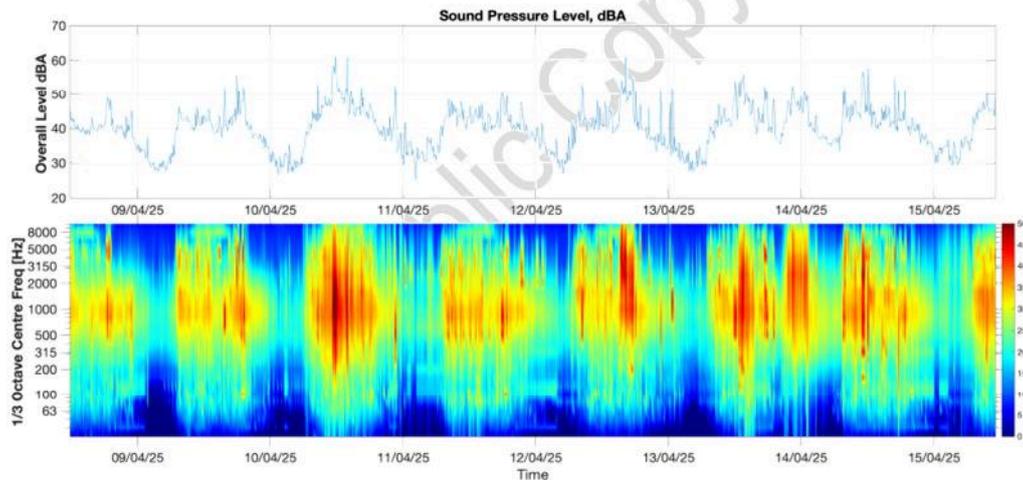


FIGURE 3.1: NOISE TREND AND SPECTROGRAM - LOCATION A

The following observations made whilst on site are deemed relevant:

- While onsite, traffic from the Channel Highway was audible but not dominant and consisted of broad-band tyre noise, with low-frequency engine noise clearly audible when heavy vehicles were passing by.
- No noise from ongoing construction works on site was audible at the measurement location (location A).
- Road works were occurring north of site on Channel Highway during the first site visit on the 8th of April, this was just audible and perceived to be primarily due to jackhammering.
- Bird noise was intermittently audible whilst on site.

- A single rooftop kitchen exhaust fan has been modelled above the kitchen, representative of a typical commercial kitchen exhaust fan (Fantech HUD456).
- A single rooftop bathroom exhaust fan has been modelled above the kitchen, representative of a commercial bathroom exhaust fan (Fantech ECE152SM).
- Four VRV's have been modelled in the subfloor beneath the newly constructed deck on the south-eastern section of the existing building, representative of four 10 kW VRV units (Daikin REYQ12BYM9).
 - It is noted that the subfloor has been modelled to be open above the mechanical plant equipment, with screening to the sides only. This is a conservative representation of timber decking with large gaps between decking boards. In reality, the timber deck will provide some attenuation of noise, and thus this is representative of worst-case.
 - The walls of the subfloor area are constructed of a combination of masonry block work and timber panels with no gaps.
- All noise sources have been modelled to be continuously and simultaneously operating, and thus the model represents a worst-case scenario.
- Given the proposed use and facade construction, noise emissions from sources within the building will typically be inaudible externally, and thus have not been included in noise modelling.

A summary of the modelled noise sources are presented in Table 4.1 below, with the locations of the sources shown in Figure 4.1 below.

TABLE 4.1: SUMMARY OF MODELLED NOISE SOURCES

| Source | Qty. | Sound Power Level (dBA) | Modelled Height (m) |
|---------------------------|-------|-------------------------|---------------------|
| Car Accessing Site | 31/hr | 75 ea. | 0.5 |
| Car Idling | 2 | 71 ea. | 0.5 |
| Car Door Slam | 2 | 99 ea. | 0.5 |
| Kitchen Exhaust | 1 | 72 | 0.5 * |
| Bathroom Exhaust | 1 | 71 | 0.5* |
| VRV's | 4 | 70 ea. | 0.75 ^ |

* Height above roof

^ Modelled within subfloor plant area beneath deck

- Noise levels due to traffic accessing the car park area of the development are predicted to be significantly below the relevant criterion of 55 dBA at all locations.
 - Noise from vehicles accessing site is predicted to be below the measured background noise level, and thus is likely to be entirely inaudible at surrounding residences.
- Noise levels due to car door slamming in the front and rear carparks are predicted to be below

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5. ASSESSMENT

Noise modelling shows that noise emissions from the proposed medical centre, at 124 Channel Highway, Taroona, comply with the relevant criteria for both general noise emissions and fixed mechanical plant noise. The key points below summarise the results of this noise assessment:

- Predicted noise levels from light vehicles accessing site are approximately 34 dBA at the worst-affected residence (location 3). This is nominally 21 dB below the daytime criterion of 55 dBA.
 - Unattended noise measurements (outlined in Section 3) show the daytime background noise level (L90) is nominally 37 dBA. As such, predicted noise levels from vehicles on site will typically be inaudible at all surrounding receiver locations.
- Predicted Lmax noise levels from car door slamming in the front and rear car parks are approximately 62 dBA at the worst-affected residence (location 3). This is nominally 3 dB below the criterion of 65 dBA.
- Noise from mechanical plant equipment is predicted to comply with the TAS Noise Regulations criteria during the day and night time periods.
 - It is noted that noise levels from mechanical plant on-site are predicted to be nominally 35 dBA at the worst-affected residence (location 5), nominally 2 dB below the existing background noise level (L90) of 37 dBA. Therefore, mechanical plant noise is expected to be inaudible at all surrounding receiver locations.
- It is noted that noise levels at locations 2 and 4 have been predicted 1 m from the facade of the building due to the dwelling being set back from the property boundary. Noise levels at the property boundary are predicted to be significantly below the criterion of 55 dBA Leq and 65 dBA Lmax.
- It is proposed that all commercial vehicle movements are to occur within the operating hours outlined within the Acceptable Solutions specified in clause 20.3.4-A1 of the Scheme.

Therefore, the proposed rezoning of the existing lot located at 124 Channel Highway, Taroona, from Low Density Residential to Local Business to accommodate the proposed medical centre, satisfies the requirements of clauses 20.3.1-A1, 20.3.2-A1 and 20.3.4-A1 of the Kingborough Interim Planning Scheme 2015.

12.3 DA-2025-277 - DEVELOPMENT APPLICATION FOR AFL HIGH PERFORMANCE TRAINING CENTRE AT 10 KINGSTON VIEW DRIVE (CT 164078/2), 7 ARILUNG PLACE (CT 141468/65) AND GORMLEY DRIVE (CT 27296/2), KINGSTON

File Number: DA-2025-277
Author: Trevor Boheim, Consultant Planner
Authoriser: Deleeze Chetcuti, Director Environment, Development & Community Services

| | |
|----------------------------|---|
| Applicant: | Tasmania Football Club |
| Owner: | Kingborough Council and NJ Harrison & SA Gunning |
| Subject Site: | 10 Kingston View Drive (CT 164078/2), 7 Arilung Place (CT 141468/65), and Gormley Drive (CT 27296/2), Kingston |
| Proposal: | AFL High Performance Training Centre and subdivision to create one new lot to accommodate the training centre and a new road lot. |
| Planning Scheme: | Kingborough Interim Planning Scheme 2015 <i>Assessment is based on KIPS2015 and provisions of PD8 (which commenced 22 Feb 2022)</i> |
| Zoning: | 10.0 General Residential 18.0 Recreation 17.0 Community Purpose |
| Specific Area Plan: | None |
| Codes: | E1.0 Bushfire Prone Areas E3.0 Landslide Hazard E5.0 Road and Railway Assets E6.0 Parking and Access E7.0 Stormwater Management E10.0 Biodiversity E11.0 Waterway and Coastal Protection E14.0 Scenic Landscapes E15.0 Inundation Prone Areas E17.0 Signs |
| Use Class/Category: | Sports and Recreation (Sports Training Centre) & Food Services (Cafe) |
| Discretions: | Clause 18.3.2 – Noise Clause 18.3.5 – Discretionary Use Clause 18.4.1 – Building Height Clause 18.4.3 – Design Clause 18.4.4 – Passive Surveillance Clause 18.5.1 – Subdivision Clause E5.5.1 – Existing road accesses and junctions Clause E14.7.2 – Appearance of buildings and works within scenic landscape areas Clause E17.6.1 – Use of Signs Clause E17.7.1 – Standards for Signs |

| | |
|---|---|
| Public Notification: | Public advertising was undertaken between 22 October 2025 and 5 November 2025 in accordance with section 57 of the <i>Land Use Planning and Approvals Act 1993</i> . |
| Section 52(1B) Owner consent requirements: | The proposal includes sewer upgrade works over CT/27296/2 (Gormley Drive), which is in Council ownership and therefore owner's consent under section 52(1B) of the <i>Land Use Planning and Approvals Act 1993</i> was required and was obtained. That land was included in the application and referred to in the public notice. |
| Representations: | Eight (8) objections. |
| Recommendation: | Approval subject to conditions. |

1. PROPOSAL

1.1 Description of Proposal

The application seeks approval for:

- The use and development of a training and administration centre for the Tasmania Devils Football Club, including a new building, carparking and access, sporting oval upgrades, landscaping, signage and associated site works.
- Subdivision to create a new road and a new lot containing the training and administration centre, and associated access and carparking areas.
- Associated vegetation removal.

The proposed training and administration centre for the Tasmania Devils Football Club is to be accommodated in a new two-level building incorporating an indoor field. The gross floor area of this building will be approximately 9000m². This building is to be constructed to the west of the Twin Ovals at the Kingston Sports Precinct.

The lower level of the proposed building will include administration spaces (offices and open-plan office area, meeting rooms, video analysis room, and line rooms), medical and recovery spaces (gymnasium, specialty training area, medical workspace, massage/rehabilitation space, physiotherapy space, hydrotherapy area, sauna, locker rooms, and offices), together with storage, plant rooms, circulation spaces and a loading dock. The upper level will comprise administration spaces (offices and open-plan office area, meeting rooms, board room, upper level of an auditorium, and amenities), medical and recovery spaces (player lounge, study and sleeping areas), shared facilities (cafe, player and staff dining room, kitchen, multi-purpose room, parents room) together with a reception/foyer, tenancy, outdoor terrace, storage, circulation spaces, and a loading dock. An auditorium/lecture theatre will extend across two levels of the building. The indoor field will be accommodated in a 1 958m² space with a 13m roof height at the southern end of the building.

The two-level part of the proposed building will be finished in precast concrete with stencilled finish at the lower level and CFC panel at the upper level. Extensive areas of the eastern wall facing the oval at both levels and the northern wall of the upper level will be finished with aluminium framed glazing. Glazing framing, fins awnings and roof fascias will be finished in bronze anodised aluminium. That part of the building accommodating the indoor field will be finished in metal cladding in the Tasmania Devils green colour. The roofs of all parts of the building will have a low profile and be finished in profiled metal roof sheeting. Two glazed skylights are proposed above the second level of the building.

Vehicle parking for the proposed use will utilise an existing carparking area with 90 spaces located to the northeast of the oval and two new carparking areas including a

secure carpark for players to the north of the oval with a capacity of 87 spaces and a public parking area with 62 spaces and 3 accessible spaces to the west of the proposed building. To access the new carparking areas a new access roadway will be constructed southwest from the existing roundabout. The new carparking areas and access are to be finished in asphalt and concrete. A bus set-down/pick-up is proposed on the access adjacent to the main entrance of the proposed building. New pedestrian pathways are proposed linking the new building to the carparking areas and the existing pathways on the Kingston Sports Precinct site.

The western twin oval is to be extended to the west and upgraded with a new playing surface and a tiered concourse between the proposed building and the oval. A 12.8m x 7.2m LED scoreboard with a maximum height of 10.2m above the ground level will replace the existing scoreboard. The oval perimeter fencing is to be relocated as are two of the 27.4m high lighting towers. The goal posts will be relocated and 12m high netting will be provided behind the goal areas.

The development will require the removal of existing trees to the northwest and west of the oval. Construction of the extended oval, the proposed building and the associated carparking and accesses over the sloping site will require earthworks, predominantly in the form of excavation, which will be in the order of 78 500m³. Landscaping is proposed in all areas where the existing surface of the land will be disturbed including around the proposed carparking areas and to the west of the proposed building.

A new sewer main to service the development will be constructed from the proposed building through the sports centre site and along the southern side of Gormley Drive to connect to existing TasWater sewer main at the corner of Gormley Drive and Summerleas Road. A new connection to the TasWater reticulation water main in Kingston View Drive will provide the water supply. Stormwater from the proposed building, carparking areas and accesses will be captured and drained through existing underground infrastructure and through new infrastructure to discharge into the watercourse adjacent to the southwestern boundary of the site. On-site stormwater infrastructure will include stormwater quality treatment devices and underground stormwater detention.

Proposed signage includes six backlit wall signs with the Tasmania Devils logo and name fixed to the external walls of the proposed building, the reinstatement of advertising signage fixed to the inside of the oval perimeter fence, and two pylon signs adjacent to the access, one of which will be an entry sign including the Tasmania Devils logo and name, and the other a parking sign.

The proposed development will accommodate a total of 142 administration, operational and coaching staff together with five front-of-house staff. Cafe and kitchen staff will be present when these facilities are open. The total number of players provided for is 156, in four training squads of 44, 40, 40 and 32, not all of whom will be present at any one time. Proposed hours of operation are as follows:

| Activity | Typical Operating Hours |
|---|--|
| Office, administration & security | 8am-5pm with flexible access 24/7. |
| Other indoor facilities (e.g., gymnasium, indoor training facility, recovery team meetings, medical and rehabilitation areas) | 5am-midnight, 7 days/week. |
| Outdoor activities (training and oval use) | 6am-10pm, 7 days/week. |
| Education programs – Training Academy of Leadership and Sport | 8am-4pm, weekdays with occasional weekend use. |
| Cafe | 8am-5pm, 7 days/week. |
| Merchandise store | 8am-5pm, 7 days/week. |

| Activity | Typical Operating Hours |
|---|---|
| Community use – multipurpose room and auditorium | 6am-11pm, 7 days/week, when these spaces are not used for Tasmania Devils operations. |
| Club social events and functions (Cafe, multipurpose room, auditorium) | 6am-11pm, 7 days/week, these activities will be scheduled around the day to day Club administrative and training needs. |
| Occasional use of indoor training space for club functions such as awards nights or fundraisers | 8am-midnight, estimated to be an average of 1 per month. |

Limited operations outside these hours may also occur as players will have 24/7 access to recovery spaces, gym amenities, and educational spaces, as well as accommodate team travel, performance monitoring, and administrative support functions that may occur outside standard hours.

The proposed subdivision comprises the creation of a new road (9 507m²) extending into the site from Kingston View Road, the creation of a new Lot 1 (3.284ha) with access from the new road that includes the site of the proposed training and administration centre and associated carparking and vehicular accessways, and the creation of a balance lot of 38.44ha, being the remainder of the Kingborough Sports Precinct site. TasWater had requested a connection to the balance lot to the sewer main in 7 Arilung Place, however TasWater has since advised that this is no longer a requirement for this application.

Drawings submitted with the application include:

- A set of architectural drawings prepared by Populous Architects.
- A set of landscaping drawings prepared by Urban Initiatives.
- A set of civil drawings prepared by JMG.
- A plan of subdivision prepared by PDA Surveyors, Engineers and Planners.

The application was supported by the following specialist reports:

- Planning Report prepared by All Urban Planning.
- Traffic Impact Assessment prepared by Midson Traffic Pty Ltd.
- Engineering Concept Services Report prepared by JMG.
- Tree Mapping prepared by North Barker Ecosystem Services.
- Environmental Noise Assessment prepared by Tarkarri Engineering Pty Ltd.
- Stormwater Drainage Report prepared by JMG.
- Hydrological Report prepared by Flüssig.
- Bushfire Hazard Management Plan prepared by Roger Fenwick Bushfire Consultant.
- Geotechnical Site Investigation prepared by Geo Environmental Solutions.
- Arboricultural Impact Assessment Report prepared by Tree Pioneers.
- A Tree Impact Assessment prepared by Jerry Romanski Consulting Arborist.

1.2 Description of Site

The land subject of the application comprises three properties:

- 10 Kingston View Drive, Kingston CT 164078/2
- 7 Arilung Place, Kingston CT 141468/65
- Gormley Drive, Kingston CT 27296/2

The location of the proposed development is 10 Kingston View Drive, which accommodates the Kingborough Sports Precinct. The land at 7 Arilung Place is a residential property which was included in the application because a connection to sewerage infrastructure was proposed within an easement on the lot, however TasWater have since advised this is no longer required to be provided by this development. Gormley Drive is included because new TasWater sewerage infrastructure that will service the development will be located under the footpath on the southern side of the road. The total area of the land subject of the application is 43.777ha, comprising 10 Kingston View Drive (43.45ha), 7 Arilung Place (1 005m²), and Gormley Drive (2 265m²).

The land has a southeasterly aspect falling from Kingston View Drive to the south and east. It is serviced by TasWater reticulated water supply and reticulated sewerage. Council stormwater infrastructure also services the site and drains stormwater through a system of underground stormwater mains ultimately to Whitewater Creek. The site of the proposed building falls from northwest to southeast.

The land is included in two zones. The majority is included in the Recreation Zone, except for a 1.33ha portion comprising a community garden and an adjacent area north of the Gormley Drive extension which is included in the Community Purpose Zone.

Adjoining land to the southeast is included in the General Residential Zone and is predominantly developed for detached single dwellings. To the northeast is a mix of land included in the General Residential and Community Purpose Zones, the latter area comprising the Kingston High School. To the northwest is land included in the General Residential and Rural Living Zones, while to the southwest is the Kingston Regional Cemetery which is included in the Community Purpose Zone.

1.3 Background

The location of the proposed use and development is the Kingborough Sports Precinct which has been developed for a range of sporting facilities including over the past 50 years. Prior to its development for this purpose, it was used for rural purposes.

The site has previously been subject to many development approvals, most of which relate to the use and development of the Kingborough Sports Precinct. The most recent development approvals on the land include:

- DAS-2024-10 – Subdivision and basketball training centre.
- DAS-2023-14 – Subdivision to create a new 1829m² lot.
- DA-2023-397 – Access ramp and outdoor storage area.
- DA-2023-272 – Alterations to Kingborough Sports Centre.
- DA-2022-300 – Lighting towers and access ramps.
- DA-2022-23 – Extension of playing field surface and tree removal.
- DA-2020-698 – Grandstand, clubrooms, change rooms and function room.

- DA-2020-694 – Lighting towers.
- DA-2019-74 – Extension to soccer clubrooms.
- DA-2018-71 – Grandstand addition to existing function centre.
- DA-2018-426 – Seating and interchange box.
- DA-2017-581 – Lighting towers.
- DA-2016-326 – Alterations and additions to community meeting facility.
- DA-2015-386 – Reception/café refit at the Kingborough Sports Centre.

The application for the AFL High Performance Training Centre was received on 11 August 2025. Requests for further information were issued by Council on 22 September 2025 and 14 October 2025, and by TasWater on 1 September 2025. The application was advertised from 22 October 2025 to 5 November 2025.

2. ASSESSMENT

2.1 State Policies and Act Objectives

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

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

2.2 Strategic Planning

The relevant strategies associated with the Scheme are as follows:

Planning Scheme Objectives

The Scheme includes Planning Scheme Objectives 3.0.10 Liveability, and specifically Desired Outcome (b):

A regional approach to the planning, construction, management, and maintenance of major sporting facilities to protect the viability of existing and future facilities and minimise overall costs to the community.

Zone Purpose Statements of the Recreation Zone

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

18.1.1.1 To provide for a range of active and organised recreational use or development and complementary uses that do not impact adversely on the recreational use of the land.

18.1.1.2 To encourage open space networks that are linked through the provision of walking and cycle trails

Clauses 18.1.2 – Local Area Objectives

The Scheme details separate Local Area Objectives for the Kingborough Sports Centre Precinct under the Recreation Zone. The following Local Area Objectives are relevant to the assessment of this application:

| Local Area Objectives | | Implementation Strategy | |
|-----------------------|---|-------------------------|--|
| (a) | The Sports Centre Precinct will be utilised for a wide range of public sporting and community based activities. | (a) | Future development within the Sports Centre Precinct (being the property owned by Kingborough Council) will be consistent with the master plan for the site as adopted by Kingborough Council. |

Clauses 18.1.3 – Desired Future Character Statements

The Scheme also details separate Desired Future Character Statements for the Kingborough Sports Centre Precinct under the Recreation Zone. The following Desired Future Character Statements are relevant to the assessment of this application:

| Desired Future Character Statements | | Implementation Strategy | |
|-------------------------------------|--|-------------------------|--|
| (a) | This Precinct will provide a wide range of high quality facilities and associated infrastructure that best meet the sporting and community needs of the Kingborough community. | (a) | Existing facilities will be upgraded as necessary and new facilities provided to satisfy increased demand or emerging interests. |

The proposal complies with the above-mentioned Desired Future Character Statements and Implementation Strategies as it creates new sporting facilities that increase the range of sporting activities in the Sports Centre Precinct consistent with the 2025 Kingborough Sports Precinct Masterplan.

2.3 Statutory Planning

The proposed uses are categorised as Sports and Recreation (Sports Training Centre) and Food Services (Cafe) under the Scheme.

The uses categorised into the Sports and Recreation Use Class include the use of the relocated oval and all of the spaces and facilities in the proposed building with the exception of the cafe. The use of the facilities by the Tasmania Academy of Leadership and Sport for its diploma-level education program is categorised into the Sports and Recreation Use Class. The cafe on the second level is intended to be open to the public and so is separately categorised into the Food Services Use Class.

In the Recreation Zone the Sports and Recreation Use Class is a Permitted use, where the facility is not provided by Council or an agency, and the Food Services Use Class is a Discretionary Use, so the application requires discretionary assessment.

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:

**Recreation Zone
Clause 18.3.2 – Noise**

| Acceptable Solution |
|--|
| <p>A1 – Noise emissions measured at the boundary of a residential zone must not exceed the following:</p> <p>(a) 55dB(A) (LAeq) between the hours of 7.00 am to 7.00 pm;</p> <p>(b) 5dB(A) above the background (LA90) level or 40dB(A) (LAeq), whichever is the lower, between the hours of 7.00 pm and 7.00 am;</p> |

| |
|--|
| <p>(c) 65dB(A) (LAmax) at any time.</p> <p>Measurement of noise levels must be in accordance with the methods in the Tasmanian Noise Measurement Procedures Manual, second edition, July 2008, issued by the Director of Environmental Management, including adjustment of noise levels for tonality and impulsiveness.</p> <p>Noise levels are to be averaged over a 15 minute time interval.</p> |
| <p>Performance Criteria</p> |
| <p>P1 – Noise emissions measured at the boundary of a residential zone must not cause environmental harm within the residential zone.</p> |
| <p>Proposal</p> |
| <p>The proposed use satisfies A1(a) and A1(c) with maximum levels of 44sB(A)(LAeq) but does not satisfy A1(b) as the predicted noise emissions from traffic movements at night during functions is 42dB(A)(LAeq) which is more than 40dB(A)(LAeq) and 10dB(A) above the background (LA90) level of 32dBA.</p> |

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

- The development complies with Performance Criteria P1. A noise assessment report has been submitted demonstrating that noise emissions from the AFL High Performance Centre are unlikely to cause environmental harm in the residential zone. It was noted that traffic noise would exceed the specified limits in the acceptable solution in clause 18.3.2 A1, but that the modelled noise from traffic (when measured at the nearest dwellings) was expected to be below the levels specified in the Tasmanian Noise Environment Protection Policy 2009, and below existing ambient noise levels which are controlled by traffic flows on existing roads.

Recreation Zone

Clause 18.3.5 – Discretionary Use

| |
|---|
| <p>Acceptable Solution</p> |
| <p>A1 – No Acceptable Solution.</p> |
| <p>Performance Criteria</p> |
| <p>P1 – Discretionary use must complement and enhance the use of the land for recreational purposes by providing for facilities and services that augment and support Permitted use or No Permit Required use.</p> |
| <p>Proposal</p> |
| <p>The proposed cafe use is categorised as Food Services which is a discretionary use in the Recreation zone.</p> |

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

- The cafe use will support and enhance the core use of the land as a high performance sports training and administration centre by providing food and beverages at convenient hours for staff, players and official visitors to the centre, particularly at times when other facilities such as the kitchen and player and staff dining room may not be operating.
- The cafe will support the operations of the centre and provide an opportunity for casual visitors to meet and relax while visiting the centre.

- The cafe, by being open to the public, will also support the use of the broader Kingborough Sports Precinct.
- By being located within the centre and accessible to visitors only after passing through the reception/foyer it will not be able to operate independent of the centre.
- The scale of the cafe which has a floor area of 245m² is subordinate to the centre as a whole which has a floor area of approximately 9000m².

Recreation Zone

Clause 18.4.1 – Building Height

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| Acceptable Solution |
| A1 – Building height must be no more than: 10m. |
| Performance Criteria |
| P1 – Building height must satisfy all of the following: (a) be consistent with any Desired Future Character Statements provided for the area; (b) not unreasonably overshadow adjacent public space; (c) be compatible with the scale of nearby buildings; |
| Proposal |
| The proposed building will have a maximum height of 16.8m above the natural ground level. The relocated light towers, goal posts and goal post netting will have heights of 27.4m, 15m and 12m respectively. |

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

- The proposal is consistent with the Desired Future Character Statement for the Kingborough Sports Centre Precinct which provides that the precinct will provide a wide range of high-quality facilities and associated infrastructure that best meet the sporting and community needs of the Kingborough community. While the statement does not specifically address building height, the height of the proposed building and the related infrastructure including the lighting towers is necessary to provide a facility that meets sporting and community needs.
- A set of shadow diagrams submitted with the application demonstrate that while the proposed building will overshadow adjacent public space, the area impacted is small compared to the amount of public space in the precinct. It will also be impacted for only part of the day on the shortest day of the year. There will be some overshadowing impact but not an unreasonable level of impact.
- The proposed building is compatible in scale with the group of buildings in the precinct that comprise the Kingborough Sports Centre, Kingborough Gymsports and the Kingborough Indoor Cricket Centre.

Recreation Zone

Clause 18.4.3 – Design

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| Acceptable Solution |
| A1 – Building design must comply with all of the following: (a) provide the main pedestrian entrance to the building so that it is clearly visible from the road or publicly accessible areas on the site; (b) for new building or alterations to an existing facade provide windows and door openings at ground floor level in the front façade no less than 40% of the surface area of the ground floor level facade; |

| |
|--|
| <p>(c) for new building or alterations to an existing facade ensure any single expanse of blank wall in the ground level front façade and facades facing other public spaces is not greater than 50% of the length of the facade;</p> <p>(d) screen mechanical plant and miscellaneous equipment such as heat pumps, air conditioning units, switchboards, hot water units or similar from view from the street and other public spaces;</p> <p>(e) incorporate roof-top service infrastructure, including service plants and lift structures, within the design of the roof;</p> <p>(f) provide awnings over the public footpath if existing on the site or on adjoining lots;</p> <p>(g) not include security shutters over windows or doors with a frontage to a street or public place.</p> |
| <p>Performance Criteria</p> |
| <p>P1 - Building design must enhance the streetscape by satisfying all of the following:</p> <p>(a) provide the main access to the building in a way that addresses the street or other public space boundary;</p> <p>(b) provide windows in the front façade in a way that enhances the streetscape and provides for passive surveillance of public spaces;</p> <p>(c) treat large expanses of blank wall in the front façade and facing other public space boundaries with architectural detail or public art so as to contribute positively to the streetscape and public space;</p> <p>(d) ensure the visual impact of mechanical plant and miscellaneous equipment, such as heat pumps, air conditioning units, switchboards, hot water units or similar, is insignificant when viewed from the street;</p> <p>(e) ensure roof-top service infrastructure, including service plants and lift structures, is screened so as to have insignificant visual impact;</p> <p>(f) not provide awnings over the public footpath only if there is no benefit to the streetscape or pedestrian amenity or if not possible due to physical constraints;</p> <p>(g) only provide shutters where essential for the security of the premises and other alternatives for ensuring security are not feasible;</p> <p>(h) be consistent with any Desired Future Character Statements provided for the area.</p> |
| <p>Proposal</p> |
| <p>The ground floor level of the facade of the building that faces the frontage has less than 40% of the surface area as windows and door openings. The length of the ground floor facade facing the frontage and other public spaces includes single expanses of blank walls that exceed 50% of the length of the facades.</p> |

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

- The main pedestrian access to the proposed building addresses the carparking areas and bus set-down/pick-up and these will be the primary way patrons access the centre. It is also the destination of pedestrian pathways from within the precinct.
- The nature of the facility is that it addresses the oval, and it is on this side that the building is predominantly glazed. The northwestern elevation does contain windows at the upper level that provide some opportunities for passive surveillance of adjacent public spaces.
- The northwestern facade at the ground floor level is technically the front facade of the building and while it does include large expanses of blank wall, it is a result of the slope of the land located predominantly below the adjacent finished ground level and so when viewed from this public space it is mostly obscured. The proposed

landscaping between the building and the adjacent public areas will ensure that those parts of the walls that would be visible will be screened from the public areas.

- The building is of a modern design with high-quality architectural treatment and finishes. The provision of awnings over footpaths would be of no benefit given the location of the building in the precinct and the open nature of the site. It is noted that the entrance is designed with an awning which provides shelter from the elements. Shutters for security purposes are not proposed.
- There is appropriate integration of services within the proposed building and as these are not located on the rooftop, they are not visible from public areas.
- Overall, the design of the building will contribute positively to and enhance the precinct and is considered to easily satisfy the Performance Criteria.

Recreation Zone

Clause 18.4.4 – Passive Surveillance

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| <p>Acceptable Solution</p> <p>A1 – Buildings design must comply with all of the following:</p> <ul style="list-style-type: none"> (a) provide the main pedestrian entrance to the building so that it is clearly visible from the road or publicly accessible areas on the site; (b) for new buildings or alterations to an existing facade provide windows and door openings at ground floor level in the front façade which amount to no less than 40 % of the surface area of the ground floor level facade; (c) for new buildings or alterations to an existing facade provide windows and door openings at ground floor level in the façade of any wall which faces a public space or a car park which amount to no less than 30 % of the surface area of the ground floor level facade; (d) avoid creating entrapment spaces around the building site, such as concealed alcoves near public spaces; (e) provide external lighting to illuminate car parking areas and pathways; (f) provide well-lit public access at the ground floor level from any external car park. |
| <p>Performance Criteria</p> <p>P1 – Buildings design must provide for passive surveillance of public spaces by satisfying all of the following:</p> <ul style="list-style-type: none"> (a) provide the main entrance or entrances to a building so that they are clearly visible from nearby buildings and public spaces; (b) locate windows to adequately overlook the street and adjoining public spaces; (c) incorporate shop front windows and doors for ground floor shops and offices, so that pedestrians can see into the building and vice versa; (d) locate external lighting to illuminate any entrapment spaces around the building site; (e) provide external lighting to illuminate car parking areas and pathways; (f) design and locate public access to provide high visibility for users and provide clear sight lines between the entrance and adjacent properties and public spaces; (g) provide for sight lines to other buildings and public spaces. |
| <p>Proposal</p> <p>The proposal does not satisfy A1(b) and A1(c) because less than 30% of the surface area of the ground floor level facade, that is both the front façade and the facade facing the car park, does not comprise windows and door openings at ground floor level.</p> |

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

- The main entrance to the building is clearly visible from the public spaces that service the building including the public carparking areas and the bus set-down/pick-up facility. There are no ‘nearby’ buildings, so this is not a practical measure of determining whether there is adequate passive surveillance.
- There are windows in the upper level of the proposed building that overlook public spaces including the proposed carparking areas and accesses.
- There are no ground floor shops in the proposed building and there are no entrapment spaces around the perimeter of the proposed building.
- External lighting is to be provided to illuminate all car parking areas and pathways that service the centre.
- The main public entrance to the building is highly visible to users from the relevant public areas including the public carparking areas, pedestrian pathways linking the centre to the wider sports precinct, and the bus set-down/pick-up facility. There are clear sight lines between these public spaces and the public entrance to the building.
- There are clear sight lines to public spaces including the public carparking areas, the pedestrian pathways linking the centre to the balance of the sports precinct, and the bus set-down/pick-up facility.

Recreation Zone
Clause 18.5.1 – Subdivision

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| Acceptable Solution |
| A1 – Subdivision is for the purpose of providing lots for public open space, a riparian or littoral reserve or utilities. |
| Performance Criteria |
| P1 – Subdivision is for the purpose of providing a lot for an allowable use. |
| Proposal |
| The proposed subdivision is for the purpose of providing a separate title for the AFL High Performance Centre and is not for the purpose of providing lots for public open space, a riparian or littoral reserve or utilities |

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

- The subdivision is for the purpose of providing a separate title for the AFL High Performance Centre. The centre is categorised under the Scheme in the Sport and Recreation Use Class which in the Recreation Zone is a permitted use and so is allowable. The proposed cafe is categorised under the Scheme in the Food Services Use Class which in the Recreation Zone is a discretionary use, and therefore allowable.

Recreation Zone
Clause 18.5.1 – Subdivision

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|---|
| Acceptable Solution |
| A3 – No Acceptable Solution. |
| Performance Criteria |
| P3 – The arrangement of ways and public open space within a subdivision must satisfy |

| |
|---|
| <p>all of the following:</p> <ul style="list-style-type: none"> (a) connections with any adjoining ways are provided through the provision of ways to the common boundary, as appropriate; (b) connections with any neighbouring land with subdivision potential is provided through the provision of ways to the common boundary, as appropriate; (c) connections with the neighbourhood road network are provided through the provision of ways to those roads, as appropriate; (d) convenient access to local shops, community facilities, public open space and public transport routes is provided; (e) new ways are designed so that adequate passive surveillance will be provided from development on neighbouring land and public roads as appropriate; (f) provides for a legible movement network; (g) the route of new ways has regard to any pedestrian & cycle way or public open space plan adopted by the Planning Authority; (h) Public Open Space must be provided as land or cash in lieu, in accordance with the Kingborough Public Open Space Contribution Policy, Policy 6.3, November 2021. (i) new ways or extensions to existing ways must be designed to minimise opportunities for entrapment or other criminal behaviour including, but not limited to, having regard to the following: <ul style="list-style-type: none"> (i) the width of the way; (ii) the length of the way; (iii) landscaping within the way; (iv) lighting; (v) provision of opportunities for 'loitering'; (vi) the shape of the way (avoiding bends, corners or other opportunities for concealment). |
| <p>Proposal</p> |
| <p>There is no Acceptable Solution so the proposal must be assessed against Performance Criteria P1.</p> |

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

- The new lot connects directly to the public road network via Twin Ovals Road, and the subdivision does not impede future access arrangements within the broader Kingborough Sports Precinct. The layout supports ongoing coordination of access across adjoining and neighbouring recreational land.
- The site is centrally located within the precinct, providing convenient and direct access to community facilities, public open space, sporting amenities, and the surrounding urban road network. Public transport routes and local services are accessible via Kingston View Drive and connecting streets.
- The subdivision layout formalises the existing Twin Ovals Road alignment and reinforces a legible internal movement network, with strong sightlines and logical access arrangements from the public road and within the precinct.
- The proposal is consistent with Council’s Masterplan for the Kingborough Sports Precinct and does not conflict with any adopted pedestrian or cycleway plans. The layout maintains existing pedestrian links and allows for future improvements.
- The Kingborough Sports Precinct already contains extensive areas of public open space, including ovals, trails, and community recreation areas, all of which will be

retained. As the subdivision supports the use of the land for sport and recreation, it is considered consistent with Council’s Public Open Space Contribution Policy (Policy 6.3, November 2021), and no additional contribution is required.

- No new pedestrian ways are proposed as part of the subdivision. However, the development of the AFL High Performance Training Centre includes new pedestrian pathways which have clear visibility, provide for safe pedestrian movement, and avoid the creation of concealed or unsafe areas, consistent with Crime Prevention Through Environmental Design principles.

Road and Railway Assets Code

Clause E5.5.1 – Existing road accesses and junctions

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|--|
| Acceptable Solution |
| A3 – The annual average daily traffic (AADT) of vehicle movements, to and from a site, using an existing access or junction, in an area subject to a speed limit of 60km/h or less, must not increase by more than 20% or 40 vehicle movements per day, whichever is the greater. |
| Performance Criteria |
| P3 - Any increase in vehicle traffic to a category 1 or category 2 road in an area subject to a speed limit of more than 60km/h must be safe and minimise any adverse impact on the efficiency of the road, having regard to: (a) the increase in traffic caused by the use; (b) the nature of the traffic generated by the use; (c) the nature and efficiency of the access or the junction; (d) the nature and category of the road; (e) the speed limit and traffic flow of the road; (f) any alternative access to a road; (g) the need for the use; (h) any traffic impact assessment; and (i) any written advice received from the road authority. |
| Proposal |
| The number of vehicle movements increases by more than 20% or 40 movements per day in an area subject to a speed limit of 60km/h or less. |

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

- The application was supported by a Traffic Impact Assessment that demonstrates the additional traffic generated by the proposed development will not impact adversely on the safety and efficiency of the road network.
- Council’s Development Engineer has reviewed the TIA and provided the following comments:
 - The TIA indicates the increase in vehicle traffic is safe as per the intersection analysis presented.
 - The increase in vehicle traffic will not unreasonably impact on the efficiency of the road as outlined in the findings of the TIA.

Parking and Access Code

Clause E6.6.3 – Number of Motorcycle Parking Spaces

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|----------------------------|
| Acceptable Solution |
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| <p>A1 – 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>Performance Criteria</p> |
| <p>P1 – The number of on-site motorcycle parking spaces must be sufficient to meet the needs of likely users having regard to all of the following, as appropriate:</p> <ul style="list-style-type: none"> (a) motorcycle parking demand; (b) the availability of on-street and public motorcycle parking in the locality; (c) the availability and likely use of other modes of transport; (d) the availability and suitability of alternative arrangements for motorcycle parking provision. |
| <p>Proposal</p> |
| <p>The TIA indicates that while 7 motorcycle parking spaces are required to be provided, none should be provided for the proposed development on the basis that:</p> <ul style="list-style-type: none"> (a) The specialised nature of the AFL High Performance Training Centre suggests relatively low motorcycle demand, as elite athletes typically require vehicle transport for equipment and gear, staff and administrative personnel primarily use private vehicles, and the rural/suburban location is not typically conducive to motorcycle commuting. (b) Kingston View Drive and Twin Ovals Road provide unrestricted on street parking that can accommodate motorcycles without impacting car parking capacity. (c) The site benefits from public transport accessibility (560m to bus stops) and is designed primarily for private vehicle access. (d) The existing and proposed car parking areas can accommodate motorcycles within standard car parking spaces when demand occurs. <p>No motorcycle parking is indicated on the submitted plans.</p> |

The proposed variation is not supported pursuant to this Performance Criteria of the Zone for the following reasons:

- It is not reasonable to conclude that there will be a low level of motorcycle parking demand relative to other sport and recreation uses, considering the age of the persons attending the facility relative to the general population on which the motorcycle parking requirement and rate is based.
- The proposal will accommodate 142 administration, operational and coaching staff together with five front-of-house staff, a good proportion of which would be expected to be local residents for whom commuting by motorcycle would be a viable transport option.
- Another high performance training centre recently approved in the Kingston Sports Precinct (DAS-2024-10) provided motorcycle parking in accordance with Acceptable Solution A1.
- The applicant advised by letter dated 1 October 2025 that a condition requiring the provision of 7 motorcycle parking spaces would be supported.

Conditions have been included in the recommendation requiring the provision of 7 motorcycle parking spaces and the submission of amended plans showing the location and design of these spaces.

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Parking and Access Code
Clause E6.6.4 – Number of Bicycle Parking Spaces

| |
|---|
| Acceptable Solution |
| A1 – The number of on-site bicycle parking spaces provided must be no less than the number specified in Table E6.2. |
| Performance Criteria |
| P1 – The number of on-site bicycle parking spaces provided must have regard to all of the following: (a) the nature of the use and its operations; (b) the location of the use and its accessibility by cyclists; (c) the balance of the potential need of both those working on a site and clients or other visitors coming to the site. |
| Proposal |
| The TIA includes the recommendation that 25 spaces are appropriate for the proposed development. The proposal has not indicated the required bicycle parking on the submitted plans. |

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

- The provision of 25 bicycle parking spaces recommended in the TIA would comply with Acceptable Solution A1, however these are not shown on the proposal plans.

Conditions have been included in the recommendation requiring the provision of 25 bicycle parking spaces and the submission of amended plans showing the location and design of these spaces.

Parking and Access Code
Clause E6.7.9 – Design of Motorcycle Parking Areas

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| Acceptable Solution |
| A1 – The design of motorcycle parking areas must comply with all of the following: (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; (b) be located within 30 m of the main entrance to the building. |
| Performance Criteria |
| P1 – The design of motorcycle parking areas must provide safe, obvious and easy access for motorcyclists having regard to all of the following: (a) providing clear sightlines from the building or the public road to provide adequate passive surveillance of the parking facility and the route from the parking facility to the building; (b) avoiding creation of concealment points to minimise the risk. |
| Proposal |
| The proposal does not include any motorcycle parking spaces. |

The proposed variation is not supported pursuant to this Performance Criteria of the Zone for the following reasons:

- Motorcycle parking spaces should be provided for the reasons outlined in E6.6.3 above.
- The motorcycle parking spaces should be required to be designed and constructed to comply with the relevant Australian Standard.

Conditions have been included in the recommendation requiring the provision of 7 motorcycle parking spaces and the submission of amended plans showing the location and design of these spaces.

Parking and Access Code

Clause E6.7.10 – Design of Bicycle Parking Facilities

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| Acceptable Solution |
| <p>A1 – The design of bicycle parking facilities must comply with all the following;</p> <p>(a) be provided in accordance with the requirements of Table E6.2;</p> <p>(b) be located within 30 m of the main entrance to the building.</p> |
| Performance Criteria |
| <p>P1 – The design of bicycle parking facilities must provide safe, obvious and easy access for cyclists, having regard to all of the following:</p> <p>(a) minimising the distance from the street to the bicycle parking area;</p> <p>(c) providing clear sightlines from the building or the public road to provide adequate passive surveillance of the parking facility and the route from the parking facility to the building;</p> <p>(d) avoiding creation of concealment points to minimise the risk.</p> |
| Proposal |
| <p>The TIA includes the recommendation that 25 spaces are appropriate for the proposed development. The proposal has not indicated the required bicycle parking on the submitted plans.</p> |

The proposed variation is not supported pursuant to this Performance Criteria of the Zone for the following reasons:

- The provision of 25 bicycle parking spaces recommended in the TIA would comply with Acceptable Solution A1, however these are not shown on the proposal plans.

Conditions have been included in the recommendation requiring the provision of 25 bicycle parking spaces and the submission of amended plans showing the location and design of these spaces.

Parking and Access Code

Clause E6.7.10 – Design of Bicycle Parking Facilities

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| Acceptable Solution |
| <p>A2 – The design of bicycle parking spaces must be to the class specified in table 1.1 of AS2890.3-1993 Parking facilities Part 3: Bicycle parking facilities in compliance with section 2 “Design of Parking Facilities” and clauses 3.1 “Security” and 3.3 “Ease of Use” of the same Standard. R1</p> |
| Performance Criteria |
| <p>P2 – The design of bicycle parking spaces must be sufficient to conveniently, efficiently and safely serve users without conflicting with vehicular or pedestrian movements or the safety of building occupants.</p> |

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| Proposal |
| The TIA includes the recommendation that 25 spaces are appropriate for the proposed development. The proposal has not indicated the required bicycle parking on the submitted plans. |

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

- The provision of 25 bicycle parking spaces recommended in the TIA would comply with Acceptable Solution A1, however these are not shown on the proposal plans.

Conditions have been included in the recommendation requiring the provision of 25 bicycle parking spaces and the submission of amended plans showing the location and design of these spaces.

Parking and Access Code
Clause E6.7.10 – Bicycle End of Trip Facilities

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| Acceptable Solution |
| A1 – For all new buildings where the use requires the provision of more than 5 bicycle parking spaces for employees under Table E6.2, 1 shower and change room facility must be provided, plus 1 additional shower for each 10 additional employee bicycle spaces thereafter. |
| Performance Criteria |
| P1 – End of trip facilities must be provided at an adequate level to cater for the reasonable needs of employees having regard to all of the following: (a) the location of the proposed use and the distance a cyclist would need to travel to reach the site; (b) the users of the site and their likely desire to travel by bicycle; (c) whether there are other facilities on the site that could be used by cyclists; (d) opportunity for sharing bicycle facilities by multiple users. |
| Proposal |
| The proposal does not include any specific bicycle end of trip facilities. |

The proposed variation is not supported pursuant to this Performance Criteria of the Zone for the following reasons:

- The provision of 25 bicycle parking spaces recommended in the TIA should be supported by the appropriate level of end of trip facilities; however these are not shown on the proposal plans.

Conditions have been included in the recommendation requiring the provision bicycle parking end of trip facilities and the submission of amended plans showing the location and design of these spaces.

Scenic Landscapes Code
Clause E14.7.2 – Appearance of buildings and works within scenic landscape areas

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| Acceptable Solution |
| A2 – Works must not be visible from public spaces. |
| Performance Criteria |
| P2 – Works visible from public spaces must maintain scenic landscape value by satisfying one or more of the following, as necessary; |

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| <p>(a) driveways and access tracks are as close as practical to running parallel with contours and are surfaced with dark materials;</p> <p>(b) cut and fill is minimised;</p> <p>(c) surfaces of retaining walls and batters are finished with a natural appearance;</p> <p>(d) fences are post & wire or other designed of a similarly transparent appearance.</p> |
| <p>Proposal</p> |
| <p>The works required to construct a small section of the new access are partially within a scenic landscape area and will be visible from within the balance of the Kingborough Sports Precinct which is a public space.</p> |

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

- The scenic landscape values are maintained by the new road being aligned parallel to the contours of the land and being finished in dark asphalt, by excavation being limited to that required to construct the new road, and by the landscaping of the batters and any other disturbed areas.

Signs Code

Clause E17.6.1 – Use of Signs

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| <p>Acceptable Solution</p> |
| <p>A1 – A sign must be a permitted sign in Table E.17.3.</p> |
| <p>Performance Criteria</p> |
| <p>P1 – A sign must be a discretionary sign in Table E.17.3.</p> |
| <p>Proposal</p> |
| <p>The proposed building signs (wall signs) and the proposed entry and carparking signs (pylon signs) are discretionary in the Recreation Zone.</p> |

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

- The proposed wall and pylon signs are discretionary signs in Table E.17.3.

Signs Code

Clause E17.7.1 – Standards for Signs

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| <p>Acceptable Solution</p> |
| <p>A1 – A sign must comply with the standards listed in Table E.17.2 and be a permitted sign in Table E17.3.</p> |
| <p>Performance Criteria</p> |
| <p>P1 – A sign not complying with the standards in Table E17.2 or has discretionary status in Table E17.3 must satisfy all of the following:</p> <p>(a) be integrated into the design of the premises and streetscape so as to be attractive and informative without dominating the building or streetscape;</p> <p>(b) be of appropriate dimensions so as not to dominate the streetscape or premises on which it is located;</p> <p>(c) be constructed of materials which are able to be maintained in a satisfactory manner at all times;</p> <p>(d) not result in loss of amenity to neighbouring properties;</p> <p>(e) not involve the repetition of messages or information on the same street frontage;</p> <p>(f) not contribute to or exacerbate visual clutter;</p> |

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| (g) not cause a safety hazard. |
| Proposal |
| The proposed wall signs on the building do not comply with the standards in Table E17.2 as a result of their area being more than 2m ² and they are not permitted signs in Table E17.3. The proposed pylon signs do not comply with the standards in Table E17.2 as a result of having a clearance from the ground of less than 2400mm and a sign face of more than 2m ² . These signs are also not permitted signs in Table E17.3. |

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

- The proposed wall signs are integrated into the design of the building and given the scale of the building, they are of an appropriate size and will not dominate either the building or the streetscape or result in a loss of amenity to neighbouring properties.
- While the Tasmania Devils messaging on the six proposed wall signs will be similar, this is not inappropriate given the location of the signs on different elements and facades of the building, the scale of the proposed building, and the setback of the building from the street frontage.
- The proposed wall and pylon signs will be constructed of durable material, will be maintained in a satisfactory manner, and will not create a safety hazard.

Signs Code

Clause E17.7.1 – Standards for Signs

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| Acceptable Solution |
| A2 – The number of signs per business per street frontage must comply with all of the following: (a) maximum of 1 of each sign type; (b) maximum of 1 window sign per window; (c) if the street frontage is less than 20 m in length, the maximum number of signs on that frontage is 3; (d) if the street frontage is 20 m in length or greater, the maximum number of signs on that frontage is 6. except for the following sign types, for which there is no limit; (i) Building Site, (ii) Name Plate, (iii) Newspaper Day Bill, (iv) Open/Closed, (v) Real Estate, (vi) Street Number, (vii) Temporary Sign. |
| Performance Criteria |
| P2 – The number of signs per business per street frontage must: (a) minimise any increase in the existing level of visual clutter in the streetscape; and where possible, shall reduce any existing visual clutter in the streetscape by replacing existing signs with fewer, more effective signs; (b) reduce the existing level of visual clutter in the streetscape by replacing, where practical, existing signs with fewer, more effective signs; (c) not involve the repetition of messages or information. |

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| Proposal |
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| There are six proposed wall signs, and two proposed pylon signs, which does not satisfy A2(a) which allows only one of each sign type. |
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The proposed variation can be supported pursuant to this Performance Criteria of the Zone for the following reasons:

- The proposed wall and pylon signs will not replace any existing signs, and they will not, as a result of their number, cause visual clutter or increase the level of visual clutter in the streetscape.
- While the messaging on the six proposed wall signs will be similar, this is appropriate given the location of the signs on different elements and facades of the building, the scale of the proposed building, and the setback of the building from the street frontage.

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 22 October 2025 to 5 November 2025). Eight (8) representations were received during the public exhibition period. The following issues were raised by the representors:

2.5.1 *Loss of the space used by the Southern Obedience Club*

Concerns have been raised that the development will displace the Southern Obedience Club and its grounds from its current location on the southern side of Gormley Drive. It will be unfair for the users of this facility if the club is required to relocate outside of the Kingston area. The representor refers to the masterplan, questions whether the new oval would be used more than the club and its grounds and outlines the wider benefits of upgrading the club grounds in its current location.

Response:

The proposed development does not include any changes to the building and grounds currently used by the Southern Obedience Club. The proposal for a new oval in this location is provided in the Kingborough Sports Precinct Masterplan and is not proposed by the application for planning approval for the AFL High Performance Training Centre.

2.5.2 *Suspension of assessment of planning application for lack of consent*

The owners of a property subject of the application state that they have not provided written consent for the application or for any physical works on their land. It is claimed that the clause 52(1B) of LUPAA requires that the consent of the landowner is required for any land that forms part of, or is affected by, a planning application. The representors request that assessment of the planning application is suspended until their consent has been obtained.

Response:

The consent of the owners of the property was not required to make the application under the relevant provision of LUPAA. The application form was in order regarding the relevant requirements where the applicant is not the owner and there is no basis not to be proceed with the assessment and determination of the application.

2.5.3 Impacts of works on private property

The owners of a property where a sewerage connection was proposed are concerned about the potential impacts of obtaining access to and the undertaking of works on their property.

Response:

The property was included because TasWater had required a new property connection to the sewer within the property to the balance lot created by the subdivision. TasWater has since advised that this is no longer a requirement of this development.

2.5.4 Nolan Crescent/Summerleas Road intersection

There is a concern that the Nolan Crescent/Summerleas Road intersection was not included in the Traffic Impact Assessment. It is contended that this is a challenging intersection in terms of traffic movements and geometry. The future link of Spring Farm Road to Kingston View Drive will also impact further on the performance of the Nolan Crescent/Summerleas Road intersection.

Response:

This Nolan Crescent/Summerleas Road intersection was reviewed in the Traffic Impact Assessment in the context of the wider network, which includes Summerleas Road, Kingston View Drive, Twin Ovals Road and Gormley Drive. Nolan Street carries very low traffic volumes relative to Kingston View Drive and is not intended to function as a primary access route to the proposed facility. The functioning of the Nolan Crescent/Summerleas Road in the context of its proximity to the Summerleas Road/Kingston View Drive intersection is not a matter that needs to be addressed by the proposed development; however, Council may wish to review it further in the future.

2.5.5 Spring Farm Road extension to Kingston View Drive

The development application should have included the extension of Spring Farm Road to Kingston View Drive as part of the development as this connection is needed to manage traffic and ensure safety for users of the facility and residents. The cumulative impact of traffic from the JackJumpers and AFL facilities together with the Spring Farm Shopping Centre will funnel traffic through Summerleas Road and Kingston View Drive without the Spring Farm Road extension. The construction of the extension of Spring Farm Road should be included as a condition of the planning approval for the AFL High Performance Training Centre.

Response:

While it is recognised that the construction of the road would improve network connectivity and reduce traffic volumes on Kingston View Drive and Summerleas Road, the Traffic Impact Assessment submitted with the application demonstrates that the existing road network can accommodate the additional traffic generated by the proposed development. The proposed development does not create a need for the extension of Spring Farm Road to link with Kingston View Drive and so there is no basis to require the developer of the AFL High Performance Training Centre to construct the extension of Spring Farm Road to Kingston View Drive.

2.5.6 Accuracy of carparking supply and demand analysis

The assumptions in the Traffic Impact Assessment regarding the current level of usage of car parking spaces and the parking demand that will be generated by

the proposed use of the AFL High Performance Training Centre result in an undersupply of parking spaces. The proposal to provide only 150 parking spaces seems to be manifestly inadequate. In particular the assessment does not consider the number of spectators that will be accommodated on the new tiered concourse.

Response:

The Traffic Impact Assessment undertook a first-principles parking assessment which demonstrates that 150 on-site spaces will meet day-to-day operational demand of the proposed development, with occasional short-term peaks manageable through the existing 90-space Twin Ovals car park and broader precinct car parking supply of approximately 550 spaces. Council has undertaken parking use surveys which found utilisation of between 55% and 91% of capacity, which was relied upon by the assessment. Peak overlaps during major events will continue to be managed across the precinct, consistent with existing practice for sporting events. As the facility is primarily a training and administration venue and not a stadium that will host matches, sustained spectator parking demand is not anticipated.

2.5.7 Site constraints

The site is characterised by dispersive soils and landslips, and the management of stormwater is a significant issue. Concern whether the amount of excavation and filling required on the sloping site is reasonable and that water sensitive urban design principles should be a requirement of the approval.

Response:

The planning application is supported by a range of technical reports which include a Geotechnical Site Investigation, an Engineering Concept Services Report and a Stormwater Drainage Report which address site stability and stormwater management. The amount of excavation proposed is reasonable for the scale of the development and the sloping nature of the site. The disturbed areas will be suitable landscaped in accordance with the landscaping plan submitted with the application. The management of stormwater by the development will address both quality and quantity.

2.5.8 Masterplan review process

The process for reviewing and updating the Kingborough Sports Precinct Masterplan did not include adequate consultation and engagement.

Response:

The process for reviewing and updating the Masterplan for the precinct is not relevant to the assessment of the planning application for the AFL High Performance Training Centre.

2.5.9 Level of passive surveillance

It is contended that the proposal does not adequately addresses passive surveillance and that the glazing components do not meet the Performance Criteria with much of the southern end of the building having no glazing at the ground level.

Response:

The planning scheme does not contemplate that passive surveillance should be provided for all facades of a building. The proposed design has been assessed

and is considered to satisfy the relevant design requirements in Clause 18.4.4 of the Scheme.

2.6 Other Matters

2.6.1 Weed management

In accordance with clause 8.11.3, a condition should be included in any permit issued requiring implementation of best practice hygiene measures.

3. CONCLUSION

The proposal involves development which is categorised as discretionary under the planning scheme. It also relies on the performance criteria to comply with applicable standards.

The proposal is assessed as satisfying the performance criteria and complies with those standards.

The proposal is assessed as complying with all other relevant use and development standards in the General Residential Zone, the Community Purposes Zone and the Recreation Zone, as well as the applicable standards of the Bushfire Prone Areas code, Landslide Hazard code, Road and Railway Assets code, Parking and Access code, Stormwater Management code, Biodiversity code, Waterway and Coastal Protection code, Scenic Landscapes code, Inundation Prone Area code, and the Signs code.

The application was publicly advertised for the statutory 14 day period and eight (8) representations were received, which have been addressed in this report. It is concluded that the proposal is consistent with the planning scheme’s zone purpose statements and relevant code purpose statements and is satisfactory.

4. RECOMMENDATION

That the AFL High Performance Training Centre at and subdivision to create one new lot to accommodate the training centre and a new road lot 10 Kingston View Drive, 7 Arilung Place and Gormley Drive (CT 27296/2), Kingston be approved subject to the following conditions:

1. Except as otherwise required by this Permit, use and development of the land must be substantially in accordance with Development Application No. DA-2025-277 and Council Plan Reference No. P2 submitted on 18 September 2025 and 2 October 2025, and P3 submitted on 19 November 2025.

This Permit relates to the use of land or buildings irrespective of the applicant or subsequent occupants, and whoever acts on it must comply with all conditions in this Permit. Any amendment, variation or extension of this Permit requires further planning consent of Council.

2. The merchandise shop, auditorium and administration offices must be directly associated with and subservient to the use of the land for Sports and Recreation.
3. With the exception of player and support staff access to recovery spaces, gym amenities, and educational spaces, and administrative functions to support team travel and performance monitoring, which can occur 24 hours per day 7 days per week, the use must only operate as follows:

| Activity | Typical Operating Hours |
|--|----------------------------|
| Office, administration & security | 8am-5pm, 7 days/week. |
| Other indoor facilities (e.g., gymnasium, indoor training facility, recovery team meetings, medical and rehabilitation areas | 5am-midnight, 7 days/week. |

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| Outdoor activities (training and oval use) | 6am-10pm, 7 days/week. |
| Education programs – Training Academy of Leadership and Sport | 8am-4pm, weekdays with occasional weekend use. |
| Cafe | 8am-5pm, 7 days/week. |
| Merchandise store | 8am-5pm, 7 days/week. |
| Community use – multipurpose room and auditorium | 6am-11pm, 7 days/week, when these spaces are not used for Tasmania Devils operations. |
| Club social events and functions (Cafe, multipurpose room, auditorium) | 6am-11pm, 7 days/week, these activities will be scheduled around the day to day Club administrative and training needs. |
| Occasional use of indoor training space for club functions such as awards nights or fundraisers. | 8am-midnight, estimated to be an average of 1 per month. |

4. The signs must be constructed and maintained to the satisfaction of the Manager Development Services.
5. Landscaping in accordance with the set of Landscaping Plans prepared by Urban Initiatives (dated 11 June 2025) must be provided prior to the occupation of the new building and maintained at all times to the satisfaction of the Manager Development Services.
6. Prior to the Permit coming into effect, a revised Bushfire Hazard Report, Bushfire Hazard Management Plan and s51 certificate must be submitted to Council for endorsement. This documentation must:
 - (a) be in accordance with the Bushfire Hazard Report, Bushfire Hazard Management Plan and s51 certificate (Roger Fenwick, 2 October 2025) but modified to demonstrate and certify that the balance lot meets the requirements of Clauses E1.6.1 A1 (a), E1.6.2 A1 (a) and E1.6.3 A1 (a) or (c); and
 - (b) be to the satisfaction of the Manager Development Services.

When endorsed, this plan forms part of the permit.

7. Prior to commencement of on-site works associated with the private infrastructure to service the approved development, engineering design drawings must be submitted to Council for approval. The engineering plans must be prepared and certified by a professional Civil Engineer. Plans must be to satisfaction of the Director Engineering Services and comply with:
 - Tasmanian Standard Drawings
 - Austroads Standards and Australian Standards
 - Australian Rainfall and Runoff Guidelines
 - The revised Bushfire Hazard Report and Bushfire Hazard Management Plan endorsed under condition 6.

The Plans must include, but are not limited to:

- (a) Detailed internal vehicular and pedestrian access, carparking and manoeuvring areas including:

- (i) Longitudinal and cross sections of the access road.
 - (ii) Contours, finish levels and gradients of the access road and parking modules.
 - (iii) Pavement construction.
 - (iv) Provision of 8 motorcycle parking facilities to be provided within the parking modules.
 - (v) Provision of 25 appropriately designed and located bicycle parking facilities to be provided within the site.
 - (vi) Provision of compliant turning areas and designated hardstands in accordance with the revised Bushfire Hazard Report and Bushfire Hazard Management Plan endorsed under condition 6.
- (b) Design (including supporting documentation and hydraulic calculations) of the proposed stormwater infrastructure including:
- (i) Stormwater layout details to service the development.
 - (ii) A stormwater quality treatment system as required in Table E7.1 of the Kingborough Interim Planning Scheme 2015.
 - (iii) A stormwater detention system as required in Table E7.1 of the Kingborough Interim Planning Scheme 2015.
 - (iv) Overland flowpaths sized to accommodate the estimated 1% AEP (Annual Exceedance Probability) flow.
 - (v) Details of the new stormwater discharge point consistent with the approved plans and demonstrating that all works and associated soil and water management measures are located entirely outside the Waterway and Coastal Protection Area.
- (c) A soil and water management plan.
- (d) Location of fire hydrants consistent with the revised Bushfire Hazard Report and Bushfire Hazard Management Plan endorsed under condition 6.
- (e) A tree protection plan which:
- (i) shows the location and ID number of individual trees and their associated tree protection zones relative to all buildings and works;
 - (ii) includes an accompanying table of trees with the ID number, species, dbh, tpz and confirmation of removal and retention;
 - (iii) demonstrates the extent of any encroachment from all works and associated soil and water management measures is no greater than the approved plans; and
 - (iv) identifies tree protection measures to be implemented before, during and after construction in accordance with Australian Standard 4970-20259 and conditions 9 and 10.

Once endorsed the plans will form part of the permit.

8. No more than 64 trees as shown in Council Plan Reference No. P3 (submitted on 19 November 2025) are approved for removal for the purposes of this development.

This vegetation must not be removed prior to approval of an 'Application for Approval of Planning Start of Works Notice'.

No further felling, lopping, ringbarking or otherwise injuring or destroying of native vegetation or individual trees is to take place without the prior written permission of Council.

9. All remaining native vegetation, including but not limited to individual trees identified for retention in Council Plan Reference No. P3 (submitted on 19 November 2025) and the Arboricultural Impact Assessment (Tree Pioneers, 29 September 2025) must be appropriately protected during and after construction in accordance with all the recommendations in the Arboricultural Impact Assessment and AS 4970-2025. This includes but is not limited to implementation of the following measures:

A. Prior to Construction:

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

- (a) Appointing a Project Arborist.
- (b) Installing tree protection fencing in accordance with the Arboricultural Impact Assessment (Tree Pioneers, 29 September 2025) and condition 10 for Trees 16-19 and 48-50;
- (c) Installing tree protection fencing in accordance with condition 10 to exclude the tree protection zones of all other remaining trees from the works zone.
- (d) Providing certification by the Project Arborist of satisfactory implementation of these tree protection measures to the Manager Development Services prior to the commencement of any on-site works.

B. During Construction:

Maintaining tree protection measures required above for the duration of the construction.

C. Post Construction:

- (a) Within one (1) month from the completion of works within tree protection zones of Trees 48-50, undertaking an assessment by the Project Arborist to determine the health and condition of the trees, providing a copy to the Manager Development Services and undertaking measures recommended by the Arborist.
- (b) Adhering to the following tree management measures post construction for all areas within the tree protection zone but outside the footprint of the approved works:
 - (i) the existing soil level must not be altered around the tree protection zone of the trees (including the disposal of fill, placement of materials or the scalping of the soil);
 - (ii) the tree protection zone must be free from the storage of fill, contaminants or other materials;
 - (iii) machinery and vehicles are not permitted to access the tree protection zone; and

- (iv) development and associated works are not permitted unless otherwise approved by Council in writing or otherwise in accordance with the law.
10. Tree protection fencing required under condition 9 must:
- (a) For Trees 16-19 and 48-50, be located on the edge of the tree protection zone, unless the outer edge of works as shown on the endorsed plan are closer, in which case this tree/vegetation protection fencing may be reduced to the minimum amount necessary to allow the works to be completed.
 - (b) For all other remaining trees, be located to exclude the tree protection zones from the works zone.
 - (c) Exclude the following from the tree protection zones:
 - (i) Machine excavation including trenching.
 - (ii) Machinery movement.
 - (iii) Excavation of silt fencing.
 - (iv) Cultivation.
 - (v) Storage.
 - (vi) Preparation of chemicals, including preparation of cement products.
 - (vii) Parking of vehicles and plant.
 - (viii) Refuelling.
 - (ix) Dumping waste.
 - (x) Placement of fill.
 - (xi) Lighting of fires.
 - (xii) Soil level changes.
 - (xiii) Temporary or permanent installation of utilities and signs.
 - (xiv) Physical damage to the trees.
 - (d) Be constructed in accordance with the following requirements:
 - (i) Utilise barrier mesh and star pickets fencing unless otherwise approved in writing.
 - (ii) Form a visual and physical barrier.
 - (iii) Be a minimum height of 1.5 metres above ground level.
 - (iv) Include signage clearly marked "Tree Protection Zone - No Entry" on all sides.
11. Prior to the commencement of any on-site works, including vegetation removal or modification, demolition, construction, excavations, placement of fill, delivery of building/construction materials and/or temporary buildings, an 'Application for Approval of Planning Start of Works Notice' must be lodged with Council's Planning Department.

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

For Advice: This Planning Start of Works Notice is not the same as the Form 39 Building Start Works Notice. As such, lodgement of a Form 39 will not satisfy this condition and a separate 'Application for Approval of Planning Start of Works Notice' must be lodged with Council's Planning Department. A copy of the application form is available on Council's website.

Please note a Planning Start of Works Notice approval may be applied for both the subdivision and development together or separately. If the Planning Start of Works Notice only relates to one component, then only the conditions relevant to that component must be satisfied prior to the issuing of the approval of the notice.

12. External colours and finishes must be substantially in accordance with the endorsed plans and must have a light reflectance value no greater than 40%. Changes to external finishes must not be made without the written approval of the Manager Development Services. Post-construction, any required re-finishing, or maintenance and repair of external finishes must be like for like, unless otherwise approved in writing by the Manager Development Services.
13. Bushfire hazard management measures for the use and development must be implemented consistent with Council Plan Reference No. P2 (submitted on 18 September and 2 October 2025) and the bushfire hazard management plan endorsed under condition 6, including construction to BAL-19, with the unenclosed subfloor to BAL-29, the extent and location of the hazard management area, intermediate protection area and outer protection area, water supply requirements and access arrangements.

Once implemented, all bushfire hazard management measures must be maintained for the life of the approved use and development in accordance with the bushfire hazard management plan endorsed under condition 6.

For Advice: Documentation submitted for building approval must demonstrate compliance with these measures.

14. To reduce the spread of weeds or pathogens, all machinery must take appropriate hygiene measures prior to entering and leaving the site as per the Weed and Disease Planning and Hygiene Guidelines 2015 produced by the Department of Primary Industries, Parks, Water and Environment.

Any imported materials must be from a weed and pathogen free source to prevent introduction of new weeds and pathogens to the area.

15. Prior to commencement of on-site works associated with the provision of infrastructure to service the approved lots, engineering design drawings must be submitted to Council for approval. The engineering plans and specifications must be prepared and certified by a professional Civil Engineer, in consultation with a suitably qualified arborist. Plans must be to satisfaction of the Director Engineering Services and comply with:

- Tasmanian Standard Drawings
- Australian Rainfall and Runoff Guidelines

The Plans must include, but are not limited to, design (including supporting documentation and hydraulic calculations) of the proposed infrastructure including:

- (a) Vehicle road access to proposed Lot 1.
- (b) Utility services conduits to proposed Lot 1.
- (c) Stormwater main extension and connection to service proposed Lot 1.

Once endorsed the plans will form part of the permit.

16. A Council fee of 2% of the estimated value of the subdivision services extensions construction works (including GST, provisional items and contingencies) for the development or the current minimum fee, whichever is the greater, must be paid at the time of submission of the engineering design plans required under condition 15 for approval. The actual amounts payable shall be based on the rates adopted by Council and prevailing at the time of payment.
17. Construction works must be undertaken in accordance with the approved drawings. Works must be to the satisfaction and approval of the Director Engineering Services and include the following:
 - (a) Stormwater lot connection point must be provided to Lot 1 as approved. All works must be inspected by Council during the relevant times to ensure works comply with Tasmanian Standard Drawings (TSD) and relevant Standards.
 - (b) The vehicular road access for Lot 1 must be constructed in accordance with the approved engineering drawings.
 - (c) A permit to carry out works within a Council road reservation must be obtained prior to any works commencing within the Council road reservation.
18. Existing underground power and telecommunication services must be upgraded or provided to Lot 1 on the endorsed plan of subdivision in accordance with the requirements of TasNetworks and the telecommunications authority requirements. Services conduits must be provided to the lot proper at the developer's cost. Services conduits must be provided to the service authority requirements.
19. At practical completion and the satisfactory completion of all mandatory audit inspections for each approved stage of the subdivision works the supervising engineer must:
 - (a) Request a joint on-site practical completion inspection with the Council's authorised representative.
 - (b) Provide a copy of documentation that all requirements have been carried out as applicable by the following:
 - (i) TasNetworks
 - (ii) TasWater
 - (c) Provide a signed checklist for 'As Constructed' drawings.
 - (d) Submit 'As Constructed' drawings in accordance with Council's Survey Brief, certified as correct by a registered land surveyor in accordance with Council's Survey requirements for subdivisions, developments and capital works projects.
20. The conditions as determined by TasWater, and set out in the attached Appendix A, form part of this permit.
21. A total of seven (7) motorcycle parking spaces must be provided in a location that provides for safe, obvious and easy access to the facility and in accordance with AS/NZS 2890.1:2024 Parking Facilities Part 1: Off-street parking.
22. A total of twenty-five (25) bicycle parking spaces must be provided in a location which provides for safe, obvious and easy access to the facility and in accordance with AS2890.3-1993 Parking facilities Part 3: Bicycle parking facilities in compliance with section 2 "Design of Parking Facilities" and clauses 3.1 "Security" and 3.3 "Ease of Use" of the same Standard.

23. Bicycle end of trip facilities shall be provided at a level adequate to cater for the reasonable needs of the cyclists using the twenty-five (25) bicycle spaces that are required to be provided.
24. Prior to the commencement of building works or on-site works amended plans must be submitted for the approval of the Manager Development Services showing the following:
 - (a) The location and design of the motorcycle parking spaces required by Condition 21;
 - (b) The location and design of the bicycle parking spaces required by Condition 22; and
 - (c) The location of the bicycle end-of-trip facilities required by Condition 23.
25. Prior to the commencement of the use, the sealing of the Final Plan of Survey must be completed and the documents lodged with the Land Titles Office for registration.
26. Prior to the commencement of the use, adequate provision must be made for the storage and collection of garbage and other solid wastes within the curtilage of the site. This area must be properly graded, drained, and screened from public view to the satisfaction of the Manager Development Services.

ADVICE

- A. In accordance with section 53(5) of the *Land Use Planning and Approvals Act 1993* this permit lapses after a period of two years from the date on which it is granted if the use or development in respect of which it is granted is not substantially commenced within that period.
- B. The approval in this permit is under the *Land Use Planning and Approvals Act 1993* and does not provide any approvals under other Acts including, but not limited to *Building Act 2016*, *Urban Drainage Act 2013*, *Food Act 2003* or Council by-laws.

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

- C. The developer should obtain a Plumbing Permit for the development prior to commencing construction.
- D. A drainage design plan at a scale of 1:200, designed by a qualified Hydraulic Designer, showing the location of the proposed sewer and stormwater house connection drains; including the pipe sizes, pits and driveway drainage, must be submitted with the application for Plumbing Permit.
- E. The proposed development includes construction of a new food business. In accordance with the *Building Act 2016*, a Form 42 request from a Building Surveyor for an environmental health officer assessment of the food business must be submitted prior to any approvals being granted under the *Building Act 2016*.

ATTACHMENTS

1. **Assessment Checklist**
2. **Proposal Plans**
3. **TasWater Conditions**

Assessment Checklist for Development Applications for Use and/or Development within the Recreation Zone

| | |
|---|--|
| Application No: DA-2025-277 | Description: AFL High Performance Training Centre |
| Applicant: Tasmania Football Club | Owner: Kingborough Council |
| Location: 10 Kingston View Drive, Kingston | |

Use Status – Recreation Zone

| | |
|-------------------|--|
| Use Class | Sports and Recreation & Food Services |
| Use Status | Sports and Recreation (Permitted) & Food Services (Discretionary) |

The proposed AFL High Performance Centre, the new lot for this facility and the new road are all located on the part of the current lot that is included in the Sport and Recreation Zone.

Use Status – Community Purpose Zone

| | |
|-------------------|--|
| Use Class | Sports and Recreation & Food Services |
| Use Status | Sports and Recreation (Permitted) & Food Services (Discretionary) |

Part of the current lot is included in the Community Purpose Zone. While neither the AFL High Performance Centre nor the new lot on which it will be located are located on land in this zone, an upgrade to an existing sewer main on land within part of the current lot included in this zone is required to service the proposed development.

Use Status – General Residential Zone

| | |
|-------------------|--|
| Use Class | Sports and Recreation & Food Services |
| Use Status | Sports and Recreation (Discretionary) & Food services (Discretionary) |

The existing road reservation of Gormley Drive is included in the General Residential Zone. An upgrade to an existing sewer main under the verge on the southern side of the road is required to service the proposed development.

General Residential Zone Provisions

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

| Clause | Compliance/Comments |
|--|---|
| (a) Clause 10.3.1 Non-Residential Use | A1 – Not applicable. |
| (b) A1 – Hours of operation must be within 8.00 am to 6.00 pm, except for office and administrative tasks or visitor accommodation. | No development, other than the installation of an underground sewer line, is within the part of the site in the General Residential Zone. |
| (c) A2 – Noise emissions measured at the boundary of the site must not exceed the following: | A2 – Not applicable. |
| (a) 55 dB(A) (LAeq) between the hours of 8.00 am to | No development, other than the installation of an underground sewer line, is within the part of the site |

| Clause | Compliance/Comments |
|--|---|
| <p>6.00 pm;</p> <p>(b) 5dB(A) above the background (LA90) level or 40dB(A) (LAeq), whichever is the lower, between the hours of 6.00 pm to 8.00 am;</p> <p>(c) 65dB(A) (LAm_{ax}) at any time.</p> <p>(d) Measurement of noise levels must be in accordance with the methods in the Tasmanian Noise Measurement Procedures Manual, second edition, July 2008 issued by the Director of Environmental Management, including adjustment of noise levels for tonality and impulsiveness.</p> <p>(e) Noise levels are to be averaged over a 15 minute time interval.</p> | <p>in the General Residential Zone.</p> |
| <p>(f) A3 – External lighting must comply with all of the following:</p> <p>(a) be turned off between 6:00 pm and 8:00 am, except for security lighting;</p> <p>(b) security lighting must be baffled to ensure they do not cause emission of light into adjoining private land</p> | <p>A3 – Not applicable.</p> <p>No development, other than the installation of an underground sewer line, is within the part of the site in the General Residential Zone.</p> |
| <p>(g) A4 – Commercial vehicle movements, (including loading and unloading and garbage removal) to or from a site must be limited to 20 vehicle movements per day and be within the hours of:</p> <p>(a) 7.00 am to 5.00 pm Mondays to Fridays inclusive;</p> <p>(b) 9.00 am to 12 noon Saturdays;</p> <p>(c) nil on Sundays and Public Holidays.</p> | <p>A4 – Not applicable.</p> <p>No development, other than the installation of an underground sewer line, is within the part of the site in the General Residential Zone.</p> |
| <p>(h) Clause 10.5.1 Non-dwelling development</p> <p>A1 – Non-dwelling development must comply with all of the following acceptable solutions as if it were a dwelling:</p> <p>(a) 10.4.2 A1 and A3;</p> <p>(b) 10.4.3 A1 (a) and (c);</p> <p>(c) 10.4.7 A1.</p> <p>(d) 10.4.2 A4</p> | <p>A1(a) – Not applicable.</p> <p>No development, other than the installation of an underground sewer line, is within the part of the site in the General Residential Zone.</p> <p>A1(b) – Not applicable.</p> <p>No development, other than the installation of an underground sewer line, is within the part of the site in the General Residential Zone.</p> <p>A1(c) – Not applicable.</p> <p>No development, other than the installation of an underground sewer line, is within the part of the site in the General Residential Zone.</p> <p>A1(d) – Complies.</p> <p>The proposed subdivision relies upon the installation of a new sewer line along Gormley Drive, partially within the General Residential Zone. There are three (3) trees located along this part of the sewer line which are affected by the proposed works (Trees 48-50). Two (2) of these trees are non-native (Trees 48 and 50) and located on the subject land. One (1) of these trees is a <i>Eucalyptus amygdalina</i> tree with a diameter of 65cm, located on adjacent private land. While the subdivision works impact on these trees, an arborist assessment confirms all are feasible for retention but none of the trees are of high</p> |

| Clause | Compliance/Comments |
|--|---|
| | conservation value. Therefore, the development complies with the acceptable solution. Conditions are recommended for inclusion in any permit issued requiring implementation of tree protection measures during construction. |
| <p>(i) Clause 10.5.3 – Outdoor Storage Areas</p> <p>(j) Outdoor storage areas must comply with all of the following:</p> <p>(a) be located behind the building line;</p> <p>(b) all goods and materials stored must be screened from public view;</p> <p>(c) not encroach upon car parking areas, driveways or landscaped areas.</p> | <p>A1 – Not applicable.</p> <p>No development, other than the installation of an underground sewer line, is within the part of the site in the General Residential Zone.</p> |
| <p>(k) Clause 10.6.1 – Lot Design</p> <p>(l) A1 - The size of each lot must comply with the minimum and maximum lot sizes specified in Table 10.1, except if for public open space, a riparian or littoral reserve or utilities.</p> | <p>A1 – Not applicable.</p> <p>No lots are created in the land subject of the application that is included in the General Residential Zone.</p> |
| <p>(m) A2 – The design of each lot must provide a minimum building area that is rectangular in shape and complies with all of the following, except if for public open space, a riparian or littoral reserve or utilities:</p> <p>(a) clear of the frontage, side and rear boundary setbacks;</p> <p>(b) not subject to any codes in this planning scheme;</p> <p>(c) clear of title restrictions such as easements and restrictive covenants;</p> <p>(d) has an average slope of no more than 1 in 5;</p> <p>(e) the long axis of the building area faces north or within 20 degrees west or 30 degrees east of north;</p> <p>(f) is 10m x 15m in size.</p> <p>(g) no trees of high conservation value will be impacted.</p> | <p>A2 – Not applicable.</p> <p>No lots are created in the land subject of the application that is included in the General Residential Zone.</p> |
| <p>(n) A3 – The frontage for each lot must comply with the minimum and maximum frontage specified in Table 10.2, except if for public open space, a riparian or littoral reserve or utilities or if an internal lot.</p> | <p>A3 – Not applicable.</p> <p>No lots are created in the land subject of the application that is included in the General Residential Zone.</p> |
| <p>(o) A4 – No lot is an internal lot.</p> | <p>A4 – Not applicable.</p> <p>No lots are created in the land subject of the application that is included in the General Residential Zone.</p> |
| <p>(p) A5 – Subdivision is for no more than 3 lots.</p> | <p>A5 – Not applicable.</p> <p>No lots are created in the land subject of the application that is included in the General Residential Zone.</p> |
| <p>(q) Clause 10.6.2 – Roads</p> <p>(r) A1 – The subdivision includes no new road.</p> | <p>A1 – Not applicable.</p> <p>No roads are created in the land subject of the application that is included in the General Residential Zone.</p> |

| Clause | Compliance/Comments |
|---|---|
| <p>(s) Clause 10.6.3 – Ways and Public Open Space</p> <p>(t) A1 – No Acceptable Solution.</p> | <p>A1 – Not applicable.</p> <p>No ways or public open space are created in the land subject of the application that is included in the General Residential Zone.</p> |
| <p>(u) Clause 10.6.4 – Services</p> <p>(v) A1 – Each lot must be connected to a reticulated potable water supply.</p> | <p>A1 – Not applicable.</p> <p>No lots are created in the land subject of the application that is included in the General Residential Zone.</p> |
| <p>(w) A2 – Each lot must be connected to a reticulated sewerage system.</p> | <p>A2 – Not applicable.</p> <p>No lots are created in the land subject of the application that is included in the General Residential Zone.</p> |
| <p>(x) A3 – Each lot must be connected to a stormwater system able to service the building area by gravity.</p> | <p>A3 – Not applicable.</p> <p>No lots are created in the land subject of the application that is included in the General Residential Zone.</p> |
| <p>(y) A4 – The subdivision includes no new road.</p> | <p>A4 – Not applicable.</p> <p>No roads are created in the land subject of the application that is included in the General Residential Zone.</p> |

Community Purpose Zone Provisions

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

| Clause | Compliance/Comments |
|---|---|
| <p>Clause 17.3.1 – Hours of Operation</p> <p>A1 – Hours of operation of a use within 50 m of a residential zone must be within:</p> <p>(a) 8.00 am to 8.00 pm Mondays to Fridays inclusive;</p> <p>(b) 9.00 am to 6.00 pm Saturdays;</p> <p>(c) 10.00 am to 5.00 pm Sundays and Public Holidays;</p> <p>(z) except for office and administrative tasks.</p> | <p>A1 – Not applicable.</p> <p>No development, other than the installation of an underground sewer line, is within the part of the site in the Community Purpose Zone.</p> |
| <p>Clause 17.3.2 – Noise</p> <p>A1 – Noise emissions measured at the boundary of a residential zone must not exceed the following:</p> <p>(a) 55dB(A) (LAeq) between the hours of 7.00 am to 7.00 pm;</p> <p>(b) 5dB(A) above the background (LA90) level or 40dB(A) (LAeq), whichever is the lower, between the hours of 7.00 pm and 7.00 am;</p> <p>(c) 65dB(A) (LAm_{ax}) at any time.</p> <p>Measurement of noise levels must be in accordance with the methods in the Tasmanian Noise Measurement Procedures Manual, second edition, July 2008, issued by the Director of Environmental Management, including adjustment of noise levels for tonality and impulsiveness.</p> <p>Noise levels are to be averaged over a 15 minute</p> | <p>A1 – Not applicable.</p> <p>No development, other than the installation of an underground sewer line, is within the part of the site in the Community Purpose Zone.</p> |

| Clause | Compliance/Comments |
|--|---|
| time interval. (aa) | |
| A2 – External amplified loud speakers or music must not be used within 50 m of a residential zone, except if a school system used for school announcements. | A2 – Not applicable. No development, other than the installation of an underground sewer line, is within the part of the site in the Community Purpose Zone. |
| Clause 17.3.3 – External Lighting A1 – External lighting, other than flood lighting of sport and recreation facilities, within 50 m of a residential zone must comply with all of the following: (a) be turned off between 9:00 pm and 6:00 am, except for security lighting; (b) security lighting must be baffled to ensure they do not cause emission of light outside the zone. | A1 – Not applicable. No development, other than the installation of an underground sewer line, is within the part of the site in the Community Purpose Zone. |
| (bb) A2 – Flood lighting of sport and recreation facilities within 200 m of a residential zone must not subject nearby residential lots to obtrusive light, as defined in AS 4282-1997-1.4.7. | A2 – Not applicable. No development, other than the installation of an underground sewer line, is within the part of the site in the Community Purpose Zone. |
| Clause 17.3.4 – Commercial Vehicle Movements A1 – Commercial vehicle movements, (including loading and unloading and garbage removal), to or from a site within 50 m of a residential zone must be within the hours of: (a) 7.00 am to 9.00 pm Mondays to Fridays inclusive; (b) 9.00 am to 5 pm Saturdays; (c) 10.00 am to 12 noon Sundays and Public Holidays. | A1 – Not applicable. No development, other than the installation of an underground sewer line, is within the part of the site in the Community Purpose Zone. |
| Clause 17.3.5 – Discretionary Use A1 – No Acceptable Solution | A1 – Not applicable. No use, other than the installation of an underground sewer line, is within the part of the site in the Community Purpose Zone. These works are categorised into the Sports and Recreation Use Class which is Permitted in the Community Purpose Zone. |
| (cc) A2 – No Acceptable Solution | A2 – Not applicable. No use, other than the installation of an underground sewer line, is within the part of the site in the Community Purpose Zone. |
| (dd) Clause 17.4.1 – Building Height (ee) A1 – Building height must be no more than: 10 m. | A1 – Not applicable. No development, other than the installation of an underground sewer line, is within the part of the site in the Community Purpose Zone. |
| (ff) A2 – Building height within 10 m of a residential zone must be no more than 8.5 m. | A2 – Not applicable. No development, other than the installation of an underground sewer line, is within the part of the site in the Community Purpose Zone. |
| (gg) Clause 17.4.2 – Setback (hh) A1 – Building setback from frontage must be no less than: 6 m, if fronting Channel Highway. 3 m, if fronting any other street. | A1 – Not applicable. No development, other than the installation of an underground sewer line, is within the part of the site in the Community Purpose Zone. |

| Clause | Compliance/Comments |
|---|---|
| <p>(ii) A2 – Building setback from a residential zone must be no less than:</p> <p>(a) 3 m;</p> <p>(b) half the height of the wall, whichever is the greater.</p> | <p>A2 – Not applicable.</p> <p>No development, other than the installation of an underground sewer line, is within the part of the site in the Community Purpose Zone.</p> |
| <p>(jj) A3 – Building setback for buildings for sensitive use must comply with all of the following:</p> <p>(a) be sufficient to provide a separation distance from land zoned Rural Resource no less than 100 m;</p> <p>(b) be sufficient to provide a separation distance from land zoned Significant Agriculture no less than 200 m.</p> | <p>A3 – Not applicable.</p> <p>No development, other than the installation of an underground sewer line, is within the part of the site in the Community Purpose Zone.</p> |
| <p>Clause 17.4.3 – Design</p> <p>A1 – Building design must comply with all of the following:</p> <p>(a) provide the main pedestrian entrance to the building so that it is clearly visible from the road or publicly accessible areas on the site;</p> <p>(b) for new building or alterations to an existing facade provide windows and door openings at ground floor level in the front façade no less than 40% of the surface area of the ground floor level facade ;</p> <p>(c) for new building or alterations to an existing facade ensure any single expanse of blank wall in the ground level front façade and facades facing other public spaces is not greater than 50% of the length of the facade;</p> <p>(d) screen mechanical plant and miscellaneous equipment such as heat pumps, air conditioning units, switchboards, hot water units or similar from view from the street and other public spaces;</p> <p>(e) incorporate roof-top service infrastructure, including service plants and lift structures, within the design of the roof;</p> <p>(f) provide awnings over the public footpath if existing on the site or on adjoining lots;</p> <p>(g) not include security shutters over windows or doors with a frontage to a street or public place.</p> | <p>A1 – Not applicable.</p> <p>No development, other than the installation of an underground sewer line, is within the part of the site in the Community Purpose Zone.</p> |
| <p>A2 – Walls of a building facing a residential zone must be coloured using colours with a light reflectance value not greater than 40 percent.</p> | <p>A1 – Not applicable.</p> <p>No development, other than the installation of an underground sewer line, is within the part of the site in the Community Purpose Zone.</p> |
| <p>Clause 17.4.4 – Passive Surveillance</p> <p>A1 – Buildings design must comply with all of the following:</p> <p>(a) provide the main pedestrian entrance to the building so that it is clearly visible from the road or publicly accessible areas on the site;</p> <p>(b) for new buildings or alterations to an existing facade provide windows and door openings at</p> | <p>A1 – Not applicable.</p> <p>No development, other than the installation of an underground sewer line, is within the part of the site in the Community Purpose Zone.</p> |

| Clause | Compliance/Comments |
|---|---|
| <p>ground floor level in the front façade which amount to no less than 40 % of the surface area of the ground floor level facade;</p> <p>(c) for new buildings or alterations to an existing facade provide windows and door openings at ground floor level in the façade of any wall which faces a public space or a car park which amount to no less than 30 % of the surface area of the ground floor level facade;</p> <p>(d) avoid creating entrapment spaces around the building site, such as concealed alcoves near public spaces;</p> <p>(e) provide external lighting to illuminate car parking areas and pathways;</p> <p>(f) provide well-lit public access at the ground floor level from any external car park.</p> | |
| <p>Clause 17.4.5 – Landscaping</p> <p>A1 – Landscaping must be provided along the frontage of a site (except where access is provided) unless the building has nil setback to frontage.</p> | <p>A1 – Not applicable.</p> <p>No development, other than the installation of an underground sewer line, is within the part of the site in the Community Purpose Zone.</p> |
| <p>A2 – Along a boundary with a residential zone landscaping must be provided for a depth no less than: 2 m.</p> | <p>A1 – Not applicable.</p> <p>No development, other than the installation of an underground sewer line, is within the part of the site in the Community Purpose Zone.</p> |
| <p>Clause 17.4.6 – Outdoor Storage Areas</p> <p>A1 – Outdoor storage areas for non-residential uses must comply with all of the following:</p> <p>(a) be located behind the building line;</p> <p>(b) all goods and materials stored must be screened from public view;</p> <p>(c) not encroach upon car parking areas, driveways or landscaped areas.</p> | <p>A1 – Not applicable.</p> <p>No development, other than the installation of an underground sewer line, is within the part of the site in the Community Purpose Zone.</p> |
| <p>Clause 17.4.7 – Fencing</p> <p>A1 – Fencing must comply with all of the following:</p> <p>(a) fences, walls and gates of greater height than 1.5 m must not be erected within 4.5 m of the frontage;</p> <p>(b) fences along a frontage must be at least 50% transparent above a height of 1.2 m;</p> <p>(c) height of fences along a common boundary with land in a residential zone must be no more than 2.1 m and must not contain barbed wire.</p> | <p>A1 – Not applicable.</p> <p>No development, other than the installation of an underground sewer line, is within the part of the site in the Community Purpose Zone.</p> |
| <p>Clause 17.4.8 – Environmental Values</p> <p>A1 – No trees of high conservation value will be impacted.</p> | <p>A1 – Complies.</p> <p>A short section of the proposed new sewer line along Gormley Drive is located within the Community Purpose Zone. While there are trees located within this part of the site and some are of high conservation value, there are no trees affected by the installation of the sewer line. Therefore, the proposed works within the Community Purpose Zone meet the acceptable solution. Conditions are recommended for inclusion in any permit issued approving the proposed tree removal and requiring</p> |

| Clause | Compliance/Comments |
|---|---|
| | implementation of tree protection measures during construction. |
| <p>Clause 17.5.1 – Subdivision A1 – Subdivision is for the purpose of providing lots for public open space, a riparian or littoral reserve or utilities.</p> | <p>A1 – Not applicable. The proposed subdivision is for the purpose of providing a separate title for the AFL High Performance Centre and to create a new road to provide access to that centre, neither of which are located on land included in the Community Purpose zone.</p> |
| <p>A2 – The frontage for each lot must be no less than 15 m.</p> | <p>A2 – Not applicable. The lot that will be created for the AFL High Performance Centre is not located on land included in the Community Purpose zone.</p> |
| <p>A3 – No Acceptable Solution.</p> | <p>A3 – Not applicable. No ways of public open space is created by the proposed subdivision in the part of the land within the Community Purpose Zone.</p> |
| <p>A4 – Services capable of adequately serving the intended purpose must be connected to each lot.</p> | <p>A4 – Complies. All services required to serve the development on the new lot will be provided, including the upgrading of existing services where necessary. These are set out in the supporting Concept Services Report and the set of civil drawings.</p> |
| <p>A5 - No trees of high conservation value will be impacted.</p> | <p>A5 – Complies. A short section of the proposed new sewer line along Gormley Drive is located within the Community Purpose Zone. While there are trees located within this part of the site and some are of high conservation value, there are no trees affected by the installation of the sewer line. Therefore, the proposed works within the Community Purpose Zone meet the acceptable solution. Conditions are recommended for inclusion in any permit issued approving the proposed tree removal and requiring implementation of tree protection measures during construction.</p> |

Recreation Zone Provisions

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

| Clause | Compliance/Comments |
|---|---|
| 18.3 Use Standards | |
| <p>Clause 18.3.1 – Hours of Operation A1 – Hours of operation of a use within 50 m of a residential zone must be within: (b) 7.00 am to 8.00 pm Mondays to Fridays inclusive; (b) 8.00 am to 6.00 pm Saturdays; (c) 10.00 am to 5.00 pm Sundays and Public Holidays; except for office and administrative tasks.</p> | <p>A1 – Not applicable. The proposed use is not within 50m of land in a residential zone.</p> |
| <p>Clause 18.3.2 – Noise</p> | <p>A1 – Does not comply.</p> |

| Clause | Compliance/Comments |
|---|---|
| <p>A1 – Noise emissions measured at the boundary of a residential zone must not exceed the following:</p> <ul style="list-style-type: none"> (a) 55dB(A) (LAeq) between the hours of 7.00 am to 7.00 pm; (b) 5dB(A) above the background (LA90) level or 40dB(A) (LAeq), whichever is the lower, between the hours of 7.00 pm and 7.00 am; (c) 65dB(A) (LAm_{ax}) at any time. <p>Measurement of noise levels must be in accordance with the methods in the Tasmanian Noise Measurement Procedures Manual, second edition, July 2008, issued by the Director of Environmental Management, including adjustment of noise levels for tonality and impulsiveness.</p> <p>Noise levels are to be averaged over a 15 minute time interval.</p> | <p>The application is supported by an Environmental Noise Assessment Report prepared by Tarkarri Engineering. This report sets out the results of noise monitoring to determine background noise levels and noise modelling of mechanical plant, training and traffic to predict noise levels for the facility when operational. Regarding the levels specified in A1, the report found that the predicted noise emissions measured at the boundary of the residential zone do not exceed:</p> <ul style="list-style-type: none"> (a) 44dB(A) L_{Aeq} between 7.00am and 7:00pm; (b) 42dB(A) L_{Aeq} and a maximum of 10dB(A) above LA90 background at night during functions; and (c) 44dB(A) L_{Aeq} at any time; <p>As the use cannot comply with A1(b), which requires a level no more than 40dB(A) or 5dB(A) above the background level, the proposal must be assessed against Performance Criteria P1.</p> |
| <p>A2 – External amplified loud speakers or music must not be used within 50 m of a residential zone.</p> | <p>A2 – Not applicable.</p> <p>The proposed use is not within 50m of land in a residential zone.</p> |
| <p>Clause 18.3.3 – External Lighting</p> <p>A1 – External lighting, other than flood lighting of sport and recreation facilities, within 50 m of a residential zone must comply with all of the following:</p> <ul style="list-style-type: none"> (a) be turned off between 9:00 pm and 6:00 am, except for security lighting; (b) security lighting must be baffled to ensure they do not cause emission of light outside the zone. | <p>A1 – Not Applicable. The proposed use is not within 50m of land in a residential zone.</p> |
| <p>Clause 18.3.4 – Commercial and Patron Vehicle Movements</p> <p>A1 – Commercial and patron vehicle movements, (including loading and unloading and garbage removal), to or from a site within 50 m of a residential zone must be within the hours of:</p> <ul style="list-style-type: none"> (a) 7.00 am to 9.00 pm Mondays to Fridays inclusive; (b) 8.00 am to 7.00 pm Saturdays; (c) 10.00 am to 6.00 pm Sundays and Public Holidays. | <p>A1 – Complies.</p> <p>The proposed building, carparking areas, accesses and loading docks are situated more than 50m of land in a residential zone.</p> |
| <p>Clause 18.3.5 – Discretionary Use</p> <p>A1 – No Acceptable Solution</p> | <p>A1 – No Acceptable Solution.</p> <p>The proposed cafe cannot be included in the Sports and Recreation Use Class as it is proposed to be open to the public. As a result, it is categorised in the Food Services Use Class which results in it being a discretionary use in the Recreation Zone. As the proposal includes a discretionary use and there is no Acceptable Solution it must be assessed against Performance Criteria P1.</p> |
| <p>18.4 Development Standards for Buildings and Works</p> | |
| <p>Clause 18.4.1 – Building Height</p> <p>A1 – Building height must be no more than: 10 m.</p> | <p>A1 – Does not comply.</p> <p>The proposed building will have a maximum height of 16.8m above the natural ground level for that part which accommodates the indoor field. The relocated</p> |

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| | light towers, goal posts and goal post netting will have heights of 27.4m, 15m and 12m respectively. These exceed the 10m permitted height standard under A1 and therefore assessment is required under Performance Criteria P1. |
| <p>A2 – Building height within 10 m of a residential zone must be no more than 8.5 m.</p> | <p>A2 – Not applicable. The proposed building, relocated light towers, goal posts and goal post netting are not located within 50m of residential zone.</p> |
| <p>Clause 18.4.2 – Setback A1 – Building setback from frontage must be no less than: 20 m, if fronting Channel Highway. 10 m, if fronting any other street.</p> <p>A2 – Building setback from a residential zone must be no less than: (a) 3 m; (b) half the height of the wall, whichever is the greater.</p> | <p>A1 – Complies. The proposed building will be setback approximately 195m from the existing frontage to Kingston View Drive and approximately 105m from the new frontage to Twin Ovals Road that will be created by the subdivision component of the application.</p> <p>A2 – Complies. The proposed building will be setback approximately 200m from the nearest land in a residential zone.</p> |
| <p>Clause 18.4.3 – Design A1 – Building design must comply with all of the following:</p> <ul style="list-style-type: none"> (a) provide the main pedestrian entrance to the building so that it is clearly visible from the road or publicly accessible areas on the site; (b) for new building or alterations to an existing facade provide windows and door openings at ground floor level in the front façade no less than 40% of the surface area of the ground floor level facade ; (c) for new building or alterations to an existing facade ensure any single expanse of blank wall in the ground level front façade and facades facing other public spaces is not greater than 50% of the length of the facade; (d) screen mechanical plant and miscellaneous equipment such as heat pumps, air conditioning units, switchboards, hot water units or similar from view from the street and other public spaces; (e) incorporate roof-top service infrastructure, including service plants and lift structures, within the design of the roof; (f) provide awnings over the public footpath if existing on the site or on adjoining lots; (g) not include security shutters over windows or doors with a frontage to a street or public place. | <p>A1(a) – Complies. The main entrance to the building will be visible from the access driveway, footpaths, public carpark and the bus set down/pickup area, which are all publicly accessible areas on the site</p> <p>A1(b) – Does not comply. The ground floor level of the facade of the building that faces the frontage has less than 40% of the surface area as windows and door openings.</p> <p>A1(c) – Does not comply. The length of the ground floor facade facing the frontage and other public spaces includes single expanses of blank walls that exceed 50% of the length of the facades.</p> <p>A1(d) – Complies. Mechanical equipment will be located on a screened plant deck located at the southern end of the building and will be recessed behind a parapet wall, preventing views from public areas.</p> <p>A1(e) – Complies. The building does not include roof-top service infrastructure, such as service plants and lift overrun structures.</p> <p>A1(f) – Not applicable. Awnings are not provided over the footpaths on the site or adjoining lots.</p> <p>A1(g) – Complies. Security shutters over windows or doors are not proposed. Compliance with A1(a) to A1(g) is necessary to satisfy A1, and so not complying with A1(b) and A1(c) means that assessment is required under</p> |

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| <p>A2 – Walls of a building facing a residential zone must be coloured using colours with a light reflectance value not greater than 40 percent.</p> | <p>Performance Criteria P1.</p> <p>A2 – Complies. (kk) The proposed colours of the walls of the building facing residential zones will utilise natural tones, including greens, greys, and browns which would have a light reflectance value of less than 40%. A condition will be included to ensure compliance with this requirement.</p> |
| <p>Clause 18.4.4 – Passive Surveillance</p> <p>A1 – Buildings design must comply with all of the following:</p> <ul style="list-style-type: none"> (a) provide the main pedestrian entrance to the building so that it is clearly visible from the road or publicly accessible areas on the site; (b) for new buildings or alterations to an existing facade provide windows and door openings at ground floor level in the front façade which amount to no less than 40 % of the surface area of the ground floor level facade; (c) for new buildings or alterations to an existing facade provide windows and door openings at ground floor level in the façade of any wall which faces a public space or a car park which amount to no less than 30 % of the surface area of the ground floor level facade; (d) avoid creating entrapment spaces around the building site, such as concealed alcoves near public spaces; (e) provide external lighting to illuminate car parking areas and pathways; (f) provide well-lit public access at the ground floor level from any external car park. | <p>A1(a) – Complies. The main pedestrian entrance to the building is visible from public accessible areas of the site including the new road that leads to the centre, the proposed public carparking areas that will service the centre, the pedestrian pathways leading from other areas of the precinct to the centre and the bus set down/pickup facility.</p> <p>A1(b) – Does not comply. The front facade is the northwestern elevation which faces the proposed public carparking areas. The ground floor level at this elevation is set below the natural ground level as a result of the slope of the land. It does not contain windows and doors openings that amount to 40% of the surface area of the ground floor level facade.</p> <p>A1(c) – Does not comply. The facade that faces a public space or a car park is the northwestern elevation which faces the proposed public carparking areas. The ground floor level at this elevation is set below the natural ground level as a result of the slope of the land. It does not contain windows and doors openings that amount to 30% of the surface area of the ground floor level facade.</p> <p>A1(d) – Complies. There is good visibility around all external area of the proposed building and no entrapment spaces such as concealed alcoves.</p> <p>A1(e) – Complies. Lighting is to be provided to illuminate the proposed public and player carparking areas, the pedestrian pathways leading from these areas and the sports precinct, the internal access road and the bus set down/pickup facility.</p> <p>A1(f) – Does not comply. The public access to the building from the external carparking areas is well-lit however it is not at the ground floor level as a result of the slope of the land. Compliance with A1(a) to A1(f) is necessary to satisfy A1, and so not complying with A1(b), A1(c) and A1(f) means that assessment is required under Performance Criteria P1.</p> |
| <p>Clause 18.4.5 – Landscaping</p> <p>A1 – Landscaping must be provided along the frontage of a site (except where access is provided) unless the building has nil setback to frontage.</p> | <p>A1 – Complies. While the current frontage of the site is Kingston View Drive, which is not proposed to be landscaped, the proposal will create a new lot and a new road and suitable landscaping will be provided along this</p> |

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| <p>A2 – Along a boundary with a residential zone landscaping must be provided for a depth no less than: 2 m.</p> | <p>frontage. A2 – Not applicable. The proposed development will be located on a new lot that will not share a boundary with a residential zone.</p> |
| <p>Clause 18.4.6 – Outdoor Storage Areas A1 – Outdoor storage areas for non-residential uses must comply with all of the following: (a) be located behind the building line; (b) all goods and materials stored must be screened from public view; (c) not encroach upon car parking areas, driveways or landscaped areas.</p> | <p>A1 – Complies. No new outdoor storage areas are proposed as part of the development.</p> |
| <p>Clause 18.4.7 – Fencing A1 – Fencing must comply with all of the following: (a) fences, walls and gates of greater height than 1.5 m must not be erected within 4.5 m of the frontage; (b) fences along a frontage must be at least 50% transparent above a height of 1.2 m; (c) height of fences along a common boundary with land in a residential zone must be no more than 2.1 m and must not contain barbed wire.</p> | <p>A1 – Not applicable. The proposal does not include any fencing within 4.5m of the frontage or on a common boundary with a residential zone.</p> |
| <p>Clause 18.4.8 – Environmental Values A1 – No trees of high conservation value will be impacted.</p> | <p>A1 – Complies. There are 68 trees located within the Recreation Zone which are either affected by or in proximity to the proposed development, including the installation of the sewer line and the proposed AFL High Performance Centre. These trees include 34 blackwood trees, 23 macrocarpa pines and 11 blue gum trees. All but four (4) of the of the blackwood trees require removal to accommodate the proposed AFL High Performance Centre. The four (4) blackwood trees for retention (Trees 16-19) are located adjacent to the proposed new sewer line and are unaffected by the works. While the blackwood and blue gum trees are native, none of these trees meet the threshold for a high conservation value tree. There are also numerous other trees and areas of native vegetation within the Recreation Zone, including high conservation value trees, however this vegetation is not affected by the proposed development. As the development within the Recreation Zone does not impact on any high conservation value trees, the proposal complies with the acceptable solution. Conditions are recommended for inclusion in any permit issued approving the proposed tree removal and requiring implementation of tree protection measures during construction.</p> |
| <p>18.5 Development Standards for Subdivision</p> | |
| <p>Clause 18.5.1 – Subdivision A1 – Subdivision is for the purpose of providing lots for public open space, a riparian or littoral reserve or</p> | <p>A1 – Does not comply. The proposed subdivision is for the purpose of providing a separate title for the AFL High</p> |

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| utilities. | Performance Centre and to create a new road to provide access to that centre. The lot that will contain the centre is not for the purpose of providing lots for public open space, a riparian or littoral reserve or utilities, however the new road is for the purpose of providing utilities. |
| A2 – The frontage for each lot must be no less than 15 m. | A2 – Complies. The lot that will be created for the AFL High Performance Centre will have a frontage to the new road of approximately 166.5m. |
| A3 – No Acceptable Solution. | A3 – No Acceptable Solution. As there is no Acceptable Solution the proposal is required to be assessed against Performance Criteria P3. |
| A4 – Services capable of adequately serving the intended purpose must be connected to each lot. | A4 – Complies. (II) All services required to serve the development on the new lot will be provided, including the upgrading of existing services where necessary. These are set out in the supporting Concept Services Report and the set of civil drawings. |
| A5 – No trees of high conservation value will be impacted. | A5 – Complies. While there are numerous trees on the proposed lots, including high conservation value trees, none are impacted by the proposed lot design. |

Code Provisions

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| E1.0 Bushfire-Prone Areas Code | |
| <p>Clause E1.5.1 - Vulnerable Uses</p> <p>A1 – No acceptable solution (requires assessment against performance criteria)</p> <p>A2 – An emergency management strategy, endorsed by the TFS or accredited person, that provides for mitigation measures to achieve and maintain a level of tolerable risk that is specifically developed to address the characteristics, nature and scale of the use considering:</p> <ul style="list-style-type: none"> (a) the nature of the bushfire-prone vegetation including the type, fuel load, structure and flammability; (b) the ability of occupants of the vulnerable use to: <ul style="list-style-type: none"> (i) protect themselves and defend property from bushfire attack; (ii) evacuate in an emergency; and (iii) understand and respond to instructions in the event of a bushfire; and (c) any bushfire protection measures available to reduce risk to emergency service personnel. <p>A3 – A bushfire hazard management plan that contains appropriate bushfire protection measures</p> | <p>A1 – Not applicable. The proposed uses do not include any vulnerable uses.</p> <p>A2 – Not applicable. The proposed uses do not include any vulnerable uses.</p> <p>A3 – Not applicable. The proposed uses do not include any vulnerable uses.</p> |

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| that is certified by the TFS or an accredited person. | |
| <p>Clause E1.5.2 - Hazardous Uses</p> <p>A1 – No acceptable solution (requires assessment against performance criteria)</p> <p>A2 – An emergency management strategy, endorsed by the TFS or accredited person, that provides for mitigation measures to achieve and maintain a level of tolerable risk that is specifically developed to address the characteristics, nature and scale of the use having regard to:</p> <p>(a) the nature of the bushfire-prone vegetation including the type, fuel load, structure and flammability; and</p> <p>(b) available fire protection measures to:</p> <p>(i) prevent the hazardous use from contributing to the spread or intensification of bushfire;</p> <p>(ii) limit the potential for bushfire to be ignited on the site;</p> <p>(iii) prevent exposure of people and the environment to the hazardous chemicals, explosives or emissions as a consequence of bushfire; and</p> <p>(iv) reduce risk to emergency service personnel.</p> <p>A3 – A bushfire hazard management plan that contains appropriate bushfire protection measures that is certified by the TFS or an accredited person.</p> | <p>A1 – Not applicable. The proposed uses do not include any hazardous uses.</p> <p>A2 – Not applicable. The proposed uses do not include any hazardous uses.</p> <p>A3 – Not applicable. The proposed uses do not include any hazardous uses.</p> |
| <p>Clause E1.6.1 - Subdivision: Provision of hazard management areas</p> <p>A1 – A1 – (a) TFS or an accredited person certifies that there is an insufficient increase in risk from bushfire to warrant the provision of hazard management areas as part of a subdivision; or</p> <p>(b) The proposed plan of subdivision:</p> <p>(i) shows all lots that are within or partly within a bushfire-prone area, including those developed at each stage of a staged subdivision;</p> <p>(ii) shows the building area for each lot;</p> <p>(iii) shows hazard management areas between bushfire-prone vegetation and each building area that have dimensions equal to, or greater than, the separation distances required for BAL 19 in Table 2.4.4 of Australian Standard AS 3959 – 2009 Construction of buildings in bushfire-prone areas; and</p> <p>(iv) is accompanied by a bushfire hazard management plan that addresses all the individual lots and that is certified by the TFS or accredited person, showing hazard management areas equal to, or</p> | <p>A1 – Complies.</p> <p>The application is accompanied by a Certificate under s51(2)(d) of the <i>Land Use Planning and Approvals Act 1993</i> certified by an accredited bushfire practitioner which demonstrates that Lot 1 of the proposed subdivision meets Clause E1.6.1(A1)(b) in that it provides hazard management areas equal to or greater than that the separation distances required for BAL-19.</p> <p>A subdivision plan was also submitted with the application demonstrating that Lot 1 complies with A1(b) as follows:</p> <ul style="list-style-type: none"> • the plan shows all lots that are located within a bushfire prone area; • the plan identifies a compliant building area for Lot 1; • the bushfire hazard management area for Lot 1 is equal to or greater than the separation distances required for BAL-19; • the application is accompanied by a bushfire hazard management plan certified by an accredited person and showing hazard management areas equal to or greater than the separation distances required for BAL-19. <p>Ordinarily, to ensure the bushfire hazard management requirements are satisfied and future</p> |

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| <p>greater than, the separation distances required for BAL 19 in Table 2.4.4 of Australian Standard AS 3959 – 2009 Construction of buildings in bushfire-prone areas; and</p> <p>(c) If hazard management areas are to be located on land external to the proposed subdivision the application is accompanied by the written consent of the owner of that land to enter into an agreement under section 71 of the Act that will be registered on the title of the neighbouring property providing for the affected land to be managed in accordance with the bushfire hazard management plan</p> | <p>lot owners are aware of these requirements, a condition is recommended for inclusion in any permit issued requiring a Part 5 Agreement on the lots to the effect that the measures contained within the BHMP are implemented in relation to any future development on the lots. However, in this instance, the application includes the development of Lot 1 and the submitted plans demonstrate compliance with the BHMP. Therefore, rather than requiring a Part 5 Agreement for future implementation of bushfire hazard management measures in relation to Lot 1, it is recommended that a condition is included in any permit issued requiring implementation of the required bushfire hazard management measures as part of the AFL High Performance Centre development.</p> <p>Clause E1.6.1 has not been applied to the balance lot, as the accredited bushfire practitioner submits that this is a pointless task given the size of the balance lot. The bushfire practitioner further submits that 'If new construction were proposed within the residual part of the site, the specific site(s) could readily be assessed for suitability, and appropriate HMA(s) determined as part of that proposal. There is at least one location on the residual part of the site on which a structure could be built within a BAL-19 HMA, so that excision of the TDHPC would not jeopardise future development of on the site'. This submission is not contested. However, discussions with Tom O'Connor from TFS on 19/11/2025 confirm that Clause E1.6.1 is applicable to all lots within a plan of subdivision and the only means of excluding a lot from needing to meet the HMA and building area requirements is to certify that there is insufficient increase in risk to this lot. While it appears that there is a reasonable basis for there being an insufficient increase in risk from bushfire to warrant the provision of a hazard management area for the balance lot, this case needs to be made and the BHMP certified accordingly. To ensure this is achieved and Clause E1.6.1 is satisfied, a condition is recommended for inclusion in any permit issued requiring an amended Bushfire Hazard Report and BHMP which demonstrates how the balance lot meets Clause E1.6.1 A1, by way of insufficient increase in risk. The applicant has been advised of this requirement and confirms that a condition of approval is the most appropriate way of addressing this.</p> |
| <p>Clause E1.6.2 - Subdivision: Public and firefighting access</p> <p>A1 – (a) TFS or an accredited person certifies that there is an insufficient increase in risk from bushfire to warrant specific measures for public access in the subdivision for the purposes of fire fighting; or</p> <p>(b) A proposed plan of subdivision showing the layout of roads, fire trails and the location of property access to building areas is included in a bushfire hazard management plan that:</p> | <p>A1 – Complies.</p> <p>The subdivision complies with A1 (b) for proposed Lot 1 as the proposed plan of subdivision shows the layout of roads and property access to the building area for Lot 1, demonstrates it complies with Tables E1 and E2 and the plan has been certified by an accredited person.</p> <p>A condition is recommended for inclusion in any permit issued requiring construction of the compliant access in accordance with the plan of subdivision, endorsed civil plans and the BHMP.</p> |

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| <p>(i) demonstrates proposed roads will comply with Table E1, proposed private accesses will comply with Table E2 and proposed fire trails will comply with Table E3; and</p> <p>(ii) is certified by the TFS or an accredited person</p> | <p>In relation to access requirements for the balance lot, Clause E1.6.2 has not been applied. However, discussions with Tom O'Connor from TFS on 19/11/2025 confirm that Clause E1.6.2 is applicable to all lots within a plan of subdivision and the only means of excluding a lot from needing to meet the access requirements is to certify that there is insufficient increase in risk to warrant specific measures for public access. While it appears that there is a reasonable basis for there being an insufficient increase in risk, this case needs to be made and the BHMP certified accordingly. To ensure this is achieved and Clause E1.6.2 satisfied for the balance lot, a condition is recommended for inclusion in any permit issued requiring an amended Bushfire Hazard Report and BHMP which demonstrates how the balance lot meets Clause E1.6.2 A1, by way of insufficient increase in risk. The applicant has been advised of this requirement and confirms that a condition of approval is the most appropriate way of addressing this.</p> |
| <p>Clause E1.6.3 - Subdivision: Provision of water supply for fire fighting purposes</p> <p>A1 – In areas serviced with reticulated water by the water corporation:</p> <p>(a) TFS or an accredited person certifies that there is an insufficient increase in risk from bushfire to warrant the provision of a water supply for fire fighting purposes;</p> <p>(b) A proposed plan of subdivision showing the layout of fire hydrants, and building areas, is included in a bushfire hazard management plan approved by the TFS or accredited person as being compliant with Table E4; or</p> <p>(c) A bushfire hazard management plan certified by the TFS or an accredited person demonstrates that the provision of water supply for fire fighting purposes is sufficient to manage the risks to property and lives in the event of a bushfire.</p> | <p>A1 – Complies.</p> <p>The subdivision complies with E1.6.3 A1(b) for Lot 1, with the area serviced by reticulated water and the proposed plan of subdivision showing the layout of fire hydrants and building area and the BHMP certifying these as being compliant with Table E4. A condition is recommended for inclusion in any permit issued requiring the compliant water supply to be installed for Lot 1 in accordance with the plan of subdivision, endorsed civil plans and the BHMP.</p> <p>In relation to water supply requirements for the balance lot, Clause E1.6.3 has not been applied. However, discussions with Tom O'Connor from TFS on 19/11/2025 confirm that Clause E1.6.3 is applicable to all lots within a plan of subdivision and the only means of excluding a lot from needing to meet the water supply requirements is to either certify that there is insufficient increase in risk to warrant the provision of a water supply or the BHMP certifies that the provision of water supply is sufficient. While it appears that there is a reasonable basis for there being either an insufficient increase in risk or the existing water supply being sufficient, this case needs to be made and the BHMP certified accordingly. To ensure this is achieved and Clause E1.6.3 satisfied for the balance lot, a condition is recommended for inclusion in any permit issued requiring an amended Bushfire Hazard Report and BHMP which demonstrates how the balance lot meets Clause E1.6.3 A1, by way of either insufficient increase or a sufficient existing water supply. The applicant has been advised of this requirement and confirms that a condition of approval is the most appropriate way of addressing this.</p> |
| <p>A2 – In areas that are not serviced by reticulated water by the water corporation:</p> <p>(a) The TFS or an accredited person certifies that there is an insufficient increase in risk from</p> | <p>A1 – Not applicable.</p> <p>The area is serviced by a TasWater reticulated water service.</p> |

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| <p>bushfire to warrant provision of a water supply for fire fighting purposes;</p> <p>(b) The TFS or an accredited person certifies that a proposed plan of subdivision demonstrates that a static water supply, dedicated to fire fighting, will be provided and located compliant with Table E5; or</p> <p>(c) A bushfire hazard management plan certified by the TFS or an accredited person demonstrates that the provision of water supply for fire fighting purposes is sufficient to manage the risks to property and lives in the event of a bushfire.</p> | |
| <p>E3.0 Landslide Code</p> | |
| <p>Small areas of the subject land are located within a Landslide Hazard Area (Low) on the planning scheme maps. These areas are contained within the proposed Balance Lot. It is acknowledged that landslide hazard data by Mineral Resources Tasmania shows more extensive areas of the site are subject to historic and active landslides. The Geotechnical Assessment (Geo-Environmental Solutions, 5 June 2025) also confirms there is a newly identified active landslide hazard area on parts of the subject land, as well as an area of minor landslip on the fill batters of Oval 2. However, under Clause E3.2.1, the Landslide Hazard Code only applies to development for buildings and works, subdivision or use of land for a vulnerable or hazardous use on land within a Landslide Hazard Area. Under Clause 3.3.1 a Landslide Hazard Area is defined by the planning scheme maps. Therefore, any newly identified landslide hazard areas outside the planning scheme maps are beyond the scope of assessment.</p> <p>Pursuant to Clause E3.4(b), a subdivision creating no more than two lots within a Low Landslide Hazard Area), the subdivision is exempt from assessment against this code.</p> <p>As the use is neither vulnerable nor hazardous and no works are proposed within a Landslide Hazard Area on the planning scheme maps, the use and development are also not subject to the Code.</p> | |
| <p>E5.0 Road and Railway Assets Code</p> | |
| <p>Clause E5.5.1 – Existing road accesses and junctions</p> <p>A1 – The annual average daily traffic (AADT) of vehicle movements, to and from a site, onto a category 1 or category 2 road, in an area subject to a speed limit of more than 60km/h, must not increase by more than 10% or 10 vehicle movements per day, whichever is the greater.</p> | <p>A1 – Not applicable.</p> <p>The site does not have access to a Category 1 or 2 road.</p> |
| <p>A2 – The annual average daily traffic (AADT) of vehicle movements, to and from a site, using an existing access or junction, in an area subject to a speed limit of more than 60km/h, must not increase by more than 10% or 10 vehicle movements per day, whichever is the greater.</p> | <p>A2 – Not applicable.</p> <p>The area is not subject to a speed limit more than 60km/h.</p> |
| <p>A3 – The annual average daily traffic (AADT) of vehicle movements, to and from a site, using an existing access or junction, in an area subject to a speed limit of 60km/h or less, must not increase by more than 20% or 40 vehicle movements per day, whichever is the greater.</p> | <p>A3 – Does not comply.</p> <p>The proposal is in an area subject to a speed limit 60km/h or less and the number of vehicle movements increases by more than 20% or 40 movements per day. Therefore, it must be assessed against the Performance Criteria.</p> |
| <p>E5.5.2 Existing level crossings</p> <p>A1 – Where use has access across part of a rail network, the annual average daily traffic (AADT) at an existing level crossing must not be increased by greater than 10% or 10 vehicle movements per day, whichever is the greater.</p> | <p>A1 – Not applicable.</p> <p>There is no access across part of a rail network.</p> |

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| <p>Clause E5.6.1 - Development adjacent to roads and railways</p> <p>A1.1 – Except as provided in A1.2, the following development must be located at least 50m from the rail network, or a category 1 road or category 2 road, in an area subject to a speed limit of more than 60km/h:</p> <ul style="list-style-type: none"> (a) new buildings; (b) other road or earth works; and (c) building envelopes on new lots. | <p>A1.1 – Complies.</p> <p>The development is located at least 50m from a Category 1 or 2 road and there are no rail networks in Kingborough.</p> |
| <p>A1.2 – Buildings, may be:</p> <ul style="list-style-type: none"> (a) located within a row of existing buildings and setback no closer than the immediately adjacent building; or (b) an extension which extends no closer than: <ul style="list-style-type: none"> (i) the existing building; or (ii) an immediately adjacent building. | <p>A1.2 – Not applicable.</p> <p>Complies with A1.1 and the development is not within 50m of a Category 1 or 2 road, or rail network.</p> |
| <p>Clause E5.6.2 - Road access and junctions</p> <p>A1 – No new access or junction to roads in an area subject to a speed limit of more than 60km/h.</p> <p>A2 – 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>A1 – Not applicable.</p> <p>The speed limit in area being accessed is less than 60km/h.</p> <p>A2 – Complies.</p> <p>There is one proposed access providing both entry and exit to the subdivision site. The existing Twin Ovals carpark is on a separate subdivision lot to the development lot.</p> |
| <p>Clause E5.6.3 – New level crossings</p> <p>A1 – No acceptable solution (requires assessment against performance criteria)</p> | <p>A1 – Not applicable.</p> <p>No new level crossings are proposed.</p> |
| <p>Clause E5.6.4 - Sight distance at accesses, junctions and level crossings</p> <p>A1 – Sight distances at:</p> <ul style="list-style-type: none"> (a) an access or junction must comply with the Safe Intersection Sight Distance shown in Table E5.1; and (b) rail level crossings must comply with AS1742.7 Manual of uniform traffic control devices - Railway crossings, Standards Association of Australia. | <p>A1 – Complies.</p> <p>The design of the proposed access meets the standard. A1(b) is not applicable as there are no rail crossings.</p> |
| <p>E6.0 Parking and Access Code</p> | |
| <p>Clause E6.6.1 - Number of car parking spaces</p> <p>A1 - The number of on-site car parking spaces must be:</p> <ul style="list-style-type: none"> (a) no less than the number specified in Table E6.1; <p>except if:</p> <ul style="list-style-type: none"> (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>A1 – Complies.</p> <p>The parking requirements for a Sporting Precinct is subject to an empirical demand assessment. The TIA presents an assessment for a typical normal weekday training scenario generating a peak demand of approximately 147 parking spaces. The application proposal plans provide 151 standard parking spaces.</p> <p>Peak training days with multiple teams present may generate a parking demand of up to 197 parking spaces. There is an existing 90 space carpark directly adjacent to the site (Twin Ovals carpark) that can be used to manage this overflow parking</p> |

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| | demand. |
| <p>Clause E6.6.2 – Number of Accessible Car Parking Spaces for People with a Disability</p> <p>A1 - Car parking spaces provided for people with a disability must:</p> <ul style="list-style-type: none"> (a) satisfy the relevant provisions of the Building Code of Australia; (b) be incorporated into the overall car park design; (c) be located as close as practicable to the building entrance. | <p>A1 – Complies.</p> <p>There are three disability spaces provided on site that meet the requirements. In addition, there are a further 5 spaces in the existing Twin Ovals carpark directly in front of the existing clubrooms entrance.</p> |
| <p>Clause E6.6.3 – Number of Motorcycle Parking Spaces</p> <p>A1 - 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>A1 – Does not comply.</p> <p>The TIA indicates that while 7 motorcycle parking spaces are required to be provided, none should be provided for the proposed development. No motorcycle parking is indicated on the submitted plans.</p> |
| <p>Clause E6.6.4 – Number of Bicycle Parking Spaces</p> <p>A1 - The number of on-site bicycle parking spaces provided must be no less than the number specified in Table E6.2.</p> | <p>A1 – Does not comply.</p> <p>The proposal has not indicated the required bicycle parking on the submitted plans. The TIA includes the recommendation that 25 spaces are appropriate for the proposed development.</p> |
| <p>Clause E6.7.1 - Number of vehicular accesses</p> <p>A1 – 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>A1 – Complies.</p> <p>There is only one access point provided to the subdivision and development site from Twin Ovals Road.</p> |
| <p>Clause E6.7.2 - Design of vehicular accesses</p> <p>A1 – Design of vehicle access points must comply with all of the following:</p> <ul style="list-style-type: none"> (a) in the case of non-commercial vehicle access; the location, sight distance, width and gradient of an access must be designed and constructed to comply with section 3 – “Access Facilities to Off-street Parking Areas and Queuing Areas” of AS/NZS 2890.1:2004 Parking Facilities Part 1: Off-street car parking; (b) in the case of commercial vehicle access; the location, sight distance, geometry and gradient of an access must be designed and constructed to comply with all access driveway provisions in section 3 “Access Driveways and Circulation Roadways” of AS2890.2 - 2002 Parking facilities Part 2: Off-street commercial vehicle facilities. | <p>A1 – Complies.</p> <p>The vehicle access point complies with the Australian Standard.</p> |
| <p>Clause E6.7.3 - Vehicular passing areas along an access</p> | <p>A1 – Complies.</p> <p>The clause applies to the proposal and the</p> |

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| <p>A1 – Vehicular passing areas must:</p> <p>(a) be provided if any of the following applies to an access:</p> <ul style="list-style-type: none"> (i) it serves more than 5 car parking spaces; (ii) is more than 30 m long; (iii) it meets a road serving more than 6000 vehicles per day <p>(b) be 6 m long, 5.5 m wide, and taper to the width of the driveway;</p> <p>(c) it meets a road serving more than 6000 vehicles per day;</p> <p>(d) have the first passing area constructed at the kerb;</p> <p>(e) be at intervals of no more than 30 m along the access.</p> | <p>requirements of (b), (d) and (e) are satisfied.</p> |
| <p>Clause E6.7.4 - On-site turning</p> <p>A1 – 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> <p>(a) it serves no more than two dwelling units;</p> | <p>A1 – Complies.</p> <p>All vehicles can leave the site in a forward direction.</p> |
| <p>Clause E6.7.5 - Layout of parking areas</p> <p>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.</p> | <p>A1 – Complies.</p> <p>The design and layout satisfies all of the applicable standards.</p> |
| <p>Clause E6.7.6 - Surface treatment of parking areas</p> <p>A1 – Parking spaces and vehicle circulation roadways must be in accordance with all of the following:</p> <p>(a) paved or treated with a durable all-weather pavement where within 75m of a property boundary or a sealed roadway;</p> <p>(b) drained to an approved stormwater system, unless the road from which access is provided to the property is unsealed.</p> | <p>A1 – Complies.</p> <p>The roads and carparks are treated with an impervious asphalt seal.</p> |
| <p>Clause E6.7.7 - Lighting of parking areas</p> <p>A1 – 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>A1 – Complies.</p> <p>The proposal meets the relevant standards.</p> |
| <p>Clause E6.7.8 - Landscaping of parking areas</p> <p>A1 – Landscaping of parking and circulation areas must be provided where more than 5 car parking spaces are proposed. This landscaping must be no</p> | <p>A1 – Complies.</p> <p>A landscaping plan has been provided with the application showing that there is more than 5% of the</p> |

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| less than 5 percent of the area of the car park, except in the Central Business Zone where no landscaping is required. | area incorporating landscaping. |
| <p>Clause E6.7.9 – Design of Motorcycle Parking Areas</p> <p>A1 - The design of motorcycle parking areas must comply with all of the following:</p> <p>(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;</p> <p>(b) be located within 30 m of the main entrance to the building.</p> | <p>A1 – Does not comply.</p> <p>The proposal does not include any motorcycle parking spaces.</p> |
| <p>Clause E6.7.10 – Design of Bicycle Parking Facilities</p> <p>A1 - The design of bicycle parking facilities must comply with all the following;</p> <p>(a) be provided in accordance with the requirements of Table E6.2;</p> <p>(b) be located within 30 m of the main entrance to the building.</p> | <p>A1 – Does not comply.</p> <p>The proposal does not include any bicycle parking facilities.</p> |
| <p>A2 - The design of bicycle parking spaces must be to the class specified in table 1.1 of AS2890.3-1993 Parking facilities Part 3: Bicycle parking facilities in compliance with section 2 “Design of Parking Facilities” and clauses 3.1 “Security” and 3.3 “Ease of Use” of the same Standard. R1</p> | <p>A2 – Does not comply.</p> <p>The proposal does not include any bicycle parking facilities.</p> |
| <p>Clause E6.7.11 – Bicycle End of Trip Facilities</p> <p>A1 - For all new buildings where the use requires the provision of more than 5 bicycle parking spaces for employees under Table E6.2, 1 shower and change room facility must be provided, plus 1 additional shower for each 10 additional employee bicycle spaces thereafter.</p> | <p>A1 – Does not comply.</p> <p>The proposal does not include any bicycle end of trip facilities.</p> |
| <p>Clause E6.7.12 – Siting of car parking</p> <p>A1 - 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>A1 – Not applicable.</p> <p>The proposal is in the Recreation Zone.</p> |
| <p>Clause E6.7.13 – Facilities for commercial vehicles</p> <p>A1 - 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> <p>(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;</p> <p>(b) the use is not primarily dependent on outward</p> | <p>A1 – Not applicable.</p> <p>Because the proposal includes (a) or (b) of the Acceptable Solution.</p> |

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| delivery of goods from the site. | |
| <p>Clause E6.7.14 - Access to a road A1 – Access to a road must be in accordance with the requirements of the road authority.</p> | <p>A1 – Complies. The access is in accordance with Council's requirements.</p> |

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| Clause | Compliance/Comments |
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| E7.0 Stormwater Management Code | |
| <p>Clause E7.7.1 - Stormwater drainage and disposal A1 – Stormwater from new impervious surfaces must be disposed of by gravity to public stormwater infrastructure.</p> | <p>A1 – Complies. The proposal will be connected to the available reticulated public stormwater by gravity.</p> |
| <p>A2 – 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 m²; (b) new car parking is provided for more than 6 cars; (c) a subdivision is for more than 5 lots.</p> | <p>A2 – Complies. The proposal provides a compliant water sensitive urban designed treatment and disposal of stormwater for all the proposed carpark areas of the development.</p> |
| <p>A3 – 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.</p> | <p>A3 – Complies. The stormwater design meets the ARI 20 years and the increase can be accommodated in the existing system.</p> |
| <p>A4 – A major stormwater drainage system must be designed to accommodate a storm with an ARI of 100 years.</p> | <p>A4 – Complies. The stormwater is designed to accommodate a storm with an ARI of 100 years with suitable overland flow routes through the site.</p> |
| E10.0 Biodiversity Code | |
| <p>Clause E10.7.1 - Buildings and works A1 – Clearance and conversion or disturbance must be within a Building Area on a plan of subdivision approved under this planning scheme.</p> | <p>A1 – Not applicable. While part of the land is within a Biodiversity Protection Area (BPA), no buildings or works are proposed on this part of the site. Therefore, this clause is not applicable.</p> |
| <p>Clause E10.8.1 – Subdivision A1 - Subdivision of a lot, all or part of which is within a Biodiversity Protection Area, must comply with one or more of the following: (a) be for the purposes of separating existing dwellings; (b) be for the creation of a lot for public open space, public reserve or utility; (c) no works, other than boundary fencing works, are within the Biodiversity Protection Area; (d) the building area, bushfire hazard management area, services and vehicular access driveway are outside the Biodiversity Protection Area.</p> | <p>A1 – Complies. The part of the site within the BPA contains high and moderate priority biodiversity values, including a patch of <i>Eucalyptus ovata</i> forest and woodland (DOV) and individual trees of high conservation value. The proposal complies with A1 (c) as no works are within the BPA.</p> |
| <p>A2 - Subdivision is not prohibited by the relevant zone standards.</p> | <p>A2 – Complies. The subdivision is not prohibited by the provisions of</p> |

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| | the Recreation Zone. |
| E11.0 Waterway and Coastal Protection Code | |
| <p>Clause E11.7.1 - Buildings and works</p> <p>A1 - Building and works must be within a building area on a plan of subdivision approved under this planning scheme.</p> | <p>A1 – Not applicable.</p> <p>There is a Class 3 watercourse along the southwestern boundary of the subject land with an associated 20m Waterway and Coastal Protection Area (WCPA). While the application includes a proposed new stormwater discharge point, this discharge point and associated works are located just outside the WCPA. All other buildings or works are also located outside the WCPA. To ensure this clause is not inadvertently triggered, a condition is recommended for inclusion in any permit issued requiring all works for the new stormwater discharge point to be located entirely outside the WCPA, including the implementation of soil and water management measures during construction.</p> |
| <p>A2 – Building and works within a Future Coastal Refugia Area must be within a building area on a plan of subdivision approved under this planning scheme.</p> | <p>A2 – Not applicable.</p> <p>The proposal does not involve any buildings or works within a Future Coastal Refugia Area.</p> |
| <p>A3 – Buildings and works within a Potable Water Supply Area must be within a building area on a plan of subdivision approved under this planning scheme.</p> | <p>A3 – Not applicable.</p> <p>The proposal does not involve any buildings or works within a Potable Water Supply Area.</p> |
| <p>A4 – Development must involve no new stormwater point discharge into a watercourse, wetland or lake.</p> | <p>A4 – Not applicable.</p> <p>The proposal does not involve any no new stormwater point discharge into a watercourse, wetland or lake.</p> |
| <p>Clause E11.7.2 – Buildings and Works Dependent on a Coastal Location</p> <p>A1 - An extension to an existing boat ramp, car park, jetty, marina, marine farming shore facility or slipway must be no more than 20% of the size of the facility existing at the effective date.</p> | <p>A1 – Not applicable.</p> <p>The proposal does not include any buildings or works that are dependent on a coastal location.</p> |
| <p>A2 - No Acceptable Solution for dredging and reclamation.</p> | <p>A2 – Not applicable.</p> <p>The proposal does not include any buildings or works that are dependent on a coastal location.</p> |
| <p>A3 - No Acceptable Solution for coastal protection works initiated by the private sector.</p> | <p>A3 – Not applicable.</p> <p>The proposal does not include any buildings or works that are dependent on a coastal location.</p> |
| <p>Clause E11.8.1 – Subdivision</p> <p>A1 - Subdivision of a lot, all or part of which is within a Waterway and Coastal Protection Area, Future Coastal Refugia Area or Potable Water Supply Area must comply with one or more of the following:</p> <p>(a) be for the purpose of separation of existing dwellings;</p> <p>(b) be for the creation of a lot for public open space, public reserve or utility;</p> <p>(c) no works, other than boundary fencing works, are within a Waterway and Coastal Protection Area, Future Coastal Refugia Area or Potable Water</p> | <p>A1 – Complies.</p> <p>The proposal complies with (c) and (d) as no works are required within the Waterway and Coastal Protection Area and all building areas, bushfire hazard management areas, services and vehicular access driveway are located outside the Waterway and Coastal Protection Area.</p> |

| Clause | Compliance/Comments |
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| <p>Supply Area;</p> <p>(d) the building area, bushfire hazard management area, services and vehicular access driveway are outside the Waterway and Coastal Protection Area, Future Coastal Refugia Area or Potable Water Supply Area.</p> | |
| <p>A2 - Subdivision is not prohibited by the relevant zone standards.</p> | <p>A2 – Complies.</p> <p>The subdivision is not prohibited by the provisions of the Recreation Zone.</p> |
| <p>E14.0 Scenic Landscapes Code</p> | |
| <p>Clause E14.7.1 Removal of bushland within scenic landscape areas</p> <p>A1 - Removal or disturbance of bushland must comply with both of the following:</p> <p>(a) be on land no less than 50 m (in elevation) from a skyline;</p> <p>(b) be no more than 500 m² in extent.</p> | <p>A1 – Complies.</p> <p>The proposed works do not involve the removal or disturbance of any bushland that is less than 50m from a skyline or more than 500 m² in extent.</p> |
| <p>Clause E14.7.2 - Appearance of buildings and works within scenic landscape areas</p> <p>A1 - Buildings must comply with one of the following:</p> <p>(a) not be visible from public spaces;</p> <p>(b) be an addition or alteration to an existing building that;</p> <p>(i) increases the gross floor area by no more than 25%;</p> <p>(ii) does not increase the building height;</p> <p>(iii) provides external finishes the same or similar to existing.</p> | <p>A1 – Not applicable.</p> <p>The proposed building is not located within a part of the land that is within a scenic landscapes area.</p> |
| <p>A2 – Works must not be visible from public spaces.</p> | <p>A2 – Does not comply.</p> <p>The works required to construct the new roadway are partially within a scenic landscape area and will be visible from within the sports precinct site which is a public space.</p> |
| <p>E15.0 Inundation Prone Areas Code</p> | |
| <p>Clause E15.6 - Use standards</p> <p>A1 – 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:</p> <p>(a) floor level of habitable rooms is no less than the AHD level for the Coastal Inundation Low Hazard Area in Table E15.1;</p> <p>(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.</p> | <p>A1 – Not applicable.</p> <p>While partially located in a Riverine Inundation Area, the proposal does not involve a change of use of a non-habitable building to a habitable building or a change of use from a non-habitable building to a use involving habitable rooms.</p> |
| <p>Clause E15.7.1 - Coastal Inundation High Hazard Areas</p> <p>A1 – For a habitable building, including extensions to existing habitable buildings, there is no Acceptable Solution.</p> | <p>A1 – Not applicable.</p> <p>The proposal does not include habitable buildings within a Coastal Inundation High Hazard Area.</p> |
| <p>A2 – For a non-habitable building, an outbuilding or a Class 10b building under the Building Code of</p> | <p>A2 – Not applicable.</p> |

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| Australia, there is no Acceptable Solution. | There are no non-habitable buildings or Class 10b buildings proposed within a Coastal Inundation High Hazard Area. |
| <p>Clause E15.7.2 - Coastal Inundation Medium Hazard Areas</p> <p>A1 – For a new habitable building there is no Acceptable Solution.</p> | <p>A1 – Not applicable.</p> <p>The proposal does not include a new habitable building within a Coastal Inundation Medium Hazard Area.</p> |
| <p>A2 – Except for new rooms associated with habitable buildings other than dwellings, for which there is no acceptable solution, an extension to an existing habitable building must comply with one of the following:</p> <p>(a) new habitable rooms must comply with both of the following:</p> <p>(i) floor level no lower than the Minimum Level for the Coastal Inundation Low Hazard Area in Table E15.1,</p> <p>(ii) floor area of the extension no more than 40 m² from the date of commencement of this planning scheme;</p> <p>(b) new habitable rooms must be above ground floor.</p> | <p>A2 – Not applicable.</p> <p>The proposal does not involve new rooms associated with a habitable building or an extension to an existing habitable building within a Coastal Inundation Medium Hazard Area.</p> |
| <p>A3 – A non-habitable building, an outbuilding or a Class 10b building under the Building Code of Australia, must have a floor area no more than 40 m².</p> | <p>A3 – Not applicable.</p> <p>The proposal does not include a non-habitable building, outbuilding or class 10b building a Coastal Inundation Medium Hazard Area.</p> |
| <p>Clause E15.7.3 - Coastal Inundation Low Hazard Areas</p> <p>A1 – A new habitable building must comply with the following:</p> <p>(a) floor level no lower than the Minimum Level for the Coastal Inundation Low Hazard Area in Table E15.1;</p> | <p>A1 – Not applicable.</p> <p>The proposal does not include a new habitable building within a Coastal Inundation Low Hazard Area.</p> |
| <p>A2 – An extension to a habitable building must comply with either of the following:</p> <p>(a) floor level of habitable rooms is no lower than the Minimum Level for the Coastal Inundation Low Hazard Area in Table E15.1;</p> <p>(b) floor area is no more than 60 m².</p> | <p>A2 – Not applicable.</p> <p>The proposal does not include an extension to a habitable building within the Coastal Inundation Low Hazard Area.</p> |
| <p>A3 – A non-habitable building, an outbuilding or a Class 10b building under the Building Code of Australia, must have a floor area no more than 60 m².</p> | <p>A3 – Not applicable.</p> <p>The proposal does not include a non-habitable building, outbuilding or class 10b building within the Coastal Inundation Low Hazard Area.</p> |
| <p>Clause E15.7.4 - Riverine Inundation Hazard Areas</p> <p>A1 - A new habitable building must have a floor level no lower than the 1% AEP (100 yr ARI) storm event plus 300 mm.</p> | <p>A1 – Not applicable.</p> <p>The proposal does not include a new habitable building within a Riverine Inundation Hazard Area.</p> |
| <p>A2 – An extension to an existing habitable building must comply with one of the following:</p> <p>(a) floor level of habitable rooms is no lower than the 1% AEP (100 yr ARI) storm event plus 300mm;</p> | <p>A2 – Not applicable.</p> <p>The proposal does not include an extension to a habitable building within a Riverine Inundation Hazard Area.</p> |

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| (b) floor area of the extension no more than 60 m ² as at the date of commencement of this planning scheme. | |
| A3 – 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 ² . | A3 – Not applicable. There are no non-habitable buildings, outbuildings or class 10b structures within a Riverine Inundation Hazard Area as part of the proposal. |
| Clause E15.7.5 - Riverine, coastal investigation area, low, medium high inundation hazard area A1 – For landfill, or solid walls greater than 5 m in length and 0.5 m in height, there is no acceptable solution. | A1 – Not applicable. There is no landfill or solid walls greater than 5m length and 0.5m high in the area affected by the code. |
| A2 – No acceptable solution. | A2 – Not applicable. The proposal does not involve or rely upon any mitigation measures. |
| A3 – 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. | A2 – Not applicable. The proposal does include onsite wastewater management. |
| Clause E15.7.6 - Development Dependent on a Coastal Location A1 - An extension to an existing boat ramp, car park, jetty, marina, marine farming shore facility or slipway must be no more than 20% of the size of the facility existing at the effective date. | A1 – Not applicable. The proposal does not include development dependent on a coastal location. |
| A2 - No acceptable solution. | A2 – Not applicable. The proposal does not involve any dredging or reclamation. |
| A3 - No Acceptable Solution for coastal protection works initiated by the private sector. | A3 – Not applicable. The proposal does not involve any coastal protection works. |
| Clause E15.8.1 Subdivision within a Medium and High Inundation Hazard Area A1 – No acceptable solution | A1 – Not applicable. The proposed subdivision is not located within a Medium or High Inundation Hazard Area. |
| A2 - Subdivision is not prohibited by the relevant zone standards. | A2 – Complies. The subdivision is not prohibited by the provisions of the Recreation Zone. |
| Clause E15.8.2 - Subdivision Dependent on a Coastal Location A1 - No acceptable solution (requires assessment against performance criteria). | A1 – Not applicable. The subdivision not for development dependent on a coastal location. |
| Clause E15.8.3 - Subdivision within a Riverine Inundation Hazard Area A1 - Each lot, or a lot proposed in a plan of subdivision, within a Riverine Inundation Hazard Area must: | A1 – Complies. The subdivision complies with A1 (a), as it is able to contain a building area, vehicular access and services, that are wholly located outside a Riverine Inundation Hazard Area. |

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| <p>(a) be able to contain a building area, vehicular access and services, that are wholly located outside a Riverine Inundation Hazard Area;</p> <p>(b) be for the creation of separate lots for existing buildings;</p> <p>(c) be required for public use by the Crown, a council or a relevant agency; or</p> <p>(d) be required for the provision of Utilities.</p> | |
| E17.0 Signs Code | |
| E17.6.1 Use of Signs | |
| <p>A1 – A sign must be a permitted sign in Table E.17.3.</p> | <p>A1 – Does not comply. The proposed signage on the building (wall signs) and the proposed entry and carparking signs (pylon signs) are discretionary in the Recreation Zone.</p> |
| <p>A2 – A sign associated with the sale of goods or services must relate directly to the use of the building or site to which it is affixed.</p> | <p>A2 – Complies. The proposed building signage relates to the use of the building by the Tasmania Devils AFL Team.</p> |
| <p>A3 – A sign must not contain flashing lights, moving parts or moving or changing messages or graphics, except if a Statutory Sign</p> | <p>A3 – Complies. The proposed wall and pylon signs do not contain flashing lights, moving parts or moving or changing messages or graphics.</p> |
| <p>A4 – An illuminated sign must not be located within 30 metres of a residential use, except if a Statutory Sign.</p> | <p>A4 – Complies. None of the proposed signs will be located within 30 metres of a residential use.</p> |
| E17.7.1 Standards for Signs | |
| <p>A1 – A sign must comply with the standards listed in Table E.17.2 and be a permitted sign in Table E17.3.</p> | <p>A1 – Does not comply. The proposed wall signs on the building do not comply with the standards in Table E17.2 as a result of their area being more than 2m² and they are not permitted signs in Table E17.3. The proposed pylon signs do not comply with the standards in Table E17.2 as a result of having a clearance from the ground of less than 2400mm and a sign face of more than 2m². These signs are also not permitted signs in Table E17.3.</p> |
| <p>A2 – The number of signs per business per street frontage must comply with all of the following:</p> <p>(a) maximum of 1 of each sign type;</p> <p>(b) maximum of 1 window sign per window; (c) if the street frontage is less than 20 m in length, the maximum number of signs on that frontage is 3;</p> <p>(d) if the street frontage is 20 m in length or greater, the maximum number of signs on that frontage is 6. except for the following sign types, for which there is no limit;</p> <p>(i) Building Site,</p> <p>(ii) Name Plate,</p> <p>(iii) Newspaper Day Bill,</p> <p>(iv) Open/Closed, (v) Real Estate,</p> <p>(vi) Street Number,</p> <p>(vii) Temporary Sign.</p> | <p>A2 – Does not comply. There are six proposed wall signs and two proposed pylon signs which does not satisfy A2(a) which allows only one of each sign type.</p> |
| <p>A3 – Signs must not obscure or prevent or delay a driver from seeing a Statutory Sign or a Tourist</p> | <p>A3 – Complies.</p> |

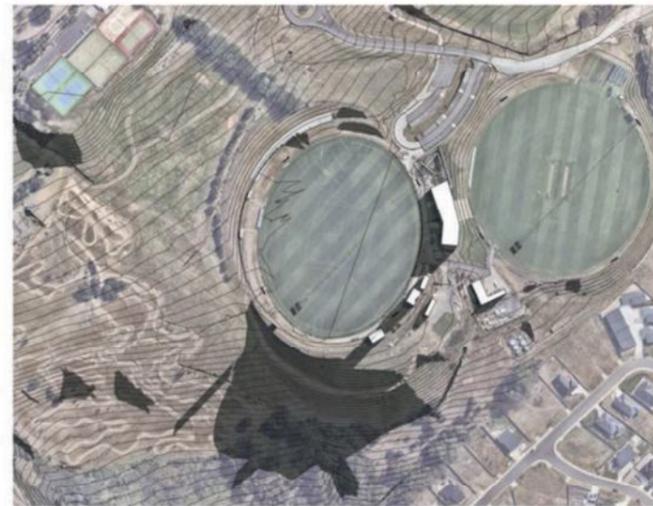
| Clause | Compliance/Comments |
|---|---|
| Information Sign. | The proposed signs will not obscure or prevent or delay a driver from seeing a Statutory Sign or a Tourist Information Sign. |
| A4 – Signs must not resemble Statutory Signs because of the same or similar shape, size, design, colour, letter size or lighting. | A3 – Complies. The proposed signs do not resemble Statutory Signs. |
| E17.7.2 Standards for signs on Heritage Places subject to the Heritage Code or within Heritage Precincts or Cultural Landscape Precincts A1 – No Acceptable Solution | A1 – Not applicable. The site is not a Heritage Places subject to the Heritage Code and is not within a Heritage Precinct or a Cultural Landscape Precinct. |

Other Issues

| Issue | Comments |
|-----------------|---|
| Weed management | In accordance with clause 8.11.3, a condition should be included in any permit issued requiring implementation of best practice hygiene measures. |

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

Public Copy



1 EXISTING SHADOW DIAGRAM - 21 JUNE - 9AM
1:2500



2 EXISTING SHADOW DIAGRAM - 21 JUNE - 10AM
1:2500



3 EXISTING SHADOW DIAGRAM - 21 JUNE - 11AM
1:2500



4 EXISTING SHADOW DIAGRAM - 21 JUNE - 12PM
1:2500



5 EXISTING SHADOW DIAGRAM - 21 JUNE - 1PM
1:2500



6 EXISTING SHADOW DIAGRAM - 21 JUNE - 2PM
1:2500



7 EXISTING SHADOW DIAGRAM - 21 JUNE - 3PM
1:2500

REFERENCE MAP

1:2500

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Tasmanian Government

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PROJECT

DA SET - TASMANIA DEVILS HIGH PERFORMANCE CENTRE

SHEET TITLE

EXISTING SHADOW DIAGRAMS
21 JUNE

| | |
|------------------------------|----------------|
| PROJECT NUMBER 24.7982.00 | REVIEWED BG |
| COORDINATED RH | APPROVED BG |

SCALE 100% @ A1
1:2500

PHASE DA DRAWING NUMBER AD-06-0001 REVISION B

FOR APPROVAL

ORIGINAL SHEET SIZE A1 - 841mm x 594mm



1 PROPOSED SHADOW DIAGRAM - 21 JUNE - 9AM
1:2500



2 PROPOSED SHADOW DIAGRAM - 21 JUNE - 10AM
1:2500



3 PROPOSED SHADOW DIAGRAM - 21 JUNE - 11AM
1:2500



4 PROPOSED SHADOW DIAGRAM - 21 JUNE - 12PM
1:2500



5 PROPOSED SHADOW DIAGRAM - 21 JUNE - 1PM
1:2500



6 PROPOSED SHADOW DIAGRAM - 21 JUNE - 2PM
1:2500



7 PROPOSED SHADOW DIAGRAM - 21 JUNE - 3PM
1:2500

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SHEET TITLE

PROPOSED SHADOW DIAGRAMS
21 JUNE

| | |
|------------------------------|----------------|
| PROJECT NUMBER 24.7982.00 | REVIEWED BG |
| COORDINATED RH | APPROVED BG |

SCALE 100% @ A1
1:2500

PHASE DA DRAWING NUMBER AD-06-0002 REVISION B

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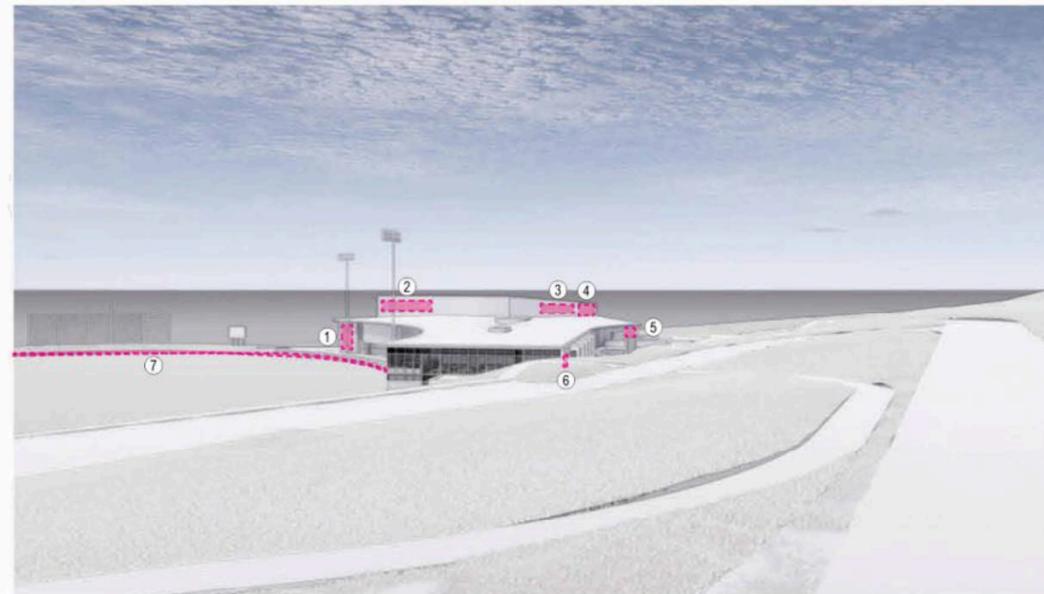
ELEVATED VIEW FROM NORTH-EAST



ELEVATED VIEW FROM NORTH-WEST

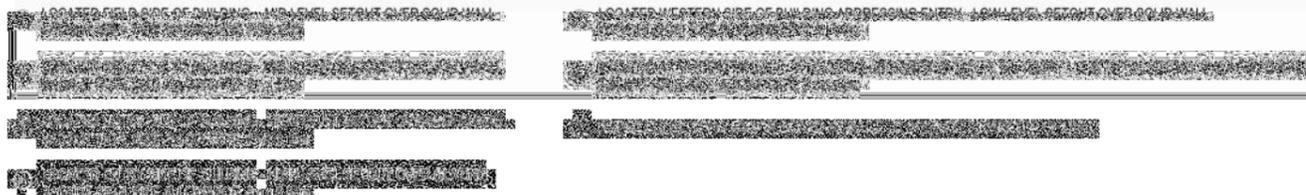


STREET VIEW FROM TWIN OVALS CARPARK ENTRY



STREET VIEW FROM TWIN OVALS ROAD ROUNDABOUT

SIGNAGE LOCATIONS ON BUILDING



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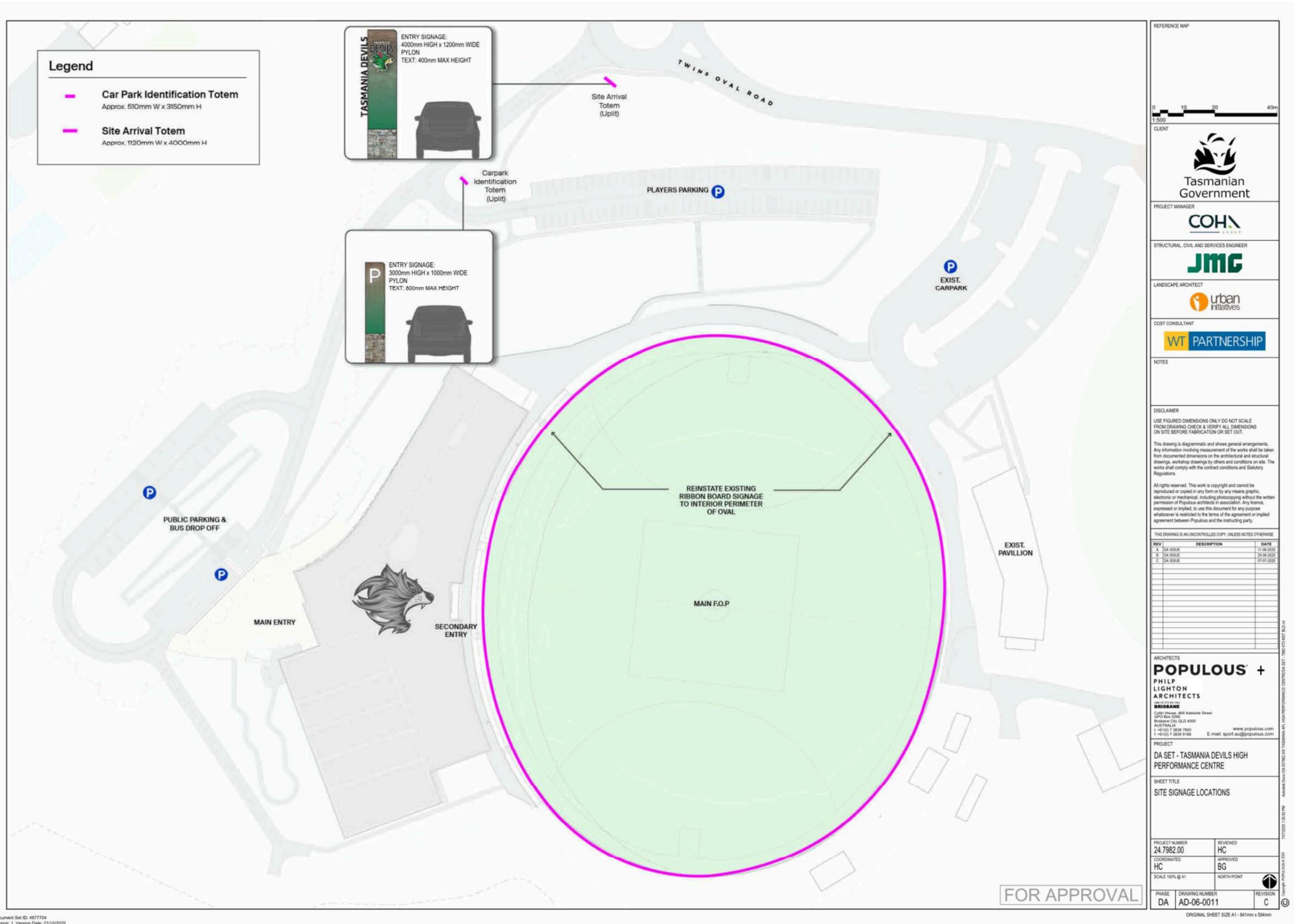
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SHEET TITLE

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Legend

- Car Park Identification Totem
Approx. 510mm W x 3150mm H
- Site Arrival Totem
Approx. 1120mm W x 4000mm H

TASMANIA DEVILS
 ENTRY SIGNAGE:
 4000mm HIGH x 1200mm WIDE
 PYLON
 TEXT: 400mm MAX HEIGHT

P
 ENTRY SIGNAGE:
 3000mm HIGH x 1000mm WIDE
 PYLON
 TEXT: 500mm MAX HEIGHT

REFERENCE MAP

0 10 20 40m
1:500

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SHEET TITLE
 SITE SIGNAGE LOCATIONS

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NORTHERN ENTRY FROM LOWER CARPARK

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NORTHERN ENTRY FROM TWIN OVALS ROAD ROUNDABOUT

REFERENCE MAP

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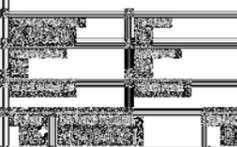
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WESTER ENTRY FROM UPPER CARPARK

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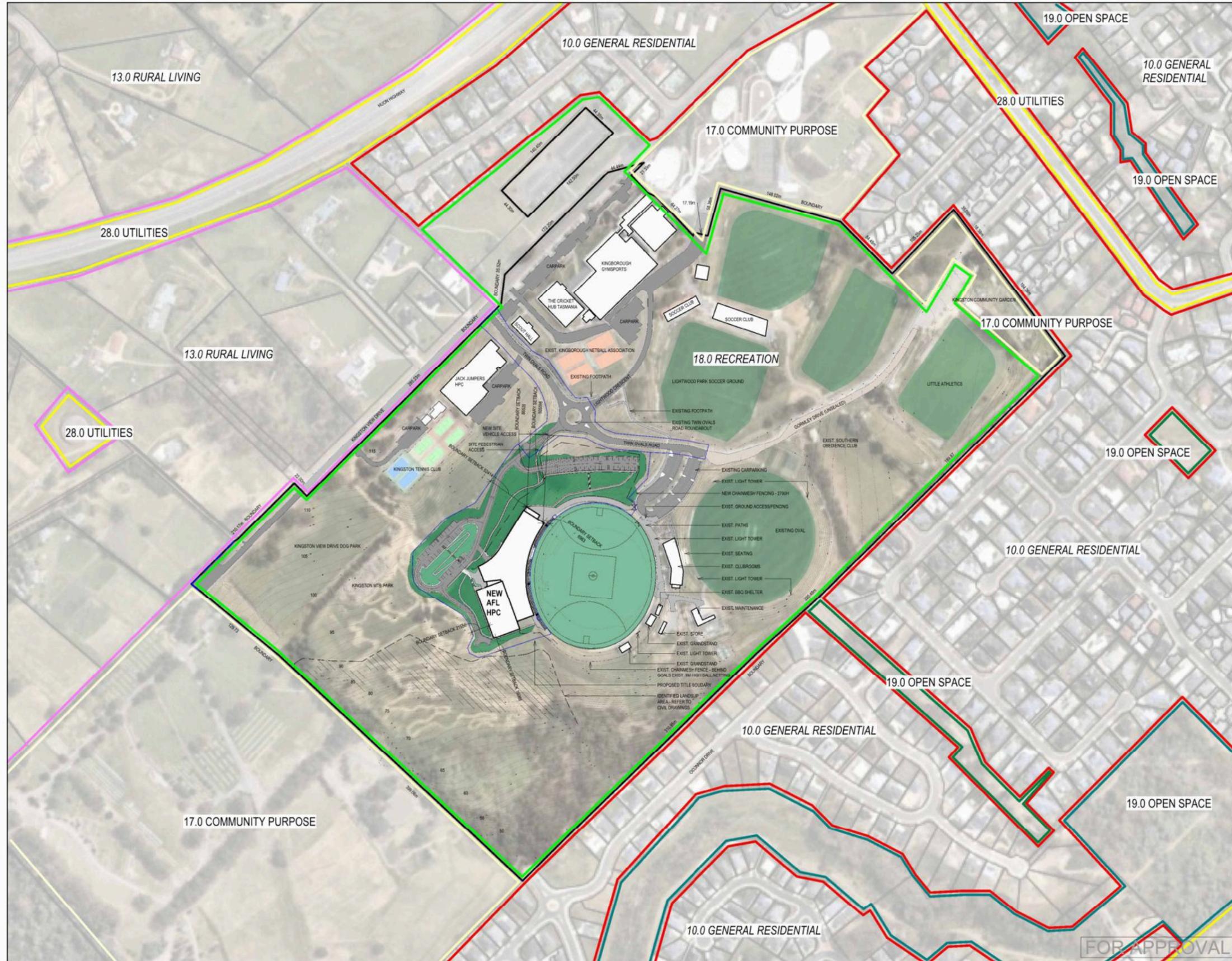
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0 20 40 80m
1:1000

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| C | DRAFT DA | 28-05-2025 |
| D | DRAFT DA | 05-06-2025 |
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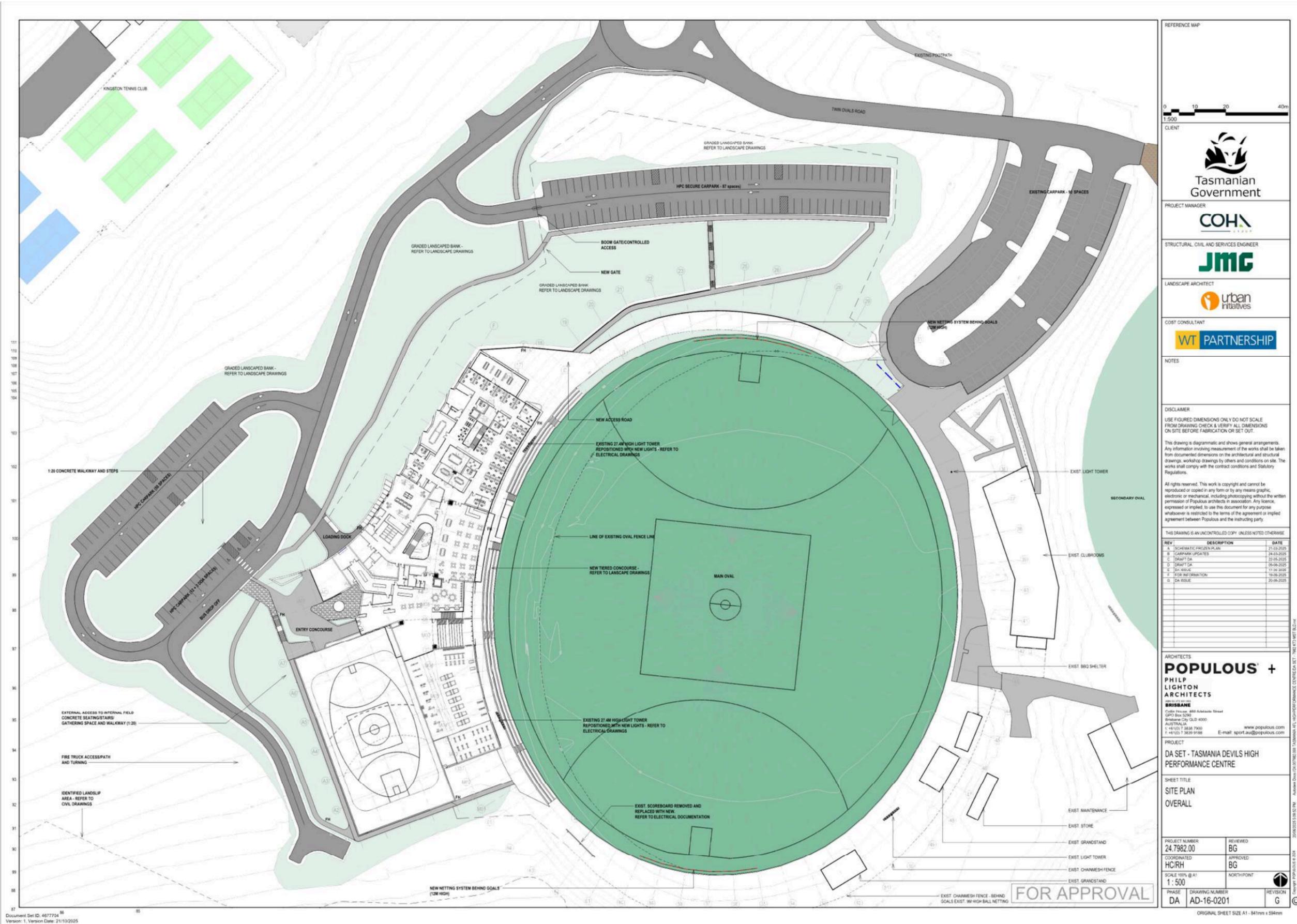
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SHEET TITLE
LOCATION PLAN
OVERALL

| | |
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| PHASE DA | REVISION G |
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1:500

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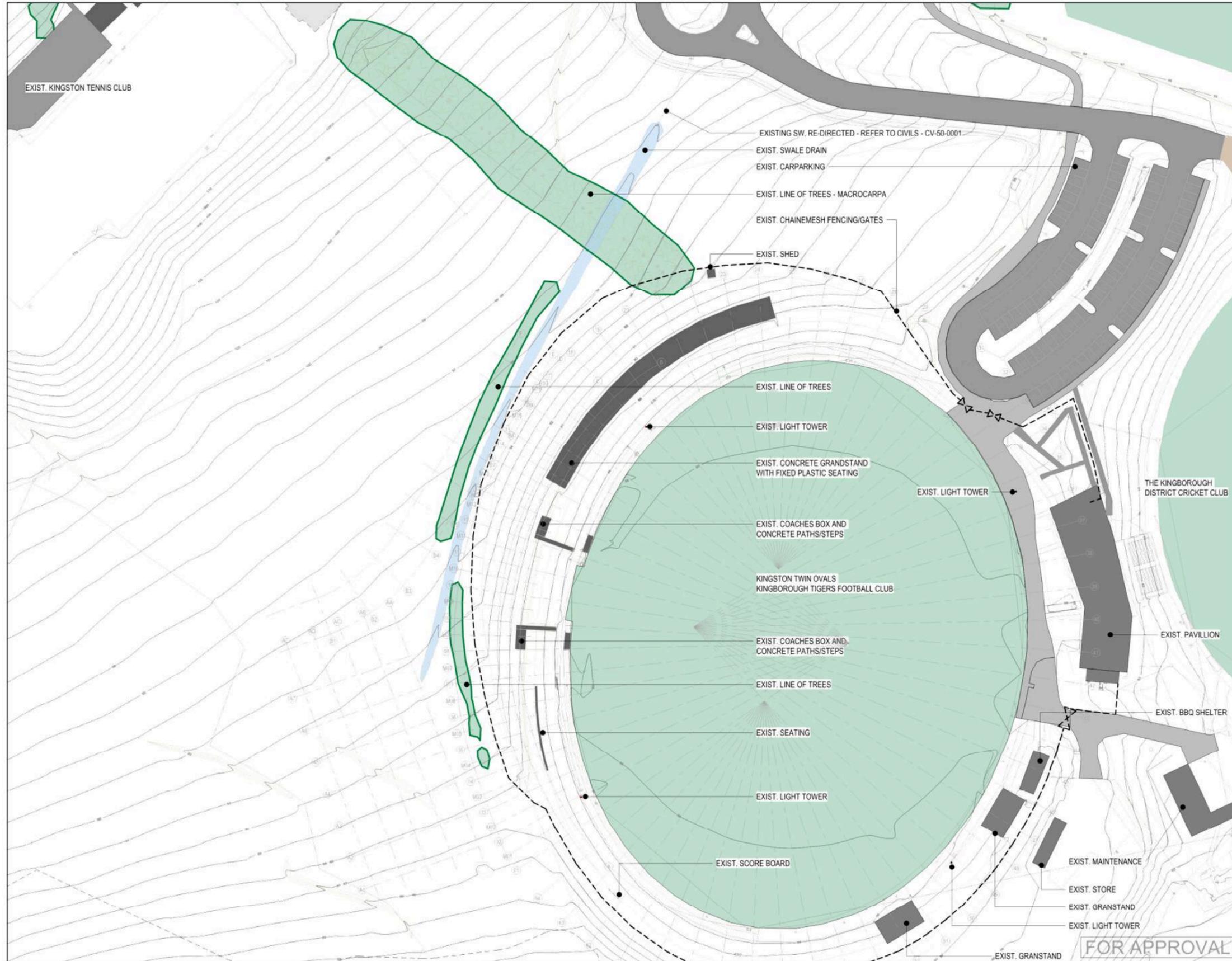
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SHEET TITLE
 SITE PLAN OVERALL

| | |
|------------------------------|----------------|
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| COORDINATED HC/RH | APPROVED BG |
| SCALE 100% @ A1 1:500 | NORTH POINT |
| PHASE DA | REVISION G |
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0 10 20 40m
1:500

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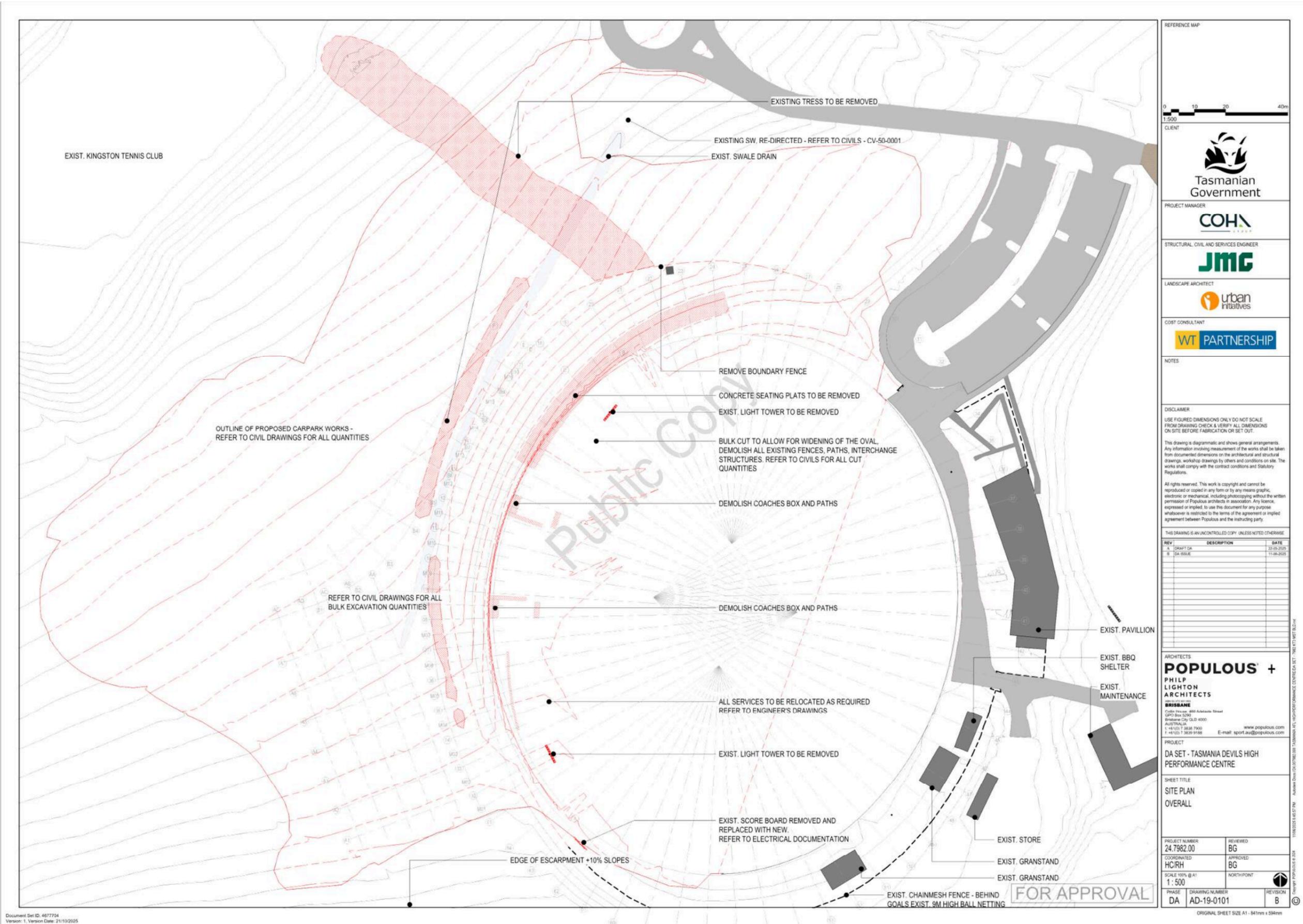
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SHEET TITLE
SITE PLAN OVERALL

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| REV | DATE | DESCRIPTION | DATE |
|-----|----------|-------------|------------|
| A | DRAFT DA | | 22-03-2025 |
| B | DA ISSUE | | 11-08-2025 |

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PROJECT
DA SET - TASMANIA DEVILS HIGH PERFORMANCE CENTRE

SHEET TITLE
SITE PLAN OVERALL

| | |
|------------------------------|----------------|
| PROJECT NUMBER 24.7982.00 | REVIEWED BG |
| COORDINATED HC/RH | APPROVED BG |
| SCALE 100% @ A1 1:500 | NORTH POINT |

PHASE DA DRAWING NUMBER AD-19-0101 REVISION B

ORIGINAL SHEET SIZE A1 - 841mm x 594mm

Document Set ID: 467794
Version: 1, Version Date: 21/10/2025



0 5 10 20m
1:250
CLIENT

Tasmanian Government

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COHA

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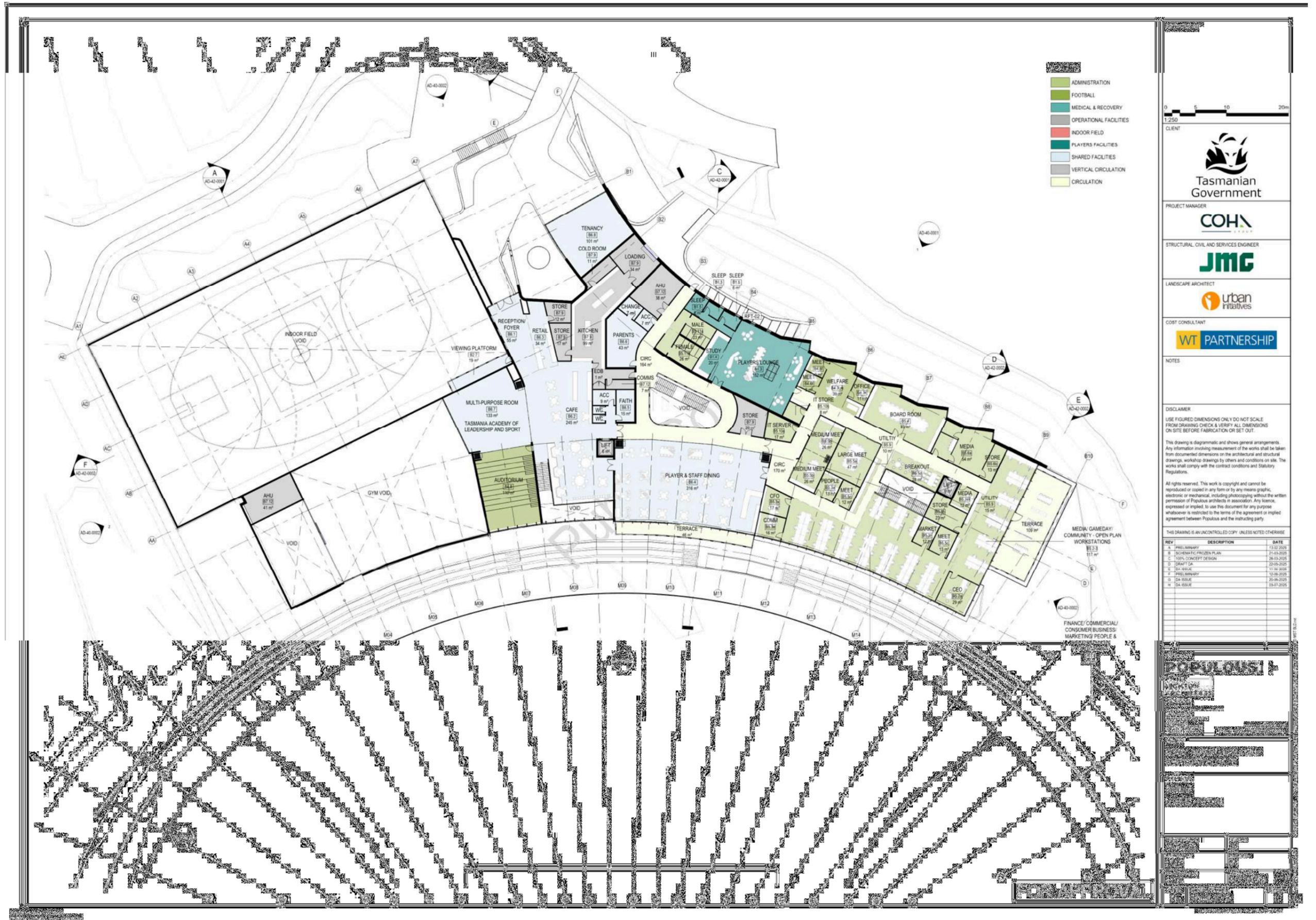
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| REV | DESCRIPTION | DATE |
|-----|-----------------------|------------|
| A | PRELIMINARY | 13-12-2019 |
| B | SCHEMATIC PRELIM PLAN | 21-03-2020 |
| C | 10% CONCEPT DESIGN | 26-03-2020 |
| D | DRAFT DA | 22-05-2020 |
| E | DA ISSUE | 11-06-2020 |
| F | PRELIMINARY | 13-08-2020 |
| G | DA ISSUE | 20-08-2020 |

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0 5 10 20m
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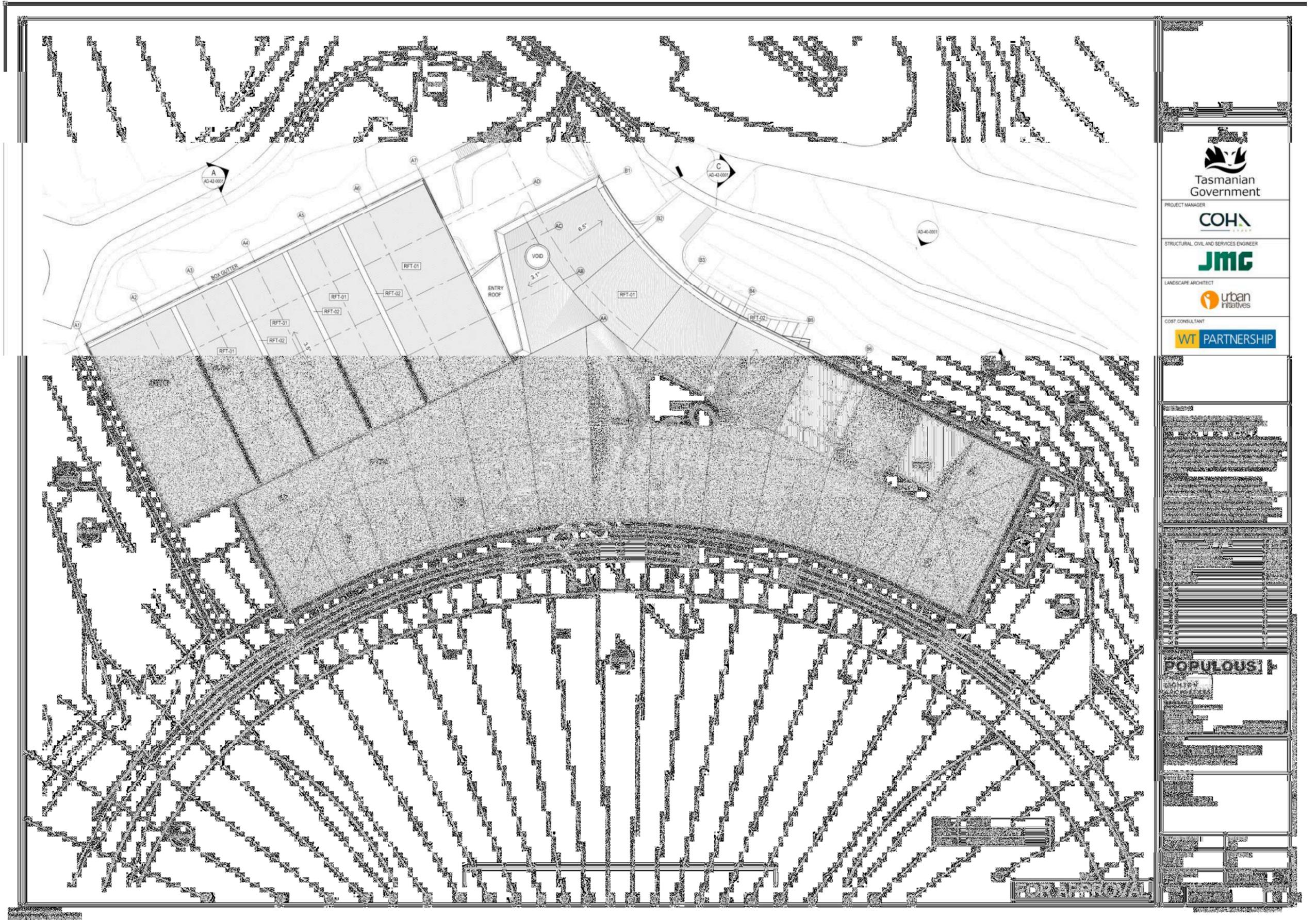
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| A | PRELIMINARY | 13.12.2019 |
| B | SCHEMATIC PROVEN PLAN | 21.03.2020 |
| C | 100% CONCEPT DESIGN | 26.03.2020 |
| D | DRAWING | 22.05.2020 |
| E | DA ISSUE | 11.06.2020 |
| F | PRELIMINARY | 13.06.2020 |
| G | DA ISSUE | 20.06.2020 |
| H | DA ISSUE | 09.07.2020 |

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REFERENCE MAP

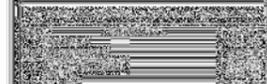


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PROJECT
DA SET - TASMANIA DEVILS HIGH PERFORMANCE CENTRE

SHEET TITLE
GA ELEVATIONS

PROJECT NUMBER
24.7962.00

REVIEWED
BG

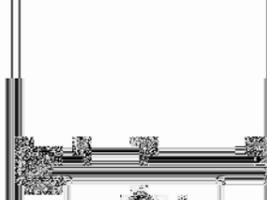


2 EAST (BOWL) ELEVATION
1:250

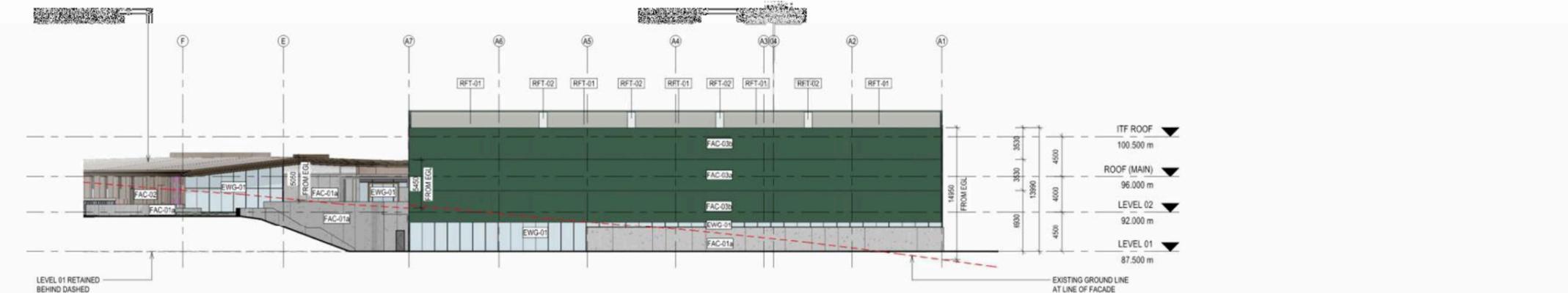
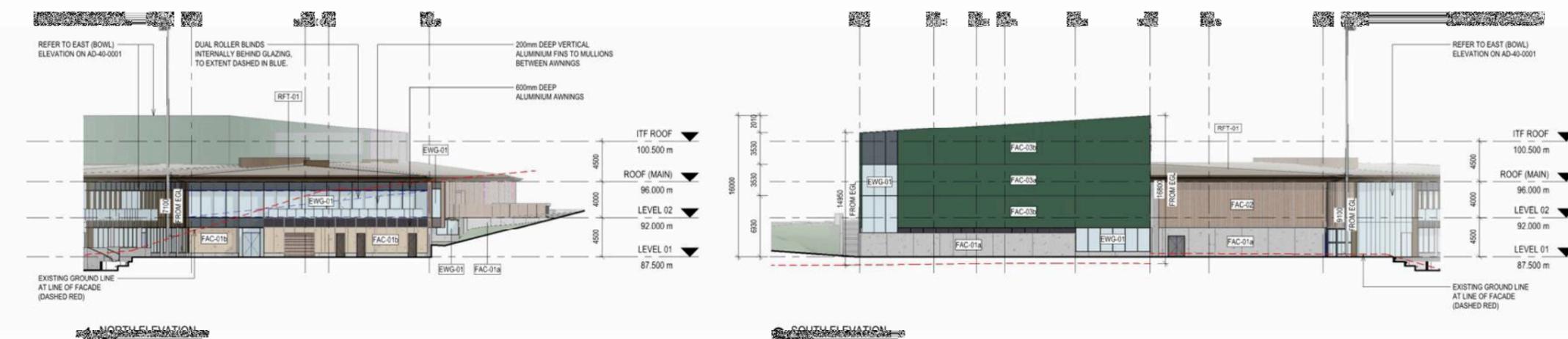
MATERIAL PALETTE

| | | | | | | | | |
|---------------------------------|--|---|--|--|---|-------------------------------|---|---|
| | | | | | | | | |
| EWG-01 ALUMINIUM FRAMED GLAZING | FAC-01 PRECAST CONCRETE WITH ROUGH SAWN TIMBER PLANK STENCILLED FINISH. FAC-01a - LIGHT GREY | FAC-02 PREFINISHED EXPRESSED JOINT CFC PANEL SYSTEM. CEMINTEL TERRITORY WOODLANDS BIRCH OR SIMILAR. | FAC-03 PROFILED METAL CLADDING. CUSTOM TASMANIA DEVILS GREEN COLORBOND FINISH. FAC-03a - 265mm | AMW-01 ALUMINIUM SHADING AWNINGS AND FINIS | RFT-01 PROFILED METAL ROOF SHEETING. COLORBOND DUNE | RFT-02 GLAZED ROOF / SKYLIGHT | GLAZING FRAMING GENERALLY. FINIS, AWNINGS & ROOF FASCIAS. BRONZE ANODISED ALUMINIUM - AAF SMOKEY QUARTZ OR SIMILAR. | GLAZING FRAMING TO INDOOR FIELD. POWDERCOATED ALUMINIUM - COLORBOND MONUMENT. |

REFERENCE MAP



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3 SOUTH-WEST ELEVATION
1:250

MATERIAL PALETTE

| | | | | | | | | |
|---------------------------------|--|---|--|--|---|-------------------------------|---|---|
| | | | | | | | | |
| EWG-01 ALUMINIUM FRAMED GLAZING | FAC-01 PRECAST CONCRETE WITH ROUGH SAWN TIMBER PLANK STENCILLED FINISH. FAC-01a - LIGHT GREY | FAC-02 PREFINISHED EXPRESSED JOINT CFC PANEL SYSTEM. CEMINTEL TERRITORY WOODLANDS BIRCH OR SIMILAR. | FAC-03 PROFILED METAL CLADDING. CUSTOM TASMANIA DEVILS GREEN COLORBOND FINISH. FAC-03a - 265mm | AMW-01 ALUMINIUM SHADING AWNINGS AND FINIS | RFT-01 PROFILED METAL ROOF SHEETING. COLORBOND DUNE | RFT-02 GLAZED ROOF / SKYLIGHT | GLAZING FRAMING GENERALLY. FINIS, AWNINGS & ROOF FASCIAS. BRONZE ANODISED ALUMINIUM - AAF SMOKEY QUARTZ OR SIMILAR. | GLAZING FRAMING TO INDOOR FIELD. POWDERCOATED ALUMINIUM - COLORBOND MONUMENT. |

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| C | 10% CONCEPT DESIGN | 26.03.2025 |
| D | DRAFT DA | 22.06.2025 |
| E | DA ISSUE | 11.09.2025 |

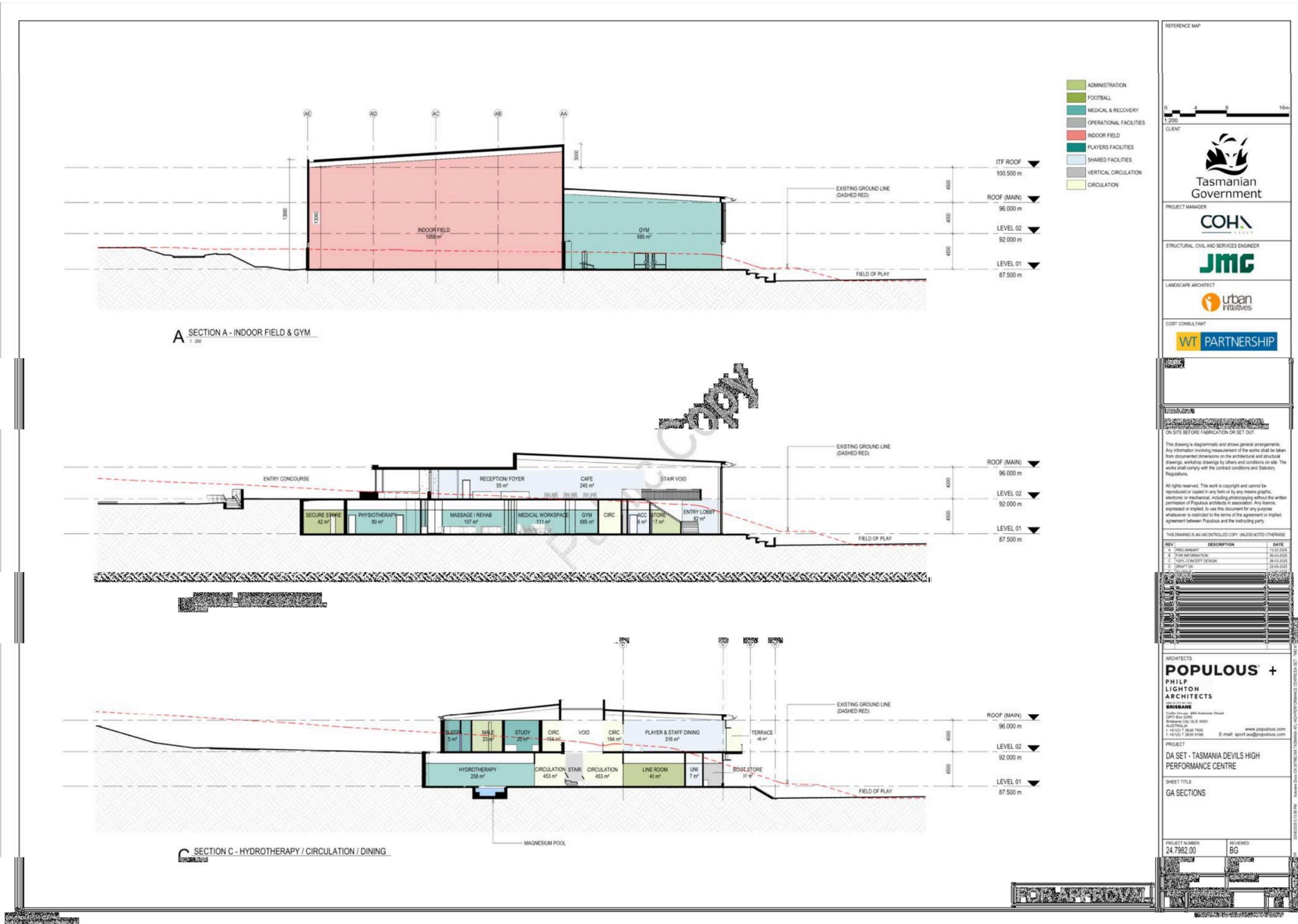
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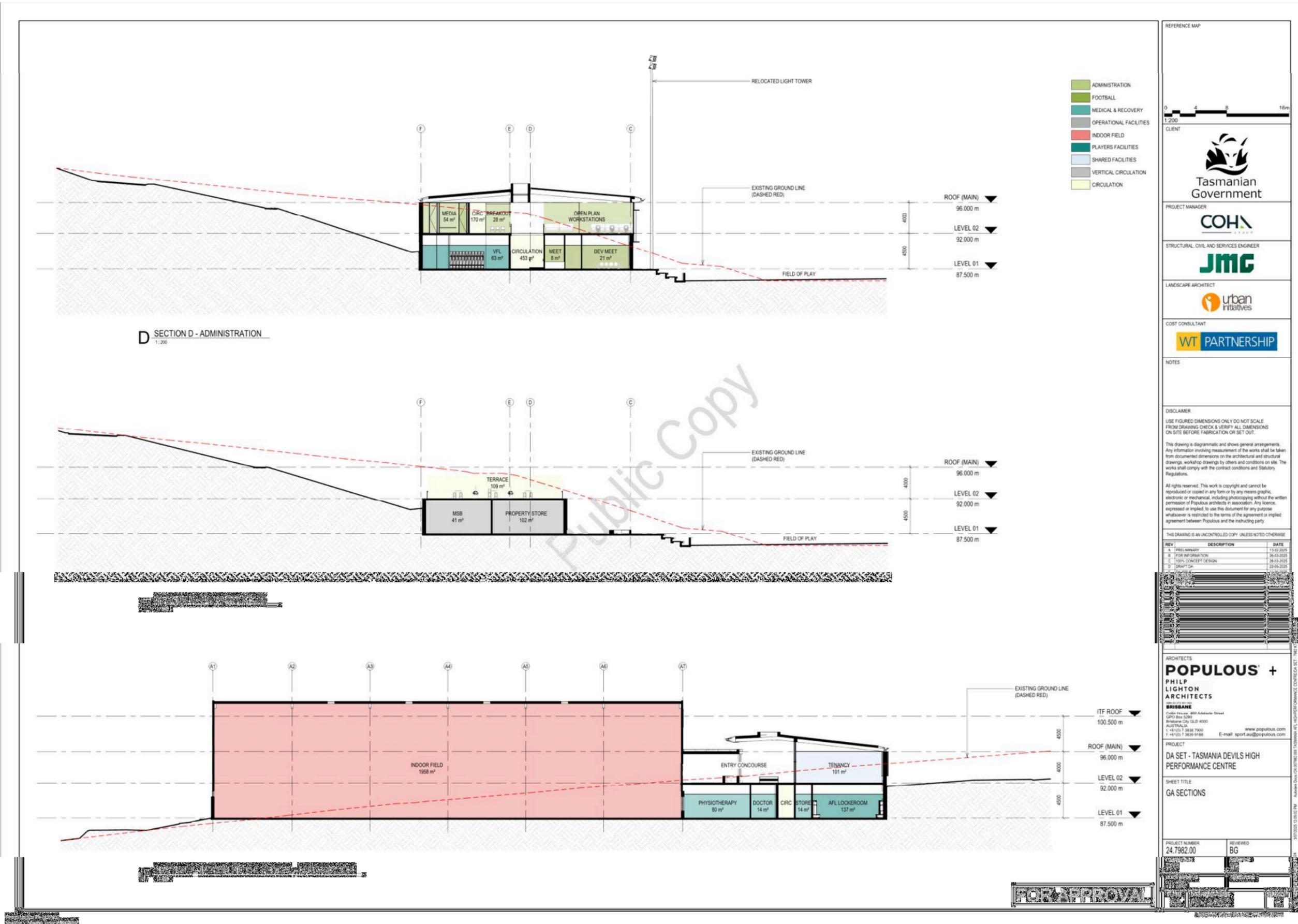
PROJECT
 DA SET - TASMANIA DEVILS HIGH PERFORMANCE CENTRE

SHEET TITLE
 GA ELEVATIONS

PROJECT NUMBER
 24.7962.00

REVIEWED
 BG





D SECTION D - ADMINISTRATION
1:200

Public Copy

REFERENCE MAP

0 4 8 16m
1:200

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| REV | DESCRIPTION | DATE |
|-----|---------------------|------------|
| A | PRELIMINARY | 13-12-2019 |
| B | FOR INFORMATION | 26-03-2025 |
| C | 100% CONCEPT DESIGN | 26-03-2025 |
| D | DRAFT GA | 22-06-2025 |

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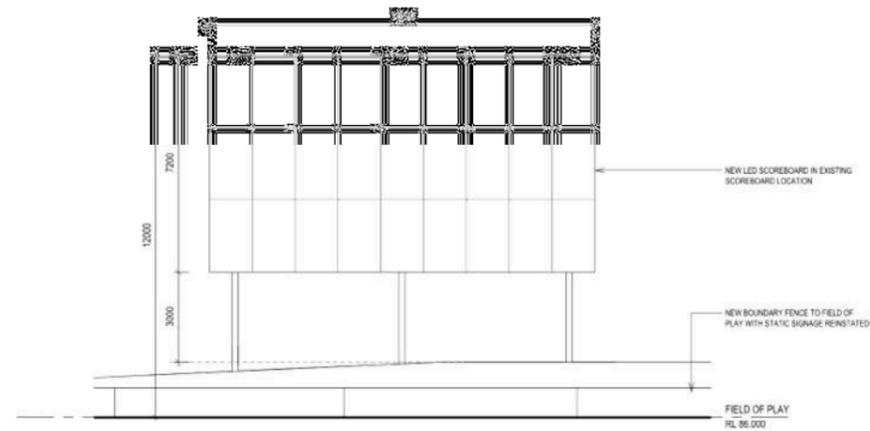
PROJECT
DA SET - TASMANIA DEVILS HIGH PERFORMANCE CENTRE

SHEET TITLE
GA SECTIONS

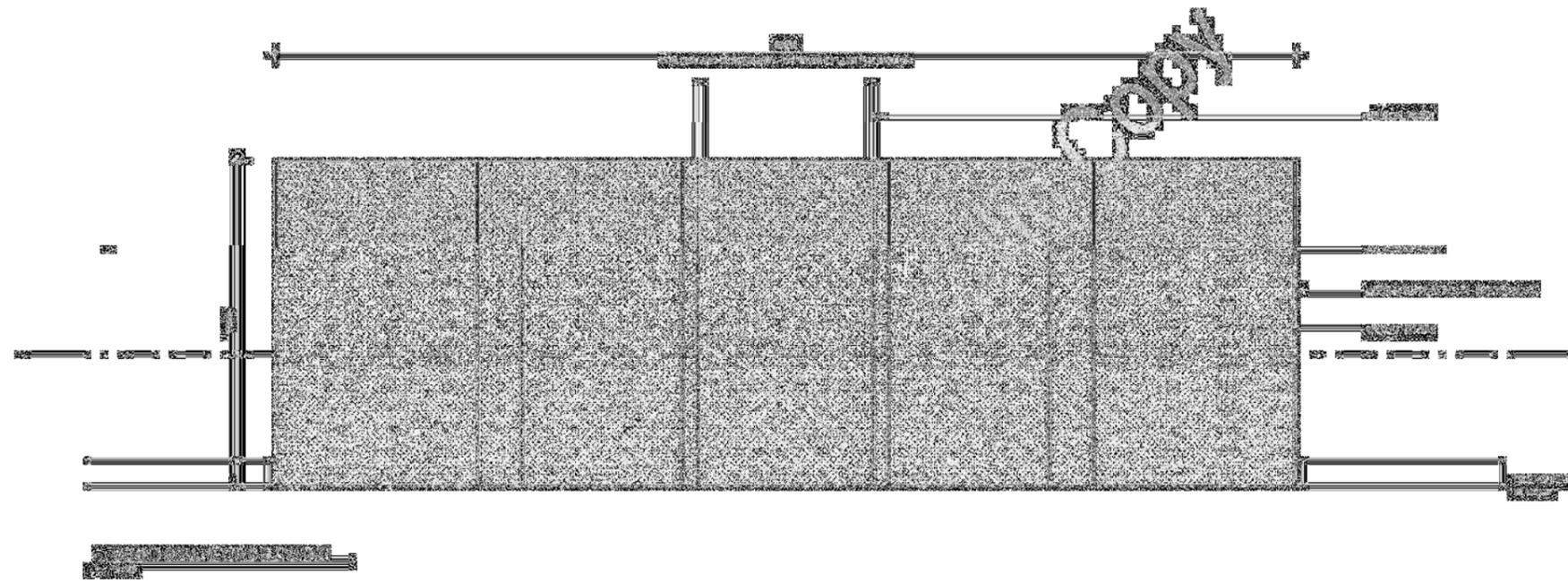
PROJECT NUMBER
24.7962.00

REVIEWED
BG

FOR APPROVAL



1 SCOREBOARD ELEVATION
1:100



REFERENCE MAP

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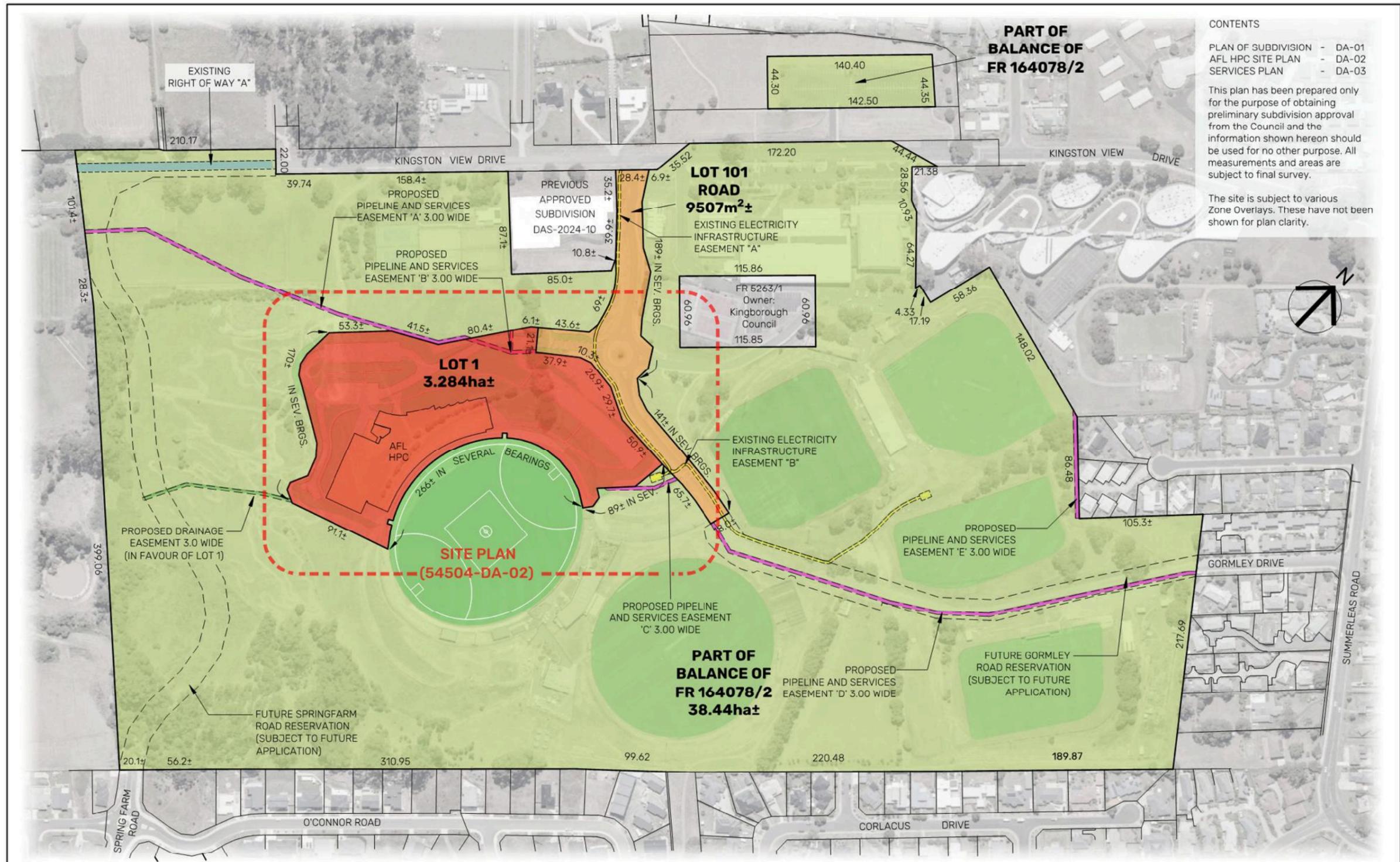
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CONTENTS

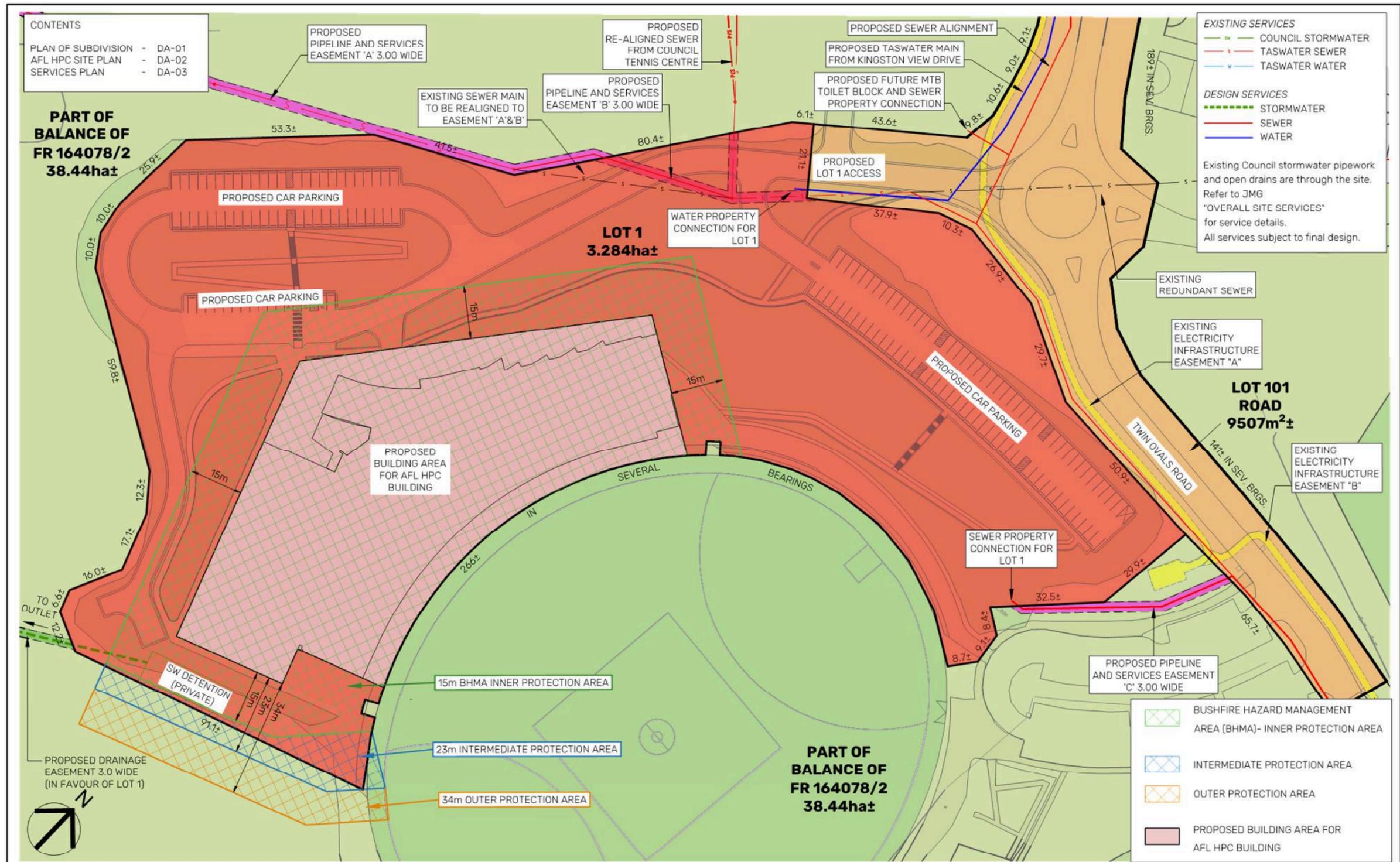
PLAN OF SUBDIVISION - DA-01
 AFL HPC SITE PLAN - DA-02
 SERVICES PLAN - DA-03

This plan has been prepared only for the purpose of obtaining preliminary subdivision approval from the Council and the information shown hereon should be used for no other purpose. All measurements and areas are subject to final survey.

The site is subject to various Zone Overlays. These have not been shown for plan clarity.

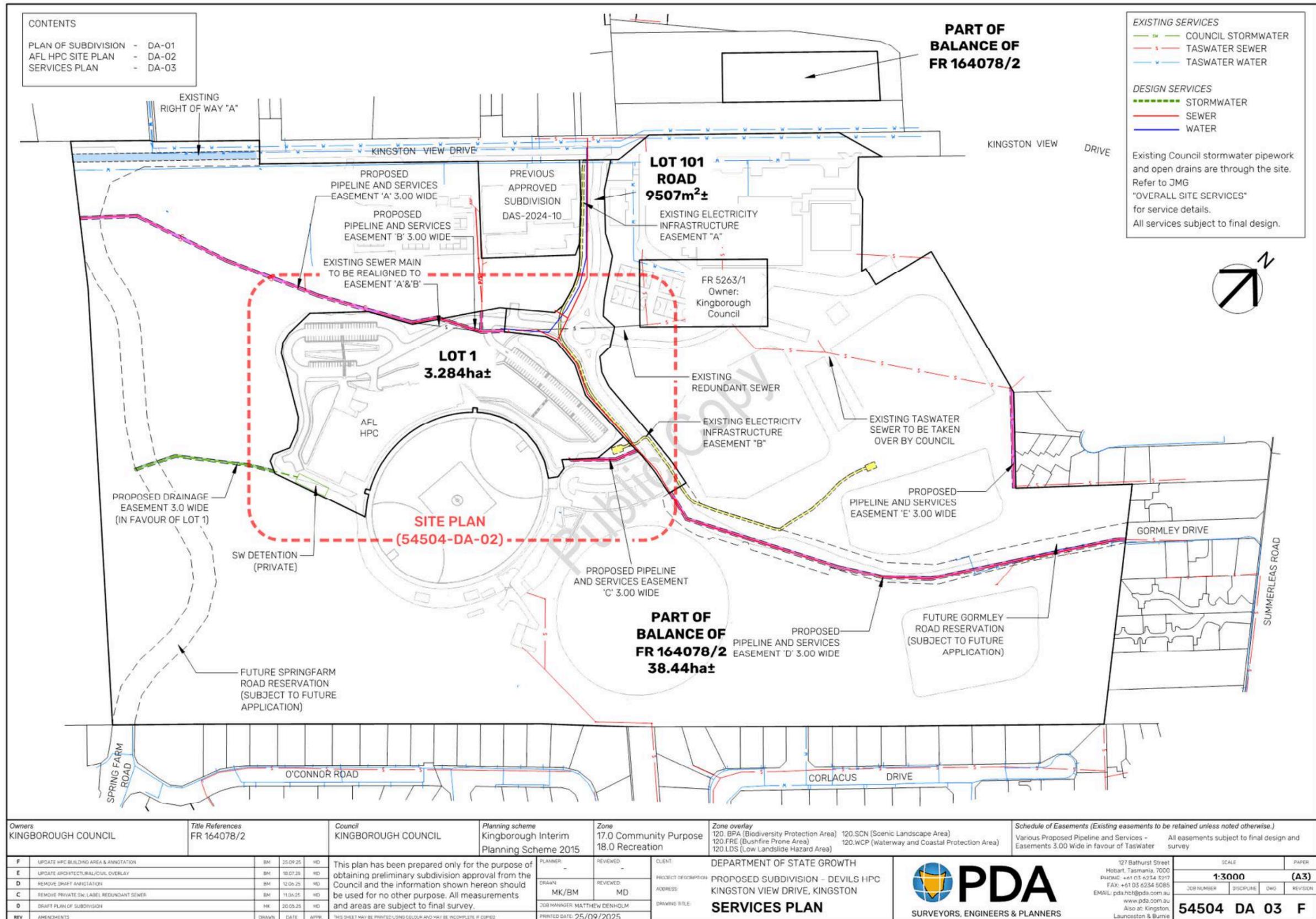
| | | | | | | | | | | | | | | | | |
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| Owners KINGBOROUGH COUNCIL | | Title References FR 164078/2 | | Council KINGBOROUGH COUNCIL | | Planning scheme Kingborough Interim Planning Scheme 2015 | | Zone 17.0 Community Purpose 18.0 Recreation | | Zone overlay 120.BPA (Biodiversity Protection Area) 120.FRE (Bushfire Prone Area) 120.LDS (Low Landslide Hazard Area) | | Schedule of Easements (Existing easements to be retained unless noted otherwise.) Various Proposed Pipeline and Services - Easements 3.00 Wide in favour of TasWater All easements subject to final design and survey | | | | |
| F | UPDATE HPC BUILDING AREA & ANNOTATION | BM | 25/09/25 | MD | This plan has been prepared only for the purpose of obtaining preliminary subdivision approval from the Council and the information shown hereon should be used for no other purpose. All measurements and areas are subject to final survey. | PLANNER | - | REVIEWED | - | CLIENT | DEPARTMENT OF STATE GROWTH |  PDA SURVEYORS, ENGINEERS & PLANNERS 127 Bathurst Street Hobart, Tasmania, 7000 PHONE: +61 03 6234 3317 FAX: +61 03 6234 5065 EMAIL: pda.hob@pda.com.au www.pda.com.au Also at: Kingston, Launceston & Burnie | SCALE | 1:3000 | PAPER | (A3) |
| E | UPDATE ARCHITECTURAL/CIVIL OVERLAY | BM | 18/07/25 | MD | | DRAWN | MK/BM | REVIEWED | MD | PROJECT DESCRIPTION | PROPOSED SUBDIVISION - DEVILS HPC | | | | | |
| D | REMOVE DRAFT ANNOTATION | BM | 12/05/25 | MD | | JOB MANAGER | MATTHEW DENHOLM | ADDRESS | KINGSTON VIEW DRIVE, KINGSTON | DRAWING TITLE | PLAN OF SUBDIVISION | | | | | |
| C | REMOVE PRIVATE SW LABEL REDUNDANT SEWER | BM | 11/04/25 | MD | | PRINTED DATE | 25/09/2025 | JOB NUMBER | 54504 DA 01 F | DISCIPLINE | DWG | | | | | |
| O | DRAFT PLAN OF SUBDIVISION | HK | 20/05/25 | MD | | REVISION | | REVISION | | | | | | | | |
| REV | AMENDMENTS | DRAWN | DATE | APPR | THIS SHEET MAY BE PRINTED USING COLOUR AND MAY BE INCOMPLETE IF COPIED | | | | | | | | | | | |

Document Set ID: 4669068
 Version: 1, Version Date: 02/10/2025

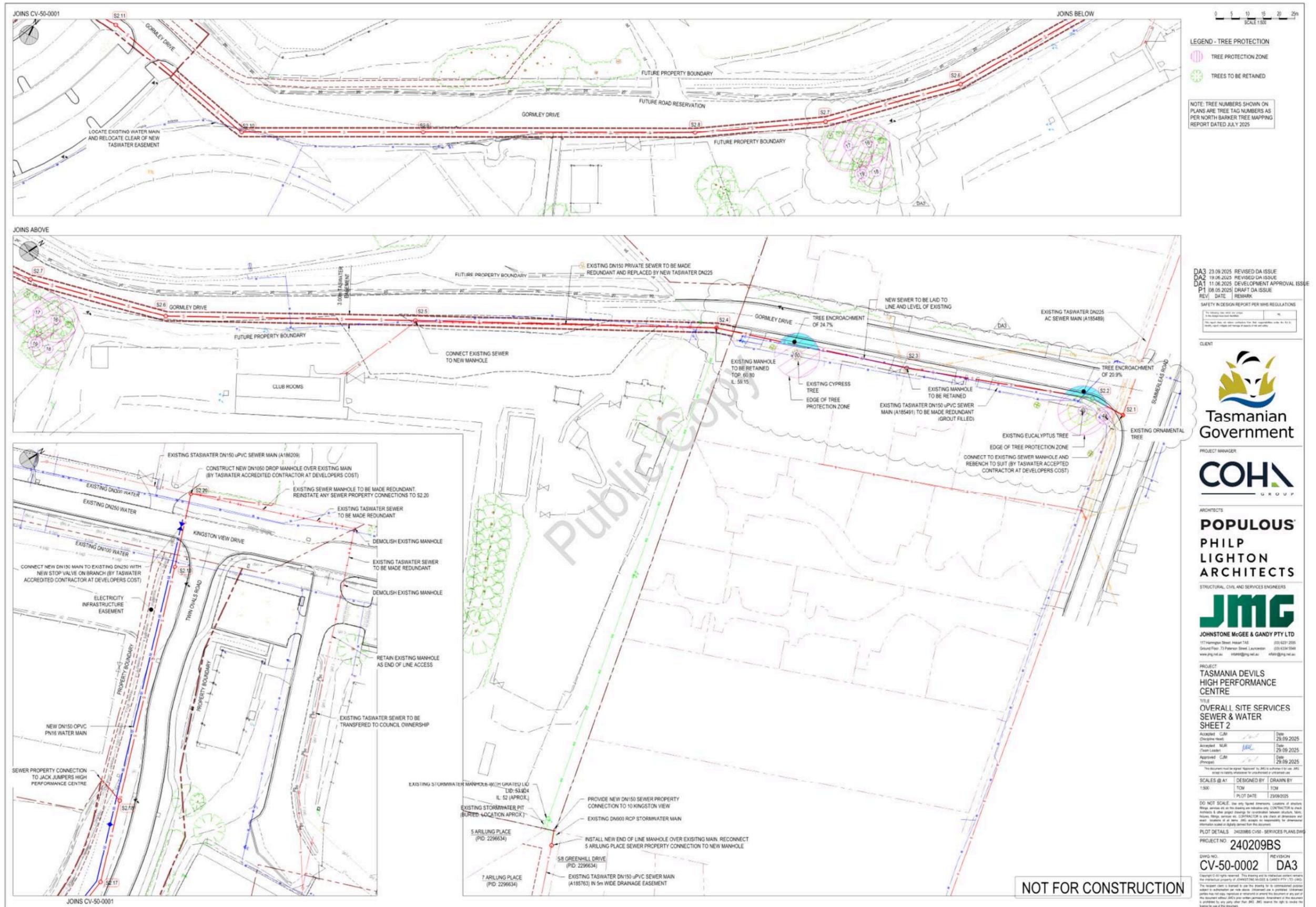


| | | | | | | | | | | | | | | | | | |
|---|--|---------------------------------|--|--------------------------------|--|---|--|---|--|--|--|---|--|---|--|--|--|
| Owners KINGBOROUGH COUNCIL | | Title References FR 164078/2 | | Council KINGBOROUGH COUNCIL | | Planning scheme Kingborough Interim Planning Scheme 2015 | | Zone 17.0 Community Purpose 18.0 Recreation | | Zone overlay 120.BPA (Biodiversity Protection Area) 120.FRE (Bushfire Prone Area) 120.LDS (Low Landslide Hazard Area) | | 120.SCN (Scenic Landscape Area) 120.WCP (Waterway and Coastal Protection Area) | | Schedule of Easements (Existing easements to be retained unless noted otherwise.) Various Proposed Pipeline and Services - Easements 3.00 Wide in favour of TasWater | | All easements subject to final design and survey | |
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| PLANNER | | REVIEWED | | CLIENT | | PROJECT DESCRIPTION | | ADDRESS | | DRAWING TITLE | | SCALE | | PAPER | | | |
| DRAWN MK/BM | | REVIEWED MD | | DEPARTMENT OF STATE GROWTH | | PROPOSED SUBDIVISION - DEVILS HPC | | KINGSTON VIEW DRIVE, KINGSTON | | SITE PLAN - LOT 1 | | 1:1000 | | (A3) | | | |
| JOB NUMBER | | DISCIPLINE | | DWG | | REVISION | | JOB NUMBER | | DISCIPLINE | | DWG | | REVISION | | | |
| 54504 | | DA | | 02 | | F | | 54504 | | DA | | 02 | | F | | | |

Document Set ID: 4669068
Version: 1, Version Date: 02/10/2025



Document Set ID: 4689068
 Version: 1, Version Date: 02/10/2025



LEGEND - TREE PROTECTION

- TREE PROTECTION ZONE
- TREES TO BE RETAINED

NOTE: TREE NUMBERS SHOWN ON PLANS ARE TREE TAG NUMBERS AS PER NORTH BARKER TREE MAPPING REPORT DATED JULY 2025

DA3 23.09.2025 REVISED DA ISSUE
 DA2 19.06.2025 REVISED DA ISSUE
 DA1 11.06.2025 DEVELOPMENT APPROVAL ISSUE
 P1 08.05.2025 DRAFT DA ISSUE
 REV DATE REVISION

SAFETY IN DESIGN REPORT PER WHG REGULATIONS

| | |
|--|-----|
| Is this design a safety critical design? | Yes |
| Has the design been checked for compliance with the S&S? | Yes |
| Has the design been checked for compliance with the S&S? | Yes |

CLIENT

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PROJECT MANAGER

COHA GROUP

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STRUCTURAL, CIVIL AND SERVICES ENGINEERS

JMG

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 www.jmg.net.au info@jmg.net.au info@jmg.net.au

PROJECT: **TASMANIA DEVILS HIGH PERFORMANCE CENTRE**

TITLE: **OVERALL SITE SERVICES SEWER & WATER SHEET 2**

| | | | |
|----------|-----|------|------------|
| Author | CM | Date | 29.09.2025 |
| Checked | MLR | Date | 29.09.2025 |
| Approved | CM | Date | 29.09.2025 |

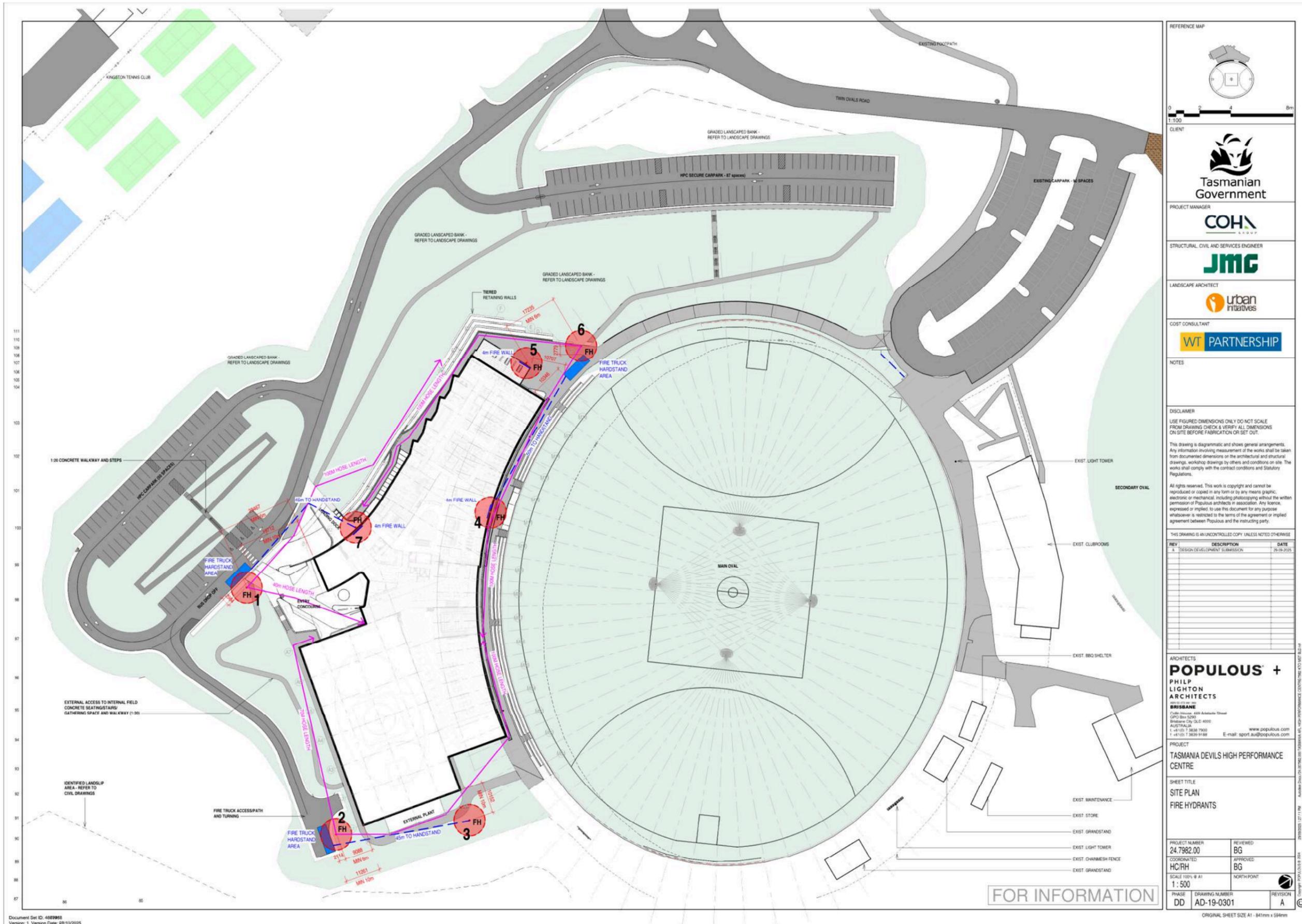
DO NOT SCALE. Use only figured dimensions. Locations of stations, fittings, valves etc. as shown are indicative only. CONTRACTOR to check locations & other design details for coordination between structure, services, piping, etc. CONTRACTOR to site check all dimensions and levels. Accuracy of all data, JMG accepts no responsibility for dimensional information scaled or digitized from this document.

PLOT DETAILS: 240209BS - SERVICES PLANS.DWG
 PROJECT NO: **240209BS**

DWG NO: **CV-50-0002** REV: **DA3**

NOT FOR CONSTRUCTION

Document Set ID: 468988
 Version: 1, Version Date: 23/10/2025



REFERENCE MAP

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1:100

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| A | DESIGN DEVELOPMENT SUBMISSION | 26-09-2025 |

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T +61 (0) 7 3839 9188 E-mail: sport.au@populous.com

PROJECT
TASMANIA DEVILS HIGH PERFORMANCE CENTRE

SHEET TITLE
**SITE PLAN
FIRE HYDRANTS**

| | |
|------------------------------|------------------------------|
| PROJECT NUMBER 24.7982.00 | REVIEWED BG |
| COORDINATED HC/RH | APPROVED BG |
| SCALE 1:500 @ A1 | NORTH POINT |
| PHASE DD | DRAWING NUMBER AD-19-0301 |
| | REVISION A |

FOR INFORMATION

ORIGINAL SHEET SIZE A1 - 841mm x 594mm



Amended Submission to Planning Authority Notice

Application details

Council Planning Permit No. DA-2025-277
 Council notice date 25/08/2025
 TasWater Reference No. TWDA 2025/01009-KIN
 Date of response 16/10/2025
 Date amended **25/11/2025**
 TasWater Contact AI Cole
 Phone No. 0439605108

Response issued to

Council name KINGBOROUGH COUNCIL
 Contact details kc@kingborough.tas.gov.au
 Development details
 Address 10 KINGSTON VIEW DRIVE, KINGSTON
 Property ID (PID) 3202222
 Description of development AFL High Performance Training Centre and subdivision

Schedule of drawings/documents

| Prepared by | Drawing/document No. | Revision No. | Issue date |
|-------------|----------------------------|--------------|-------------------|
| PDA | Services Plan | F | 25/09/2025 |
| JMG | Overall Site Services 0001 | DA2 | 09/09/2025 |
| JMG | Overall Site Services 0002 | DA5 | 11/11/2025 |
| Populous | GA Plan | G | 20/06/2025 |
| Populous | GA Plan | H | 03/07/2025 |

Conditions

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

CONNECTIONS, METERING & BACKFLOW

1. A suitably sized water supply with metered connection(s) and sewerage system and connection(s) to each lot of the development must be designed and constructed to TasWater's satisfaction and be in accordance with any other conditions in this permit.





effect on our network and the minimum service requirements of other customers serviced by the network. To this end break tanks may be required with the rate of flow into the break tank controlled so that peak flows to fill the tank do not also cause negative effect on the network.

[REDACTED]

[REDACTED]

OPERATIONS INCREASE NETWORK

[REDACTED]





- 21. Pipeline easements, to TasWater’s satisfaction, must be created over any existing or proposed TasWater infrastructure and be in accordance with TasWater’s standard pipeline easement conditions.

[REDACTED]

[REDACTED]

[REDACTED]

1. [REDACTED]

2. [REDACTED]

[REDACTED]

DEVELOPMENT CHARGES

[REDACTED]

[REDACTED]

[REDACTED]

- 26. The applicant or landowner as the case may be, must pay a development assessment fee of \$1,353.71 and a Consent to Register a Legal Document fee of \$265.98 to TasWater, as approved by the Economic Regulator and the fees will be indexed, until the date paid to TasWater.

The payment is required within 30 days of the issue of an invoice by TasWater.

Advice

General

For information on TasWater development standards, please visit

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

For application forms please visit

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

Important Notice Regarding Plumbing Plans and Associated Costs



The SPAN includes references to documents submitted as part of the application. These plans are acceptable for planning purposes only and are subject to further detailed assessment and review during the next stage of the development proposal.

TasWater’s assessment staff will ensure that the design contains sufficient detail to assess



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

Trade Waste

Prior to any Building and/or Plumbing work being undertaken, the applicant will require a Certificate for Certifiable Work (Building and/or Plumbing). The Certificate for Certifiable Work (Building and/or Plumbing) must accompany all documentation submitted to Council. Documentation must include a floor and site plan with:

Location of all pre-treatment devices (i.e. Grease Arrestor/Dry Basket Arrestors/Lint Trap/Cooling Pit)

Schematic drawings and specification (including the size and type) of any proposed pre-treatment device and drainage design;

Location of an accessible sampling point in accordance with the TasWater Trade Waste Sampling Specifications for sampling discharge.

At the time of submitting an application for Certificate for Certifiable Work (Building and/or Plumbing) a Trade Waste Application form is required.

If the nature of the business changes or the business is sold, TasWater is to be informed in order that pre-treatment may be reassessed

The application forms are available at

www.taswater.com.au/Customers/Liquid-Trade-Waste/Commercial

Service Locations

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

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



Declaration

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

PLANNING AUTHORITY SESSION ADJOURNS

OPEN SESSION RESUMES

13 PETITIONS STILL BEING ACTIONED

There are no petitions still being actioned.

14 PETITIONS RECEIVED IN LAST PERIOD

14.1 KERBSIDE COLLECTION, LESLIE VALE

A petition containing **52** signatures has been received by Council petitioning Council to:

Undertake an EOI process with residents of Leslie Vale (mainly Leslie Road and its conjoining roads) to participate in council operated kerbside collection and recycling.

RECOMMENDATION

That the petition containing 52 signatures be received and referred to the appropriate Department for a report to Council.

15 OFFICERS REPORTS TO COUNCIL

15.1 2025-26 CAPITAL WORKS BUDGET REVIEW

File Number: 5.95
Author: Craig Mackey, Director Engineering Services
Authoriser: Dave Stewart, Chief Executive Officer

Strategic Plan Reference

Key Priority Area: 5. Doing the essentials efficiently and effectively so we can build for the future.
Strategic Outcome: 5.3 A corporate culture that delivers high quality customer service and encourages innovation.

1. PURPOSE

1.1 The purpose of this report is to review the adopted 2025-26 budget allocations and forecasts and consider adjustments to individual budget items to progress delivery of the Capital Works program.

2. BACKGROUND

2.1 A review of Council's adopted 2025-26 Capital program and budgets has been undertaken, in conjunction with the end-of-year finalisation and reconciliation of the 2024-25 financial year project expenditure.

2.2 An objective of the 2025-26 Capital budget was to significantly reduce the number of carry forward projects that Council has historically held into each financial year and to present a deliverable capital program.

- 2.3 To achieve this, carry forward projects were re-submitted by estimating the remaining project balance that would be required to complete the works in the 2025-26 financial year. This, together with a smaller than usual program of new projects being funded for 2025-26, provides for a deliverable capital program, thus enabling carry forwards to be 'caught up'.
- 2.4 In many cases these predicted budget balances of carry forward projects substantially aligned with actuals, whilst in other cases there was a noticeable and material difference between the two, due to expenditure timing. It is important to note this does not reflect a total project budget adjustment just the expenditure profile across the 2024-25 and 2025-26 financial years.
- 2.5 A small number of projects that were expected to be complete in the 2024-25 financial year were still in progress into the 2025-26 year requiring funding allocation to finalise the projects. Conversely there were a small number of carry forward projects budgeted that were finalised prior to 2025-26.
- 2.6 Section 4.3 of this report identifies individual projects that require material budget reductions or increases against the original approved total project budgets. It also identified two projects to be deferred/cancelled.
- 2.7 The Capital Budget review and re-cut is in the most-part administrative, to correct some anomalies in the development and presentation of the 2025-2026 budget and endorse adjustments to individual line items to ensure an accurate reporting baseline.
- 2.8 The current program delivery forecast indicates a greater than 90% completion rate of the approved 2025-26 capital program as presented to council.

3. STATUTORY REQUIREMENTS

- 3.1 The budget estimate adjustments proposed are in accordance with the *Local Government Act 1993* S.82 (5).

4. DISCUSSION

- 4.1 The capital works budget review and report recommendations are not proposing any alteration to the Council's adopted 2025/26 program budget of \$18,384,284 including grants of \$2,786,078. To remain budget neutral, the budget review has been undertaken with the following six key considerations:
 - 4.1.1 Confirmation of carry-forward projects and remaining project budget balance as at 30 June 2025;
 - 4.1.2 Review and identification of any potential total project budget reductions;
 - 4.1.3 Review and identification of any potential total project budget increases;
 - 4.1.4 Identification of any capital projects for deferral;
 - 4.1.5 Identification of unplanned new capital projects for 2025-26
 - 4.1.6 Review of grant funds date of funding received.
- 4.2 While the overall capital program remains budget neutral, several significant adjustments have been made to individual projects. These include changes to continuing and new projects, as well as amendments to previously presented program items.

Identified Project Budget Reductions

- 4.3 Several projects are now at or nearing completion and have a level of maturity where predicted final costs allow existing individual budget allocations to be reduced. The major reductions/savings identified are:

- 4.3.1 Pelverata Road Reconstruction – allocation reduced by \$63,000
- 4.3.2 Davies Road reconstruction – allocation reduced by \$161,000
- 4.3.3 Baringa Road Stormwater - allocation reduced by \$40,000
- 4.3.4 Stirling Avenue Stormwater - allocation reduced by \$67,000
- 4.3.5 Silverwater Park Public Toilet - allocation reduced by \$67,000
- 4.3.6 KSC Fire Detection System - allocation reduced by \$72,000
- 4.3.7 Baringa-Wandella SW upgrade – allocation reduced by \$160,486

Identified Total Project Budget Increases

4.4 Kingston Beach Foreshore revitalisation -\$600k

The Kingston Beach Masterplan is a continuing project with works currently underway along the Kingston Beach foreshore. The implementation of the upgrades has been rolling out progressively over the past decade as Council's annual budget permits. LRCI grant funding was utilised to facilitate both the foreshore upgrades and Beach Road LATM works during FY24/25, with an additional Council budget allocation of \$500,000 identified within the 2025-26 budget estimates.

The remaining cost of bringing these Esplanade upgrades to completion and finalising this component of the Masterplan is \$600,000, identified in the 5 year plan for the 2026/27 financial year. To allow all final stages of the masterplan works to be finalised as part of the current construction, and to achieve synergies and reduce rework, it is proposed to bring all works into the current 2025-26 budget.

4.5 Browns Road Reconstruction - \$500,000

This project remains locked in discussions with State Growth, concerning arrangements for temporary traffic detours from Firthside onto the Southern Outlet towards Kingston. A budget increase of \$500,000 is, which is considered necessary to facilitate these works, and reflecting additional project costs relating to changes in construction scope and contract costs. This increase was generally reflected in the budget line item presented to Council in June.

4.6 Kelvedon Oval lighting - \$85,000

The grant funded lighting upgrade requires council contribution to upgrade the light tower footing's that was not identified as part of the grant application.

4.7 Summerleas Road Underpass - \$284,508

The finalised costs on this project resulted in an over-expenditure. The findings of an independent project delivery review were tabled at Council meeting 17 November 2025.

Deferred 2025-26 Projects

4.8 Kingston CBD Gross Pollutant Trap - \$500,000

The installation of a new Gross Pollutant Trap at the Wetlands has been deferred to determine viability of a more cost-effective solution.

4.9 Drysdale / Whitewater storm water upgrades - \$450,000

Design progression only as solution is pending on design outcomes of upstream stormwater solution as part of Sports Precinct stormwater upgrades.

Unplanned New Projects

4.10 Auburn to Beach Road Stormwater - \$95,000

A new project has been included within the Stormwater program, to mitigate severe erosion flooding issues on the steep section of Auburn Road that runs towards beach road.

Grant Funding

4.11 A review of grant funding timing identified a minor shortfall in the 2025–26 capital program, with confirmed grants totalling **\$2,786,078** against the budgeted **\$2,900,633**. It is proposed that this difference be offset from Council's cash reserves.

5. FINANCE

5.1 A total combined Capital Works Program, totalling \$18,384,284 including Grants of \$2,786,078 formed the basis of Council's adopted 2025/2026 budget estimates.

5.2 The proposed budget re-cut presented is cost neutral to Council's 2025/2026 adopted Capital Work Program budget.

6. ENVIRONMENT

6.1 The deferral and re-scoping of the Kingston CBD Gross Pollutant will need to ensure the alternate solution effectively manages the environmental risks.

7. COMMUNICATION AND CONSULTATION

7.1 Consultation has been undertaken internally to ensure the proposed adjustments to the program can be achieved and are without major operational impacts.

8. RISK

8.1 In relation to the capital program, there are no specific risks associated with this report. Projects that have been suggested for deferral or descoped have been done to allow additional investigation design and negotiations to be undertaken and additional projects have been put forward to take advantage of savings made and to manage the program in line with Council's adopted annual Estimates for 2025-2026.

9. CONCLUSION

9.1 The Capital Budget review and re-cut is in the most part administrative, to correct some anomalies in the development and presentation of the 2025-2026 Budget and endorse adjustments to individual line items.

9.2 A review of the program has occurred, with minor program adjustments made to ensure alignment with the adopted total budget estimates and the longer-term strategic objectives of Council.

10. RECOMMENDATION

That Council notes and endorses the individual project changes and budget adjustments to the 2025-2026 Capital Works Program.

ATTACHMENTS

1. Capital Budget

2025 Budget Review and Re-Cut

| Project | TOTAL COUNCIL ALLOCATION | PLUS EXTERNAL / GRANT | TOTAL PROJECT BUDGET |
|--|--------------------------|-----------------------|----------------------|
| FUTURE DESIGN | 11,505 | 0 | 11,505 |
| Crescent Drive Shared Path - Design Only | 3,832 | | 3,832 |
| Margate Main Street Masterplan - Design Only | 7,673 | | 7,673 |
| | | | |
| SOLID WASTE | 518,799 | 0 | 518,799 |
| Barretta Transfer Station Vehicle Storage Shed | 300,000 | | 300,000 |
| Barretta Re-use Yard upgrade | 218,799 | | 218,799 |
| | | | |
| BRIDGES & JETTIES | 162,998 | 0 | 162,998 |
| Browns River Pedestrian Bridge Replacement - Design Only | 13,238 | | 13,238 |
| Whitewater Ck pedestrian Underpass Summerleas Rd | 0 | | 0 |
| North West Bay Bridge Replacement - Design Only | 14,360 | | 14,360 |
| Simpson Bay Boat Ramp - Design | 95,400 | | 95,400 |
| Tinderbox Jetty Dive Platform | 40,000 | | 40,000 |
| | | | |
| ROADS PORTFOLIO | 7,570,052 | 2,272,100 | 9,842,152 |
| | | | |
| ROADS | 4,974,861 | 2,134,600 | 7,109,461 |
| Pelverata Road (vic40) Realignment | 220,999 | | 220,999 |
| Wyburton Place / Clare Street Recon | 0 | 571,752 | 571,752 |
| LATM Kingston Beach - Stage 1 | 266,246 | | 266,246 |
| Channel Highway Tarooma Bike Lanes Upgrade | 543,144 | | 543,144 |
| Browns Road Reconstruction - Stage 2 (vic 1-19) (R2R allocation) | 1,736,953 | 296,301 | 2,033,254 |
| Pelverata Road (vic 609) Rehabilitation. | 740,000 | | 740,000 |
| Maranoa Road - Denison Street Black Spot Project | 0 | | 0 |
| Belhaven Ave (vic2-16) Recon - Design Only | 0 | | 0 |
| Stewart Crescent Reconstruction - Design Only | 18,157 | | 18,157 |
| Wells Parade (Illawarra-Suncoast) Reconstruction - Design only | 11,240 | | 11,240 |
| Davies Road Reconstruction | 599,577 | | 599,577 |
| Snug Tiers Road (vic166) Bridge Approach Sealing | 23,000 | | 23,000 |
| Rowleys Road (vic21) Bridge Approach Sealing | 20,500 | | 20,500 |
| Church St/Beach Rd Junction Signalisation | 249,627 | 500,000 | 749,627 |
| Sandfly Road Sealed Shoulders | 78,394 | 400,000 | 478,394 |
| LATM Kingston Beach - Stage 2 - LRCI | 112,469 | | 112,469 |
| Tyndall Road (Christopher Johnson Pk) Slip Failure | 90,000 | | 90,000 |
| Future Design Projects | 150,000 | | 150,000 |
| GRANT BALANCE to be allocated | 0 | 366,547 | 366,547 |
| Grant Funding shortfall - supplementary Council allocation | 114,555 | | 114,555 |

| Project | TOTAL COUNCIL ALLOCATION | PLUS EXTERNAL / GRANT | TOTAL PROJECT BUDGET |
|---|--------------------------|-----------------------|----------------------|
| FOOTPATHS AND ACCESS RAMPS | 1,139,852 | 137,500 | 1,277,352 |
| Channel Hwy (Vic2216-2236) Snug Footpath | 242,285 | 137,500 | 379,785 |
| Channel Hwy (vic157-197) Kingston Footpath | 10,000 | | 10,000 |
| Algona Road Shared Path Feasibility Study | 51,510 | | 51,510 |
| Channel Hwy KFC-Whitewater Underpass Path Upgrade | 264,743 | | 264,743 |
| Old Station Rd to Davies Rd Shared Path | 222,493 | | 222,493 |
| Redwood Road/Lewan Avenue Access Ramps | 13,321 | | 13,321 |
| Burwood Drive (vic69-130) Footpath - Design Only | 25,000 | | 25,000 |
| Esplanade (vic2-4) Snug Footpath | 96,000 | | 96,000 |
| Sirius Dr to Park & Ride Footpath - Design Only | 25,000 | | 25,000 |
| Hutchins Street (vic8-10) Footpath Upgrade | 165,500 | | 165,500 |
| Dollery Dr / Jantina Pl / Corina Pl Access Ramps | 24,000 | | 24,000 |
| RESHEETING PROGRAM | 805,000 | 0 | 805,000 |
| Summerleas Rd (vic429-799) Resheet | 326,000 | | 326,000 |
| Betts Road (vic20-126) Resheet | 106,000 | | 106,000 |
| Talbots Road (vic9-147) Resheet | 139,000 | | 139,000 |
| Resolution Road Resheet | 234,000 | | 234,000 |
| RESEALING PROGRAM | 650,339 | 0 | 650,339 |
| Hackford Drive (vic15-61) Spray Seal | 93,011 | | 93,011 |
| Fergusson Avenue (vic24-52) Spray Seal | 32,303 | | 32,303 |
| Brook Lane (vic6-16) Spray Seal | 26,345 | | 26,345 |
| Dayspring Drive (vic15-19) Spray Seal | 3,000 | | 3,000 |
| Manuka Road (vic110-122) Spray Seal | 11,244 | | 11,244 |
| Bruchs Road (vic38) Spray Seal | 221 | | 221 |
| Corbys Road (vic4) Spray Seal | 7,807 | | 7,807 |
| Rada Road (vic5-15) Spray Seal | 20,798 | | 20,798 |
| Pelverata Road (vic239-379) Spray Seal | 96,682 | | 96,682 |
| Adventure Bay Road reseal | 91,988 | | 91,988 |
| Prep Works 24/25 | 216,940 | | 216,940 |
| Old Station Rd (vic75-101) Reseal | 50,000 | | 50,000 |
| STORMWATER | 2,648,045 | 23,000 | 2,671,045 |
| Leslie Road Stormwater Upgrade (vic 140) | 65,767 | | 65,767 |
| Roslyn-Pearsall-Wells Catchment INVESTIGATION | 5,000 | | 5,000 |
| Woodlands-View-Hazell Catchment INVESTIGATION | 5,000 | | 5,000 |
| Roslyn / James Ave Stormwater Investigation SW | 5,000 | | 5,000 |
| Willowbend Catchment Investigation SW | 3,268 | | 3,268 |
| Illawong-Hinsby Stormwater Upgrade | 435,155 | | 435,155 |
| Campbell Street SW Upgrade - Design Only | 490,613 | | 490,613 |

| Project | TOTAL COUNCIL ALLOCATION | PLUS EXTERNAL / GRANT | TOTAL PROJECT BUDGET |
|---|--------------------------|-----------------------|----------------------|
| Drysdale / Whitewater SW Upgrade | 5,907 | | 5,907 |
| Whitewater/Boddy Creek Flood Investigation | 58,664 | | 58,664 |
| Baringa Road/Wandella Road SW Upgrade | 380,486 | | 380,486 |
| Kelvedon Ave (vic 1-3) SW Upgrade | 107,361 | | 107,361 |
| Esplanade Middleton (vic???) Culvert Upgrade | 5,000 | | 5,000 |
| Kingston Beach/Boronia Hill Flood Investigation | 59,216 | | 59,216 |
| Stirling Ave (vic22-24) SW Upgrade | 80,000 | | 80,000 |
| Ewing Ave (vic 2) SW Upgrade | 293,013 | | 293,013 |
| O'Connor Dr SW Improvements - Design | 13,795 | | 13,795 |
| Frosts Rd (vic69-81) Margate SW Upgrade | 53,000 | | 53,000 |
| Burwood Dr (vic98 & vic102) SW Improvements | 74,800 | 23,000 | 97,800 |
| Millers Road (vic13) Middleton SW Upgrade | 39,000 | | 39,000 |
| Pullens Rd (vic40) Woodbridge SW Upgrade | 51,000 | | 51,000 |
| Risby Rd (vic49) Middleton SW Upgrade | 40,000 | | 40,000 |
| Taranaki Place (vic23-25) Snug SW Upgrade | 62,000 | | 62,000 |
| Vinces Saddle Rd (vic208) Lower Longley SW Upgrade | 60,000 | | 60,000 |
| Tramway Creek flood modelling | 70,000 | | 70,000 |
| Snug River flood modelling | 90,000 | | 90,000 |
| Gross Pollutant Trap CBD (39899) Rehabilitation | 0 | | 0 |
| Auburn to Beach Rd Stormwater improvement (vicinity 84 Beach Road) | 95,000 | | 95,000 |
| . | . | . | . |
| PROPERTY | 4,686,806 | 490,978 | 5,177,784 |
| Silverwater Park Upgrades POS / CapX | 334,501 | 115,000 | 449,501 |
| Civic Centre HVAC System Upgrade | 124,657 | | 124,657 |
| Sherburd Oval Cricket Net Replacement | 95,975 | | 95,975 |
| North West Bay Trail - Stage 2 | 134,407 | | 134,407 |
| Silverwater Park Toilet Replacement | 33,000 | | 33,000 |
| KSC Main Stadium Fire Detection System Replacement | 180,000 | | 180,000 |
| Sherburd Oval Clubrooms Upgrade | 454,701 | | 454,701 |
| Works Depot Main Gate No2 Replacement | 20,700 | | 20,700 |
| Adventure Bay Cemetery Columbarium Wall | 7,420 | | 7,420 |
| Dru Point Timber Play Ship | 75,741 | | 75,741 |
| Alonnah Playground Renewal | 35,743 | | 35,743 |
| LRCI Total Grant \$939,947 - payable 2024/25 \$563,968 and 2025/26 \$375,979 projects C03775, C03776, C03777, | -375,978 | 375,978 | 0 |
| LRCI Osborne Esp & KB Foreshore Rehab - footpath, pedestrian ramps, etc | 447,929 | | 447,929 |
| Taroona Foreshore path Retaining Structure (vic Nubeena Crescent) | 50,000 | | 50,000 |
| GRANT RE-Asphalting Dennes Point Tennis Courts | 50,000 | | 50,000 |
| GRANT - Kelvedon Oval lighting upgrade | 230,592 | | 230,592 |
| GRANT - Dru Point Basketball Court | 150,000 | | 150,000 |

| Project | TOTAL COUNCIL ALLOCATION | PLUS EXTERNAL / GRANT | TOTAL PROJECT BUDGET |
|--|--------------------------|-----------------------|----------------------|
| GRANT - Margate Hall Disability Access Ramp | 28,649 | | 28,649 |
| GRANT - Blackmans Bay Hall Disability Toilet | 146,540 | | 146,540 |
| GRANT - Kettering Hall Disability Toilet | 148,480 | | 148,480 |
| GRANT - Kingston Beach Oval clubroom Disability Toilet | 88,000 | | 88,000 |
| GRANT - Alonnah Hall Emergency Equipment | 7,493 | | 7,493 |
| GRANT - Middleton Hall Emergency Equipment | 5,231 | | 5,231 |
| GRANT Electric Vehicle Charging Station (G10115) | 100,000 | | 100,000 |
| AV system for Council Chambers | 179,525 | | 179,525 |
| KSC Storage Area Concrete Floor Slab | 20,000 | | 20,000 |
| Adventure Bay Community Hall Pump-out System Upgrade | 120,000 | | 120,000 |
| Woodbridge Community Hall Toilet Demolition | 90,000 | | 90,000 |
| Kingston Hub Door Replacement | 25,000 | | 25,000 |
| Margate Oval Changeroom Upgrade - Design Only | 36,000 | | 36,000 |
| Cottage Road Track Upgrade | 46,500 | | 46,500 |
| Blackmans Bay Foreshore Shelter Replacement | 103,000 | | 103,000 |
| Tracks & Trails Signage Upgrades | 30,000 | | 30,000 |
| Hollyhock Dr to Whitewater Creek Connector Track - Design Only | 15,000 | | 15,000 |
| Snug Foreshore Beach Access - Design Only | 20,000 | | 20,000 |
| Blackmans Bay Community Hall Walkway Lighting | 36,000 | | 36,000 |
| Picnic Table / Bench Seat Replacement | 60,000 | | 60,000 |
| Mills Reef Reserve Alonnah Rehabilitation | 165,000 | | 165,000 |
| Lightwood Park 2 Access Upgrade | 67,000 | | 67,000 |
| Kingston Beach Foreshore Rehabilitation | 1,100,000 | | 1,100,000 |
| . | . | . | . |
| SUMMARY POSITION - Capital Program | 15,598,206 | 2,786,078 | 18,384,284 |

15.2 PETITION: INSTALLATION OF FOOTPATHS AND UPGRADES ON CLEBURNE STREET, KINGSTON**File Number:** 12.21**Author:** Anthony Verdouw, Executive Officer Engineering Services**Authoriser:** Craig Mackey, Director Engineering Services**Strategic Plan Reference**

Key Priority Area: 1. Helping our community stay safe, healthy and well connected.

Strategic Outcome: 1.1 A Council that purposefully engages with its community.

1. PURPOSE

- 1.1 The purpose of this report is to respond to a petition regarding the installation of sealed footpath and the re-seal and repair of kerb and gutter on Cleburne Street, Kingston from vic. 24 Cleburne Street to the junction of Maranoa Road.

2. BACKGROUND

- 2.1 A petition has been received with 56 signatories requesting that: *Council install new footpaths such that both sides of the entire street have footpaths. We also request that Council re-seal and repair/replace the kerb and gutter in the section of Cleburne Street from 24 Cleburne Street to the junction of Maranoa Road.*

3. STATUTORY REQUIREMENTS

- 3.1 The petition meets the requirement of Section 57 the *Local Government Act 1993* and Council is therefore required to determine any action to be taken in respect to its request.

4. DISCUSSION

- 4.1 Council officers are aware of the unsealed section of footpath on Cleburne Street and the section of unsealed footpath is included on Council's missing footpath links register for a potential upgrade.
- 4.2 An upgrade of the footpath would need to be considered against other capital project priorities.
- 4.3 A recent condition assessment of Council's road infrastructure has identified the section of Cleburne Street from 24 Cleburne Street to the junction of Maranoa Road for road reseal and renewal works.
- 4.4 The resealing of Cleburne Street from vic. 24 to the junction of Maranoa Road will also need to be assessed against other road resealing and renewal priorities across the municipality.
- 4.5 Council officers will undertake further assessment of the pavement, kerb and channel, and footpath condition to determine the best course of action. Once these more detailed assessments are complete, officers will develop a project plan for the road segment and prioritise the works accordingly in Council's 5-year capital works plan.
- 4.6 In the interim, officers will inspect and implement maintenance works on Cleburne Street as required.

5. FINANCE

5.1 Any capital project proposals (including resealing works) for Cleburne Street would be considered in line with other projects as part of Council's annual capital budget deliberations and 5-year capital works program.

6. ENVIRONMENT

6.1 No relevant environmental considerations noted.

7. COMMUNICATION AND CONSULTATION

7.1 Council's decision will be communicated to the organiser of the petition.

8. RISK

8.1 In light of the petition, officers will investigate and assess any more immediate risks with the current condition of Cleburne Street.

9. CONCLUSION

9.1 A petition has been received requesting the construction of a sealed footpath and the re-seal of road pavement and repair of kerb and gutter on Cleburne Street, Kingston.

9.2 The merits of the request are acknowledged but need to be considered within the context of other proposed missing footpath links and broader road maintenance works across the municipality.

9.3 It is recommended that Council Officers proceed by undertaking a detailed review of the road condition (incorporating pavement, kerb and channel and footpath) and develop a works plan and associated project brief for upgrades and road maintenance works for Cleburne Street from vic. 24 to the junction of Maranoa Road.

10. RECOMMENDATION

That the organiser of the petition requesting the installation of sealed footpath and the re-seal and repair of kerb and gutter on Cleburne Street be advised that Council is reviewing the road condition (incorporating pavement, kerb and channel and footpath) and any upgrade and maintenance works will be planned and prioritised accordingly in Council's capital works program.

ATTACHMENTS

Nil

15.3 DOG MANAGEMENT POLICY

File Number: 12.104

Author: Scott Basham, Manager Legal & Property

Authoriser: Daniel Smee, Director Governance, Recreation & Property Services

Strategic Plan Reference

Key Priority Area: 2 Deliver quality infrastructure and services.

Strategic Outcome: 2.1 Service provision meets the current and future requirements of residents and visitors.

1. PURPOSE

1.1 The purpose of this report is to outline proposed amendments to the endorsed Dog Management Policy (the Policy) and commence the process to invite submissions and undertake consultation, subject to the construction of the Tasmania Devil's High Performance Training Centre.

2. BACKGROUND

2.1 At its meeting of the 4 December 2023 Council resolved to adopt its Dog Management Policy (minute C6/23-2323 refers) pursuant to the *Dog Control Act 2000* (the Act).

2.2 The Policy included the establishment of a designated dog exercise area at Kingston View Drive, Kingston. This facility comprises three distinct zones, an older dog / puppy area, a general dog off lead area, and a greyhound exercise area.

2.3 Furthermore, the Policy established a Southern Obedience Dog Club dog training area at Gormley Drive, Kingston.

2.4 In accordance with previous reports presented to Council, at its meeting of the 16 December 2024, Council resolved to confirm support for the development of the Tasmania Devil's High Performance Training Centre (minute C384/23-2024 refers).

2.5 While this report does not revisit the development of the Tasmania Devil's High Performance Training Centre, it is important to note that the construction of Oval three (3) and Oval four (4) will result in the loss of the dog exercise area at Kingston View Drive and dog training area at Gormley Drive, Kingston.

2.6 To establish new areas, there is now a requirement to invite public submissions and consult with any appropriate body or organisation.

3. STATUTORY REQUIREMENTS

3.1 S.7 of the Act states that a Council is to:

- invite public submissions relating to an amendment of the Policy;
- consult with any appropriate body or organisation; and
- consider any submissions and results of any consultation before making the amendment.

3.2 S.24 of the Act states, that before a Council resolves to make a declaration it is to:

- notify, by public notice, the details of the area, any condition relating to the use of that area, and in the case of a restricted area, the reasons for the declaration;
- invite submissions to be lodged within 15 working days after the notice is published; and
- consider any submissions lodged.

4. DISCUSSION

- 4.1 Due to the future loss of the Kingston View Drive dog exercise area and the Gormley Drive dog training area, Council has engaged with the Kingborough Dog Walking Association (KDWA) and the Southern Obedience Dog Club to identify suitable alternative locations for relocation.
- 4.2 One site identified as meeting the necessary requirements to replace the Kingston View Drive dog exercise area is located at 34 Maddocks Road, Kingston. Following discussions with the landowner, TasNetworks, an agreement has been reached permitting Council to undertake community consultation regarding establishment of a new dog exercise area at this location.
- 4.3 The below images show the location and early concept design of the exercise area.





4.4 As shown below, the site identified as the preferred location for the relocation of the Southern Obedience Dog Club, dog training area, is a parcel of land situated at Dru Point, Margate.



4.5 Following discussions with the landowner, TasWater, an agreement has been reached permitting Council to consult with the broader community regarding the establishment of a dog training area at the identified site. The Southern Obedience Dog Club Committee has indicated its support for the proposed relocation to Dru Point, Margate.

4.6 In accordance with c.5.7.2 of the Policy, upon the establishment of Oval three (3) and Oval four (4), these areas will be declared restricted areas, where dogs are restricted at all times. This restriction applies to the playing field only and dogs may be walked around the outer areas of the Ovals, provided they are on a lead.

5. FINANCE

- 5.1 Any financial matters associated with amendments to the Policy will be covered via the State Government funding agreement.

6. ENVIRONMENT

- 6.1 There are no environmental considerations associated to this report.

7. COMMUNICATION AND CONSULTATION

- 7.1 Council Officers have undertaken preliminary consultations with KDWA and the Southern Obedience Dog Club.
- 7.2 Concerning the new dog exercise area, in July 2025, properties contiguous to the area were consulted via a hand delivered letter and in person discussions. At that time the feedback was positive with no concerns raised.
- 7.3 Regarding the statutory consultation process, the s.24 notice will be published in the Mercury Newspaper.
- 7.4 To support the s.24 notice, Councils Communication and Engagement Team have developed a comprehensive Community Engagement Plan. This plan includes
- a dedicated website landing page;
 - media release;
 - an online survey; and
 - a mail out to nearby resident.
- 7.5 Attached is an example Community Engagement Plan.

8. RISK

- 8.1 Failure to establish a new dog exercise and training area would not be in the best interests of the community and would be inconsistent with Council's stated intent to support the development of the Tasmania Devil's High Performance Training Centre.

9. CONCLUSION

- 9.1 In accordance with Councils support for the development of the Tasmania Devil's High Performance Training Centre, the construction of Oval three (3) and Oval four (4) will result in the loss of the dog exercise area at Kingston View Drive and dog training area at Gormley Drive, Kingston.
- 9.2 Council has engaged with the KDWA and the Southern Obedience Dog Club to identify suitable alternative locations for relocation.
- 9.3 There is now a requirement to invite public submissions and consult with any appropriate body or organisation to establish a new dog exercise and training area.
- 9.4 Once public submissions and consultation are considered a further report will be returned to Council to amend the Policy.

10. RECOMMENDATION

That pursuant to the provisions of the *Dog Control Act 2000*, Council invite public submissions and consult with any appropriate body or organisation, regarding the establishment of a dog

exercise area located at 34 Maddocks Road, Kingston and the establishment of a dog training area located at Dru Point, Margate.

ATTACHMENTS

1. **Example - Community Engagement Plan**

Public Copy



Kingborough Council

AMENDMENT TO DOG MANAGEMENT POLICY

Engagement Plan

November 2025

Kingborough

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WHAT ARE WE COMMUNICATING & ENGAGING

This Communication and Engagement plan will outline the process Council will go through to inform and engage with the community about proposed amendments to Council’s endorsed Dog Management Policy (the Policy). These include the closure of the Kingston View Drive exercise areas, Southern Obedience Club (Gormley Drive) training area, and the establishment of a new exercise area at 34 Maddocks Road, Kingston and training area at Dru Point, Margate.

Reason for the amendments:

On 18 November 2024, Council received official notification that the Kingston Twin Ovals had been selected as the site for the development of the Tasmanian Devil’s AFL High Performance Training Centre. The building of two new ovals to accommodate the AFL HPC will result in the loss of the Kingston View Drive exercise areas and Southern Obedience Club (Gormley Drive) training area.

The AFL HPC and Kingborough Sports Precinct project is being funded by the State Government and the AFL.

Council’s role in the project

Pursuant to the Dog Control Act 2000, Council is to:

- invite public submissions relating to an amendment of the Policy.
- consult with any appropriate body or organisation.
- consider any submissions and results of any consultation before amending the Policy.

LENGTH OF THE ENGAGEMENT & COMMS

- Approximately 6-week engagement program consulting on the new proposed off-lead area.

Note: Previous communications and consultation have taken place since 2024 with the Kingborough Dog Walkers Association (KDWA) and the Southern Obedience Club as part of the process to find a suitable area for relocation.

ENGAGEMENT STAKEHOLDERS

- Kingborough Dog Walking Association (KDWA)
- Southern Obedience Club
- Residents in the vicinity of the two proposed areas
- Community & dog owners
- Councillors & staff
- Sporting and Community Groups in precinct area
- Tas Networks
- TasWater
- AFL Devils Football Club
- Department of State Growth



WHAT WILL REPLACE THE CURRENT EXERCISE AND TRAINING AREAS

The current location of the Kingston View Drive Exercise areas and Gormley Drive training area is needed to build new ovals for the Kingborough Tigers and Knights as they will be relocated from their current home at the Twin Ovals.

- **Oval 1** - Tasmania Devils Football Club and the new High Performance Centre.
- **Oval 2** - will continue to be used by the Kingborough Knights for cricket. The Tigers will use this oval in the winter when not in use by the Knights.
- **Oval 3** - Kingborough Tigers new home (is the oval which will remove the dog off-lead and greyhound area).
- **Oval 4** will be used during the summer as the home for the Knights women’s and junior cricket. During the winter the Tigers will use this oval for training.



COMMUNITY IMPACT

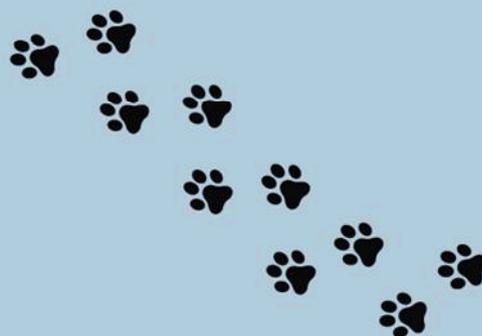
The Kingston View Dog Park will move to make way for **Oval 3**. The Gormley Drive training area will move to make way for **Oval 4**.

The **Kingborough Dog Walkers Association (KDWA)** have been working with Council to come up with viable community options to replace the off-lead area affected by this development. Throughout the early engagement process, several locations were identified with the majority ruled out due to unsuitability in terms of location, size or lack of parking.

PROPOSED NEW EXERCISE AREA

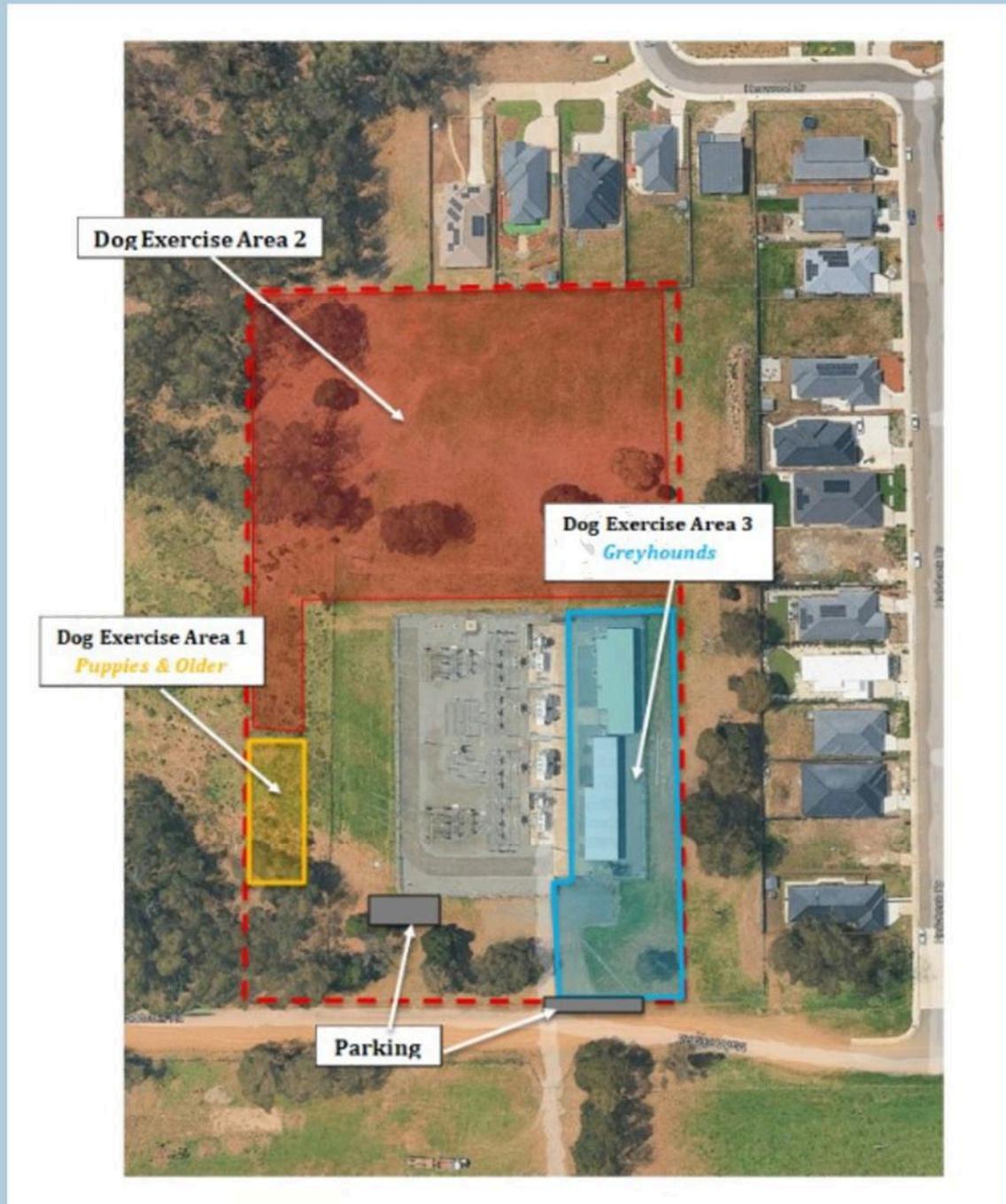
One site identified as meeting the necessary requirements is located at **34 Maddocks Road, Kingston** - shown below.

Following discussions with the landowner, TasNetworks, an agreement has been reached allowing Council to consult with the broader community about the establishment of an exercise area.



PROPOSED NEW EXERCISE AREA

This image is an early concept of the potential layout of the site at **34 Maddocks Road** and may change following further design work and community consultation.



PROPOSED NEW TRAINING AREA

The site identified as the preferred location for the relocation of the Southern Obedience Dog Club is a parcel of land at **Dru Point, Margate** - shown below.

Following discussions with the landowner, TasWater, an agreement has been reached allowing Council to consult with the broader community about the establishment of a dog training area.

The Southern Obedience Club Committee has indicated their support for this location.



CONSULTATION REQUIREMENTS

Once Council has appropriately secured the use of the Maddocks Road and Dru Point sites Council will need to:

Pass a resolution to undertake the activities outlined in s.7(3) of the Dog Control Act 2000 (as below).

- Publish notices relating to its intent to declare, including:
 - (a) notify, by public notice, the details of
 - (i) the area; and
 - (ii) any condition relating to the use of that area; and
 - (iii) in the case of a restricted area or prohibited area, the reasons for the declaration; and
 - (b) invite submissions to be lodged within 15 working days after the notice is published; and
 - (c) consider any submissions lodged.
- Invite public submissions relating to a proposed new exercise area. The Community Consultation would be for approximately 6 weeks.
- Consult with any appropriate body or organisation.
- The Council would then consider any submissions and results of any consultation before making a decision.
- Pass a resolution to endorse exercise and training areas.
- Publish notice for date and period of declaration .

KEY MESSAGES

- **Valuing community needs and preferences** - Community input is essential to ensure the new exercise and training areas meet the needs of dog owners, local residents, and the wider community.
- **Creating safe, accessible, and enjoyable spaces** - Council is committed to providing spaces that are safe, inclusive, and enjoyable for everyone. Community feedback is key to achieving this goal.
- **Balancing the needs of all users** - Council aims to create an environment that promotes responsible dog ownership while ensuring the safety, comfort, and enjoyment of all users.
- Council is committed to **replacing and relocating the exercise and training areas** with amenities of **similar quality and functionality** to meet the needs of the community and stakeholders.

HOW ARE WE ENGAGING

The chosen method for engagement is to CONSULT; to obtain public feedback on the selected site.

Methods:

- Survey
- Public comment periods
- Stakeholder meetings



WHAT IS THE **PROMISE** TO THE COMMUNITY

- Throughout the engagement, Council will keep the community informed and listen to and acknowledge the community's concerns.
- Provide feedback on how public input has influenced the decision.
- That the engagement will be a fair and equal process.

WHY ARE WE DOING THIS

- Ensure the smooth relocation of assets through transparent and collaborative engagement.
- Maintain ongoing communication and trust between Council, stakeholders, and the broader community.
- Mitigate disruptions and address concerns proactively.
- Deliver key milestones on schedule while keeping stakeholders informed.

STAKEHOLDER **ENGAGEMENT & COMMS METHODS**

| Stakeholder | Method | Frequency |
|----------------------|--|--|
| Dog walkers via KDWA | email meeting phone calls | as required |
| Staff | email | as required |
| Council | reports | as required for approval to proceed with a declaration of a new dog area |
| Community | website media releases social media advertising - local papers and The Mercury to meet statutory requirements | as required for approval to proceed with a declaration of a new dog area |

INITIAL ENGAGEMENT SO FAR

| Stakeholders | Date | What |
|---|--------------------|---|
| Dog Obedience Club & KDWA | Aug/Sep 2024 | Discussions around the possibility that Kingborough might get the HPC and that the clubs/users in that event would lose their facilities and current locations. |
| KDWA | 13 Dec 2024 | 5 x options presented to members of the meeting to discuss alternative dog walking areas |
| KDWA | 7 Feb 2025 | <p>Short-term and long-term solutions were discussed.</p> <p>Short-term solution would involve the top/overflow carpark becoming the off-lead area and consider Bonnet Hill as a potential greyhound site.</p> <p>Long-term solution would be for consideration to be given to Huntingfield becoming the off-lead dog park.</p> |
| KDWA | June/July/Aug 2025 | <p>The TasNetworks site at Maddocks Road, Kingston was presented to the KDWA at a meeting.</p> <p>It was agreed that KDWA could discuss this site with their committee (next meeting 12/06/2025)</p> |
| Residents backing onto Maddox Rd TasNetworks site | 16 July 2025 | <p>Letter sent to neighbouring residents to the proposed Maddox Road site.</p> <p>Highlighting that Council was exploring the idea of turning the site into a dog off-lead area and greyhound site.</p> |
| Residents backing onto Maddox Rd TasNetworks site | T.B.C / Nov 2025 | <p>Follow-up letter to neighbouring residents to the proposed Maddox Road site to advise of forthcoming consultation.</p> |

TIMELINE – ENGAGEMENT

Initial Phase (August 24 to Dec 24):

- Identify and reach out to all affected stakeholders. Hold introductory meetings to present the project and discuss potential impacts.

Planning Phase (Dec 24 to Nov 25):

- Collaborate with stakeholders to develop detailed relocation plans. Address any concerns and incorporate feedback into the planning process.

Implementation Phase (Dec 25 onwards):

- Commence formal consultation period and provide outcomes report to Council.
- Execute relocation plans with continuous stakeholder involvement. Monitor and adjust plans as necessary based on stakeholder feedback.

STAKEHOLDERS RISK ANALYSIS

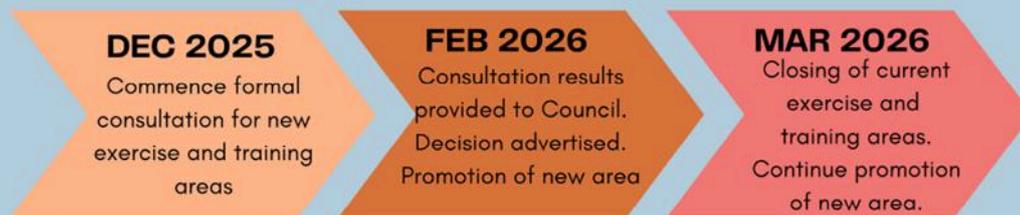
Regular stakeholder check-ins will be important to maintain good relationships with our stakeholders and to ensure if they have concerns we are the ones they come to. We are proposing regular monthly meetings or as needed when situations arise.

| Stakeholder | Potential Risks | Likelihood | Impact | Mitigation Strategies |
|-------------------------------------|--|-------------|---|---|
| Kingborough Dog Walking Association | Loss of designated off-lead space; potential displacement without suitable alternative available on time | Medium | Concern that stakeholders will be displaced | Engage regularly and early to identify suitable alternative locations; build relationship of trust Communications around the 14 other off dog leash areas should there not be a replacement upon closure |
| Kingborough Dog Walking Association | That the chosen area for the dog park is not suitable due to planning and/or environmental conditions | Medium/High | High reputational damage | Ensure that this is communicated with the stakeholders early and that they have all the flagged potential problems |
| Dog walkers in the Community | Engaging over Christmas period when many people are away | High | Medium reputational damage | Extensively advertise through social media and local papers |

ENGAGEMENT & COMMUNICATIONS SCHEDULE

Below is a schedule for potential media dates triggered by milestones throughout the project.

| Media | Date | Messaging |
|--|------------------------------|--|
| Media release Facebook post Website update Survey release | 8 Dec 2025 | <ul style="list-style-type: none"> Start of the consultation about the update of the Dog Management Policy |
| Facebook posts | Dec 2025 / Jan 2026 | <ul style="list-style-type: none"> Encourage participation |
| Media release Facebook Post Website update | Jan-Mar 2026 | <ul style="list-style-type: none"> Closing of the exercise area (lead up) Promotion of alternative exercise areas |
| Council Report Mercury advertisement Media release Facebook post Website update | Feb 2026 | <ul style="list-style-type: none"> Consultation results to Council Notice in paper advising of updated Dog Management Policy Council decision advertised Promotion of the new area |



15.4 COASTAL HAZARDS POLICY

File Number: 12.284

Author: Padraig Pearce, Climate Change Advisor

Authoriser: Liz Quinn, Manager Environmental Services

Strategic Plan Reference

Key Priority Area: 3. Caring for where we live and preparing for the future.

Strategic Outcome: 3.4 Council is building climate resilience by planning for climate impacts.

1. PURPOSE

- 1.1 The purpose of this report is to seek endorsement of the amended Coastal Hazards Policy.

2. BACKGROUND

- 2.1 Kingborough's extensive coastline is one of our municipality's greatest assets. It supports diverse natural ecosystems and biodiversity, provides for recreational and commercial activities, carries an extensive road network, and supports the many communities that reside within it.
- 2.2 The coast is a dynamic system, shaped by wave, wind and tidal movements. These natural processes can become coastal hazards when they threaten to cause harm or damage to manmade or natural assets.
- 2.3 Coastal hazards arise when the natural processes exceed thresholds of tolerance for natural, human or cultural systems. This often occurs during extreme weather events such as storms.
- 2.4 A changing climate will continue to drive rising sea levels and extreme weather events, which in turn increases the risk from coastal hazards.
- 2.5 In recognising this, Council formed an internal Coastal Assets Working Group in 2021 which led to the development of the Coastal Hazards Policy 2023. The primary purpose of the working group was to formulate and implement a coastal hazards policy.
- 2.6 The Group transitioned to the Coastal Hazards Working Group in 2025, a technical group responsible for implementing the policy, including assessing the risk of Council owned and managed assets in the context of current and emerging coastal hazards.

3. STATUTORY REQUIREMENTS

- 3.1 While there are no statutory requirements for Council to have a Coastal Hazards Policy, many activities, when undertaken within the coastal zone, are subject to legislative requirements including the *Land Use Planning and Approvals Act 1993*, *State Coastal Policy 1996*, the State Planning Provisions, and the *Aboriginal Heritage Act 1975*.

4. DISCUSSION

- 4.1 As a public land manager, Council is responsible for decisions regarding issues on our coastal land, including those involving coastal hazards. In areas where coastal hazards, in particular erosion, are impacting assets or resulting in land being lost, pressure from landowners and the community to create hard engineered defences can be significant.

- 4.2 The objective of the Coastal Hazards Policy is to state Council's position on coastal hazard management and to guide management, with the intention of achieving risk reduction and the protection, sustainable use, and enjoyment of coastal public lands under Council management.
- 4.3 The Policy provides the framework for Council's decision-making approach to risks arising from coastal hazards.
- 4.4 An understanding of the level of hazards and vulnerabilities to Council assets such as roads, stormwater and buildings located on the coast is critical to future proof and manage these assets going forward. The Coastal Hazards Policy provides the framework to achieve the next steps in this process.
- 4.5 Minor amendments have been made to the Policy to clarify the role of Council in managing coastal hazards on private land, and to clarify the values considered and the pathway approach when considering coastal hazards protective works.

5. FINANCE

- 5.1 Council recognises the significant cost implications of coastal hazard protection work, the limited resources available to undertake such work and the extensive recovery costs that could occur where hazards are not appropriately managed. By maintaining a Coastal Hazards Policy, Council will ensure that activities undertaken in the coastal zone are strategic, prioritised, and cost effective.

6. ENVIRONMENT

- 6.1 The Policy encourages good environmental outcomes by providing a decision-making framework that includes environmental assessment.
- 6.2 The Policy ensures that Council will not intervene in coastal processes unless the risk to public safety or council assets becomes intolerable.

7. COMMUNICATION AND CONSULTATION

- 7.1 The Coastal Hazards Policy is available to the public on Council's website.
- 7.2 Communication of the Policy occurs through engagement and implementation of specific climate adaptation planning projects in vulnerable communities and asset locations.

8. RISK

- 8.1 There is reputational risk for Council if implementing poor decision making, or if works have poor outcomes. A policy and decision-making framework can mitigate these risks by demonstrating transparency and consistency during the decision-making process.
- 8.2 There is potential financial risk for Council in failing to implement a Coastal Hazards Policy. By implementing a Coastal Hazards Policy, Council will ensure that activities undertaken in the coastal zone are strategic, prioritised, and cost effective. The Policy also clearly defines Council's roles and responsibilities, and where those roles and responsibilities end.
- 8.3 There is legal risk to Council in not having a clearly defined position and processes to address coastal hazards. To minimise such risk, international and Australian experience suggests that early and proactive decision-making based on the best available information and science is important for coastal hazard management.

9. CONCLUSION

- 9.1 The objective of the Coastal Hazards Policy is to state Council's position on coastal hazard management.

- 9.2 The intent of the Policy is to achieve risk reduction and the protection, sustainable use, and enjoyment of coastal public lands under Council management while working towards the best practice management of Council's assets located within the coastal zone.
- 9.3 The amendments to the Policy clarify the values considered in coastal hazards management works and the role of Council in managing coastal hazards.

10. RECOMMENDATION

That Council endorse the Coastal Hazards Policy (6.9) as attached to this report.

ATTACHMENTS

- 1. Coastal Hazards Policy (tracked changes)**
- 2. Coastal Hazards Policy**

Public Copy

EXISTING POLICY WITH TRACK CHANGES



Coastal Hazards Policy

Public Copy

Policy No: 6.9

Approved by Council: September ~~2023~~2025

New Review Date: September ~~2025~~2027

Minute No:

ECM File No: 12.284

Version: 1.0

Responsible Officer: Manager Environmental Services

Strategic Plan Reference: 3.4 Council is building climate resilience by planning for climate impacts.

1. POLICY STATEMENTS

- 1.1 This policy provides the framework for Council’s decision-making approach to risks arising from coastal hazards, working towards best practice management of Council’s coastal assets and processes, and an associated risk reduction.
- 1.2 Coastal hazards such as erosion and inundation are natural processes that affect the coastal zone. A changing climate will continue ~~to lead to increased~~ sea levels and extreme weather events, which in turn increases the risk from coastal hazards.
- 1.3 Council recognises the significant financial, social, cultural, and environmental cost implications of coastal hazard protection work and the limited resources available to undertake such work. Council will consider these costs when assessing and responding to coastal hazards.
- 1.4 Intervention will only be considered where and when the public benefit outweighs the costs.
- 1.5 Natural processes will be allowed to occur, without intervention, unless risk to public safety or Council assets becomes intolerable.
- 1.6 Council will aim to achieve a balance between providing asset protection, safe access to public land and recreational amenity in coastal areas, while allowing natural processes to occur.
~~Council will consider impacts on ecological, biodiversity and cultural values when assessing and responding to coastal hazards.~~
- 1.7 Council will aim to ensure that Council owned, coastal dependent development and community infrastructure is resilient to coastal hazards.
- 1.8 Council will consider the impact of all work undertaken within the coastal area in regard to the potential for creating or intensifying the impacts of coastal hazards.
- 1.9 Council does not accept any obligation to repair or reduce the impacts of natural coastal hazards on non-Council owned or managed assets sited on Council land.
- 1.10 Protection of private coastal assets is not the responsibility of Council, including privately owned land.
- 1.11 Council will support individuals and organisations to understand the risks associated with coastal processes and hazards. through the provision of information.

2. DEFINITIONS

In the context of this policy, the following definitions apply:

- 2.1 **Adaptation** means the process of adjustment to actual, or expected, climate and its effects. In human systems, adaptation seeks to moderate or avoid harm, or exploit beneficial opportunities.
- 2.2 **Asset** means something that has potential or actual value to the decision-maker, community and stakeholders. Assets may be natural or man-made and may include, but are not limited to; the beach, foreshore reserve, dunes, flora and fauna, reserve amenities, car parks, paths, public ablutions, playgrounds and other recreational equipment, infrastructure for public safety and pedestrian access, structures such as ramps, stairs and paths, recreational boating facilities and protection structures such as groynes and seawalls.
- 2.3 **Coastal dependent development** means those assets or developments for which there is a demonstrated need to be located at a coastal location, including but not limited to boat storage, marine facilities, marine-related public open space & recreation facilities, roads and jetties.
- 2.4 **Coastal hazard** means a source of potential harm. An area subject to significant risk from natural coastal processes such as flooding, storms, erosion, land slip, littoral drift, dune mobility and sea level rise.

- 2.5 **Coastal processes** means natural processes including ecological, waves, tides and tidal currents, estuaries and sand movement.
- 2.6 **Coastal zone** means the area of land that is influenced by coastal processes and hazards.
- 2.7 **Intervention** means any form of activity or work which aims to reduce the impact of coastal hazards on land within the coastal zone, including but not limited to, dune stabilisation, revetments, seawalls and groynes.
- 2.8 **Risk** means the probability or likelihood of harm occurring, including injury to or loss of life, damage to or loss of assets, economic loss, or any other undesirable consequence relating to a hazard. Factors which influence risk include the nature of the hazard, degree of exposure and severity of the effect.

3. OBJECTIVE

- 3.1 To state Council's position on coastal hazard management and guide Council's coastal management activities, including capital, operational and emergency works, with the objective of achieving risk reduction and the protection, sustainable use and enjoyment of coastal public lands under Council management.
- 3.2 Establish/Maintain a framework to guide Council officer decision making in relation to risks arising from coastal hazards.
- 3.3 To understand and proactively plan for the impacts of coastal hazards on Council assets.
- 3.4 To ensure Council investment in community infrastructure is cost effective and appropriate.
- 3.5 To source relevant information to allow Council to map coastal hazard vulnerability and risk.
- 3.6 To further a shared understanding of coastal hazard management and the need for adaptation planning in order to minimise the impact on assets in the coastal zones.
- 3.7 To ensure trigger indicators are monitored and the results used to determine when intervention should be implemented, and that performance indicators are utilised to track the success of coastal management and hazard protection work.
- 3.8 To build climate and disaster resilience for our community.

4. SCOPE

- 4.1 This policy applies to land in the coastal zone that is influenced by coastal processes and hazards.

5. PROCEDURE (POLICY DETAIL)

5.1 Decision Making Framework

Council will use defined evidence and risk-based approaches to decision making in coastal hazard areas. The decision-making framework is to be used when considering coastal hazard mitigation and protection works and land use planning in coastal areas and will consider both the short and longer- term consequences of planning and land use decisions. This includes climate change projections, localised risk assessments and data.

5.2 Prioritisation

Council will use a prioritised approach to the protection of coastal assets arising from coastal hazards in the coastal zone.

5.3 Coastal Management Plans

Council will develop local area coastal management-adaptation and hazard plans for areas requiring long term coordinated responses to coastal hazards. Coastal management plans will be based on coastline monitoring, evidence-based local and national data and expert knowledge.

5.4 Risk Register

Council will maintain a register of assets that are assessed as vulnerable to coastal hazards to ensure appropriate management and monitoring is undertaken.

5.5 Monitoring

Council will monitor coastal hazard risks for Council owned land and assets. Council may provide guidance to other land and asset managers to plan and implement risk mitigation in a coordinated way in the coastal zone.

6. GUIDELINES

6.1 Decision Making Framework

Council will take a pathway approach to planning that will look at all options and identify thresholds and triggers for when new decisions will need to be made. This aims to ensure the most effective management tools are being used at the most effective time.

Council will assess coastal hazards and sites against a framework which includes five categories of adaptation response in the coastal zone:

6.1.1 Avoidance

Locate new public infrastructure outside the coastal hazard area. Unless there is significant public benefit, or assets are determined to be low cost or short life cycle, Council will generally avoid intensifying the use or development of coastal hazard areas and will progressively reduce vulnerable infrastructure as resources permit.

6.1.2 Managed retreat

Where existing public infrastructure is at risk, consideration is given to permanently remove or relocate hard infrastructure outside the coastal hazard area and natural processes are allowed to continue without intervention.

6.1.3 Infrastructure modification

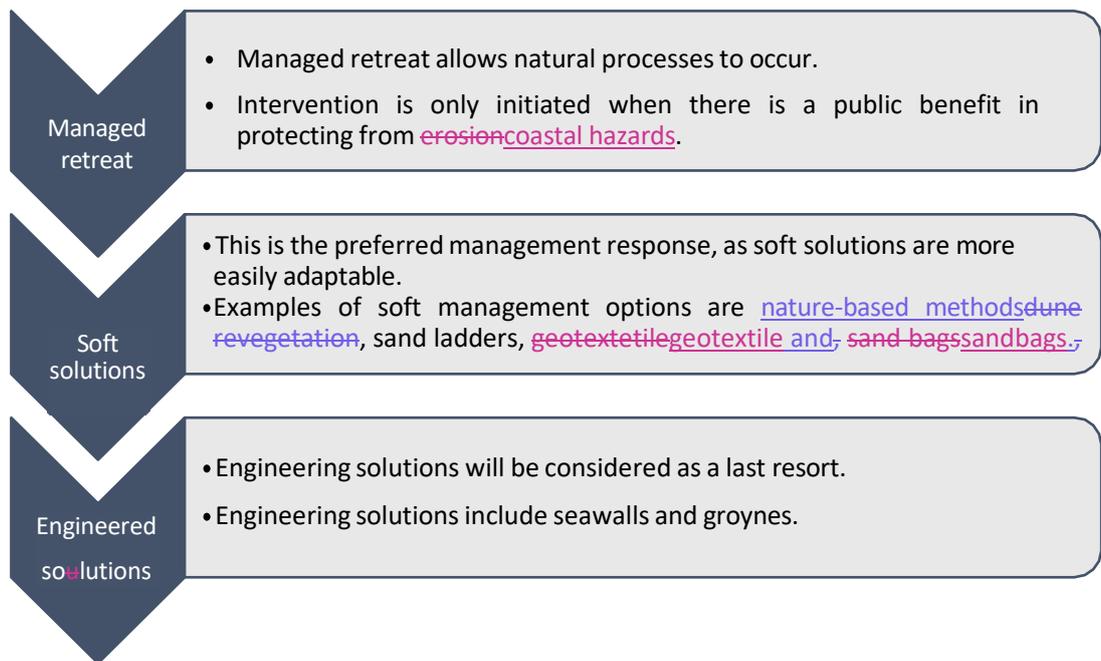
Where removal or relocation is not feasible, consideration is given to accommodating public infrastructure within the coastal hazard area by modifying infrastructure to be removable and/ or making infrastructure more resilient to coastal hazards.

6.1.4 Hold the line

If intervention or protection measures are required, a range of coastal management and engineering solutions are considered on a site-by-site basis, with consideration given to the coastal protection hierarchy.

6.2 Coastal protection hierarchy

When undertaking coastal protection work, consideration to the coastal protection hierarchy will be:



6.3 Coastal protection works are designed, managed and renewed to be fit-for-purpose and minimise risk or cost for full asset life cycle.

6.4 Planning and development in the coastal hazard area provide for resilient communities and [resilient](#) infrastructure.

7. COMMUNICATION

7.1 This Policy is intended for Council Employees and Councillors.

7.2 The policy is publicly accessible via Council’s website.

7.3 Council’s coastal hazards decision making framework will be publicly available via Councils website.

8. LEGISLATION

8.1 *Land Use Planning and Approvals Act 1993.*

8.2 *Tasmanian State Coastal Policy 1996.*

8.3 *Aboriginal Heritage Act 1975.*

8.4 *Local Government Act 1993.*

9. RELATED DOCUMENTS

9.1 Kingborough Interim Planning Scheme 2015 or subsequent scheme.

9.2 Regional Strategy – Adapting to a changing coastline in Tasmania.

9.3 Tasmanian Coastal Works Manual.

9.4 CoastAdapt.

10. AUDIENCE

10.1 Council employees and Councillors.

10.2 The public on Council’s website.

UPDATED POLICY FOR APPROVAL



Coastal Hazards Policy

| | |
|----------------------------------|---|
| Policy No: | 6.9 |
| Approved by Council: | September 2025 |
| New Review Date: | September 2027 |
| Minute No: | |
| ECM File No: | 12.284 |
| Version: | 1.0 |
| Responsible Officer: | Manager Environmental Services |
| Strategic Plan Reference: | 3.4 Council is building climate resilience by planning for climate impacts. |

1. POLICY STATEMENTS

- 1.1 This policy provides the framework for Council's decision-making approach to risks arising from coastal hazards, working towards best practice management of Council's coastal assets and processes, and an associated risk reduction.
- 1.2 Coastal hazards such as erosion and inundation are natural processes that affect the coastal zone. A changing climate will continue to increase sea levels and extreme weather events, which in turn increases the risk from coastal hazards.
- 1.3 Council recognises the significant financial, social, cultural, and environmental cost implications of coastal hazard protection work and the limited resources available to undertake such work. Council will consider these costs when assessing and responding to coastal hazards.
- 1.4 Intervention will only be considered where and when the public benefit outweighs the costs.
- 1.5 Natural processes will be allowed to occur, without intervention, unless risk to public safety or Council assets becomes intolerable.
- 1.6 Council will aim to achieve a balance between providing asset protection, safe access to public land and recreational amenity in coastal areas, while allowing natural processes to occur.
- 1.7 Council will aim to ensure that Council owned, coastal dependent development and community infrastructure is resilient to coastal hazards.
- 1.8 Council will consider the impact of all work undertaken within the coastal area in regard to the potential for creating or intensifying the impacts of coastal hazards.
- 1.9 Council does not accept any obligation to repair or reduce the impacts of natural coastal hazards on non-Council owned or managed assets sited on Council land.
- 1.10 Protection of private coastal assets is not the responsibility of Council, including privately owned land.
- 1.11 Council will support individuals and organisations to understand the risks associated with coastal processes and hazards.

2. DEFINITIONS

In the context of this policy, the following definitions apply:

- 2.1 **Adaptation** means the process of adjustment to actual, or expected, climate and its effects. In human systems, adaptation seeks to moderate or avoid harm, or exploit beneficial opportunities.
- 2.2 **Asset** means something that has potential or actual value to the decision-maker, community and stakeholders. Assets may be natural or man-made and may include, but are not limited to; the beach, foreshore reserve, dunes, flora and fauna, reserve amenities, car parks, paths, public ablutions, playgrounds and other recreational equipment, infrastructure for public safety and pedestrian access, structures such as ramps, stairs and paths, recreational boating facilities and protection structures such as groynes and seawalls.
- 2.3 **Coastal dependent development** means those assets or developments for which there is a demonstrated need to be located at a coastal location, including but not limited to boat storage, marine facilities, marine-related public open space & recreation facilities, roads and jetties.
- 2.4 **Coastal hazard** means a source of potential harm. An area subject to significant risk from natural coastal processes such as flooding, storms, erosion, land slip, littoral drift, dune mobility and sea level rise.
- 2.5 **Coastal processes** means natural processes including ecological, waves, tides and tidal currents, estuaries and sand movement.

- 2.6 **Coastal zone** means the area of land that is influenced by coastal processes and hazards.
- 2.7 **Intervention** means any form of activity or work which aims to reduce the impact of coastal hazards on land within the coastal zone, including but not limited to, dune stabilisation, revetments, seawalls and groynes.
- 2.8 **Risk** means the probability or likelihood of harm occurring, including injury to or loss of life, damage to or loss of assets, economic loss, or any other undesirable consequence relating to a hazard. Factors which influence risk include the nature of the hazard, degree of exposure and severity of the effect.

3. OBJECTIVE

- 3.1 To state Council's position on coastal hazard management and guide Council's coastal management activities, including capital, operational and emergency works, with the objective of achieving risk reduction and the protection, sustainable use and enjoyment of coastal public lands under Council management.
- 3.2 Maintain a framework to guide Council officer decision making in relation to risks arising from coastal hazards.
- 3.3 To understand and proactively plan for the impacts of coastal hazards on Council assets.
- 3.4 To ensure Council investment in community infrastructure is cost effective and appropriate.
- 3.5 To source relevant information to allow Council to map coastal hazard vulnerability and risk.
- 3.6 To further a shared understanding of coastal hazard management and the need for adaptation planning in order to minimise the impact on assets in the coastal zones.
- 3.7 To ensure trigger indicators are monitored and the results used to determine when intervention should be implemented, and that performance indicators are utilised to track the success of coastal management and hazard protection work.
- 3.8 To build climate and disaster resilience for our community.

4. SCOPE

- 4.1 This policy applies to land in the coastal zone that is influenced by coastal processes and hazards.

5. PROCEDURE (POLICY DETAIL)

5.1 Decision Making Framework

Council will use defined evidence and risk-based approaches to decision making in coastal hazard areas. The decision-making framework is to be used when considering coastal hazard mitigation and protection works and land use planning in coastal areas and will consider both the short and longer- term consequences of planning and land use decisions. This includes climate change projections, localised risk assessments and data.

5.2 Prioritisation

Council will use a prioritised approach to the protection of coastal assets arising from coastal hazards in the coastal zone.

5.3 Coastal Management Plans

Council will develop local area coastal adaptation and hazard plans for areas requiring long term coordinated responses to coastal hazards. Coastal management plans will be based on coastline monitoring, evidence-based local and national data and expert knowledge.

5.4 Risk Register

Council will maintain a register of assets that are assessed as vulnerable to coastal hazards to ensure appropriate management and monitoring is undertaken.

5.5 Monitoring

Council will monitor coastal hazard risks for Council owned land and assets. Council may provide guidance to other land and asset managers to plan and implement risk mitigation in a coordinated way in the coastal zone.

6. GUIDELINES

6.1 Decision Making Framework

Council will take a pathway approach to planning that will look at all options and identify thresholds and triggers for when new decisions will need to be made. This aims to ensure the most effective management tools are being used at the most effective time.

Council will assess coastal hazards and sites against a framework which includes five categories of adaptation response in the coastal zone:

6.1.1 Avoidance

Locate new public infrastructure outside the coastal hazard area. Unless there is significant public benefit, or assets are determined to be low cost or short life cycle, Council will generally avoid intensifying the use or development of coastal hazard areas and will progressively reduce vulnerable infrastructure as resources permit.

6.1.2 Managed retreat

Where existing public infrastructure is at risk, consideration is given to permanently remove or relocate hard infrastructure outside the coastal hazard area and natural processes are allowed to continue without intervention.

6.1.3 Infrastructure modification

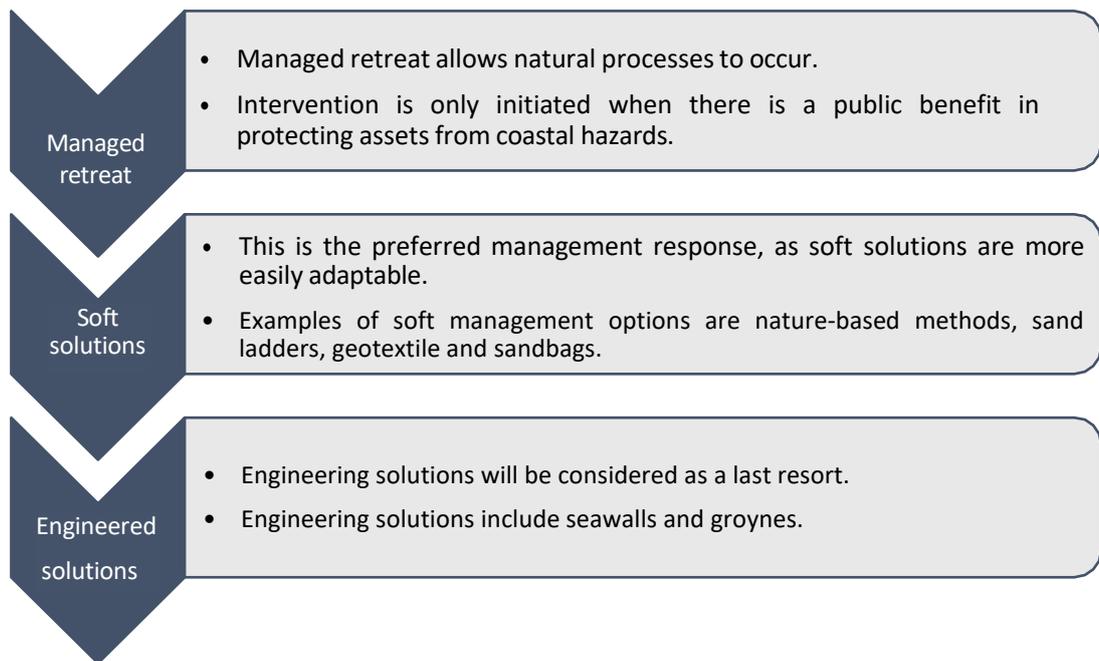
Where removal or relocation is not feasible, consideration is given to accommodating public infrastructure within the coastal hazard area by modifying infrastructure to be removable and/ or making infrastructure more resilient to coastal hazards.

6.1.4 Hold the line

If intervention or protection measures are required, a range of coastal management and engineering solutions are considered on a site-by-site basis, with consideration given to the coastal protection hierarchy.

6.2 Coastal protection hierarchy

When undertaking coastal protection work, consideration to the coastal protection hierarchy will be:



6.3 Coastal protection works are designed, managed and renewed to be fit-for-purpose and minimise risk or cost for full asset life cycle.

6.4 Planning and development in the coastal hazard area provide for resilient communities and resilient infrastructure.

7. COMMUNICATION

7.1 This Policy is intended for Council Employees and Councillors.

7.2 The policy is publicly accessible via Council’s website.

7.3 Council’s coastal hazards decision making framework will be publicly available via Councils website.

8. LEGISLATION

8.1 *Land Use Planning and Approvals Act 1993.*

8.2 *Tasmanian State Coastal Policy 1996.*

8.3 *Aboriginal Heritage Act 1975.*

8.4 *Local Government Act 1993.*

9. RELATED DOCUMENTS

9.1 Kingborough Interim Planning Scheme 2015 or subsequent scheme.

9.2 Regional Strategy – Adapting to a changing coastline in Tasmania.

9.3 Tasmanian Coastal Works Manual.

9.4 CoastAdapt.

10. AUDIENCE

10.1 Council employees and Councillors.

10.2 The public on Council’s website.

15.5 CORPORATE CREDIT CARD POLICY REVIEW

File Number: 12.213

Author: Anthony Lovell, Manager Finance

Authoriser: David Spinks, Director People & Finance

Strategic Plan Reference

Key Priority Area: 5. Doing the essentials efficiently and effectively so we can build for the future.

Strategic Outcome: 5.4 Statutory and governance functions which are delivered to a high standard.

1. PURPOSE

1.1. The purpose of this report is to consider the updated policy on Corporate Credit Cards.

2. BACKGROUND

2.1 The current Policy was approved by Council in February 2022.

2.2 As per the Policy it is to be reviewed as a matter of course every three years.

3. STATUTORY REQUIREMENTS

3.1 There are no specific statutory requirements relating to the issuing or use of Council credit cards.

4. DISCUSSION

4.1 Notwithstanding the basic requirement of periodic review, the Policy has been reviewed with a view to modernising to a degree in line with risk management principles and practices of Council administration.

4.2 The existing Policy was updated some time ago to strengthen certain areas around limits and controls which have of course all been retained in the updated Policy.

4.3 The main changes from the previous policy include allocation to positions within operations that have a demonstrated and approved requirement for use without assuming positions of seniority or higher level will necessarily require use of a purchasing card.

4.4 The requirement to review the Policy every three years has been retained however it is recommended the Credit Card Allocation Table be reviewed annually (currently two years).

5. FINANCE

4.1 Updates to the Policy recommended will not have any financial impact.

6. ENVIRONMENT

6.1 There are no environmental considerations related to this report.

7. COMMUNICATION AND CONSULTATION

7.1 The policy will be made available to the public on Council's website.

8. RISK

8.1 The update of this policy does not incur any additional risk and aligns with Council's risk management practices.

9. CONCLUSION

9.1. The Policy has been reviewed and updated in line with Council requirements and Strategic Plan.

10. RECOMMENDATION

That Council approves the Corporate Credit Card Policy 1.15, as attached to this report.

ATTACHMENTS

1. **Policy 1.15 Corporate Credit Card Tracked Changes**
2. **Policy 1.15 Corporate Credit Card**

Public Copy

EXISTING POLICY WITH TRACK CHANGES



Corporate Credit Card Policy

Public Copy

| | |
|----------------------------------|---|
| Policy No: | 1.15 |
| Approved by Council: | February 2022 <u>December 2025</u> |
| New Review Date: | February 2025 <u>December 2028</u> |
| Minute No: | C138/5-2022 <u>TBA</u> |
| ECM File No: | 12.213 |
| Version: | <u>2.12-0</u> |
| Responsible Officer | Chief Financial Officer <u>Director People & Finance</u> |
| Strategic Plan Reference: | 5.4 Statutory and governance functions which are delivered to a high standard. 2.4 The organisation has a corporate culture that delivers quality customer service, encourages innovation and has high standards of accountability |

1. POLICY STATEMENTS

- 1.1 Kingborough Council is committed to implementing effective financial controls to minimise the costs and risks associated with purchasing activities.
- 1.2 [Purchasing cards are an efficient and flexible method of paying for goods and services and are a traceable payment option for low value, day-to-day transactions, whilst improving purchasing efficiency by reducing administrative costs. However, any transaction method holds the potential for misuse and the convenience and flexibility of purchasing cards can be a vulnerability. Therefore, sound policies and protocols for use and control must be established to minimise the opportunity and impact of misuse of funds](#)
- 1.3 [Cardholders must conform to sound principles of purchasing when using a purchasing card. These principles are detailed in the Kingborough Council Purchasing Policy](#)

2. DEFINITIONS

- 2.1 **Credit Card** – In this policy, the term “credit card” is used to refer to any purchasing card issued by Council and used for purchasing on behalf of Council.
- 2.2 **Credit Limit** – the monthly limit and total value of purchases that may be made in a month.
- 2.3 **Transaction Limit** – means the maximum value for any single transaction.
- 2.4 **Discretionary Expense Limit** – means the maximum value per occasion of work-related entertainment expenses that a role is permitted to purchase before seeking approval from an authoriser.

3. OBJECTIVE

- 3.1 The objective of this policy is to provide guidance on how Council corporate credit cards are to be allocated, used and administered to ensure that they assist in efficient delivery of local government services while minimising the potential for misuse and fraud.

4. SCOPE

- ~~4.1 Corporate credit cards are recognised as an efficient and flexible method of paying for goods and services in the public sector. They offer a convenient and highly traceable payment option, particularly for low value, day-to-day transactions, and can substantially improve purchasing efficiency by reducing administrative costs.~~
- ~~4.2 However, any transaction method holds the potential for misuse and the convenience and flexibility of credit cards can be a vulnerability. Therefore, sound policies and protocols for use and control must be established to take advantage of the improved purchasing efficiency while minimising the opportunity and impact of misuse of funds.~~

~~4.3.1.1~~ The policy is intended to apply to credit cards, as well as any other similar type of corporate or organisational purchasing card. In this policy, the term “credit card” is used to refer to any purchasing card, including credit, debit, EFTPOS and similar bank cards issued by Council and used for purchasing on behalf of Council. The key features of an account to which this policy applies are:

- ~~4.3.14.1.1~~ Purchasing responsibility on the account holder; and
- ~~4.3.24.1.2~~ A bank card for making purchases utilising Council finances; and
- ~~4.1.3~~ A periodic transaction statement cycle.

~~4.2 This policy will align with the Council’s Purchasing Policy and approved financial delegations~~

5. PROCEDURE (POLICY DETAIL)

- 5.1 **Purchasing Principles**
 - 5.1.1 Cardholders must conform to sound principles of purchasing when using a Council credit card. These principles are detailed in Council’s Purchasing Policy.

5.2 Preferred Purchasing Methods

5.2.1 In using a Council credit card, Cardholders must consider the alternative purchasing methods available ~~, such as purchase orders and purchase contracts as per Council's Purchasing Policy~~

5.2.2 Credit cards are appropriate for purchasing in the following typical situations:

- i. Ad hoc \$smaller purchase amounts, [typically below \$2500];
- ii. Invoices for approved goods or services requiring immediate or out-of-cycle payment, when payment has been authorised;
- iii. Pre-Authorization is preferred via Purchase Order raised from Councils finance system
- iv. Where purchase orders are unworkable (such as internet purchases of approved goods or services)
- v. Where time is of the essence in order not to unreasonably impact operational efficiency or result in missed opportunity (e.g. if a PO would incur significant and unreasonable additional costs);
- vi. Where payment by credit card has been previously mandated via Council Policy , such as emergency situations; or
- vii. For purchases away from Council offices, such as work-related travel expenses or those requiring payment in the field.

~~5.2.3 Where purchase orders:~~

- i. ~~are impossible or unworkable (such as internet purchases of approved goods or services); or~~
- ii. ~~would take too long, unreasonably impact operational efficiency or result in missed opportunity, for example, if a PO would incur significant and unreasonable additional costs (either to Council or the supplier) relative to the cost of the goods or services being procured;~~
- iii. ~~Where payment by credit card has been formally authorised, such as emergency situations; or~~
- iv. ~~For purchases that cannot be made in the office, such as work-related travel expenses generated while traveling, or field work expenses requiring payment in the field.~~

~~5.2.4~~ 5.2.3 Purchase orders or purchase contracts are preferred in the following typical situations:

- i. For invoices not requiring urgent or immediate payment, such as invoices with a future due date;
- ii. Larger purchase amounts, typically of \$2500 or more;
- iii. Purchases requiring agreement between parties on terms (of service, engagement or sale); or
- iv. Where Council has an account with the business or Vendor-

Cardholders operate with some discretion, ~~but must justify their~~ however purchasing decisions are subject to scrutiny; including the purchasing method chosen. Seek guidance or written instruction from the Finance Manager or Senior Finance Officer if ~~you are~~ in doubt.

5.3 Related Policies – Essential Reading

5.3.1 Understanding and complying with this policy relies on understanding and complying with several other related Council policies, including:

- i. Purchasing Policy;
- ii. Travel Expenses Guidelines;
- iii. Entertainment Expenses Guidelines,
- iv. Conflict of Interest Policy, and
- v. Gifts Policy.

5.3.2 All Council purchasing, including with a Council credit card, must be undertaken in compliance with these related policies.

5.3.3 Credit cards are not to be used to make cash withdrawals.

5.4 Policy Review and Update Cycle

5.4.1 This policy is to be reviewed every ~~two~~three years. Credit card allocation and credit limits ~~are to be reviewed at the same time as the policy review, as well as those time specified in section (Refer 5.5.3 below) to be reviewed annually.~~

5.5 Control of Credit Cards – For Authorisers

5.5.1 Risk Management Strategy

Each active credit card represents a risk of accidental or intentional misuse of public funds and each credit limit amount is the extent of that risk. To minimise risks associated with credit cards, Council must:

- i. Allocate credit cards according to an organisation-wide strategy, and avoid allocating on an ad hoc or individual basis; and
- ii. Only issue cards to organisational roles where the operational benefits of efficient purchasing outweigh the increase in risk; and
- iii. Maintain control on the total number of credit cards issued and their combined purchasing potential (or credit limit) at any one time; and
- iv. Control the credit available on each card to an appropriate amount required to facilitate efficient purchasing for each role, considering the alternative payment options available; and
- v. Ensure Cardholders and Authorisers adhere to the procedures and responsibilities set out by the policy by placing the onus of evidence for each purchase upon the Cardholder.

5.5.2 Authorisers

Authorisers have a key role in the control of credit cards, managing purchasing risk and maintaining compliance with this policy. Authorisers:

- i. May authorise or decline the issuing of credit cards to a Cardholder;
- ii. May authorise or decline applications for the top-up of funds to the monthly credit limits;
- iii. May authorise or decline discretionary transactions, such as entertainment or gifts in accordance with this policy;
- iv. May direct a Cardholder to reimburse Council for transactions deemed not to be in accordance with this policy;
- v. May or may not be allocated a credit card; and
- vi. If they are allocated a credit card, may not authorise their own purchases, top-ups, or issuing their own credit card.

The following roles are Authorisers for the purpose of this policy:

- i. ~~General Manager~~Chief Executive Officer
- ii. ~~Chief Financial Officer~~Director People and Finance
- iii. ~~Deputy General Manager~~
- iv-iii. ~~Finance Manager~~ Finance.

5.5.3 Allocation and Issue of Credit Cards and Credit Limits

Credit cards are allocated and issued according to the rules in the following sections.

5.5.3.1 Allocating Credit Cards

- Schedule 1 – Allocation of Credit Cards and Credit Limits lists the roles that, at the absolute discretion of the Authorisers, may ~~potentially~~ be issued with a credit card and the maximum credit limit for each role.
- The ~~Chief Executive Office~~ ~~General Manager~~Chief Executive Officer and ~~Chief Financial Officer~~Director People and Finance -must authorise the allocation table.
- Council credit cards are allocated to ~~people~~staff in roles that require them. Credit cards may not be applied for. ~~Contact your sSupervisor~~s must if ~~you request~~ believe your role requires a credit card or a different credit limit ~~limit~~change as they believe necessary. ~~Your sSupervisor~~s may choose ~~whether or not to~~ request a review of **Error! Reference source not found.** ~~to include your role or change the credit limit available to your role.~~
- A credit card will not be allocated to Councillors.

5.5.3.2 Issuing Credit Cards

- The issue of each credit card must be authorised by an Authoriser and recorded.
- An Authoriser cannot authorise the issue of their own credit card.
- A person in a role that is allocated a credit card is not obliged to hold one.

5.5.3.3 The ~~General Manager~~Chief Executive Officer’s Credit Card

- The ~~General Manager~~Chief Executive Officer -is allocated a card, if they choose to hold one.
- The credit limit for the ~~Chief Executive Officer~~ ~~General Manager~~ is determined by Council ~~approval~~, with a maximum of \$5,000.~~including subsequent adjustments.~~
- All statement reconciliations and credit limit top-ups for the ~~Chief Executive~~ ~~General Manager~~Officer -’s credit card-are reviewed by the Mayor (who is not an Authoriser) and authorised by the ~~Chief Financial Officer~~Director People and Finance -(~~or Finance~~Manager Finance in their absence) who is an Authoriser.

5.5.3.4 Setting Limits and Controls on Credit Cards

- The maximum number of cards that Council will allow to be active at any one time is 20 credit cards.
- The maximum total credit limit of all cards is to be set according to needs, acceptable risk and budget requirements. The limit is \$32,000.

- Monthly credit limits will be set to the lowest amount required by the Cardholder to conveniently execute their role, considering budget constraints, the role of top-ups, and the alternative payment methods available.
- Limits on individual transactions may be set.

5.5.4 **Review of Credit Card Allocation and Credit Limits**

~~The allocation of each credit card allocations and their credit limits detailed in (Schedule 1) – Allocation of Credit Cards and Credit Limits is to be set according to operational requirements and authorised by the General Manager/Chief Executive Officer and Chief Financial Officer/Director People and Finance. Only the General Manager’s credit limit requires Council approval; all other roles and limits are set according to Council operational requirements, as determined by the General Manager and Chief Financial Officer.~~

Schedule 1 ~~and Table 1 may be~~ will be reviewed and updated annually and at any other time as needed. ~~Additionally, Table 1. Credit Card Allocation Table will be periodically reviewed every two years, as a minimum, in conjunction with the policy update cycle.~~ The aim of each review is to ensure that credit card allocation and limits are facilitating efficient purchasing and delivery of Council’s services while effectively managing purchasing risks. ~~Unnecessary cards or insufficiently justified cards should be withdrawn and destroyed will be cancelled and credit limits should be adjusted to maintained at the lowest monthly amount needed to facilitate efficient purchasing, as evidenced by purchasing history based on usage and adherence to this policy.~~

In addition to the periodic review, **Error! Reference source not found.** is recommended to be reviewed if:

- i. Requests are received to add or remove roles from the Credit Card Allocation Table, or alter individual credit limits;
- ii. Proposed changes to the Credit Card Allocation Table require changes to the maximum number of credit cards or the maximum total credit limit;
- iii. A Cardholder terminates employment or returns their card;
- iv. A card is lost or stolen or the subject of fraud or identity theft;
- v. A significant breach of the policy (under section 1.6) occurs; or
- vi. Significant reorganisation of Council roles is undertaken.

Where the operational benefits to Council of a role holding a credit card no longer outweigh the increase in risk of the extra card, the credit card should be returned and cancelled.

- vii. The last review of credit cards and limits was November 2019~~25~~.
- viii. The next review of credit cards and limit is November 2026~~1~~.

5.5.5 **Top-Ups to Monthly Credit – Deciding Applications**

~~If operational need exists A~~ Cardholder may apply for a temporary top-up of funds/increase to the monthly credit limit. ~~Top-up applications are decided according to the following procedure:~~

~~A Cardholder may apply for a top-up of funds to the monthly credit. Top-up applications are decided according to the following procedure:~~

- i. A top-up application is decided according to requires the following approval the following:

- An Authoriser, or any person, cannot authorise top-ups for their own credit card.
 - Top-ups of the ~~General Manager~~ Chief Executive Officer's credit card account are always reviewed by the Mayor (who is not an Authoriser) and authorised by the ~~Chief Financial Officer~~ Director People and Finance ~~-[or Finance Manager Finance]~~ who is an Authoriser.
 - Top ups of the ~~Chief Financial Officer~~ Director People and Finance's credit card are authorised by the ~~General Manager~~ Chief Executive Officer and another Authoriser.
 - Top ups of all other Cardholders are authorised by the ~~{Chief Financial Officer~~ Director People and Finance, or Finance Manager Finance, } and the ~~Assistant Manager~~ Senior Finance Officer.
- ii. Authorisers review the Cardholder's purchasing and top-up history for adherence to this policy and justification of purchases.
 - iii. For any given month, the total top-up amount for an account should generally not exceed 50% of the monthly credit limit.

5.5.6 Breach of Policy or Misuse

Any breaches of this policy by any Cardholder, Authoriser, staff or elected member, depending on the nature and extent of the breach, may result in:

- i. Counselling and retraining in the policy and requirements;
- ii. Reimbursement of costs;
- iii. Cancellation of card;
- iv. Disciplinary action in accordance with Councils' Disciplinary Policy; or
- v. Referral to police or civil proceedings.

If you become aware of policy breaches or misuse, report them immediately to an Authoriser. Policy breaches or misuse should also be reported to Council and credit card allocation should be reviewed

5.6 Statement Reconciliation and Acquittal Process – Cardholders and Authorisers

5.6.1 The purpose of the Statement Reconciliation and Acquittal Process is to ensure that:

- i. Cardholders justify and prove every purchasing decision to Council; and
- ii. Council is able to justify and validate its endorsement and validation of Cardholders' purchasing decisions to auditors, investigators and the public.

5.6.2 On receipt of the account transaction statement each month, the statement will be reconciled according to the following process:

5.6.2.1 The Cardholder must collate all purchase evidence (including tax invoices with purchase purpose or signed purchase statement) with all written approvals for discretionary purchases or top-ups and provide them to a Council financial officer who is delegated to reconcile the account statement.

5.6.2.2 A delegated Council financial officer will:

- i. Reconcile transactions individually against the supporting documentation and the requirements of this policy; and
- ii. Question with the Cardholder any transactions:

- without supporting documentation;
- that may be in conflict with this policy;
- that appear suspicious, unauthorised, excessive or of unknown purpose.

iii. If there are any outstanding transactions that cannot be adequately explained or reconciled with this policy, the officer must report these to the ~~Chief Financial Officer~~Director People and Finance –or Finance Manager for further investigation and appropriate action.

5.6.3 Any breaches of this policy will be dealt with according to risk and severity of the breach in accordance with section 5.5.6 Breach of Policy or Misuse.

5.6.4 If all transactions are supported by adequate documentation and purchases appear to be in accordance with this policy with no suspicious activity:

5.6.4.1 The cardholder will sign the account statement to confirm the purchases; and

5.6.4.2 For the ~~General Manager~~Chief Executive Officer's credit card, the Mayor will review the statement and sign to confirm purchases are in accordance with this policy; and the Director People and Finance or Finance Manager signs the statement to approve for payment.

~~The Chief Financial Officer~~Director People and Finance –or Finance Manager signs the statement to approve for payment.

5.6.5 Full statement reconciliation, acquittal and approval for payment must be completed before payment is due or within four (42) weeks of receiving the statement.

5.6.6 Direct debit or similar automatic payment methods are not to be used for payment of credit cards as they can bypass the statement reconciliation and acquittal process.

5.7 Use of Credit Cards – For Cardholders

5.7.1 General Use

5.7.1.1 Cardholder Responsibility and Liability

As a Cardholder, you are responsible for the safe custody and security of the card and account and liable for any misuse and associated costs. You are responsible for resolving use and transaction disputes and ensuring that use of the card is ethical and strictly in accordance with this policy.

Credit cards are provided strictly for business-related purchasing only. Cardholders must be able to justify and prove their purchasing decisions to Council in a manner that allows Council to be able to justify and validate their endorsement of purchasing decisions to auditors, investigators, and the public. Always follow this policy and seek guidance from an Authoriser if in doubt.

Cardholders must comply with any terms and conditions of use provided by the card issuer and should follow the guidelines and recommendations of the issuing institution.

5.7.1.2 Non-Cardholder Use

Only the designated Cardholder may use the credit card. You must not let any other person use your credit card or account or record or share your credit card number, including other Council staff or elected members.

~~Where for an approved purchase in compliance with this policy, you~~Cards may ~~be used your credit card~~ to purchase work-related items on behalf of another Council staff or elected member, provided ~~you are satisfied~~ the expense is

appropriate and approved in accordance with this policy. ~~If you choose to do so,~~ the purchase must always be made, documented and justified by the Cardholder in accordance with this policy.

5.7.1.3 Receipts and Documentation for Every Purchase

You must obtain a valid tax invoice for all credit card purchases (excluding overseas transactions) and note the purpose of the purchase.

A valid tax invoice must provide sufficient information to demonstrate that the document is intended to be a tax invoice and include the following¹:

- The seller's identity;
- The seller's Australian Business Number (ABN);
- The date the invoice was issued;
- A brief description of the items sold, including the quantity (if applicable) and the price;
- The GST (goods and services tax) amount payable (if any) – this can be shown separately or, if the GST amount is exactly one-eleventh of the total price, as a statement such as 'Total price includes GST'; and
- Purchases over \$1000 must also show the buyer's identity or ABN (in addition to the seller's details).

~~You should make Every attempt should be made to obtain to obtain a valid original documents~~ in support of transactions. Council cannot claim the GST credit for purchases over \$7582.50 without a valid tax invoice², so it is always important ~~your~~ purchases have original documentation. ~~Contact vendors for original tax invoices if necessary.~~

In the absence of a valid tax invoice or original receipt, ~~the you must provide sufficient information must be provided regarding the transaction~~ to satisfy an Authoriser that the purchase is a valid work-related purchase that complies with this policy. ~~Theis supporting information s~~ should include details of the transaction purpose, date, time, amount, vendor name and ABN, and your signature.

If ~~you make a transaction and fail to retain~~ a valid tax invoice ~~is not retained for it, you must complete and sign~~ a statutory declaration³ ~~must be completed~~ that includes all the required supporting information to justify the purchase, including the transaction purpose, date, time, amount, vendor name, ABN and the reason for failing to retain a valid tax invoice.

Cardholders are liable for the cost of transactions that cannot be verified to be in compliance with this policy. Repeated purchases without original supporting documentation (valid tax invoice), requiring the Cardholder's explanation, or a statutory declaration are a purchasing risk to Council and may result in a credit card being revoked or disciplinary action in accordance with 5.5.6 Breach of Policy or Misuse.

¹ ATO tax invoice requirements: <https://www.ato.gov.au/Business/GST/Issuing-tax-invoices/>

² See A New Tax System (Goods and Services Tax) Regulations 1999: https://www.legislation.gov.au/Details/F2011C00417/Html/Text#_Toc297551530

³ Statutory declaration forms are available from the Department of Justice: http://www.justice.tas.gov.au/forms/statutory_declarations

5.7.1.4 Applying for a Monthly Credit Top-Up (Cardholders)

~~A Cardholder may apply for a top-up to the monthly credit.~~ An application [for temporary increase](#) can be made as a written request to an Authoriser, detailing the following:

- The top-up amount requested (top-ups, if approved, will usually not be greater than 50% of the monthly credit limit);
- The account balance and monthly credit limit;
- Reasons for exceeding the monthly limit; and
- Forthcoming purchases expected and amounts to justify the need for a top-up.

5.7.1.5 Lost, Stolen, ~~or~~ Damaged [or compromised](#) Cards

If ~~your a~~ Council credit card is lost ~~or~~, [stolen or compromised by Fraud or attempted Fraud](#), you must immediately contact the issuing institution to report the [incident](#)~~lost or stolen card~~. Follow the advice of the institution and then advise an Authoriser at the earliest opportunity.

Damaged cards can be reported to Council's financial management team for a replacement card to be arranged.

5.7.1.6 Return of Cards

Return your Council credit card immediately to your manager if you:

- Are ceasing or terminating employment;
- Moving to a role that is not assigned a credit card;
- Taking extended leave from your role for [6] or more months, or otherwise where you feel retaining your card is an unnecessary risk; or
- No longer require, or do not wish to hold, a credit card.

Credit cards should generally be cancelled and destroyed in these circumstances. If employees are returning from leave of [9] months or less, cards may be held securely by Council, at Council's discretion.

5.7.1.7 Permitted Transactions

The following types of transactions are permitted and purchases may generally be made with a Council credit card without written approval from Authorisers.

Transactions for expenses that are demonstrably approved and budgeted for, such as approved projects, approved entertainment or approved travel, may be made without additional approval from Authorisers. You must be able to demonstrate purchases you make are approved and in accordance with this policy, if queried.

5.7.1.8 Travel Expenses

Travel expenses are expenses incurred in the course of authorised work-related travel. They include accommodation, transport, meals, and expenses incidental to travel. Credit cards are ideally suited to cater for expenses incurred while travelling.

Travel expenses should be purchased in accordance with Council's Travel Expenses Guidelines (attached).

5.7.1.9 Discretionary Transactions Requiring Authorisation

The following types of transactions and purchases generally require written approval from one or more Authorisers and are discretionary transactions. Written approvals for discretionary purchases must be provided with all purchase invoices as part of the Statement Reconciliation and Acquittal Process (see Part 5.6).

5.7.1.10 Entertainment Expenses

Entertainment means the provision of food drink or recreation – even if business discussions or transactions occur. Entertainment is typically considered a private expense and must not be purchased using a council credit card or funds without clear prior approval to do so.

Entertainment expenses are discretionary transactions and should only be purchased where approved in accordance with Council's Entertainment Expenses Guidelines (attached).

There are a range of circumstances where entertainment expenses may be considered to be work-related and may be purchased with your Council credit card. These include travel expenses (in accordance with section 5.3.2 Travel Expenses above), to support approved overtime work, for approved Council events or social functions. Refer to Council's Entertainment Expenses Guidelines for how to seek approval for work-related entertainment expenses.

5.7.1.11 Gifts

Gifts are typically considered to be private expenses and must not be purchased with a Council credit card without prior approval. However, there may be limited instances where a gift using Council funds is appropriate, such as in recognition of exceptional service of a community volunteer, or as prizes for Council-sponsored community awards, and so are discretionary transactions.

Refer to Council's Gifts Policy for guidance and how to apply for approval to purchase a gift.

5.7.1.12 Fuel

Wherever available, use a fuel card to purchase fuel for work-related fuel expenses. In the event a fuel card is not available or not accepted by vendors in a location, you may use your Council credit card to purchase fuel for work-related travel, however you must provide sufficient supporting evidence that documents the trip, its length, and purpose.

5.7.2 Prohibited Use and Transactions

The following types of transactions and purchases are generally prohibited and must not be made on a Council credit card.

5.7.2.1 Cash Advances / Withdrawals

Council credit cards must not be used for cash advances or withdrawing cash.

5.7.2.2 Refunds

Any refunds for purchases made on a Council credit card must be refunded back to the credit card account. Refunds must not be accepted in cash.

5.7.2.3 Purchases of a private or personal nature

Council credit cards must not be used for purchases of a private or personal nature, even if you intend to reimburse Council. Only approved, work-related expenses in accordance with this policy may be incurred.

5.7.2.4 Fines

Council credit cards must not be used to pay fines of any nature. You must pay any fines that you incur.

5.7.2.5 Alternative Online Payment Methods and Storing Credit Card Details

Use of Council credit cards on, or linking to, alternative online payment methods and e-commerce payment systems or accounts, such as PayPal, Google Pay, Apple Pay, iTunes, or any system that records and stores credit card details, are prohibited.

Where a payment for necessary goods or services can only be made through such a payment/e-commerce system, and that system requires the storage of credit card details or linking to a credit card account (such as Uber), then the [General Manager/Chief Executive Officer](#) may delegate certain Cardholders to set up and manage an online account. This policy applies for the online account, as for the credit card itself:

- The online account is restricted for use by the Cardholder;
- The online account is for work-related purchases only, in accordance with this policy;
- The online account is to be set up with the Cardholder's work email address and details and to be managed separately from any personal online payment/e-commerce accounts.

Permissions for online accounts should be centrally controlled and recorded by Council. Council credit cards must never be linked to personal online payment systems or accounts.

6. COMMUNICATION

- 6.1 All credit card holders are provided a copy of the Policy and are required to complete the Cardholder Declaration.
- 6.2 The Policy will be published on the Council web page.

7. LEGISLATION

- 7.1 The following legislation should be considered in conjunction with this policy:
 - 7.1.1 *Local Government Act 1993 (Tasmania)*
 - 7.1.2 *Fringe Benefits Tax Assessment Act 1986*
 - 7.1.3 *A new Tax System (GST) Act 1999*

8. RELATED DOCUMENTS

- 8.1 Council's Purchasing Policy (Policy No. 3.7)
- 8.2 Council's delegations

9. AUDIENCE

- 9.1 Kingborough Council Employees with Credit Cards

Schedule 1 – Allocation of Credit Cards and Credit Limits

This Policy permits the issue of credit cards only to the Council roles and with the limits stated in **Error! Reference source not found.** below.

Table 1. Credit Card Allocation Table

| Role/Position | Issue | Credit Limit ⁴ | Transaction Limit ⁵ | Discretionary Expense Limit ⁶ |
|---|-------|---------------------------|--------------------------------|--|
| General Manager Chief Executive Officer | 1 | \$3,000 | N/A | N/A |
| Director Environment, Development and Community | 2 | \$2,000 | N/A | N/A |
| Executive Manager Org Development | 3 | \$2,000 | N/A | N/A |
| Manager Digital Experience Chief Information Officer | 24 | \$2,000 | N/A | N/A |
| Co-ordinator Community Services | 35 | \$2,000 | N/A | N/A |
| Executive Assistant – CEO | 46 | \$5,000 | N/A | N/A |
| Executive Officer Works Department | 57 | \$2,000 | N/A | N/A |
| Senior Planning Support OfficerAdmin Officer Development Services | 86 | \$21,000 | N/A | N/A |
| Admin Officer Environmental Services | 97 | \$2,000 | N/A | N/A |
| Assistant Manager Senior Finance Officer | 108 | \$13,000 | N/A | N/A |
| Executive Officer Engineering Services | 119 | \$2,000 | N/A | N/A |
| Technical Executive Officer Compliance | 1210 | \$1,000 | N/A | N/A |
| Community Development Officer | 1311 | \$1,000 | N/A | N/A |
| Community Resilience Officer | 12 | \$2,000 | N/A | N/A |
| Communications LeadYouth Officer | 134 | \$1,000 | N/A | N/A |
| Administration Officer - People & Safety | 14 | \$1,000 | N/A | N/A |
| TOTAL | | \$28,000 | N/A | N/A |

Error! Reference source not found. is authorised by:

Name: _____ Name: _____

Position: ~~General Manager~~Chief Executive Officer _____

Position: Chief Financial OfficerDirector People and Finance _____

Signed: _____ Signed: _____

Date: _____ Date: _____

⁴ **Credit Limit** means the monthly credit limit and total value of purchases that may be made in a month.

⁵ **Transaction Limit** means the maximum value for any single transaction.

⁶ **Discretionary Expense Limit** means the maximum value per occasion of work-related entertainment expenses that a role is permitted to be purchased before seeking approval from an Authoriser.

Schedule 2 - Cardholder Declaration

I have read and understood Council’s Credit Card Policy. I understand the requirements of me as a Cardholder and agree with comply with them.

In particular, I agree:

- That I understand and will follow the rules and procedures of credit card use outlined in this policy;
- That I will adhere to all related Council policies and guidelines, including Council’s Purchasing Policy, Travel Expenses Guidelines, Entertainment Expenses Guidelines, and Gifts Policy];
- That my credit card is to be used for Council business only;
- That I must retain receipts and documentation to support all transactions made with my card;
- That I am responsible for the safekeeping and security of my card and account and liable for any misuse;
- That I will not allow any other person to use my Council credit card; and
- That disciplinary action will be taken for any breaches of the policy.

Name: _____

Position: _____

Signed: _____

Date: _____

Public Copy

Authorisation

A Council credit card is approved to be issued to the Cardholder named above, who is authorised to hold and use a Council credit card in compliance with this policy.

Authorised by:

Name: _____

Name: _____

Position: _____

Position: _____

Signed: _____

Signed: _____

Date: _____

Date: _____

Public Copy

Schedule 3 - Guidelines for Travel Expenses (Section 5.7.1.8)

Travel expenses are expenses incurred in the course of authorised work-related travel. They include accommodation, transport, meals, and expenses incidental to travel. Credit cards are ideally suited to cater for expenses incurred while travelling.

Travel expenses **must not** include:

- Any expenses for unauthorised travel, especially flights and accommodation;
- Entertainment, defined below, including alcoholic beverages;
- Expenses for any other person who is not a council employee;
- Membership subscriptions for airline clubs or loyalty programs;
- Minibar purchases, in-room movies and other similar expenses of a private nature.

Travel expenses must be reasonable and an efficient use of public funds. The Australian Taxation Office Tax Determination TD 2017/19⁷ provides guidance on 'reasonable amounts' for overnight accommodation, meals and incidental expenses for taxation purposes. Note that the ATO 'reasonable amounts' are for *taxation purposes* and are a guide only for setting reasonable amounts for your Council. This means that while travel expenses of the ATO reasonable amounts and below can be considered reasonable and justified, you must justify travel expenses in excess of these amounts or pay the excess at your personal expense.

It is recommended that you use the following guidelines when arranging your work-related travel and incurring travel expenses:

- (1) Ensure your travel is approved and budgeted for.
- (2) Have an officer experienced with applying the ATO reasonable amounts determine your travel budget or book and pay for your travel.
- (3) Travel expenses:

- (a) below the ATO reasonable amounts are justified for authorised travel and do not need approval;
- (b) in excess of the ATO reasonable amount must be justified by the Cardholder or the excess paid by the Cardholder personally. This means Cardholders can pay extra, at their own expense, for upgrading travel services.

- (4) Travel should be as economical and efficient as is reasonable. This means preferring cheaper modes of travel, such as economy class, where time and availability allow.
- (5) If you are in doubt about any travel purchase, seek guidance or written approval.

⁷ See ATO TD 2017/19: <https://www.ato.gov.au/law/view/document?DocID=TXD/TD201719/NAT/ATO/00001>

Schedule 4 - Guidelines for Entertainment Expenses (Section 5.7.1.10)

Entertainment means the provision of food, drink or recreation, even if business discussions or transactions occur, but excludes travel expenses, such as meals on overnight, work-related travel. Some examples of entertainment include business lunches and social functions. Entertainment is defined by the *Income Tax Assessment Act 1997*, section 32-10 – Meaning of Entertainment⁸.

Entertainment is typically considered a private expense and must not be purchased using a Council credit card or funds without approval. If you are purchasing food or drink, you are purchasing entertainment, except where for valid work-related entertainment expenses.

There are a range of circumstances where entertainment expenses may be considered to be work-related and may be purchased with your Council credit card. Such work-related entertainment expenses include travel expenses (in accordance with Council's Travel Expenses Guidelines), to support approved overtime work, for approved Council events or social functions or within an approved entertainment expenses budget for your role.

Entertainment may be deemed a work-related expense where the public interest of the entertainment clearly and substantially overrides the personal benefit, such as where the provision of entertainment supports a work-related, council-sponsored event or social function. Council should seek to avoid covering the entertainment expenses that would be seen to predominantly direct benefit to specific private individuals, such as contractors and private business representatives, except where incidental to a community-focused event or function.

For entertainment expenses to be approved:

- (1) Cardholders must apply in writing, justifying the expense;
- (2) Applications must be approved in writing by:

- (a) One Authoriser for entertainment purchases below [\$400]; and
- (b) Two Authorisers for entertainment purchases of [\$400] or more;

- (3) An Authoriser cannot approve their own expenses;
- (4) The written approval must be provided with transaction receipts.

Cardholders should apply for approval to use a Council credit card for entertainment expenses prior to incurring the expense. Cardholders who do not apply for approval of entertainment expenses prior to incurring the charge carry their own risk that it be considered a private and not a work-related expense and will be liable for the cost.

⁸ See the *Income Tax Assessment Act 1997*: <https://www.legislation.gov.au/Details/C2018C00056>.

UPDATED POLICY FOR APPROVAL



Corporate Credit Card Policy

| | |
|----------------------------------|--|
| Policy No: | 1.15 |
| Approved by Council: | December 2025 |
| New Review Date: | December 2028 |
| Minute No: | TBA |
| ECM File No: | 12.213 |
| Version: | 2.1 |
| Responsible Officer | Director People & Finance |
| Strategic Plan Reference: | 5.4 Statutory and governance functions which are delivered to a high standard. |

1. POLICY STATEMENTS

- 1.1 Kingborough Council is committed to implementing effective financial controls to minimise the costs and risks associated with purchasing activities.
- 1.2 Purchasing cards are an efficient and flexible method of paying for goods and services and are a traceable payment option for low value, day-to-day transactions, whilst improving purchasing efficiency by reducing administrative costs. However, any transaction method holds the potential for misuse and the convenience and flexibility of purchasing cards can be a vulnerability. Therefore, sound policies and protocols for use and control must be established to minimise the opportunity and impact of misuse of funds.
- 1.3 Cardholders must conform to sound principles of purchasing when using a purchasing card. These principles are detailed in the Kingborough Council Purchasing Policy.

2. DEFINITIONS

- 2.1 **Credit Card** – In this policy, the term “credit card” is used to refer to any purchasing card issued by Council and used for purchasing on behalf of Council.
- 2.2 **Credit Limit** – the monthly limit and total value of purchases that may be made in a month.
- 2.3 **Transaction Limit** – means the maximum value for any single transaction.
- 2.4 **Discretionary Expense Limit** – means the maximum value per occasion of work-related entertainment expenses that a role is permitted to purchase before seeking approval from an authoriser.

3. OBJECTIVE

- 3.1 The objective of this policy is to provide guidance on how Council corporate credit cards are to be allocated, used and administered to ensure that they assist in efficient delivery of local government services while minimising the potential for misuse and fraud.

4. SCOPE

- 4.1 The policy is intended to apply to credit cards, as well as any other similar type of corporate or organisational purchasing card. In this policy, the term “credit card” is used to refer to any purchasing card, including credit, debit, EFTPOS and similar bank cards issued by Council and used for purchasing on behalf of Council. The key features of an account to which this policy applies are:

Purchasing responsibility on the account holder; and

A bank card for making purchases utilising Council finances; and

A periodic transaction statement cycle.

- 4.2 This policy will align with the Council’s Purchasing Policy and approved financial delegations

5. POLICY DETAIL

5.1 Purchasing Principles

- 5.1.1 Cardholders must conform to sound principles of purchasing when using a Council credit card. These principles are detailed in Council’s Purchasing Policy.

5.2 Preferred Purchasing Methods

- 5.2.1 In using a Council credit card, Cardholders must consider the alternative purchasing methods available as per Council’s Purchasing Policy

- 5.2.2 Credit cards are appropriate for purchasing in the following typical situations:

- i. Ad hoc smaller purchase amounts, [typically below \$500];

- ii. Invoices for approved goods or services requiring immediate or out-of-cycle payment, when payment has been authorised
- iii. Pre-Authorization is preferred via Purchase Order raised from Councils finance system
- iv. Where purchase orders are unworkable (such as internet purchases of approved goods or services)
- v. Where time is of the essence in order not to unreasonably impact operational efficiency or result in missed opportunity (e.g. if a PO would incur significant and unreasonable additional costs);
- vi. Where payment by credit card has been previously mandated via Council Policy , such as emergency situations; or
- vii. For purchases away from Council offices, such as work-related travel expenses or those requiring payment in the field.

5.2.3 Purchase orders or purchase contracts are preferred in the following typical situations:

- i. For invoices not requiring urgent or immediate payment, such as invoices with a future due date;
- ii. Larger purchase amounts, typically of \$500 or more;
- iii. Purchases requiring agreement between parties on terms (of service, engagement or sale); or
- iv. Where Council has an account with the business or Vendor

Cardholders operate with some discretion, however purchasing decisions are subject to scrutiny including the purchasing method chosen. Seek guidance or written instruction from the Finance Manager or Senior Finance Officer if in doubt.

5.3 Related Policies – Essential Reading

5.3.1 Understanding and complying with this policy relies on understanding and complying with several other related Council policies, including:

- i. Purchasing Policy;
- ii. Travel Expenses Guidelines;
- iii. Entertainment Expenses Guidelines,
- iv. Conflict of Interest Policy, and
- v. Gifts Policy.

5.3.2 All Council purchasing, including with a Council credit card, must be undertaken in compliance with these related policies.

5.3.3 Credit cards are not to be used to make cash withdrawals.

5.4 Policy Review and Update Cycle

5.4.1 This policy is to be reviewed every three years. Credit card allocation and credit limits (Refer 5.5.3 below) to be reviewed annually.

5.5 Control of Credit Cards – For Authorisers

5.5.1 Risk Management Strategy

Each active credit card represents a risk of accidental or intentional misuse of public funds and each credit limit amount is the extent of that risk. To minimise risks associated with credit cards, Council must:

- i. Allocate credit cards according to an organisation-wide strategy, and avoid allocating on an ad hoc or individual basis; and
- ii. Only issue cards to organisational roles where the operational benefits of efficient purchasing outweigh the increase in risk; and
- iii. Maintain control on the total number of credit cards issued and their combined purchasing potential (or credit limit) at any one time; and
- iv. Control the credit available on each card to an appropriate amount required to facilitate efficient purchasing for each role, considering the alternative payment options available; and
- v. Ensure Cardholders and Authorisers adhere to the procedures and responsibilities set out by the policy by placing the onus of evidence for each purchase upon the Cardholder.

5.5.2 Authorisers

Authorisers have a key role in the control of credit cards, managing purchasing risk and maintaining compliance with this policy. Authorisers:

- i. May authorise or decline the issuing of credit cards to a Cardholder;
- ii. May authorise or decline applications for the top-up of funds to the monthly credit limits;
- iii. May authorise or decline discretionary transactions, such as entertainment or gifts in accordance with this policy;
- iv. May direct a Cardholder to reimburse Council for transactions deemed not to be in accordance with this policy;
- v. May or may not be allocated a credit card; and
- vi. If they are allocated a credit card, may not authorise their own purchases, top-ups, or issuing their own credit card.

The following roles are Authorisers for the purpose of this policy:

- vii. Chief Executive Officer
- viii. Director People and Finance
- ix. Manager Finance.

5.5.3 Allocation and Issue of Credit Cards and Credit Limits

Credit cards are allocated and issued according to the rules in the following sections.

5.5.3.1 Allocating Credit Cards

- Schedule 1 – Allocation of Credit Cards and Credit Limits lists the roles that, at the absolute discretion of the Authorisers, may be issued with a credit card and the maximum credit limit for each role.
- The Chief Executive Officer and Director People and Finance must authorise the allocation table.
- Council credit cards are allocated to staff in roles that require them. Credit cards may not be applied for. Supervisors must request a credit card or credit limit change as they believe necessary. Supervisors may request a review of **Error! Reference source not found.**
- A credit card will not be allocated to Councillors.

5.5.3.2 Issuing Credit Cards

- The issue of each credit card must be authorised by an Authoriser and recorded.
- An Authoriser cannot authorise the issue of their own credit card.
- A person in a role that is allocated a credit card is not obliged to hold one.

5.5.3.3 The Chief Executive Officer's Credit Card

- The Chief Executive Officer is allocated a card, if they choose to hold one.
- The credit limit for the Chief Executive Officer is determined by Council , with a maximum of \$5,000.
- All statement reconciliations and credit limit top-ups for the Chief Executive Officer are reviewed by the Mayor (who is not an Authoriser) and authorised by the Director People and Finance (Manager Finance in their absence) who is an Authoriser.

5.5.3.4 Setting Limits and Controls on Credit Cards

- The maximum number of cards that Council will allow to be active at any one time is 20 credit cards.
- The maximum total credit limit of all cards is to be set according to needs, acceptable risk and budget requirements. The limit is \$32,000.
- Monthly credit limits will be set to the lowest amount required by the Cardholder to conveniently execute their role, considering budget constraints, the role of top-ups, and the alternative payment methods available.
- Limits on individual transactions may be set.

5.5.4 Review of Credit Card Allocation and Credit Limits

Credit card allocations and their credit limits (Schedule 1) are set according to operational requirements and authorised by the Chief Executive Officer and Director People and Finance.

Schedule 1 and Table 1 will be reviewed and updated annually and at any other time as needed. The aim of each review is to ensure that credit card allocation and limits are facilitating efficient purchasing and delivery of Council's services while managing risks. Unnecessary cards will be cancelled and credit limits maintained at the lowest monthly amount needed based on usage and adherence to this policy.

In addition to the periodic review, **Error! Reference source not found.** is recommended to be reviewed if:

- i. Requests are received to add or remove roles from the Credit Card Allocation Table, or alter individual credit limits;
- ii. Proposed changes to the Credit Card Allocation Table require changes to the maximum number of credit cards or the maximum total credit limit;
- iii. A Cardholder terminates employment or returns their card;
- iv. A card is lost or stolen or the subject of fraud or identity theft;
- v. A significant breach of the policy (under section 1.6) occurs; or
- vi. Significant reorganisation of Council roles is undertaken.

Where the operational benefits to Council of a role holding a credit card no longer outweigh the increase in risk of the extra card, the credit card should be returned and cancelled.

- i. The last review of credit cards and limits was November 2025.
- ii. The next review of credit cards and limit is November 2026.

5.5.5 **Top-Ups to Monthly Credit – Deciding Applications**

If operational need exists a Cardholder may apply for a temporary increase to monthly credit limit.

- i. A top-up application is decided according to the following :
 - An Authoriser, or any person, cannot authorise top-ups for their own credit card.
 - Top-ups of the Chief Executive Officer's credit card account are always reviewed by the Mayor (who is not an Authoriser) and authorised by the Director People and Finance [or Manager Finance] who is an Authoriser.
 - Top ups of the Director People and Finance's credit card are authorised by the Chief Executive Officer and another Authoriser.
 - Top ups of all other Cardholders are authorised by the Director People and Finance, Manager Finance, and the Assistant Manager Finance.
- ii. Authorisers review the Cardholder's purchasing and top-up history for adherence to this policy and justification of purchases.
- iii. For any given month, the total top-up amount for an account should generally not exceed 50% of the monthly credit limit.

5.5.6 **Breach of Policy or Misuse**

Any breaches of this policy by any Cardholder, Authoriser, staff or elected member, depending on the nature and extent of the breach, may result in:

- i. Counselling and retraining in the policy and requirements;
- ii. Reimbursement of costs;
- iii. Cancellation of card;
- iv. Disciplinary action in accordance with Councils' Disciplinary Policy; or
- v. Referral to police or civil proceedings.

If you become aware of policy breaches or misuse, report them immediately to an Authoriser. Policy breaches or misuse should also be reported to Council and credit card allocation should be reviewed

5.6 **Statement Reconciliation and Acquittal Process – Cardholders and Authorisers**

5.6.1 The purpose of the Statement Reconciliation and Acquittal Process is to ensure that:

- i. Cardholders justify and prove every purchasing decision to Council; and
- ii. Council is able to justify and validate its endorsement and validation of Cardholders' purchasing decisions to auditors, investigators and the public.

5.6.2 On receipt of the account transaction statement each month, the statement will be reconciled according to the following process:

5.6.2.1 The Cardholder must collate all purchase evidence (including tax invoices with purchase purpose or signed purchase statement) with all written approvals for

discretionary purchases or top-ups and provide them to a Council financial officer who is delegated to reconcile the account statement.

5.6.2.2 A delegated Council financial officer will:

- i. Reconcile transactions individually against the supporting documentation and the requirements of this policy; and
- ii. Question with the Cardholder any transactions:
 - without supporting documentation;
 - that may be in conflict with this policy;
 - that appear suspicious, unauthorised, excessive or of unknown purpose.
- iii. If there are any outstanding transactions that cannot be adequately explained or reconciled with this policy, the officer must report these to the Director People and Finance or Finance Manager for further investigation and appropriate action.

5.6.3 Any breaches of this policy will be dealt with according to risk and severity of the breach in accordance with section 5.5.6 Breach of Policy or Misuse.

5.6.4 If all transactions are supported by adequate documentation and purchases appear to be in accordance with this policy with no suspicious activity:

5.6.4.1 The cardholder will sign the account statement to confirm the purchases; and

5.6.4.2 For the Chief Executive Officer's credit card, the Mayor will review the statement and sign to confirm purchases are in accordance with this policy and the Director People and Finance or Finance Manager signs the statement to approve for payment.

5.6.5 Full statement reconciliation, acquittal and approval for payment must be completed before payment is due or within four (2) weeks of receiving the statement.

5.6.6 Direct debit or similar automatic payment methods are not to be used for payment of credit cards as they can bypass the statement reconciliation and acquittal process.

5.7 Use of Credit Cards – For Cardholders

5.7.1 General Use

5.7.1.1 Cardholder Responsibility and Liability

As a Cardholder, you are responsible for the safe custody and security of the card and account and liable for any misuse and associated costs. You are responsible for resolving use and transaction disputes and ensuring that use of the card is ethical and strictly in accordance with this policy.

Credit cards are provided strictly for business-related purchasing only. Cardholders must be able to justify and prove their purchasing decisions to Council in a manner that allows Council to be able to justify and validate their endorsement of purchasing decisions to auditors, investigators, and the public. Always follow this policy and seek guidance from an Authoriser if in doubt.

Cardholders must comply with any terms and conditions of use provided by the card issuer and should follow the guidelines and recommendations of the issuing institution.

5.7.1.2 Non-Cardholder Use

Only the designated Cardholder may use the credit card. You must not let any other person use your credit card or account or record or share your credit card number, including other Council staff or elected members.

Cards may be used to purchase work-related items on behalf of another Council staff or elected member, provided the expense is appropriate and in accordance with this policy. The purchase must always be made, documented and justified by the Cardholder in accordance with this policy.

5.7.1.3 Receipts and Documentation for Every Purchase

You must obtain a valid tax invoice for all credit card purchases (excluding overseas transactions) and note the purpose of the purchase.

A valid tax invoice must provide sufficient information to demonstrate that the document is intended to be a tax invoice and include the following⁹:

- The seller's identity;
- The seller's Australian Business Number (ABN);
- The date the invoice was issued;
- A brief description of the items sold, including the quantity (if applicable) and the price;
- The GST (goods and services tax) amount payable (if any) – this can be shown separately or, if the GST amount is exactly one-eleventh of the total price, as a statement such as 'Total price includes GST'; and
- Purchases over \$1000 must also show the buyer's identity or ABN (in addition to the seller's details).

Every attempt should be made to obtain a valid original document in support of transactions. Council cannot claim the GST credit for purchases over \$82.50 without a valid tax invoice¹⁰, so it is important purchases have original documentation.

In the absence of a valid tax invoice or original receipt, sufficient information must be provided to satisfy an Authoriser that the purchase is a valid work-related purchase that complies with this policy. This should include details of the transaction purpose, date, time, amount, vendor name and ABN, and your signature.

If a valid tax invoice is not retained, a statutory declaration¹¹ must be completed that includes all the required supporting information to justify the purchase, including the transaction purpose, date, time, amount, vendor name, ABN and the reason for failing to retain a valid tax invoice.

Cardholders are liable for the cost of transactions that cannot be verified to be in compliance with this policy. Repeated purchases without original supporting documentation (valid tax invoice), requiring the Cardholder's explanation, or a statutory declaration are a purchasing risk to Council and may result in a credit

⁹ ATO tax invoice requirements: <https://www.ato.gov.au/Business/GST/Issuing-tax-invoices/>

¹⁰ See *A New Tax System (Goods and Services Tax) Regulations 1999*:
https://www.legislation.gov.au/Details/F2011C00417/Html/Text#_Toc297551530

¹¹ Statutory declaration forms are available from the Department of Justice:
http://www.justice.tas.gov.au/forms/statutory_declarations

card being revoked or disciplinary action in accordance with 5.5.6 Breach of Policy or Misuse.

5.7.1.4 Applying for a Monthly Credit Top-Up (Cardholders)

An application for temporary increase can be made as a written request to an Authoriser, detailing the following:

- The top-up amount requested (top-ups, if approved, will usually not be greater than 50% of the monthly credit limit);
- The account balance and monthly credit limit;
- Reasons for exceeding the monthly limit; and
- Forthcoming purchases expected and amounts to justify the need for a top-up.

5.7.1.5 Lost, Stolen, Damaged or compromised Cards

If a Council credit card is lost, stolen or compromised by Fraud or attempted Fraud you must immediately contact the issuing institution to report the incident. Follow the advice of the institution and then advise an Authoriser at the earliest opportunity.

Damaged cards can be reported to Council's financial management team for a replacement card to be arranged.

5.7.1.6 Return of Cards

Return your Council credit card immediately to your manager if you:

- Are ceasing or terminating employment;
- Moving to a role that is not assigned a credit card;
- Taking extended leave from your role for [6] or more months, or otherwise where you feel retaining your card is an unnecessary risk; or
- No longer require, or do not wish to hold, a credit card.

Credit cards should generally be cancelled and destroyed in these circumstances. If employees are returning from leave of [9] months or less, cards may be held securely by Council, at Council's discretion.

5.7.1.7 Permitted Transactions

The following types of transactions are permitted and purchases may generally be made with a Council credit card without written approval from Authorisers.

Transactions for expenses that are demonstrably approved and budgeted for, such as approved projects, approved entertainment or approved travel, may be made without additional approval from Authorisers. You must be able to demonstrate purchases you make are approved and in accordance with this policy, if queried.

5.7.1.8 Travel Expenses

Travel expenses are expenses incurred in the course of authorised work-related travel. They include accommodation, transport, meals, and expenses incidental to travel. Credit cards are ideally suited to cater for expenses incurred while travelling.

Travel expenses should be purchased in accordance with Council's Travel Expenses Guidelines (attached).

5.7.1.9 Discretionary Transactions Requiring Authorisation

The following types of transactions and purchases generally require written approval from one or more Authorisers and are discretionary transactions. Written approvals for discretionary purchases must be provided with all purchase invoices as part of the Statement Reconciliation and Acquittal Process (see Part 5.6).

5.7.1.10 Entertainment Expenses

Entertainment means the provision of food drink or recreation – even if business discussions or transactions occur. Entertainment is typically considered a private expense and must not be purchased using a council credit card or funds without clear prior approval to do so.

Entertainment expenses are discretionary transactions and should only be purchased where approved in accordance with Council's Entertainment Expenses Guidelines (attached).

There are a range of circumstances where entertainment expenses may be considered to be work-related and may be purchased with your Council credit card. These include travel expenses (in accordance with section 5.3.2 Travel Expenses above), to support approved overtime work, for approved Council events or social functions. Refer to Council's Entertainment Expenses Guidelines for how to seek approval for work-related entertainment expenses.

5.7.1.11 Gifts

Gifts are typically considered to be private expenses and must not be purchased with a Council credit card without prior approval. However, there may be limited instances where a gift using Council funds is appropriate, such as in recognition of exceptional service of a community volunteer, or as prizes for Council-sponsored community awards, and so are discretionary transactions.

Refer to Council's Gifts Policy for guidance and how to apply for approval to purchase a gift.

5.7.1.12 Fuel

Wherever available, use a fuel card to purchase fuel for work-related fuel expenses. In the event a fuel card is not available or not accepted by vendors in a location, you may use your Council credit card to purchase fuel for work-related travel, however you must provide sufficient supporting evidence that documents the trip, its length, and purpose.

5.7.2 Prohibited Use and Transactions

The following types of transactions and purchases are generally prohibited and must not be made on a Council credit card.

5.7.2.1 Cash Advances / Withdrawals

Council credit cards must not be used for cash advances or withdrawing cash.

5.7.2.2 Refunds

Any refunds for purchases made on a Council credit card must be refunded back to the credit card account. Refunds must not be accepted in cash.

5.7.2.3 Purchases of a private or personal nature

Council credit cards must not be used for purchases of a private or personal nature, even if you intend to reimburse Council. Only approved, work-related expenses in accordance with this policy may be incurred.

5.7.2.4 Fines

Council credit cards must not be used to pay fines of any nature. You must pay any fines that you incur.

5.7.2.5 Alternative Online Payment Methods and Storing Credit Card Details

Use of Council credit cards on, or linking to, alternative online payment methods and e-commerce payment systems or accounts, such as PayPal, Google Pay, Apple Pay, iTunes, or any system that records and stores credit card details, are prohibited.

Where a payment for necessary goods or services can only be made through such a payment/e-commerce system, and that system requires the storage of credit card details or linking to a credit card account (such as Uber), then the Chief Executive Officer may delegate certain Cardholders to set up and manage an online account. This policy applies for the online account, as for the credit card itself:

- The online account is restricted for use by the Cardholder;
- The online account is for work-related purchases only, in accordance with this policy;
- The online account is to be set up with the Cardholder's work email address and details and to be managed separately from any personal online payment/e-commerce accounts.

Permissions for online accounts should be centrally controlled and recorded by Council. Council credit cards must never be linked to personal online payment systems or accounts.

6. COMMUNICATION

6.1 All credit card holders are provided a copy of the Policy and are required to complete the Cardholder Declaration.

6.2 The Policy will be published on the Council web page.

7. LEGISLATION

7.1 The following legislation should be considered in conjunction with this policy:

7.1.1 *Local Government Act 1993 (Tasmania)*

7.1.2 *Fringe Benefits Tax Assessment Act 1986*

7.1.3 *A new Tax System (GST) Act 1999*

8. RELATED DOCUMENTS

8.1 Council's Purchasing Policy (Policy No. 3.7)

8.2 Council's delegations

9. AUDIENCE

9.1 Kingborough Council Employees with Credit Cards

Schedule 1 – Allocation of Credit Cards and Credit Limits

This Policy permits the issue of credit cards only to the Council roles and with the limits stated in **Error! Reference source not found.** below.

Table 2. Credit Card Allocation Table

| Role/Position | Issue | Credit Limit ¹² | Transaction Limit ¹³ | Discretionary Expense Limit ¹⁴ |
|--|-------|----------------------------|---------------------------------|---|
| Chief Executive Officer | 1 | \$3,000 | N/A | N/A |
| Manager Digital Experience | 2 | \$2,000 | N/A | N/A |
| Co-ordinator Community Services | 3 | \$2,000 | N/A | N/A |
| Executive Assistant – CEO | 4 | \$5,000 | N/A | N/A |
| Executive Officer Works Department | 5 | \$2,000 | N/A | N/A |
| Senior Planning Support Officer | 6 | \$1,000 | N/A | N/A |
| Admin Officer Environmental Services | 7 | \$2,000 | N/A | N/A |
| Assistant Manager Finance | 8 | \$3,000 | N/A | N/A |
| Executive Officer Engineering Services | 9 | \$2,000 | N/A | N/A |
| Executive Officer Compliance | 10 | \$1,000 | N/A | N/A |
| Community Development Officer | 11 | \$1,000 | N/A | N/A |
| Community Resilience Officer | 12 | \$2,000 | N/A | N/A |
| Communications Lead | 13 | \$1,000 | N/A | N/A |
| Administration Officer - People & Safety | 14 | \$1,000 | N/A | N/A |
| TOTAL | | \$28,000 | N/A | N/A |

Error! Reference source not found. is authorised by:

| | |
|--|--|
| Name: _____ | Name: _____ |
| Position: <u>Chief Executive Officer</u> | Position: <u>Director People and Finance</u> |
| Signed: _____ | Signed: _____ |
| Date: _____ | Date: _____ |

¹² **Credit Limit** means the monthly credit limit and total value of purchases that may be made in a month.

¹³ **Transaction Limit** means the maximum value for any single transaction.

¹⁴ **Discretionary Expense Limit** means the maximum value per occasion of work-related entertainment expenses that a role is permitted to be purchased before seeking approval from an Authoriser.

Schedule 2 - Cardholder Declaration

I have read and understood Council’s Credit Card Policy. I understand the requirements of me as a Cardholder and agree with comply with them.

In particular, I agree:

- That I understand and will follow the rules and procedures of credit card use outlined in this policy;
- That I will adhere to all related Council policies and guidelines, including Council’s Purchasing Policy, Travel Expenses Guidelines, Entertainment Expenses Guidelines, and Gifts Policy];
- That my credit card is to be used for Council business only;
- That I must retain receipts and documentation to support all transactions made with my card;
- That I am responsible for the safekeeping and security of my card and account and liable for any misuse;
- That I will not allow any other person to use my Council credit card; and
- That disciplinary action will be taken for any breaches of the policy.

Name: _____

Position: _____

Signed: _____

Date: _____

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Authorisation

A Council credit card is approved to be issued to the Cardholder named above, who is authorised to hold and use a Council credit card in compliance with this policy.

Authorised by:

Name: _____

Name: _____

Position: _____

Position: _____

Signed: _____

Signed: _____

Date: _____

Date: _____

Public Copy

Schedule 3 - Guidelines for Travel Expenses (Section 5.7.1.8)

Travel expenses are expenses incurred in the course of authorised work-related travel. They include accommodation, transport, meals, and expenses incidental to travel. Credit cards are ideally suited to cater for expenses incurred while travelling.

Travel expenses **must not** include:

- Any expenses for unauthorised travel, especially flights and accommodation;
- Entertainment, defined below, including alcoholic beverages;
- Expenses for any other person who is not a council employee;
- Membership subscriptions for airline clubs or loyalty programs;
- Minibar purchases, in-room movies and other similar expenses of a private nature.

Travel expenses must be reasonable and an efficient use of public funds. The Australian Taxation Office Tax Determination TD 2017/19¹⁵ provides guidance on 'reasonable amounts' for overnight accommodation, meals and incidental expenses for taxation purposes. Note that the ATO 'reasonable amounts' are for *taxation purposes* and are a guide only for setting reasonable amounts for your Council. This means that while travel expenses of the ATO reasonable amounts and below can be considered reasonable and justified, you must justify travel expenses in excess of these amounts or pay the excess at your personal expense.

It is recommended that you use the following guidelines when arranging your work-related travel and incurring travel expenses:

- (6) Ensure your travel is approved and budgeted for.
- (7) Have an officer experienced with applying the ATO reasonable amounts determine your travel budget or book and pay for your travel.
- (8) Travel expenses:

- (a) below the ATO reasonable amounts are justified for authorised travel and do not need approval;
- (b) in excess of the ATO reasonable amount must be justified by the Cardholder or the excess paid by the Cardholder personally. This means Cardholders can pay extra, at their own expense, for upgrading travel services.

- (9) Travel should be as economical and efficient as is reasonable. This means preferring cheaper modes of travel, such as economy class, where time and availability allow.
- (10) If you are in doubt about any travel purchase, seek guidance or written approval.

¹⁵ See ATO TD 2017/19: <https://www.ato.gov.au/law/view/document?DocID=TXD/TD201719/NAT/ATO/00001>

Schedule 4 - Guidelines for Entertainment Expenses (Section 5.7.1.10)

Entertainment means the provision of food, drink or recreation, even if business discussions or transactions occur, but excludes travel expenses, such as meals on overnight, work-related travel. Some examples of entertainment include business lunches and social functions. Entertainment is defined by the *Income Tax Assessment Act 1997*, section 32-10 – Meaning of Entertainment¹⁶.

Entertainment is typically considered a private expense and must not be purchased using a Council credit card or funds without approval. If you are purchasing food or drink, you are purchasing entertainment, except where for valid work-related entertainment expenses.

There are a range of circumstances where entertainment expenses may be considered to be work-related and may be purchased with your Council credit card. Such work-related entertainment expenses include travel expenses (in accordance with Council's Travel Expenses Guidelines), to support approved overtime work, for approved Council events or social functions or within an approved entertainment expenses budget for your role.

Entertainment may be deemed a work-related expense where the public interest of the entertainment clearly and substantially overrides the personal benefit, such as where the provision of entertainment supports a work-related, council-sponsored event or social function. Council should seek to avoid covering the entertainment expenses that would be seen to predominantly direct benefit to specific private individuals, such as contractors and private business representatives, except where incidental to a community-focused event or function.

For entertainment expenses to be approved:

- (2) Cardholders must apply in writing, justifying the expense;
- (3) Applications must be approved in writing by:

- (a) One Authoriser for entertainment purchases below [\$400]; and
- (b) Two Authorisers for entertainment purchases of [\$400] or more;

- (4) An Authoriser cannot approve their own expenses;
- (5) The written approval must be provided with transaction receipts.

Cardholders should apply for approval to use a Council credit card for entertainment expenses prior to incurring the expense. Cardholders who do not apply for approval of entertainment expenses prior to incurring the charge carry their own risk that it be considered a private and not a work-related expense and will be liable for the cost.

¹⁶ See the *Income Tax Assessment Act 1997*: <https://www.legislation.gov.au/Details/C2018C00056>.

15.6 KINGBOROUGH BICYCLE ADVISORY COMMITTEE MINUTES 7 NOVEMBER 2025**File Number:** 28.258**Author:** Anthony Verdouw, Executive Officer Engineering Services**Authoriser:** Craig Mackey, Director Engineering Services**Strategic Plan Reference**

Key Priority Area: 1. Helping our community stay safe, healthy and well connected.

Strategic Outcome: 1.1 A Council that purposefully engages with its community.

1. PURPOSE

1.1 The purpose of this report is to note the Minutes of the meeting of the Kingborough Bicycle Advisory Committee (KBAC) held on 7 November 2025, to present a motion adopted by the Committee, and to endorse a new community representative for the Committee.

2. BACKGROUND

2.1 KBAC met on 7 November 2025 and the Minutes of the meeting are attached to this report.

2.2 There has been a resignation from KBAC and the Committee have nominated a replacement community member for Council consideration.

3. STATUTORY REQUIREMENTS

3.1 KBAC is a committee appointed by Council in accordance with section 24 of the *Local Government Act 1993*.

4. DISCUSSION

4.1 At the 7 November 2025 KBAC meeting the Committee adopted a motion that:

Council write to the Minister for Transport regarding the status of the State's Walk, Wheel Ride Strategy and ongoing Active Transport funding, noting the benefits previous State funding has provided to implement the Greater Hobart Cycling Plan.

4.2 As part of the 2018 election, the Tasmania Government committed to updating the *Tasmanian Walking and Cycling Strategy for Active Transport* in consultation with local government, as well as providing regular implementation updates. The updated strategy has been renamed the *Draft Tasmanian Walk, Wheel, Ride Strategy*.

4.3 The draft strategy outlines a vision, goal and approach for walking, wheeling and riding in Tasmania with the aim to increase participation over the next 10 years.

4.4 Community feedback on the draft strategy was sought by the Department of State Growth from 18 November 2024 to 9 December 2024. There has been no further update on the strategy since community consultation on the draft closed in December 2024.

4.5 The status of ongoing State funded active transport projects and active transport related grant programs also remains unclear.

4.6 Council have previously been successful securing grant funding from the State's Better Active Transport in Tasmania and Better Active Transport in Greater Hobart grant programs, which has facilitated the delivery of significant active transport projects in

Kingborough in alignment with Council's Cycling Strategy and the Greater Hobart Cycling Plan.

- 4.7 Without ongoing State active transport funding or associated grant programs, Council will be largely restricted to annual capital budget allocations for any new active transport infrastructure projects, delaying progress on potential active transport improvements in the municipality.

Community Representative:

- 4.8 KBAC member David McQuillen has advised the Committee of his resignation due to other commitments.
- 4.9 At the 7 November 2025 KBAC meeting the Committee recommended that Karen Camino could be nominated as a replacement community representative.
- 4.9.1 Karen submitted a late application to be on the Committee in early 2025, however, at the time the Committee representatives for 2025-2026 were already confirmed by Council. Since this time she has been regularly attending KBAC as an observer.
- 4.9.2 Karen is a long-term Kingborough resident and is a regular bike rider and user of Kingborough's local tracks and trails. She rides an e-trike, often with a small child on the back, and brings an additional community perspective to KBAC discussions.
- 4.9.3 It is proposed that Karen Camino be endorsed as a community representative on KBAC for the remainder of the 2025-2026 Committee term.

5. FINANCE

- 5.1 There are no direct financial implications associated with the matters raised by the Committee.

6. ENVIRONMENT

- 6.1 There are no immediate environmental considerations associated with the matters raised by the Committee.

7. COMMUNICATION AND CONSULTATION

- 7.1 KBAC will be consulted on Council's resolutions regarding the matters that have been raised.

8. RISK

- 8.1 There are no apparent risks associated with the matters raised by the Committee.

9. CONCLUSION

- 9.1 The Kingborough Bicycle Advisory Committee met on 7 November 2025.
- 9.2 The Committee adopted one motion for Council consideration.
- 9.3 The Committee have nominated a replacement community representative following the resignation of a committee member.

10. RECOMMENDATION

That Council:

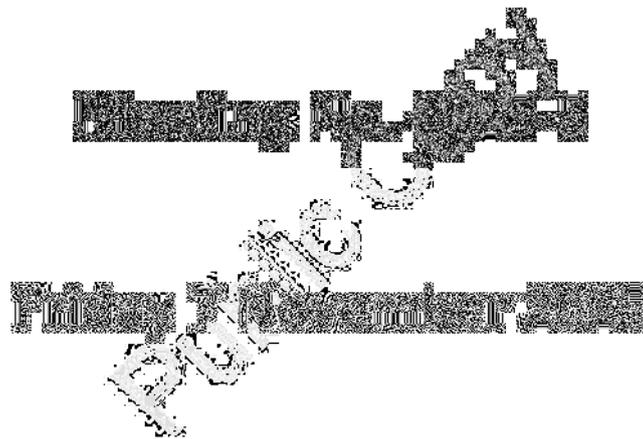
- (a) Notes the minutes of the Kingborough Bicycle Advisory Committee.

- (b) Writes to the Minister for Transport regarding the status of the State's *Walk, Wheel Ride Strategy* and ongoing Active Transport funding, noting the benefits previous State funding has provided to implement the Greater Hobart Cycling Plan.
- (c) Endorse Karen Camino as a community representative on the Committee to the completion of the 2025-2026 KBAC term.

ATTACHMENTS

1. **KBAC Minutes 7 November 2025**

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Kingborough

[REDACTED]

- KFC Roundabout to Outlet Underpass – Whitewater Creek Track – works complete.



Noted that fencing is 300mm offset so no compromise to overall usable path width of 3m.

Action 24 – Roslyn Ave design

- Concept plans for uphill bike lanes and cost estimate presented to the Committee. Project has site constraints and a high-cost estimate.
- Committee have requested that the project remains on the 5-year plan as it is a high-priority high-use road cycling link.

[REDACTED]



- Channel Highway, Snug footpath – between Sunsail St and Snug Tiers Rd – works nearing completion.



Action 28 – Sandfly Road Sealed Shoulders

- Grant funding under Safer Rural Roads Program successful – sealed shoulders on Sandfly Rd focussing on priority uphill sections.
- Works tendered and programmed for early 2026. Sections additional project funding will be used for to be confirmed.

5. Cycling South Report

Cycling South report on activities:

- [Tasman Bridge pathway designs](#) have been released. Noted that KBAC members can provide feedback directly.
- Mary met with the Minister’s advisor to discuss State active transport resourcing.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

6. Update from Su Sprott – Tracks and Trails

- Kingborough MTB Park will remain open until March 2026 at this stage before AFL HPC construction begins. The lower trails will remain open and accessed from Spring Farm.
- To follow progress of the AFL HPC and sports precinct sign up to newsletter [here](#).

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

15.7 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*

Tender for Replacement of Two Heavy Tip Trucks

Regulation 17(2)(e) *contracts, and tenders, for the supply of goods and services and their terms, conditions, approval and renewal.*

Provision of Traffic Management Services

Regulation 17(2)(e) *contracts, and tenders, for the supply of goods and services and their terms, conditions, approval and renewal.*

In accordance with the Kingborough Council *Meetings Audio Recording Guidelines Policy*, recording of the open session of the meeting will now cease.

Open Session of Council adjourned at

OPEN SESSION ADJOURNS

OPEN SESSION RESUMES

RECOMMENDATION

The Closed Session of Council having met and dealt with its business resolves to report that it has determined the following:

| Item | Decision |
|--|----------|
| Confirmation of Minutes | |
| Applications for Leave of Absence | |
| Tender for Replacement of Two Heavy Tip Trucks | |
| Provision of Traffic Management Services | |

CLOSURE

Public Copy

APPENDICES

- A Chief Executive Officer's Activities 29 September 2025 to 21 November 2025
- B Environmental Services Quarterly Activities
- C Audit Panel Meeting Minutes 17 October 2025

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A CHIEF EXECUTIVE OFFICER'S ACTIVITIES 29 SEPTEMBER 2025 TO 21 NOVEMBER 2025

| Date | Description |
|--------------|--|
| 29 September | Received a briefing from SGS Economics |
| 30 September | Participated in Metropolitan Council GM's/CEO's weekly meeting |
| | Met with representatives of DPAC re: progressing the Kingborough Sports Precinct project |
| 1 October | Attended the Kingborough Sports Precinct Oversight Group meeting |
| | Met with representatives of WLF re: purchasing review |
| 2 October | Met with representatives of the Commonwealth Bank |
| | Met with Nick Gifford of Southern Waste Solutions |
| 3 October | Met with representatives of Homes Tasmania to discuss the Huntingfield development |
| 6 October | Attended Council meeting |
| 7 October | Participated in Metropolitan Council GM's/CEO's weekly meeting |
| 8 October | Met with Mr Tony Gamble |
| | Met with Mr Tim Lovibond |
| 9 October | Attended Greater Hobart Advisory Group meeting |
| 10 October | Met with Minister Abetz and Mr Michael Carnes on Bruny Island |
| 13 October | In company with the Mayor, met with the Consul General of Japan |
| | Attended Councillor workshop |
| 15 October | In company with the Mayor, attended the Greater Hobart Mayors Forum |
| 17 October | Attended the Audit Panel Committee meeting |
| | Met with representatives of DPAC re: Kingborough Sports Precinct funding agreement |
| | Attended information session on reforms to Councillor allowances and numbers |
| 20 October | Attended Council meeting |
| 22 October | Met with representatives of the Dept of State Growth re: Derwent River ferry services |
| | Met with Mr Tim Short of Adventure Patch |
| 24 October | Met with representatives of SenateSHJ |
| 27 October | Met with Cr Midgley and Mr Mike Thomas |
| | Attended Councillor workshop |
| 28 October | Attended the JackJumpers High Performance Training Centre Project steering committee meeting |
| | Participated in Metropolitan Council GM's/CEO's weekly meeting |
| | Attended a joint Kingborough/Huon Valley municipal emergency management committee meeting |
| 29 October | Met with Mr William Harkness of Housing Choices Tasmania |

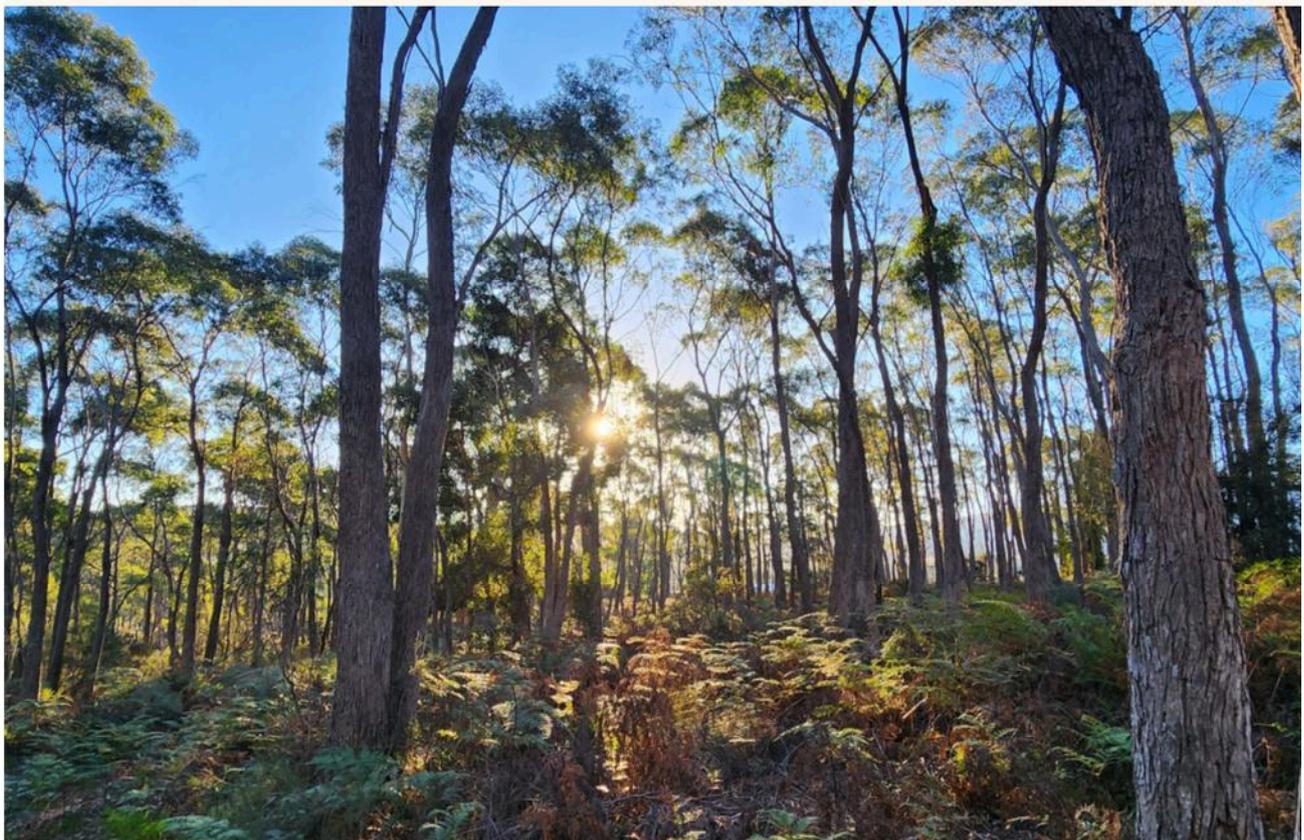
| Date | Description |
|----------------|---|
| | Met with representatives of DPAC and DSG re: High Performance precinct funding |
| 30 October | Met with Mr Dean Winter |
| | Attended the AFL HPC steering committee meeting |
| 31 October | Met with Mr Corey Bygraves of the Kalis Group |
| | Met with the presidents of the Kingborough Knights and the Kingborough Tigers |
| 3 November | Met with Mr Bob Calvert of KWS |
| | Attended Council meeting |
| 4 November | Attended information session on targeted amended draft Bill |
| 5 – 7 November | Attended Local Government Chief Officers Group conference in Adelaide |
| 10 November | Attended Councillor workshop |
| 11 November | Attended Remembrance Day service at Kingston Beach |
| 12 November | Attended the Greater Hobart Mayors Forum |
| | Attended the Derwent Estuary Program AGM |
| 13 November | Attended online briefing with EPA |
| | Attended the AFL HPC steering committee meeting |
| 14 November | Attended interviews for the Greater Hobart Executive Officer role |
| 17 November | In company with the Mayor, met with Mr Mervin Reed |
| | In company with the Mayor, met with Ms Louisa D’Arville |
| | In company with the Mayor, met with representatives of KBSLSC re: public rescue equipment project |
| | Attended Council meeting |
| 18 November | Participated in Metropolitan Council GM’s/CEO’s weekly meeting |
| 19 November | Met with representatives of KBSLSC re: redevelopment discussion |
| 20 November | Attended the Copping Joint Authority AGM |
| 21 November | Attended the Kingborough Sports Precinct Oversight Group meeting |
| | In company with the Mayor, met with Mr Nic Street |
| | |

B ENVIRONMENTAL SERVICES QUARTERLY ACTIVITIES

ENVIRONMENTAL SERVICES QUARTERLY REPORT

JULY - SEPT
2025

ENVIRONMENTAL SERVICES
NATURAL AREAS AND BIODIVERSITY | ENVIRONMENTAL HEALTH | BUSHFIRE | CLIMATE CHANGE



ENVIRONMENTAL SERVICES - QUARTERLY REPORT JULY-SEPT 2025

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Environmental Health

RECREATIONAL WATER

Beaches

Mandatory monitoring (sampling) under the *Public Health Act 1997* for recreational beaches is conducted between 1 December to 31 March. No beach sampling occurred during the period 1 July to 30 September.



Blackmans Bay Beach - South

In 2025, Council engaged Marine Solutions to undertake a two stage investigation into water quality at Blackmans Bay South, following its downgrade to a poor rating at the end of the 2024–25 recreational sampling season.

Stage One (completed June 2025) reviewed previous Council investigations, including additional beach and stormwater outfall sampling conducted over the past five years.

Key findings:

- Contamination is likely linked to stormwater originating from the residential area above the beach.
- Ageing water and sewer pipes may allow leakage into stormwater systems.

Further investigations were designed in Stage One, which will focus on stormwater impacts and help us understand how stormwater moves in the bay and affects water quality (stage two).

An additional operational budget was approved for the 2025–26 financial year to support Stage Two.

Stage Two is scheduled to commence in late 2025.



Pools

- Mandatory monthly sampling of swimming pools open to the public is required under the *Public Health Act 1997*.
- There are two public pools operating within the municipality.
- One pool is currently closed due to low demand and cost saving during colder months.
- All samples during the reporting period were compliant with the *Tasmanian Recreational Water Quality Guidelines 2007*.

PRIVATE WATER SUPPLIERS

Environmental Health conducts quarterly bacteriological sampling and yearly metal sampling on behalf of 2 of the 5 registered private water suppliers (PWS). The remaining 3 registered PWS undertake their own mandatory sampling with results monitored directly by Department of Health (2 Dept Education, Children and Young People facilities and a health care facility).

TABLE 1: Private Water Supplier regulation 1 July - 30 September 2025

| Activity | Number | Outcome |
|------------------------------------|--------|--|
| Renewals of Private Water Supplies | 5 | |
| Routine Microbial Samples Taken | 3 | 1 non-compliance; advisory (boil water) signage required until compliant resample result received |
| Metal Sampling | 4 | One non-compliant result led to a temporary "do not consume" advisory. Two re-samples are pending. |

PLACE OF ASSEMBLY

Place of assembly licenses are required under the *Public Health Act 1997* for all public mass outdoor gatherings of 1,000+ people for 2 or more hours.

Environmental Health assessed and licensed one Place of Assembly application during the reporting period.

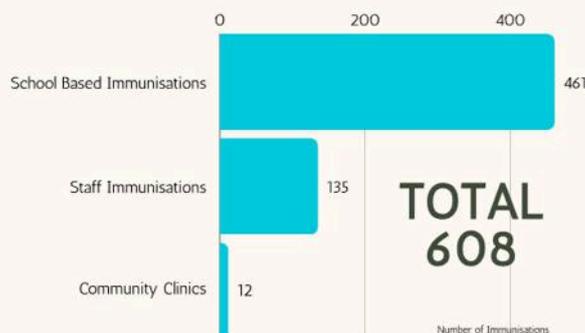
IMMUNISATIONS

Council's immunisation program is continuously reviewed to ensure a quality, accessible service for the community.

Between July and September, Council implemented new state-approved immunisation software, improving booking processes and streamlining internal procedures.

Community immunisation enquiries received for this period: 10

CHART 1:
Number of immunisations administered between 1 July 2025 to 30 September 2025.



FOOD SAFETY

As of 30 September 2025, there were 270 registered food businesses (mobile and fixed) operating within the municipality.

Council completed the annual renewal of all registered food businesses during the reporting period.

One infringement was issued for failing to renew a food business under the *Food Act 2003*. This business is now registered.

At current staffing levels there is not the capacity for the required level of food business inspections. To support this function, a casual Environmental Health Officer was engaged between 1 July and 30 September to prioritise inspections of high-risk premises.

TABLE 2: Food Safety Regulation - 1 July to 30 September 2025

| Category | Number |
|--|--------|
| Registered Food Businesses (as of 31 May 2024) | 270 |
| Temporary Food Applications Received | 50 |
| Inspections Conducted | 54 |
| Notifiable Disease Interviews Conducted | 4 |
| Enforcement Action Taken (infringement) | 1 |

COMMUNITY REQUESTS/COMPLAINTS

During the reporting period, Environmental Health received, investigated, and resolved 47 community concerns. One Abatement Notice was issued for a failing wastewater system, and three operations remain under active Environmental Protection Notices (EPNs).

TABLE 3: Community request and complaints overview

| Activity | Number |
|---|--------|
| Community Requests/Complaints Received | 47 |
| Abatement notice issued for a failing wastewater system | 1 |
| Current Environmental Protection Notices | 3 |



Natural Areas and Biodiversity

KEY HIGHLIGHTS

- Dose of Nature recognised as a Tasmanian Community Achievement Awards finalist in Health and Wellbeing category.
- Over 884 participants engaged across NAB education and community events.
- Over 12,000 native plants propagated and distributed through the 2025 revegetation program.
- 1,100 coastal species planted at Cloudy Bay through Kingborough Environmental Fund (KEF).
- More than 1,000 white gums supplied to landowners through the White Gums for Forty - Spots program.
- Landcare volunteers worked across 23 Council reserves, planting 3,025 native species.
- Natural Areas Weed officers undertook strategic weed control in 58 reserves.

Interpretation and Education Program

Dose of Nature acknowledged

Council's Dose of Nature program was recently recognised as a finalist in the Health and Wellbeing category of the Tasmanian Community Achievement Awards.

Developed with local health professionals and therapists, the program promotes preventative health, wellbeing, community connection, and appreciation for Kingborough's natural areas. Since commencement, the program has recorded more than 900 attendances.

At the awards ceremony, a short video showcasing the program was screened to several hundred attendees, and Council accepted a Certificate of Achievement.



 Cr Glade-Wright, Dr Bendall and Council's Bridget Jupe accepting the finalist certificate for Dose of Nature at the Tasmanian Community Achievement Awards.

A focus on...Natural Areas Publication

NAB staff have developed a new publication highlighting the diversity of flora and fauna found in Kingborough's natural areas. Initially created for guided walk participants, the publication is now available on Council's website in both printable and digital formats. The guides aim to help the community become more familiar with local species and bushland reserves.



Linking community with nature

Winter 2025 featured a busy calendar of events designed to connect the community with local reserves and increase understanding of Kingborough’s natural values. This quarter achieved a record level of school participation in NAB-led learning, restoration, and clean-up activities.

The table below provides a summary of key groups engaged and activities delivered across the reporting period.

TABLE 4: Community participation summary

| Key Participants | Number of Participants | Council event or activity |
|--------------------------------|------------------------|---|
| Kingston Primary School | 75 | Connecting with the habitat value of Whitewater creek. |
| Margate Primary School | 225 | Activities along Margate rivulet and the Eucalypt walk. |
| Calvin Christian School | 75 | Rehabilitation activities in Denison Street Reserve |
| Tarremah School | 65 | Revegetation of Huntingfield Creek |
| St Aloysius Catholic College | 100 | Restoration and clean up events in Huntingfield Creek and Baretta Bushland Reserve |
| Snug Primary School | 25 | Students attended presentations on the coastal process of the Snug area |
| Rotary Club of Tasmania | 15 | Saltmarsh restoration planting at Balmoral Park |
| Community | 75 | Glow Tours of the Stormwater wetlands - a collaboration between scientist Dr Lisa Gershwin, Community Development, and NAB (four events). |
| Community | 169 | National Tree Day |
| Community | 30 | Senior seasonal walks - Tramway track, Margate to Peggys Beach Reserve (two events). |
| Bahai Community of Kingborough | 30 | Dru Point native garden bed restoration. |
| July-Sept Total | 884 | |

July - Sept
Total
884
Number of Community Participants in Natural Area events or activities.



Participants of glow tour events had the chance to see wildlife from a different perspective.



St. Aloysius students planting in Baretta Bushland as part of Council’s school program.



Seniors walk participants take a moment to explore the native plants.

Kingborough Environmental Fund

The KEF Steering Committee met in July to progress priority actions, including project site selection, a conservation covenant application, and opportunities for program development.

Highlights for July–Sept include:

Completion of the Cloudy Bay coastal scrub revegetation project, with 1,100 native species planted to support recovery from historical disturbance and bushfire.

Steering Committee approval of a conservation covenant application in Alannah, protecting critical habitat for the swift parrot. The application has been forwarded to the Department of Natural Resources and Environment for review.

Confirmation of the site for the *Eucalyptus amygdalina* on sandstone forest (DAS) revegetation project, which will establish 1 ha of endemic species scheduled for completion in May 2026.



📷 NAB staff improved their knowledge of the rare coastal scrub vegetation community, while assisting with the Cloudy Bay KEF project.

Revegetation Program

The 2025 revegetation program concluded this quarter with more than 12,000 plants propagated through the Council nursery. Thanks to the dedication of our nursery volunteers, these plants supported Landcare and community projects, Council restoration sites, National Tree Day, the Silverwater Park upgrade, and the White Gums for Forty-Spots program. Propagation has now commenced for the 2026 program.



📷 Nursery volunteers Gretchen (left) and Desley (right) whose work underpins the success of Council's revegetation program.

Coastal Management

National Tree Day in July marked the second stage of revegetation works aimed at slowing erosion and stabilising the Snug foreshore. The next stage of the project will focus on identifying long-term protection options for the southern section of the beach, where rapid erosion and dune collapse is occurring. Proposals have been received from several coastal engineering firms, with a preferred option expected in December.



📷 National Tree Day Snug Beach planting site



📷 169 volunteers came together on National Tree Day in Snug to plant over 1,000 native plants and be part of our biggest turnout yet!

Tree Assessment

TABLE 5: Request for tree removal assessments for the reporting period

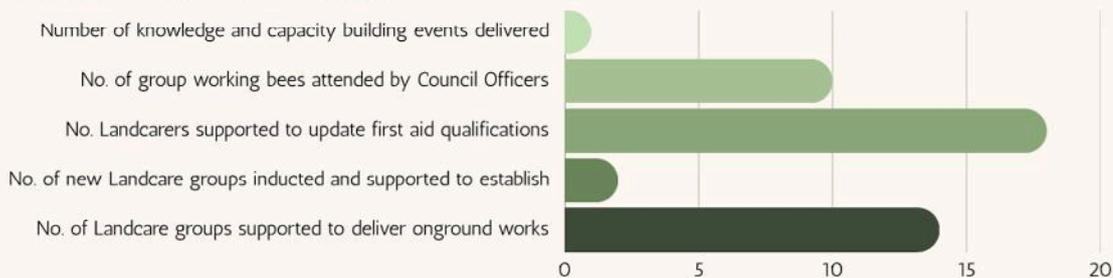
| Request for tree removal assessment and associated outcomes July – September 2025 | | |
|---|---------------|--|
| Outcome | Outcome rates | Description of outcome |
| Exempt | 9 | <i>Proposed tree work would meet an exemption within the planning scheme, such as safety, boundary fencing, or proximity to approved infrastructure, and no consent is required under a covenant or Part 5 Agreement</i> |
| No Permit Required | 2 | <i>Permit would not be required under the planning scheme, and no consent is required under a covenant or Part 5 Agreement</i> |
| Further Information Requested | 6 | <i>Available information is insufficient to determine if proposed tree work would meet an exemption</i> |
| Development Application required | 1 | <i>Proposed tree work would not meet an exemption and planning approval is required</i> |
| Not Valid | 1 | <i>Often a result of where vegetation is located on land not owned by the applicant</i> |
| Multiple Outcomes | 1 | <i>Request involves multiple trees and differing outcomes for the individual proposed removals/modifications</i> |
| Total requests received | 20 | |

Landcare Program

Fourteen Land and Coastcare groups were supported this quarter through advice, activity planning, on-ground assistance, training and capacity building. Volunteer groups worked across 23 Council-managed areas, addressing weeds, erosion, recreational impacts and litter.

Landcare volunteers also planted 3,025 native species to enhance biodiversity, stabilise erosion-prone areas and improve the resilience of natural areas. A summary of support activities is outlined below.

CHART 2: Landcare Program – Support to Groups



Threatened Species and Wildlife Program

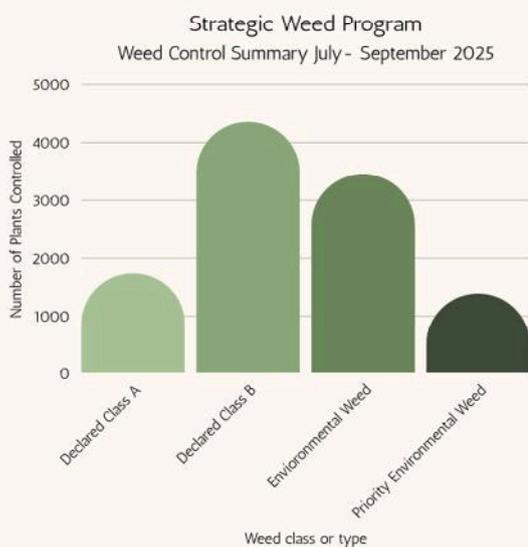
Council delivered the fourth year of its White Gums for Forty-Spots program, reaching a key milestone – over 1,000 white gum seedlings have now been provided to landowners in priority locations.

The forty-spotted pardalote (*Pardalotus quadragintus*) is one of Australia’s rarest birds, with most of its remaining population found in Kingborough. They rely solely on white gums (*Eucalyptus viminalis*) as a food source, making the protection and restoration of white gum habitat critical for the species.

Strategic Weed Management

Strategic weed control was conducted across 58 reserves this quarter, targeting declared weeds and other high priority species. Weed notices were also issued to landowners where required, encouraging pro-active weed management, providing technical advice and highlighting obligations under relevant legislation.

Further information of the strategic weed program for the reporting period is provided in the tables below.



 Council's Strategic Weed Officers controlling boneseed in the Alum Cliffs Reserve

TABLE 6: Weed notices sent to landowners during the reporting period

| Category of Weed | Species | Type of Notification | Number Sent |
|------------------------|-------------------|----------------------|-------------|
| Class A Declared Weeds | Pampas Grass | Advice notice | 3 |
| | Serrated Tussock | Advice notice | 1 |
| | Berryflower Heath | Advice notice | 2 |
| | Tree Heath | Advice notice | 1 |
| Class B Declared Weeds | Spanish Heath | Advice notice | 1 |

Climate Change

SNUG CLIMATE CHANGE ADAPTATION OPTIONS

The Snug Climate Change Adaptation Options (CCAO) project held a public engagement series through August and September, including a community survey.

The survey received 90 responses and one written response, informing the places and spaces that the community value most for adaptation planning. The results of this survey will be shared with the public on Council's website.

This project will now explore the adaptation options available to meet these priorities before going back for further engagement.



 Snug adaptation engagement

EMBEDDING CLIMATE RISK INTO COUNCIL OPERATIONS

Kingborough Council has been chosen, along with two other Tasmanian councils, to take part in a Local Government Association of Tasmania (LGAT) project focused on integrating climate risk into council financial planning. The project will review current governance and financial planning frameworks and develop a practical toolkit to help councils plan strategically and set aside funds to manage the long-term impacts of climate risks on council operations.

The organisational Climate Change Risk Assessment has progressed, with all data collection now concluded. The Risk Assessment will provide a framework for the management and resourcing of climate risks across organisational operations.

Bushfire Management

The wetter, cooler time of year allowed for some valuable training, planning and collaborating.

- Over the period nearly 30 hours were spent attending to community calls and requests for information.
- The Bushfire Planning Officer completed the Planning for Bushfire Prone Areas course run by University of Technology Sydney (UTS).
- Council has been successful in receiving a Fuel Break Grant offered by Tasmania Fire Service. This grant will allow the Cartwright Reserve fuel break in Tarooma to be upgraded to a Class 2 Protective Fuel Break. The break will form a strategic point to limit fire entering the municipality from the north, directly reducing the risk to residents nearby and in the wider area.



📷 Vegetation assessed as part of the bushfire course.



📷 Screenshot detailing the upcoming works at Cartwright Reserve, Tarooma.

- The Barretta Bushfire Emergency Plan review is near completion. This forms part of a review of all fire and emergency related procedures onsite.
- Attended a very successful cultural burn at Burtons Reserve, Cygnet completed by SETAC part of NAIDOC week celebrations.
- Sparking Conversations, Community Bushfire Resilience Project won the state section of the Resilient Australia Award.
- Kingston Park Hazard Management Area maintenance and stump removal to improve effectiveness of the break.
- Geoneon's 2025 bushfire risk mapping online platform launched and is available to residents.

C AUDIT PANEL MEETING MINUTES 17 OCTOBER 2025

The logo for Kingborough, featuring the word "Kingborough" in a black serif font. A green curved line arches underneath the text, starting from the left side of the 'K' and ending under the 'h'.

AUDIT PANEL
MINUTES

17 October 2025

MINUTES of the Kingborough Council Audit Panel held at the Council Project Office on Friday, 17 October 2025 at 8.00 am.

PRESENT:

| | | PRESENT | APOLOGY |
|-------|----------------|----------------|----------------|
| Chair | Mr P McTaggart | Y | |
| | Mr P Viney | Y | |
| | Ms C Millar | Y | |
| | Cr D Bain | Y | |
| | Cr A Antolli | Y | |

IN ATTENDANCE

| | |
|-----------------------------|---------------|
| Chief Executive Officer | Mr D Stewart |
| Director People and Finance | Mr D Spinks |
| Manager Finance | Mr A Lovell |
| Assistant Manager Finance | Ms L Eaton |
| Manager Digital Experience | Mr N Tenaglia |
| WLF Internal Auditors | Ms A Leis |
| Tas Audit Office | Mr H Batt |

WELCOME:

The Chair welcomed the Panel.

APOLOGIES

Nil.

DECLARATIONS OF INTEREST

Nil.

INTERNAL AUDIT

Ms A Leis from WLF joined the meeting.

Risk framework review scoping document

The Panel discussed the proposed review scope. The Panel noted Council does not have a risk officer and clarified that WLF’s role would be to help update the framework, but not the content. The Panel approved the scope.

Three year audit strategy

The Panel noted the updated the three year internal audit program reflecting the inclusion of a procurement review in the current year with that review already under way. Ms Leis noted that work to date had included reviewing policies and procedures, discussions with various staff across Council who undertake purchasing, and a review of purchasing data had been undertaken. Further work is required and a report is anticipated to be presented to the December Panel meeting.

Ms Leis left the meeting at 8.22 am.

Internal Audit Recommendations Tracker

The Panel reviewed the action items under the internal audit recommendation tracker.

Mr Spinks provided an update to the Panel in relation to the strategic asset management plan (SAMP). Mr Spinks repeated Mr Mackey's comments from the last meeting that there is much work to be done, likely to take 12-18 months, and that external assistance would be required.

Phase one which is currently underway has included visiting other organisations to understand their asset management practices, the engagement of a specialist asset management consultant (Modelve) to assist Council, and the engagement of a business analyst to assist manage the project, map processes and identify process weaknesses. Modelve have been provided with Council asset data and have loaded that into their software and are commencing reviewing the data quality and modelling of asset renewal scenarios. It is expected the capital program for the 2026/27 budget cycle will be better informed by data than previous but will require further improvement.

Phase two will be increasing the maturity which will result in subsequent improvement to capital program development and LTFP capital expenditure forecasting. A key focus will be on capability uplift and cultural shift – engineering, asset management team and asset custodians across council. A further necessary improvement, as has been reported by WLF, is the integration of plans – LTFP, SAMP and underpinning documents.

There was discussion in relation to the asset management system and whether it will be replaced. The Panel advised replacing the system should be carefully considered given the time and resources that would be required. The Panel queried the 5% progress rating in the status report and the CEO advised this figure is likely understated given the work to date such as the review of end to end processes with the assistance of a consultant.

CONFIRMATION OF MINUTES

The Panel endorsed the minutes of the Kingborough Council Audit Panel meeting of 8 August 2025 as a true and correct record.

ACTION LIST

Action List

The Action List containing five items was noted. All items were noted as on track and/or to be discussed as separate agenda items.

EXTERNAL AUDIT

Mr Batt joined the meeting.

Financial statements and audit opinion

The final financial statements, audit opinion, financial audit outcomes report and report to those charged with governance were tabled. Mr Batt provided an overview of the audit which ran smoothly and in accordance with the audit plan. Adjusted audit differences were noted being some minor changes to key management personnel remuneration disclosure and an error identified in relation to the infrastructure indexation process with necessary corrections made. An unqualified audit opinion was issued. The findings report made one moderate risk recommendation in relation to the application and selection of asset indexation rates, and two low risk recommendations in relation to the obtaining of related party declarations for applicable exiting employees and two policies noted as being past their review date.

TAO Recommendations Tracker

The Panel noted the progress made on the two items. Only one item remains outstanding in relation to the Private Works recommendations and Mr Tenaglia, the Manager Digital Experience will attend the meeting (a later agenda item) to provide a further update to Panel in relation to IT status and governance.

Panel discussion with external audit

Management left the room and the Panel held discussions with external audit.

Mr Batt left the meeting.

KEY COUNCIL MATTERS

Mr Stewart spoke to:

- Tas Planning Scheme:
 - The Draft Local Provisions Schedule and in particular the landscape conservation zone application has generated considerable community comment and criticism indicating genuine concern in the community. Some commentary on social media has also been critical. The Panel discussed staff welfare and the processes undertaken to mitigate.
- Sovereign citizens. The Panel discussed the processes undertaken to mitigate risks associated with the sovereign citizen movement.

RISK MANAGEMENT & BUSINESS CONTINUITY UPDATE**AFL High Performance Centre (HPC) update and risk register**

Mr Stewart tabled the HPC risk register. Mr Stewart spoke extensively to the governance arrangements in place including the internal Steering Group plus the Precinct Oversight Group comprising senior representatives from State Growth, Premier and Cabinet and the Devils.

Other matters discussed included:

- a Heads of Agreement;
- land tenure;
- site parking; and
- ongoing operational costs to Council.

Risk management

The Panel noted that risk management and business continuity planning are approved projects on the 2025/26 internal audit program to assist with moving these forward. A risk management workshop with WLF and Council and senior management has been scheduled for November 10.

IT Security and Policy Breaches

Mr Tenaglia joined the meeting and provided the Panel with a presentation and status update of IT operations and governance. A Digital Strategy has been drafted drawing upon various inputs including national standards, council strategic plan, and an internal survey and feedback. A digital maturity assessment has been undertaken with an overall score of 1.32 out of five. In broad terms Council's environment is characterised by systems that are nearing end of life or lack integration capability, a high proportion of manual workflows, fragmented data, accessibility gaps, and low digital support and training.

The strategic goals of the draft strategy will be a customer focus with a digital first focus, a customer experience portal, a digital workplace providing staff with the tools necessary to do their best work, cyber safe, connected systems and data, the responsible use of AI and adoption of smart services.

Change management will be a critical focus in the transition. Governance will be improved by the strategy and accountability oversight, change management processes, a comprehensive suite of policies, business continuity plan created and tested, and business processes mapped and documented.

Mr Tenaglia left the meeting.

JLT Public sector risk report

The Panel noted the report.

REGULATORY/GOVERNANCE UPDATES

Audit Panel 2024 annual performance review action plan

The Panel noted the action plan with all items on track. The Panel resolved to undertake a 2025 performance evaluation survey.

Finance report

The Panel noted September finance report to be tabled at Council 20 October. The Panel noted the favourable performance of the sports centre memberships and whether a forecast adjustment was required. Mr Spinks advised that centre management would prefer to monitor for a further month or two.

Panel Chair’s report to Council

The Panel noted and endorsed the Chair’s report to Council. A summarised version will be included in the Annual Report.

Annual Work Plan

The annual work plan 2025 was noted.

Gift register

The gift registers for the six months to 30 June were noted. The councillor register contained two entries, and the staff register one entry.

Employee entitlements

The Panel noted the number of employees with excess annual leave entitlements has increased, whereas for long service leave it has decreased. Management continues to work with employees to reduce balances.

OTHER BUSINESS

Nil.

ACTION LIST

| Meeting | Item | Responsibility | Due Date |
|----------|--|-------------------------------|--|
| Oct 2024 | Management presents an updated risk matrix and consider looking at getting external help with development of risk management at the Council. | Director People and Finance | Updated risk matrix to be presented at a future meeting in 2025/26 |
| Feb 2025 | Financial sustainability internal audit report – strategic asset management update to be provided at each meeting. | Director Engineering Services | Each meeting |
| Oct 2025 | Further update next meeting including approach to capital plan development for 26/27 | | Next meeting |

| Meeting | Item | Responsibility | Due Date |
|----------|---|----------------------------|--|
| May 2025 | Digital experience – IT governance recommendation (high risk) – regular updates to the Panel. | Manager Digital Experience | Update provided at Oct meeting. Next update Feb meeting. |
| Aug 2025 | AFL High Performance Centre project and risk update. | CEO | Each meeting |

CLOSURE

There being no further business the Chair declared the meeting closed at 11.20 am.

Confirmed as a true and correct record:

.....
 Chair,
 Audit Panel

Public Copy